



## WILMINGTON URBAN AREA Metropolitan Planning Organization

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### Meeting Agenda

Wilmington Urban Area MPO  
Transportation Advisory Committee

#### Members:

City of  
WILMINGTON  
Lead Planning Agency

Town of  
CAROLINA BEACH

Town of  
KURE BEACH

Town of  
WRIGHTSVILLE BEACH

NEW HANOVER  
County

Town of  
BELVILLE

Town of  
LELAND

Town of  
NAVASSA

BRUNSWICK  
County

PENDER  
County

CAPE FEAR PUBLIC  
Transportation  
Authority

North Carolina  
BOARD OF  
TRANSPORTATION

**TO:** Transportation Advisory Committee Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** December 11, 2009  
**SUBJECT:** December 16<sup>th</sup> Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, December 16<sup>th</sup> at 4pm. The meeting will be held in the Lord Spencer Compton Conference Room at City Hall.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
  - a. 9/30/09
  - b. 10/14/09
  - c. 10/28/09
- 3) Public Comment Period
- 4) Presentations
  - a. Recognition of outgoing Transportation Advisory Committee members
  - b. Federal Transportation Rescission – John Sullivan, FHWA Division Administrator
  - c. Cape Fear Memorial Bridge Preservation Project- Allen Pope, NCDOT Division Engineer
- 5) Old Business
- 6) New Business
  - a. Opening of 30-day Public Comment Period for STIP Amendment for Public Transportation Program
  - b. Resolution Opposing Changes to the Transportation Equity Formula
  - c. Resolution Supporting Bicycle Lanes on Princess Place Drive and South Front Street (US 421 Truck)
  - d. Resolution supporting the Filing of a Transportation Corridor Official Map for the interchange at Kerr Avenue and Martin Luther King, Jr. Parkway (US 74)
  - e. Adoption of a 2010 Meeting Calendar
- 7) Updates
  - a. Cape Fear Commutes
  - b. City of Wilmington/Wilmington MPO
  - c. Cape Fear Public Transportation Authority
  - d. NCDOT
- 8) Announcements
  - a. Bike/Pedestrian Committee meeting- January 14 at 5:15pm
  - b. Citizen Advisory Committee meeting January 20 at 4pm
  - c. Election of Officers will occur in January
- 9) Next meeting –January 27, 2010

**Attachments:**

- Minutes 9/30 meeting
- Minutes 10/14 meeting
- Minutes 10/28 meeting
- Federal Transportation Rescission Information
- Letter from NCAMPO Association regarding Federal Transportation Rescission
- STIP/MTIP Amendment for the NCDOT Public Transportation Program
- Current TIP Allocations Per Capita
- Resolution Opposing Changes to the Transportation Equity Formula
- Resolution Supporting Bicycle Lanes on Princess Place Drive and South Front Street
- Smith Creek Land Subdivision
- Resolution supporting the filing a Transportation Corridor Official Map for the interchange at Kerr Avenue and Martin Luther King, Jr. Parkway (US 74)
- 2010 Meeting Calendar
- City of Wilmington Project Update (November)
- NCDOT Project Update

**Meeting Notes**  
**Wilmington Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Date: September 30, 2009**

**Members Present:**

Lanny Wilson, Chairman, NCBOT  
Jonathan Barfield, Cape Fear Public Transportation Authority  
Jim Dugan, Town of Kure Beach  
Alan Gilbert, Town of Carolina Beach  
Mike Ballard, Town of Navassa  
Bill Blair, Town of Wrightsville Beach  
Bill Saffo, City of Wilmington  
Jason Thompson, New Hanover County  
Bill Sue, Brunswick County  
Chuck Thurlow, Town of Belville  
David Williams, Pender County  
Tommy Wallace, Town of Leland

**Staff Present:**

Mike Kozlosky, Executive Director  
Bill McDow, Transportation Engineer

**1. Call to Order**

Mr. Wilson called the meeting to order at 4:00 PM.

**2. Approval of Minutes**

The motion to approve the minutes for the September 9<sup>th</sup> meeting carried unanimously.

**3. Public Comment Period**

Mr. David Jones addressed the committee regarding the installation of medians on Market Street from Kerr Avenue to Colonial Drive. He feels that they will adversely affect businesses in that area. He told members he does not see how the project justifies being in the Top 25 Projects based on the needs in our area. He said he feels that there are other needs that are greater.

Mr. Andy Koeppel addressed the members regarding the possible land-swap for the U-Haul Property. He told members he hopes there is mechanism in place that if a suitable property was found, the Department can move forward to acquire the property. Mr. Wilson stated that the Department of Transportation is currently working on land acquisition for the Multi-modal Center.

Mr. Koeppel told members he would also like to speak about the matter of the Interstate-20 extension. The resolution presented at the last meeting was intended to request NCDOT begin conversations with South Carolina Department of Transportation about the extension of the I-20 designation. Instead it was tabled in order to research more detail on weight restrictions if the route was designated as I-20. He told members he felt it was premature to hold up the process over the matter of weight restrictions. Mr. Koeppel suggested that weight limits and such things could be a conversation for another day. He requested that this committee move forward with the resolution immediately so that conversations between North and South Carolina on the extension of I-20 can begin as soon as possible.

Mr. Steve Coggins, council for Mr. Dennis Anderson, addressed the group regarding the medians on Market Street. He told members that Priority # 8 on the Top 25 priority list will create devastating affects on the McDonald restaurant on Market Street. He reiterated that the project will have adverse impacts on the character and efficiency of the corridor. It may also create a negative affect the economic vitality of the area and possibly cause a decline in property values. He stated that Mr. Anderson respectfully requests the project not appear on the priority list.

Mr. Alvin Rogers addressed the committee regarding a one-way alternative utilizing Kerr Avenue. He told members he would like to request members have another look at the one-way alternative. He felt it would be a more economical alternative for solving the traffic problems on College Road.

#### **5. New Business – Moved ahead**

##### **a. Resolution adopting the Prioritized List of Bicycle Projects for the Wilmington MPO (2009)**

Mr. Kozlosky told members that the Department of Transportation asked for a prioritized list of multimodal projects. He suggested using the list from the 2030 Long Range Transportation Plan (LRTP) for prioritization by the NCDOTs Bike and Pedestrian Division.

Mr. Gilbert asked who compiled the list. Mr. Kozlosky said the list was taken from the 2030 LRTP.

Mr. Thurlow made the motion to adopt the prioritized list of bicycle projects for the Wilmington MPO. Mr. Gilbert seconded the motion and it carried unanimously.

##### **b. Resolution adopting the Wilmington MPO Transportation Model**

Mr. York gave a presentation to the committee on the Transportation Model. Mr. York told members NCDOT has been in the process of updating the MPO's transportation model for the last year. Household information came from the 911 database and employment information was provided from Info USA. The new model information shows the number of households will increase from 163,000 to 185,000, with Brunswick County having the largest growth in the MPO area. Info USA is predicting 221,000 jobs and the biggest employment center will continue to be Wilmington. The model also reflects traffic volumes for the area.

Mr. Wilson asked if the model corrected some problems that were associated with the Martin Luther King, Jr. Parkway. Mr. York said they had made a few minor changes in the calculations which include speed limit, number of lanes and capacity corrections. Mr. Kozlosky told member that staff is more comfortable with the numbers we have today with the new model than back in 2005 when it was originally adopted.

Mr. Williams made the motion to adopt the new transportation model. Mr. Sue seconded the motion and it carried unanimously.

#### **4. Old Business**

##### **a. Resolution adopting the Top 25 Highway projects for the Wilmington MPO (2009)**

Mr. Kozlosky told members that based on Executive Order #2, NCDOT is trying to become more transparent and more data driven in their decision making processes. The TCC prioritized the list of Top 25 projects for the region. The list was submitted to this committee at the last meeting for discussion. Staff was requested to provide the Top 10 projects for the region for the 2009-2015 TIP to the members.

Mr. Kozlosky stated that staff compiled two lists of the Top 25 projects for review by this committee. The first list is the Top 25 projects for the Wilmington Urban Area MPO (2009). The second list is the Top 25 projects without Loop and Toll Projects (2009). Staff recommended submitting the list to the Department of Transportation that does not include the Cape Fear Skyway and the Wilmington Bypass. Mr. Wilson stated the reason the two projects will be left out is because they are coming from different funding sources.

Mr. Montgomery asked if a list was adopted for submittal without the two projects, will it in any way diminish the committee's commitment that the Wilmington Bypass in Brunswick County. Mr. Kozlosky stated that is why staff recommends adopting the two lists.

Mr. Montgomery told members he would like to see the Dow Road project moved from the bottom of the priority list up because it will benefit the entire area economically, not just for traffic congestion. Mr. Thompson told members said he felt that the Dow Road project should be moved up into the top-10. Mr. Saffo suggested moving it to number 7.

Mr. Wilson reminded members that projects having a regional significance will be given more weight in the prioritization process by the Department.

Mr. Sue made a motion that on both lists this committee start at position # 3 and put Village Road, # 4 – Dow Road; # 5 - Hampstead Bypass; and Old Fayetteville Road as the # 6 project.

Mr. Saffo reminded members that this committee just took \$38 million from New Hanover County to go to the Wilmington Bypass. He pointed out that New Hanover County made a sacrifice by taking the money and putting it toward the Wilmington Bypass in Brunswick County as its part in a regional effort. If we are trying to help each other regionally, he said he felt it is unfair to take those kinds of projects forward as Mr. Sue suggested when we have major traffic issues on this side of the river. Mr. Thurlow said the I-140 project is not just a Brunswick County project, it is a regional project. It will benefit Wilmington just as much as Brunswick County. Mr. Saffo said he wanted to demonstrate that we also felt the same way, which is why we took \$38 million and moved it to that project. He explained that there are major projects here that we have also been waiting on.

Mr. Ballard told members you have to fix the problem at both ends. It's a give and take situation. He said he agreed with Mr. Sue's motion and he would like to see the Market Street Corridor project put on the back-burner. Mr. Saffo said he agreed with moving the Market Street #8 project to the bottom of the list. Mr. Ballard pointed out that Village Road is not in the position to handle traffic that is running in and out now.

Mr. Wilson asked if Mr. Sue's motion was for Village Road to be the number 3 project, number 4 will be Dow Road, number 5 will be the Hampstead Bypass, and number 6 will be Old Fayetteville Road. Mr. Sue said that was correct. Mr. Ballard seconded Mr. Sue's motion.

Mr. Williams asked if this list was going to be updated in two years. Mr. Kozlosky replied that was correct. He said the next updated list will come from the 2035 Long Range Transportation Plan and not the 2030 plan.

Mr. Wilson suggested that Mr. Kozlosky read through the revisions requested in Mr. Sue's motion. Mr. Ballard told Mr. Kozlosky that he understood that the Market Street improvements – B section was moving to the bottom of the list. Mr. Kozlosky said to do that would take a substitute motion. Mr. Saffo said he would make a substitute motion to submit the Top 25 Project list as read but move the Market Street improvements to the bottom of the list of 25. The corrected list follows:

Project by Rank

1. Independence Boulevard
2. Military Cutoff Extension – Market Street to Martin Luther King, Jr. Parkway
3. Village Road
4. Dow Road
5. Hampstead Bypass
6. Old Fayetteville Road

7. Upgrade College Road from Gordon to Martin Luther King, Jr. Parkway
8. Kerr Avenue interchange
9. Market Street improvements – C section
10. Market Street improvements – D section
11. Northbound through lane on College to Shipyard
12. Castle Hayne Roundabout
13. Castle Hayne Road/NC 133 widening
14. Gordon Road widening
15. River Road widening (NC 133)
16. Scientific Park Drive Extension
17. Carolina Beach Road (US 421) widening
18. Masonboro Loop Road connection
19. Blue Clay Road interchange
20. River Road relocation
21. North 23<sup>rd</sup> Street widening
22. Plantation Road improvements
23. Wide Way Connector
24. Magnolia Drive extension
25. Market Street improvements – B section (Colonial to Kerr)

Mr. Thompson seconded Mr. Saffo's substitute motion. The motion carried unanimously.

Mr. Wilson called for a motion on the list that includes the Loop and Toll projects. Mr. Thompson made the motion to approve the list with the Wilmington Bypass as the number 1 project and the Cape Fear Skyway as the number 2 project and then follow the same order as the list from Mr. Sue and Mr. Saffo's earlier motions. Mr. Ballard seconded the motion and it carried unanimously.

## **6. Updates**

### **a. Citizen Advisory Committee (CAC)**

Mr. Kozlosky updated members on Cape Fear Commutes and the CAC activities.

### **b. NCDOT Project Update**

attached

## **8. Announcements**

- a. Dow Road Corridor Study Public Meeting- September 28<sup>th</sup> 5-7 pm
- b. Citizen Advisory Committee meeting-October 7<sup>th</sup> at 4pm
- c. Bike/Pedestrian Committee meeting- October 8<sup>th</sup> at 5:15pm
- d. Special meeting with TAC representatives to discuss the Cape Fear Skyway- October 14<sup>th</sup>

Mr. Montgomery told members he would like to pay a complement to Mr. Kozlosky and his staff, especially Mr. Bill McDow. Mr. Kozlosky's staff conducted a parking and traffic study for the Town of Kure Beach over the 4<sup>th</sup> of July weekend. The results from the study will be presenting to their Town Council next week. The preliminary results are phenomenal. The study will provide valuable information over the next several years for the town.

**9. Adjournment**

With no further business, the meeting was adjourned at 5:30 pm

Respectfully submitted

Mike Kozlosky  
Executive Director  
Wilmington Urban Area Metropolitan Planning Organization

# Meeting Notes

## Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee- Special Meeting

Date: October 14, 2009

### Members Present:

Lanny Wilson, Chairman, NCBOT  
Jonathan Barfield, Cape Fear Public Transportation Authority  
Mac Montgomery, Town of Kure Beach  
Alan Gilbert, Town of Carolina Beach  
Mike Ballard, Town of Navassa  
Bill Blair, Town of Wrightsville Beach  
Bill Saffo, City of Wilmington  
Jason Thompson, New Hanover County  
Bill Sue, Brunswick County  
Chuck Thurlow, Town of Belville  
David Williams, Pender County  
Tommy Wallace, Town of Leland  
Laura Padgett, City of Wilmington

### Staff Present:

Mike Kozlosky, Executive Director

### 1. Call to Order

Mr. Wilson called the meeting to order at 2:03 PM.

### 2. Presentation-

#### **a. Cape Fear Skyway**

Mr. Steve Dewitt told members that the Cape Fear Skyway project is at a critical stage in the process right now and issues need to be addressed if the Skyway project is to move forward. Mr. Dewitt said the Turnpike Authority hopes to accomplish two things, the first being that they need to know where the community stands and if they wish the project to move forward. The second is updating TAC members on where the financing stands and what the issues are because that will play into where this project goes.

Mr. Dewitt reviewed the history of the Cape Fear Skyway project to date. He told members that the National Environmental Policy Act (NEPA) requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions. Part of the NEPA requirement is to look at all reasonably feasible alternatives and to put lines on a map that weave through the environmental issues such as wetlands, streams and protected areas. The lines will also weave through subdivisions, communities, and businesses in trying to find a series of lines that are reasonable and feasible alternatives to study further in more detail in order to come up with the final alignment. Because the Turnpike Authority has been made aware of the new developments being proposed along the alignments, they have stepped back and looked at other alternatives knowing that the development of Brunswick Forest is important to the local economy. They have also just received news of another development being proposed at the best alignment for the bridge to cross the Cape Fear River.

Mr. Dewitt stated that when looking at the development of Brunswick Forest, they have two new alternative routes which run north and south of the area that will allow the project to move forward with minimal impact. He told members it is important that the "A" and "B" sections of the I-140 loop be constructed to ensure traffic on the Skyway. The bypass will be important in creating the revenue that will be needed to pay for the bridge.



The next step in the process is to determine if the community really wants this project to go forward. If the Turnpike Authority receives affirmation to move forward, the next step will be the final Environmental Impact Statement in March 2012 and the Record of Decision in September 2012.

Mr. Sue asked Mr. Dewitt where the two interchanges are going to be located on the northern alignment. Mr. Dewitt said in terms of the specific geographic point, there are multiple issues that will need to be addressed and at this stage, those are the kind of things that they will need to work with the community in determining.

Mr. Sue told members he could not consider the southern route of the two new alignments presented today. That route terminates at Sneed Farms and we have promised them by resolution three years ago that we would do all we could to not break up that established community. He stated that the northern route has the least interference of either proposal. He said he has some concerns about where it crosses Lanvale Road, but it is the best corridor he has seen yet.

Mr. Thompson told members he thought all the specifics on the interchanges are a moot point unless we do something about the proposed development at the site selected for the bridge to cross the river. He stated that he felt like this board needs to get to the main issue of preserving a corridor. That comes down to Brunswick County being willing to put in an overlay to preserve the corridor.

Mr. Sue reminded Mr. Thompson that he could only speak as one representative and he needs details to take to the other commissioners. Mr. Dewitt said once the Turnpike Authority received word from the community to move forward with this project, they would down with the developers and stakeholders to look at options and work on the details of finding the alignments that make more sense.

Mr. Saffo asked Mr. Kozlosky if he had any information on the proposed development at the base of the proposed bridge. Mr. Kozlosky said there has been a development proposal that has been submitted to Brunswick County or a preliminary development proposal and they are conducting a transportation impact analysis on that proposed development. Staff has been made aware of some type of development will occur on that property and that is one of the reasons we wanted to sit down with this board today in an effort to preserve that corridor for the Skyway.

Ms. Padgett asked Mr. Kozlosky about the corridor preservation on the New Hanover County side of the river. Mr. Kozlosky stated that the reservation period on the Madison Place Apartment property site expired October 11<sup>th</sup>. The City of Wilmington will need to make a decision to develop a strategy on how it intends to move forward in preserving that corridor if the Cape Fear Skyway project does move forward. He said that the developer of the Madison Place property has indicated that he will wait to hear the decision from this committee on the Skyway.

Mr. Grady Rankin, Chief Financial Officer for the Turnpike Authority, gave a presentation on the financial feasibility and financing the "GAP" funds needed to build the Cape Fear Skyway. In closing he told members the main issues facing the Cape Fear Skyway will be the community's willingness to protect the right-of-way for the project, the willingness to toll additional sections of the I-140 bypass and the willingness of the legislature to provide the "GAP" funds for 40 years.

Mr. Williams told members he supports the project in its entirety. Mr. Saffo asked staff for the projections for the capacity of the Memorial Bridge in the future years. Mr. Kozlosky told member there are about 70,000 vehicles per day going across the bridge and about 108,000

vehicles on the causeway today. The Town of Leland just completed a master plan last year that indicates that they will have a population of approximately 100,000 people by 2050. The draft purpose and need indicates a 2008 ADT of 52,700 vehicles per day and by 2035, they anticipate 113,000 vehicles crossing the Cape Fear Memorial Bridge on a daily basis. Mr. Kozlosky stated that if we don't move forward with the Skyway or another bridge crossing, we are going to see grid-lock in Brunswick County.

Ms. Padgett asked if the Turnpike Authority has looked at changes in the large-ship traffic and are there still opportunities to change the size of the bridge if needed. Mr. Dewitt said they have worked with the State Port to make sure that what ever they build will fit the need of the State Port as we know it today. The height of the bridge can be changed if necessary but the span of the bridge will not change a whole lot and the real cost comes in spanning that kind of distance with no supports in the middle of it.

Mr. Dewitt said it all comes down to the fact that the Turnpike Authority needs the MPO's support to move forward. He told members that neither Turnpike Authority, nor NCDOT have money to buy right of way so the question will come down to how will we deal with protecting this corridor.

Mr. Sue told members the only way by law that Brunswick County can protect the corridor is to put it on their land use plan. He said they have no revenue to purchase right of way. Mr. Kozlosky stated that based on recent legislation that passed last year, counties do have the authority to file transportation official corridor maps and that could be used for the preservation of a corridor. That provides a three year preservation period from the time anyone submits a subdivision plan or a building permit. The preservation is for three years and when it expires, the developer has the option to move forward and construct the project on that property. Mr. Sue said he will have the Brunswick County planning staff investigate that possibility.

Mr. Wilson suggest giving everyone on the TAC the opportunity to go back to their counties, communities and boards and see if consensus can be reached and come back with a decision at the next regular TAC meeting on October 28<sup>th</sup>.

### **3. Announcements**

- a. Cape Fear Commutes meeting- October 21<sup>st</sup>
- b. Wilmington Bike/Pedestrian Committee meeting- December 10<sup>th</sup>

### **4. Adjournment**

With no further business, the meeting was adjourned at 3:15 PM

Respectfully submitted

Mike Kozlosky  
Executive Director  
Wilmington Urban Area Metropolitan Planning Organization

**Meeting Notes**  
**Wilmington Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Date: October 28, 2009**

**Members Present:**

Lanny Wilson, Chairman, NCBOT  
Jonathan Barfield, Cape Fear Public Transportation Authority  
Mac Montgomery, Town of Kure Beach  
Alan Gilbert, Town of Carolina Beach  
Mike Ballard, Town of Navassa  
Bill Blair, Town of Wrightsville Beach  
Bill Saffo, City of Wilmington  
Jason Thompson, New Hanover County  
Bill Sue, Brunswick County  
Chuck Thurlow, Town of Belville  
George Brown, Pender County  
Tommy Wallace, Town of Leland  
Laura Padgett, City of Wilmington

**Staff Present:**

Mike Kozlosky, Executive Director

**1. Call to Order**

Mr. Wilson called the meeting to order at 4:04 PM.

**2. Approval of Minutes:**

(no action)

**3. Public Comment Period**

Mr. Wayne Huffman, Secretary of the Sneed Farm Home Owner's Association, addressed the TAC members regarding his concerns about the Cape Fear Skyway Bridge impact on the Sneed Farm development. He also spoke about his concerns regarding government deficit spending and urged members to endorse sensible spending by rejecting the extravagant spending on the Cape Fear Skyway Bridge.

Ms. Judy Huffman spoke to the TAC members regarding the cost of the Cape Fear Skyway and suggested using the money to complete the Wilmington Bypass.

Mr. Walter Futch spoke to members regarding the cost of the Cape Fear Skyway and the money involved for the project. He told members he has concerns about the expiration of the corridor in Wilmington. It is trying to force the Town of Leland to make decisions that they don't have adequate information to make. He told members they met yesterday with the Turnpike Authority and DOT representatives and were told that nobody has studied the other alternative yet. He said the Department of Transportation is relying on Wilmington, Brunswick County and the Town of Leland to reserve the corridors because they can not until they have identified all the alternatives and ruled which one is the best. They want us to take that responsibility. The taxes on the land in the right-of-way will be a huge impact on the Town of Leland over the next three years. He reminded members that they represent people living in New Hanover and Brunswick counties and they are making the decision for them. He asked members to not make this decision in haste.

Mr. Andy Koeppel addressed the TAC members regarding interstate highway connectivity between Wilmington and Charlotte. He also suggested that a portion of the Wilmington Bypass be named after Mr. Bill Sue.

#### **4. Presentation-**

##### **a. Urban Loop Prioritization Process**

Mr. Don Voelker, Director of Strategic Planning, gave a presentation on the proposed Urban Loop Prioritization Process. He told members his department would like to receive input and comments prior to finalizing the prioritization process. He said they are particularly interested in receiving comments on whether the factors described in the draft proposal are relevant and whether the proposed scoring methodology is appropriate in creating an Urban Loop Prioritization Process that will support statewide growth, economic development and enhance mobility. He stated that the purpose of the Urban Loop Prioritization Process is to prioritize the remaining the uncompleted sections of the 10 Loops. He reviewed the draft criteria his office is proposing in ranking all projects. He told members at the end of the public comment period on November 30<sup>th</sup>, they will review all the comments received and make revisions to the plan. They will take the proposal to the Board of Transportation in the Spring of 2010 so they can prioritize the list of Urban Loop projects by June 1<sup>st</sup>.

Mr. Wilson told members that he supports the idea and efforts being made to come up with a prioritization process because it is extremely important for the future. He would like to make a couple observations relating to the Wilmington Outer Loop. The project is one of the original loops included in the legislation going back to 1989. There is already a record of decision in place for Wilmington Bypass and to allow that environmental document to laps would not be a prudent decision by the Department of Transportation in light of the fact that there were numerous delays associated with it to accommodate the needs to the community in Brunswick County. It is also important take into consideration that the Wilmington Bypass project has already been approved by the BOT, the route has already been determined and the Department of Transportation has in place authorization for the acquisition of right-of-way for the "A" and "B" sections.

Mr. Wilson noted that although Mr. Voelker mentioned the non-loop funding that might have been provided by communities, he thought it also needs to be expanded to include non-loop dollars that communities or MPOs have approved to be expended on a loop fund eligible project. If we are using non-loop dollars on a loop fund eligible project that will ultimately free up other dollars that can be used for other areas of the state. The Wilmington MPO actually did that when they voted to take down a project that was located in New Hanover County to complete the funding of the "A" section of the Wilmington Bypass.

Mr. Wilson stressed that this community has worked together to make the Wilmington Bypass the number one project for this entire region for years and it's now the next project in line after the Fayetteville Loop, which is currently under construction. With the Wilmington Loop being the next project funded in the TIP, especially the "B" section, he encouraged the Strategic Planning Office to take that into consideration. To come in and changing the rules in the middle of the game and move this project around to a different area or to take it out of the TIP is just fundamentally unfair when the project is already funded and ready to go. He told members that he supports the idea of moving forward with the prioritization process when you are looking to add new projects, but it seems that there is something a little bit unfair about taking a project currently listed in the TIP and shuffling it around.

Mr. Kozlosky told members staff will be providing comments to the Strategic Planning Office before their November 30<sup>th</sup> deadline and he will send members a copy of the letter when it is drafted.

Mr. Sue stated that the TAC has been working on the Wilmington Bypass project for 14 years. He made a motion that the Wilmington Bypass, as it now exists - parts "A" and "B", not be

included in consideration in the proposed Urban Loop prioritization process and that the project move forward as previously indicated to the MPO.

Ms. Padgett seconded the motion and the motion carried unanimously.

## **5. Old Business**

### **a. Resolution supporting the beginning of discussions to bring I-20 to Wilmington**

Mr. Allen Pope told members that General Statute outlines the regulations and follows the Federal Bridge Weight restrictions. North Carolina routes have been given some exceptions by the General Assembly. The primary exception of interest to this committee can be found in General Statute 20-118, subsection (h) – Tolerance. They will allow a 10% tolerance for any vehicle that may exceed their maximum and inter-axel group weight limits as set forth in the subsection.

Mr. Thompson stated that if we do support bringing I-20 to Wilmington, in effect we will be reducing the weight that trucks can legally carry up and down this corridor. The whole purpose in doing this is to improve traffic to/from the Ports. By reducing the weight limits, what you're going to do is increase the number of trucks it takes to carry the exact amount of weight that road is carrying today. He said that is why he could not go along with supporting the resolution because you are just putting a number to a road to make it sound more connected. Interstate connectivity between Atlanta and Wilmington creates a perception that it is easy to travel, but the reality is that it creates more congestion issues for our big trucks and reduces the amount of freight and commerce.

Mr. Pope said he would like to mention that for it to receive an Interstate shield, it has to be brought to Interstate standards. Currently US 74/76 does not meet Interstate standards. It has been identified as a need in the Transportation Improvement Program for this Division for the last 20 years.

Ms. Padgett asked if the state weight standards were the ruling standards or are there federal standards for interstate that are different that over rule state weight standards.

Mr. Pope said it is his understanding there is one standard, a federal standard, and North Carolina is allowed exceptions to that standard. By passing the legislation, North Carolina General Assembly has allowed a 10% tolerance. There is still a max of 80,000 lbs that can be hauled by any vehicle on our roadways and bridges. There is also a lesser amount that can be hauled based on the combination of axles and the distance between their axles. You could haul more weight than 80,000, but only with a special permit.

Mr. Thompson told members trucks in North Carolina can haul more that 80,000 with allowed exceptions made for agriculture, forestry and logging. But, if you put the Interstate designation on a highway, you will loose the current exceptions and the 80,000 pounds will be the maximum weight. Mr. Pope said it basically removes all the exceptions that North Carolina has allowed on US routes.

Ms. Padgett asked if they have already been removed because of the signed intent for US 74 to become Interstate. Mr. Pope said no. Ms. Padgett asked at what point will it go into affect. Mr. Pope stated at the point when the road is upgraded to Interstate standard and the Federal Government has agreed to allow that Interstate shield to represent it as an Interstate. Mr. Pope said the sections of US 74 within Division 3 do not meet Interstate standards.

Ms Jill Stark, with the Federal Highway Administration, told members it won't have the signage until it is approved by Federal Highway Administration. The resolution before the TAC today is to begin discussions with South Carolina and North Carolina Departments of Transportation

and the Federal Highway Administration for both states on Interstate I-20. It is not about putting up signs at this point or even supporting I-20 be submitted to the Federal Highway Administration. At this point, the only thing that can be done is to begin discussions. The resolution is not about support for I-20, it's about the support to begin discussions for I-20.

Mr. Thompson said his point was that he did not want to discuss it because these discussions could be the first step at negatively affecting the weight limits and it will negatively affect commerce in southeastern part of North Carolina.

Mr. Ballard requested paragraph 6 of the resolution could be taken out.

Mr. Montgomery told members he felt the resolution is only asking that someone investigate if it is feasible. The verb that says "to begin the process" means we are ready to go forward with doing something. What we are asking people to do is to begin the dialogue and investigate the process of extending I-20 or to explore the process. He said he doesn't mind talking about anything, but we are not ready to move forward.

Mr. Wilson asked Mr. Montgomery if he is making a motion that we would insert in the resolution "to explore the process". Mr. Montgomery said yes and also take out the paragraph 6 that Mr. Ballard requested. That will force whoever is going to do the research to come back to the various agencies to present the findings and then we could take a definitive motion on whether we support what has been discovered. Mr. Thompson seconded his motion and it carried unanimously.

## **6. New Business**

### **a. Resolution supporting the Cape Fear Skyway and encouraging and supporting New Hanover County, City of Wilmington, Brunswick County and the Town of Leland to utilize the land use planning tools available to preserve a corridor for the future Cape Fear Skyway**

Mr. Kozlosky told members two additional routes for the Cape Fear Skyway were presented at the October 14<sup>th</sup> special meeting of the TAC. Following the discussion on the alternative routes, we asked this board to go back and canvas your members and determine if there is still continued support for the Cape Fear Skyway. This information will be used to determine if there is consensus on preservation of the corridor.

Mr. Sue told members he has discussed the options available with his board of commissioners and the only route they could endorse would be the northern route.

Mr. Thurlow told members during discussions with the commissioners from the Town of Belville, the concern was that the \$40 billion gap was based on all of I-140 being tolled.

Mr. Saffo asked if municipalities on the Brunswick County side of the river decide to protect the corridor, when will that take place. On the east bank of the Cape Fear River in Wilmington, we have already had a piece of property where we held the property owner up for three years. Their time has expired and the property is developable today. We will probably have to start some sort of discussion or negotiation about whether we are going to purchase it or what we're going to do with the property. In regards to this northern alignment, what are you proposing in respect to protecting those corridors? The second issue is to find out if we can toll the existing bypass back to I-40 or US 17 to fund the project. The third part is if the State Legislature is going to come forward with the "GAP" funding of roughly \$40 million per year. It looks like we are at the tip of the spear since we are the first ones out of the gate. We protected our corridor for three years and now we have a piece of property that is available and the property owner is either going to build on it or were are going to buy it. I don't want to jeopardize city tax payer's money to purchase this property. Hopefully we can work out something with the property

owner or maybe with New Hanover County to protect that corridor. It is important to know where the Brunswick County side of the river is on the project. If it isn't protected, we may have situations like Sneed Farm where people are very concerned about the southern route and we moved it north. If we start allowing things to be built in that route, we are going to run into that same situation where property owners will come forward and tell us to please not come through their neighborhood.

Mr. Kozlosky told members he did not have an identified time frame for when a map could be filed for the corridor preservation in Brunswick County or when the General Assembly would provide the GAP funding. We are at a critical point here, we do have two pieces of property in the City of Wilmington that the expiration period has expired and so what we are trying to do is preserve the corridor in Brunswick County and to try to do that also in New Hanover County.

Mr. Saffo said he has a problem with that in respect that for three years we have been denying any kind of rezonings within the corridor on New Hanover County side. We have to have some sort of time frame on the west bank of the river. If not, the City of Wilmington can not move forward in protecting corridors on this side without some sort of assurance that on the west bank.

Mr. Wilson suggested both counties look at what has occurred in Wake County with I-540 that the Turnpike Authority is just now undertaking as a new toll project. One of the interesting things is that with I-540, the community realized that it is such an important part of the growth for the entire region that they stepped forward years ago and began preserving what will be future Interstate-540. We could learn a lot from their example.

Mr. Saffo told members that Mayor Futch has been very clear as to how he feels about this. He said he understands that the Leland Town Council took a vote in favor of going forward with some sort of northern route. This is a critical need for the community and the region, but we all have to be in agreement with it. If we're not in agreement, we're not going to protect the corridor. We're going to get into the situation where the Town of Leland may say this is not important to us or we think you should go another route.

Mr. Gilbert asked if we could move forward with a memorandum of understanding so the east side is not pulling the trigger on spending taxpayer money where the west side would still be hesitating on doing this or not.

Mr. Kozlosky told members he would have to consult legal council. The resolution before you today is supporting the Cape Fear Skyway and also asking the municipalities to preserve a corridor on both sides of the river.

Mr. Gilbert stated in principal we are supporting the skyway, but we are at the mercy of the elected officials. A memorandum of understanding and signing it would be making a commitment.

Ms. Padgett pointed out to some extent that has been done because all the communities had to sign off on the Transportation Improvement Program (TIP) and this is in the TIP. If one community had objected, it would not be on the TIP and that would have stopped the process. She said the Mayor of Wilmington is correct, we put our necks on the line three years ago and we have been waiting three years for the rest of the communities and counties to commit to preserving the right of way. She said it's her understanding that Brunswick County can pass a right of way protection map.

Mr. Kozlosky said that is correct. The county can now file a Transportation Official Corridor Map.

Ms. Padgett said she would like to see us move forward with this resolution with a time frame of 30-days for the remaining communities in the right of way to file a corridor map. Mr. Wilson stated that we need to give them a reasonable amount of time to do the research because there are requirements and we may ask the Turnpike Authority to provide some assistance with the necessary information that Brunswick County could utilize. They will need time to work with the Turnpike Authority to get the necessary information to comply with the notice requirements of the statute.

Ms Padgett suggested we come up with a time frame because she is not willing to vote in favor of this resolution with it being open-ended. Mr. Kozlosky stated that he believed it would take approximately six months to file a Transportation Official Corridor Map. He told member that there are statutory requirements that must be followed in order to file a map. There would have to be significant amount of investigation in order to get to the point where we could file that map. Ms. Padgett said if it is a six-month process then that may be the best we can do and the least that she would want for the resolution. She said her concern is that the City of Wilmington is already past their deadline and nobody has done anything to preserve the corridor except the City of Wilmington with the support of New Hanover County. Can we preserve the corridor for six months; all we can do is make a commitment to do the best we can, but we are going to be expecting everybody else at the table to preserve the corridor in their jurisdiction.

Mr. Barfield asked why hasn't further progress been made on the Brunswick County side to eliminate this six month period. If we knew we were going down this road, whether we had a path chosen or not, couldn't we have put some other things in place to make sure that when we got a loop or path identified then we would be ready to move forward? Mr. Wilson said he thought the major issue was that there was not an acceptable route that the commissioners of Brunswick County would support. When the Turnpike Authority went back and found a route that the commissioners could agree with, that is when Mr. Sue indicated that they would be willing to work with the MPO and the Turnpike Authority to preserve a corridor.

Mr. Sue told members up until the northern route, there was nothing on the table that they could live with because it would have split major subdivisions. The way Brunswick County Commissioners will support this is that we tweak this corridor so we can identify exactly who is being affected. The second issue from Brunswick County's standpoint is some new terminology that came up at the last meeting that said "set aside and purchase". Brunswick County is in no position to start purchasing right-of-way. He suggested to Mr. Wilson that the General Assembly has taken about \$170 million from the Highway Trust Fund since 1998 and used it to balance the General Fund. They have committed that they will take this money to supply money for the GAP. He suggested that we discuss this issue with our representatives at the General Assembly, the Governor and DOT and tell them to start setting aside our \$40 million GAP fund now so that once these corridors are identified, the property can be purchased without adversely affecting the taxpayers. If we don't prepare to have movement from North to South now, we going to be stymied again in Brunswick County. Right now we have one way to get north and south for 50 miles. We need some mechanism so we don't deprive land owners of their land without paying them for it within a short period of time. He said he would strongly suggest we go to our representatives at DOT and take \$40 million per year and put it in a special fund for the next few years so we can start purchasing right-of-way. Last week was the first time that he saw the northern corridor and it still needs some tweaking. If we can get something the property owners are in agreement with and we can identify a source of revenue to pay them for their land in a short period, we will have a "win-win" situation.

Mr. Ballard suggested tabling the resolution because it seems like there is a lot of controversy as to what needs to be tweaked. He said his concern is about the Turnpike project and dealing with Sections "A" and "B". There is talk about tolling these sections and he stated that he has a



problem with that because he does not think Section "A" and "B" should be tolled. If we want, toll the Skyway. If you are talking about going back tolling the whole I-140, he does not think it is fair to residents who travel those roads daily would have to travel on it once it is completed. He said the Skyway is a project of beauty and he would love to see. If we are going to toll something, that should be tolled but he thinks this resolution should not go forward until it is tweaked and everybody is satisfied with the wording or structure of the resolution.

Mr. Gilbert said he is concerned when he hears officials say that they don't want to toll something because when you look at funding road projects, gas taxes are not going to pay for it. Our representatives in Washington are not going to raise gas taxes so we can't pay for our roads as it is. If you're looking at a funding opportunity to build something and you so no to it, he would really like to hear someone say how you're going to pay for these roads. Tolls are a user-fee and are the most effective way to do it.

Mr. Montgomery told members that unless this board acts and expresses our intent that we support this project, it is going to be very hard for Mr. Sue to take the project to his board and get their support. We have got to say if we like it or not and move on.

Mr. Thompson agreed with Mr. Montgomery that it's time to make a decision and let each of the municipalities take care of their jurisdiction. We must do something about the traffic or we are going to stop growth.

Mr. Barfield told member the traffic on the bridge affects all the people in Brunswick County and many more. It's a bottle neck now and he doesn't understand why this has not been ironed out. He seconded Ms. Padgett's motion with an amendment of a six-month time frame to get all this worked on the Brunswick County side.

Ms. Padgett told Mr. Wilson she would like to accept Mr. Barfield's amendment to the motion. She said we also need to address several issues mentioned by Mr. Saffo in the resolution. We need to protect the alignment referenced as Exhibit "A". If we don't do something, we won't have a project to address as far as how we are going to pay for it. How we are going to talk to the Legislator about getting the money if we don't protect the alignment? We have seen what happens when we don't preserve corridors. Twenty years from now we will look back and wonder what on earth were we thinking if we don't move this forward with a resolution of support. Another issue is how much of it is going to be tolled. I feel all of it should be tolled and we will need to go the legislature and get permission to toll. It's the appropriate way to do it and it will lower the toll for everybody who uses one piece of it. We can't solve that problem today. The problem we have to solve today is to put our commitment on the table and say yes, we have to have this project and here is the alignment that we support.

Mr. Wilson called for a vote on Ms Padgett's revised motion and it carried unanimously.

**b. Resolution Adopting the Dow Road Corridor Study**

Mr. Wilson asked to be recused from the Dow Road Corridor Study resolution. Mr. Thompson made the motion to recuse Mr. Wilson. Ms. Padgett seconded the motion and it carried unanimously.

Mr. Montgomery told members that the Dow Road Corridor Study project has been improved significantly. The final study prepared for the MPO staff reduces the original cost and provides recommendations for a thoroughfare with turn lanes and bicycle lanes with improved shoulders. It also provides multi-use path adjacent to the corridor in a right-of-way already owned by the Department of Transportation from the Department of the Army. The cost has reduced probably by half of what the original project was and it meets the needs of both Carolina Beach and Kure Beach. He stated that the Kure Beach Town Council strongly supports the passage

of the resolution. Mr. Gilbert told members that the Town of Carolina Beach also supports adoption of the corridor study.

Mr. Montgomery made the motion to adopt the Dow Road Corridor Study and Mr. Gilbert seconded the motion. The vote carried unanimously.

**c. Resolution Adopting the Pelican Drive/Salisbury Street Bicycle Plan**

Mr. Kozlosky told members the plan recommends sharrows and bicycle lanes on Salisbury Street and the installation of sharrows on Pelican Drive in combination with stand alone bicycle/pedestrian bridges and a multi-use path north of Salisbury Street to accommodate bicyclist of all skill level. The plan will serve as a guide to improve bicycle and pedestrian facilities in the Town of Wrightsville Beach. The Town Aldermen approved the plan in September. Mr. Blair thanked staff for a well done plan and made the motion to adopt the Pelican Drive/Salisbury Street Bicycle Plan. Mr. Thompson seconded the motion and it carried unanimously.

**d. Resolution Adopting the List of Potential Enhancement Projects within the Wilmington MPO planning area boundary**

Mr. Kozlosky told members there is currently no enhancement dollars available and there has not been a call for enhancement projects. Staff wanted to be proactive in case the Board of Transportation does decide to allocate some funds for enhancement projects. Staff solicited a call from all communities and staff developed the list from that call.

Mr. Thompson made the motion to adopt the list of potential enhancement projects within the Wilmington MPO planning area boundary. Ms. Padgett seconded the motion and it carried unanimously.

**7. Updates**

- a. Cape Fear Commutes
- b. NCDOT

**8. Announcements**

- a. Cape Fear Commutes meeting- October 21<sup>st</sup>
- b. Wilmington Bike/Pedestrian Committee meeting- December 10<sup>th</sup>

**4. Adjournment**

With no further business, the meeting was adjourned at 5:53 PM

Respectfully submitted

Mike Kozlosky  
Executive Director  
Wilmington Urban Area Metropolitan Planning Organization

## ***2009 SAFETEA-LU Rescission***

### ***North Carolina Q and A***

#### **1. Why was there a rescission of Federal funds?**

In the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Congress included an \$8.7 billion rescission as a way to meet federal budgeting parameters. When President Bush signed the revised Continuing Appropriations Resolution on February 15, 2007, it included a directive that would rescind unobligated program balances in the amount of \$3.471 billion. This was the first time funds were rescinded by program area. The Federal Highway Administration had no discretion in the application of these rescissions.

#### **2. Why was the rescission of 2009 larger than previous years?**

Some years have called for more than one rescission, such as 2006, 2007, and 2009. Rescissions from 2004 through 2007 only affected Interstate Maintenance (IM), Highway Bridge Program (BR), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ) programs. The rescission in 2008 was the first to add the following program areas: National Highway System (NHS), Equity Bonus, Recreational Trails (REC), and Metro Planning. The rescissions in 2009, affected the remaining program areas: Safe Routes to School (SRTS), Highway Safety Improvement Program (HSIP), Railway Highway Crossing (RRHC), High Risk Rural Roads (HRRR), and Appalachian Development Highway System (ADHS). In all instances, the impact of the rescission to states varied depending on the amount of unobligated balances of each state.

#### **3. How was the rescinded amount determined?**

The final rescission of 2009 totaling \$249,848,311.57 was taken from the unobligated balances in the previously identified programs as of September 25, 2009. The Rescission Notices (Section 10212 of SAFETEA-LU and Section 1132(b) of EISA) outlined the process for the rescission, setting the formula for determining the minimum and maximum amounts that could be taken from each program area. The amount rescinded was based on the aggregate amounts apportioned to each state for fiscal years 2004-2009. In implementing the rescission, if a state, such as North Carolina, did not have enough unobligated balances in a particular program area to meet the rescission amount, other program areas within the state provided the additional funding to meet the states total rescission amount. Additionally, if a state, as was the case with Nevada, did have enough unobligated balances to meet its rescission total, then unobligated balances from other states were used.

#### **4. Why were certain program areas affected more than others?**

On September 25, 2009, North Carolina had enough unobligated balances to cover its rescission amount and a proportional amount of Nevada's. When a DOT obligates higher levels of funds in only a few program areas, it creates larger unobligated balances in other programs. In North Carolina there were large unobligated balances in some program areas such as CMAQ, STP >200,000 and the bridge programs. There is flexibility in the Federal-aid Highway Program because obligation limitation is not tied to any one program, and there are variable funding options to help advance projects.

#### **5. How can we prevent this from happening again?**

Because the rescission was written into SAFETEA-LU, there was no way it could have been avoided. The Federal Highway Administration had no discretion in the application of these rescissions. In the future, the impacts of these types of budgetary parameters may be reduced if the program better reflects the revenue situation. The obligation authority limit can be a useful tool in determining appropriate spending levels for each year.

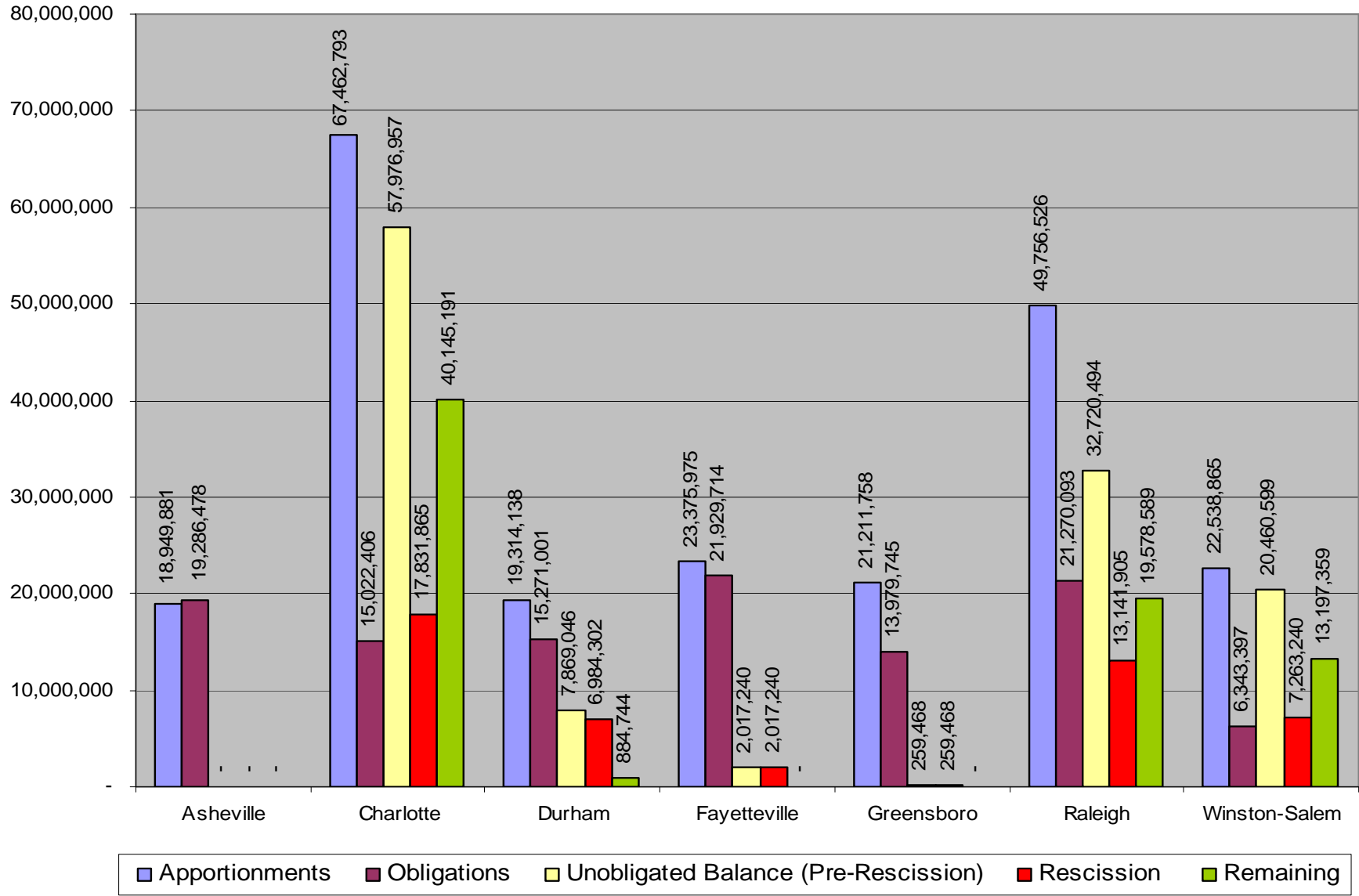
For more information, please visit [www.fhwa.dot.gov/safetealu/rescissionfaq09.doc](http://www.fhwa.dot.gov/safetealu/rescissionfaq09.doc)

Or contact the FHWA North Carolina Division

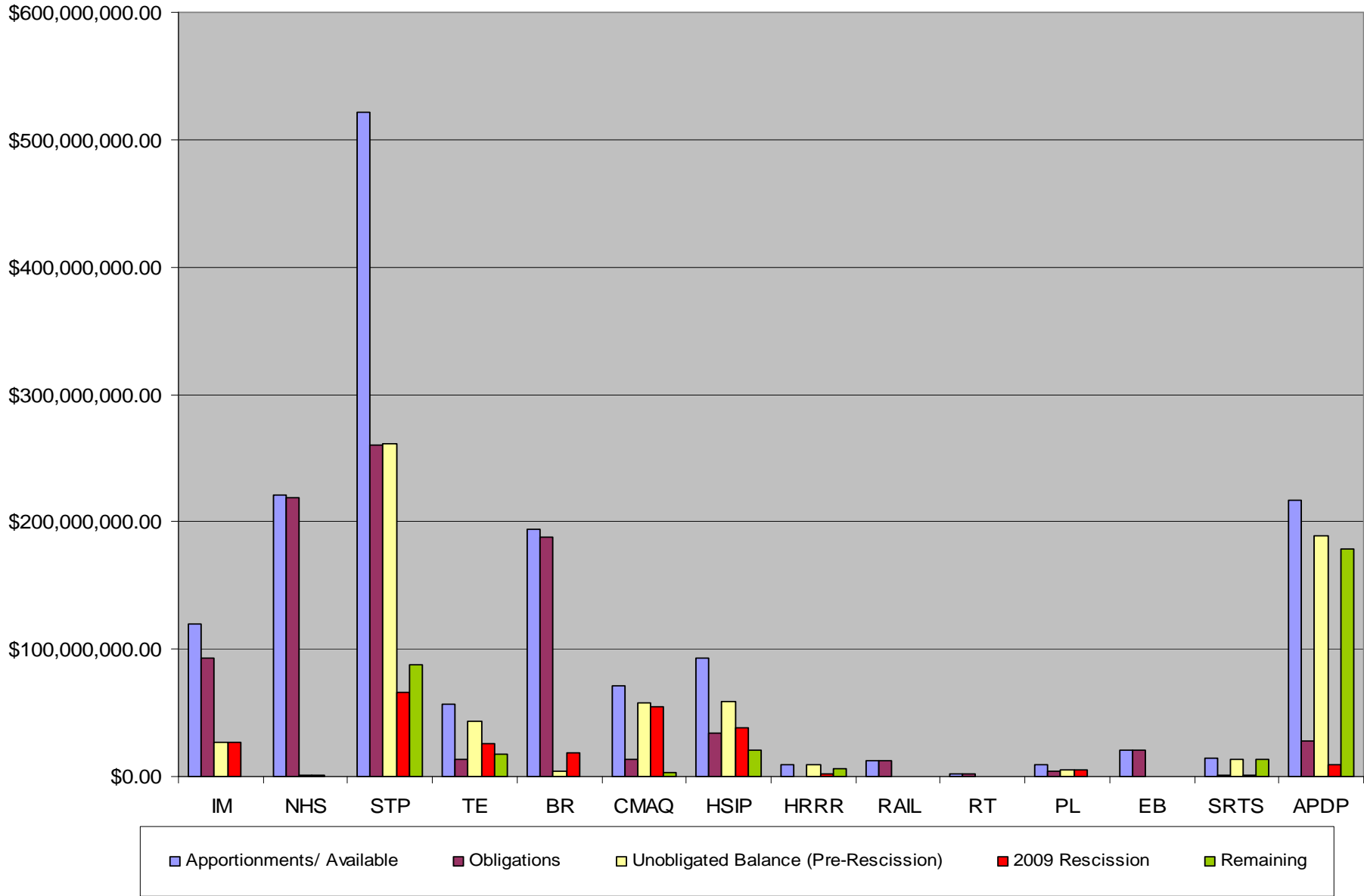
### SAFETEA-LU Rescissions by Year and Program Area

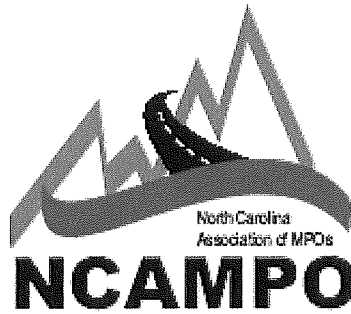
	2004 ISTEA P.L. 108- 199	2005 SAFETEA- LU P.L. 108- 447	2006 SAFETEA- LU P.L. 109- 115	2006 SAFETEA- LU P.L. 109- 148	2006 SAFETEA- LU P.L. 109- 234	2007 SAFETEA- LU P.L. 110-5	2007 SAFETEA- LU P.L. 110-28	2008 SAFETEA- LU P.L. 110- 161	2009 SAFETEA- LU P.L. 111-8	2009-EISA P.L. 110-140	TOTAL
<b>Interstate Maintenance</b>	5,631,715			6,376,309	9,555,661	30,000,00	10,891,022	21,837,431	31,602,644	26,926,365	142,821,147
<b>National Highway System</b>								22,241,684		1,191,615	23,433,299
<b>STP</b>						7,369,596		6,998,151	21,603	65,966,978	80,356,328
<b>Enhancements</b>			13,608,941				6,166,661	2,995,259	10,674,503	25,851,464	59,296,828
<b>Bridge</b>		32,185,921	27,217,880	6,376,309		40,000,000	3,453,766	17,662,790	12,694,484	18,344,107	157,935,257
<b>CMAQ</b>		2,000,000	13,608,941	18,348,475	9,555,561	20,000,000	3,918,642	6,115,286	33,073,930	55,083,064	161,703,999
<b>Equity Bonus</b>								9,000,000		0.33	9,000,000
<b>Recreational Trails</b>								225,754			225,754
<b>Metro Planning</b>								500,000		5,419,747	5,919,747
<b>Safe Routes to School</b>										700,384	700,384
<b>Highway Safety Improvement Program</b>										38,157,660	38,157,660
<b>Railway Highway Crossings</b>										35,038	35,038
<b>High Risk Rural Roads</b>										2,576,155	2,576,155
<b>Appalachian Development Highway Program</b>										9,595,732	9,595,732
<b>TOTAL</b>	5,631,715	34,185,921	54,435,762	31,101,092	19,111,322	97,369,596	24,430,091	87,576,355	88,067,164	249,848,311	691,757,329

### TMA STP-DA Funds 2004-2009



FY 2009 Funding By Program Area





December 4, 2009

Secretary Eugene Conti  
North Carolina Department of Transportation  
1501 Mail Service Center  
Raleigh, North Carolina 27699-1501

**Subject: Rescission of Metropolitan Planning/Transportation Funds in North Carolina**

Dear Secretary Conti:

The North Carolina Department of Transportation serves as the banker for Metropolitan Planning Organizations with the Congestion Mitigation and Air Quality (CMAQ) program, Surface Transportation Programming Direct Allocation (STP D-A) and Section 104 (f) PL planning funds. The MPOs were not notified early enough on the effects of the potential rescission and were impacted significantly with a high loss in funding. Better communication from NCDOT could have helped MPOs to develop strategies to reduce the impacts of this rescission on the local partners.

Congress failed to send re-authorization of the surface transportation bill to the President in September. As a result, the SAFETEA-LU \$8.7 billion rescission went into effect on October 1<sup>st</sup>. This rescission has cost North Carolina approximately \$250 million and will have a negative impact on North Carolina's ability to provide adequate transportation today and into the future. As originally proposed, the rescission would have rescinded approximately \$1.4 million in unobligated Section 104 (planning fund) balances; however, based on the final rescissions North Carolina's Metropolitan Planning Organizations lost over \$5.4 million. Based on the final rescission (2009-EISA P.L. 110-140), municipalities also lost approximately \$55 million in CMAQ and approximately \$66 million in STP-DA funding.

The 104 (f) PL unobligated fund balances served as a savings account for MPOs to complete major transportation planning activities and initiatives within their planning area boundaries. The rescission is punishing MPOs for being good stewards of public money and without these balances it will be difficult for MPOs to meet the federal and state requirements. This rescission will also have a negative impact on the private sector since these funds are often dispersed to consultants to assist with the development of long range transportation plans, corridor studies, collector street plans and other special studies. CMAQ and STP-DA funding is used to construct

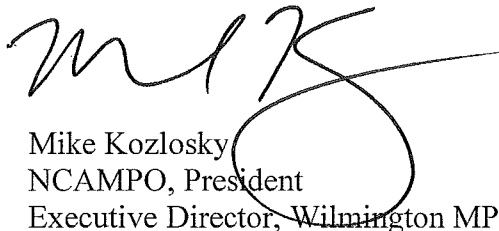
important transportation projects within the MPO planning area boundaries. The rescission of these funds will reduce the construction of much needed transportation projects.

Based on the proposed and actual rescission amounts, it appears that NCDOT has protected some of their core programs and did not communicate the impacts of the rescission to the Metropolitan Planning Organizations. This lack of communication has resulted in a dramatic loss for North Carolina of over \$5.4 million in rescinded PL, \$55 million in CMAQ and \$66 million in STP-DA funding.

The North Carolina Association of Metropolitan Planning Organizations requests an explanation from NCDOT and Federal Highway Administration (FHWA) of how this rescission occurred and what knowledge was known prior to the actual rescission. The Association would also request an explanation of the steps taken by NCDOT and FHWA to communicate these issues to your partners at the Metropolitan Planning Organizations. Based on these experiences, the Association requests that NCDOT and FHWA change their policies and procedures in order to open the lines of communication with your partners at the MPO level.

If you have any additional questions regarding this request or require additional information, please contact me at (910) 342-2781 or via e-mail at [mike.kozlosky@wilmingtonnc.gov](mailto:mike.kozlosky@wilmingtonnc.gov).

Sincerely,



Mike Kozlosky  
NCAMPO, President  
Executive Director, Wilmington MPO

cc: Jim Trogdon, Chief Operating Officer, NCDOT  
Mark Foster, Chief Financial Officer, NCDOT  
Susan Coward, Deputy Secretary of Intergovernmental Affairs and Budget, NCDOT  
John Sullivan, Division Administrator, FHWA  
NCAMPO members



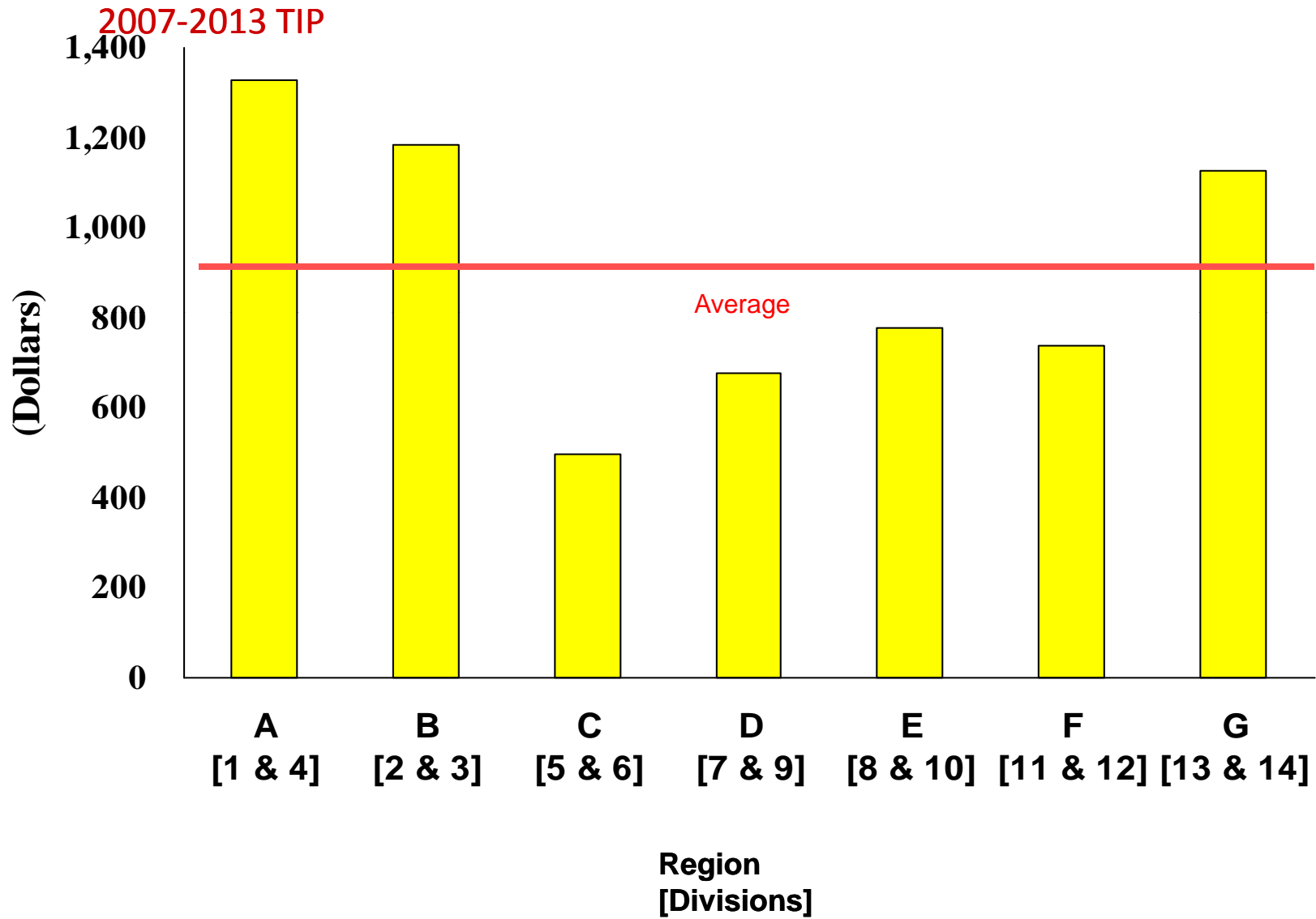
**PUBLIC TRANSPORTATION PROGRAM  
STIP ADDITIONS**

<b>STIP #</b>	<b>DIV</b>	<b>COUNTY</b>	<b>MUNICIPALITY/ SYSTEM</b>	<b>DESCRIPTION</b>	<b>funds</b>	<b>FY09 (\$000)</b>	<b>FY10 (\$000)</b>	<b>FY11 (\$000)</b>
TA-5119	3	New Hanover	Cape Fear Public Transportation Authority	Expansion bus 35'	FUZST		\$87	

**PUBLIC TRANSPORTATION PROGRAM  
STIP MODIFICATIONS**

<b>STIP #</b>	<b>DIV</b>	<b>COUNTY</b>	<b>MUNICIPALITY/ SYSTEM</b>	<b>DESCRIPTION</b>	<b>funds</b>	<b>FY09 (\$000)</b>	<b>FY10 (\$000)</b>	<b>FY11 (\$000)</b>
TA-4907	3	New Hanover	Cape Fear Public Transportation Authority	Replacement buses (2) 35' hybrid	FUZST		\$1,100	
TA-5102	3	New Hanover	Cape Fear Public Transportation Authority	Expansion Vans (2) vanpool fleet	FUZST		\$42	
TD-4917	3	New Hanover	Cape Fear Public Transportation Authority	Facility - Transfer/Admin Facility - Cando Street Extension	FUZST		\$650	
TD-4942	3	New Hanover	Cape Fear Public Transportation Authority	Facility - new operations center - environmental review and design	FUZST		\$409	
TG-4796	3	New Hanover	Cape Fear Public Transportation Authority	Routine Capital: automated fuel system, radio system upgrade, shelter and bus stop improvements, computer replacements	FUZST		\$144	
TG-4796	3	New Hanover	Cape Fear Public Transportation Authority	Routine Capital: expansion service vehicle (2) hybrids	FUZST		\$27	
TG-4796	3	New Hanover	Cape Fear Public Transportation Authority	Routine Capital: replace service vehicle - hybrids	FUZST		\$27	

# TIP Equity Formula per Capita Allocations



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**Resolution of Opposition to Evaluating and Revising the North Carolina Transportation  
Equity Formula**

**WHEREAS**, the North Carolina legislature implemented its Transportation Equity Formula twenty years ago as a result of the 1989 Highway Trust Fund Law; and

**WHEREAS**, the Transportation Equity Formula makes it difficult to fund specific significant, and costly, transportation needs such as replacing the I-85 Bridges over the Yadkin River; and

**WHEREAS**, the North Carolina Metropolitan Mayors Coalition has requested MPOs, RPOs, municipalities and counties endorse resolutions supporting evaluating and revising the North Carolina Transportation Equity Formula; and

**WHEREAS**, it is anticipated that municipalities located within the Wilmington MPO and the Wilmington MPO would be detrimentally impacted by a change to the Transportation Equity Formula.

**NOW THEREFORE**, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee opposes the efforts of the N.C. Metropolitan Mayors Coalition in asking the General Assembly to re-evaluate, revise, and modify the North Carolina Transportation Equity Formula.

ADOPTED at a regular meeting of the Transportation Advisory Committee on December 16, 2009.

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Lanny Wilson, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION OF SUPPORT OF BICYCLE LANES ALONG  
PRINCESS PLACE DRIVE AND SOUTH FRONT STREET (US 421 TRUCK)**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation, and

**WHEREAS**, bicycle and pedestrian facilities in the Wilmington Urban Area are desired by local residents to connect neighborhoods, a school and regional attractions; and

**WHEREAS**, Princess Place Drive and South Front Street (US 421 Truck) are part of a resurfacing package that was let by the North Carolina Department of Transportation in late 2009; and

**WHEREAS**, Princess Place Drive is an important bicycle corridor parallel to Market Street and South Front Street (US 421 Truck) is an important bicycle corridor parallel to South 3<sup>rd</sup> Street; and

**WHEREAS**, South Front Street (US 421 Truck) is currently designated at part of North Carolina Bicycling Highways 3 and 5; and

**WHEREAS**, with adjustments to the pavement markings, the existing pavement on both Princess Place Drive and South Front Street (US 421 Truck) should accommodate two motor vehicle lanes, two bicycle lanes, and intermittent left-turn lanes; and

**WHEREAS**, if additional funding is required to install the bicycle lanes, the Wilmington Urban Area Metropolitan Planning Organization will pursue this funding.

**NOW, THEREFORE, BE IT RESOLVED** the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee requests that the North Carolina Department of Transportation and the City of Wilmington work cooperatively to add on-road bicycle lanes to Princess Place Drive and South Front Street (Us 421 Truck) as part of the upcoming resurfacing package.

ADOPTED at a regular meeting of the Transportation Advisory Committee on December 16, 2009.

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Lanny Wilson, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

PRELIMINARY PLAN of  
**SMITH CREEK LAND, LLC**

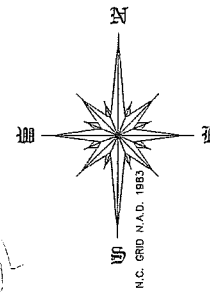
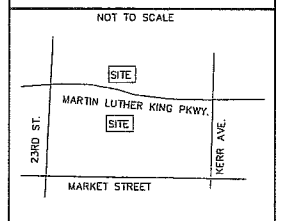
WILMINGTON TOWNSHIP, NEW HANOVER COUNTY, NORTH CAROLINA  
 CITY OF WILMINGTON

OWNER: Smith Creek Land LLC  
 P.O. BOX 3649  
 WILMINGTON, N.C. 28406

DATE: AUGUST 2009  
 REV. CITY COMMENTS 9-22-09

**SHEET 1 OF 2**

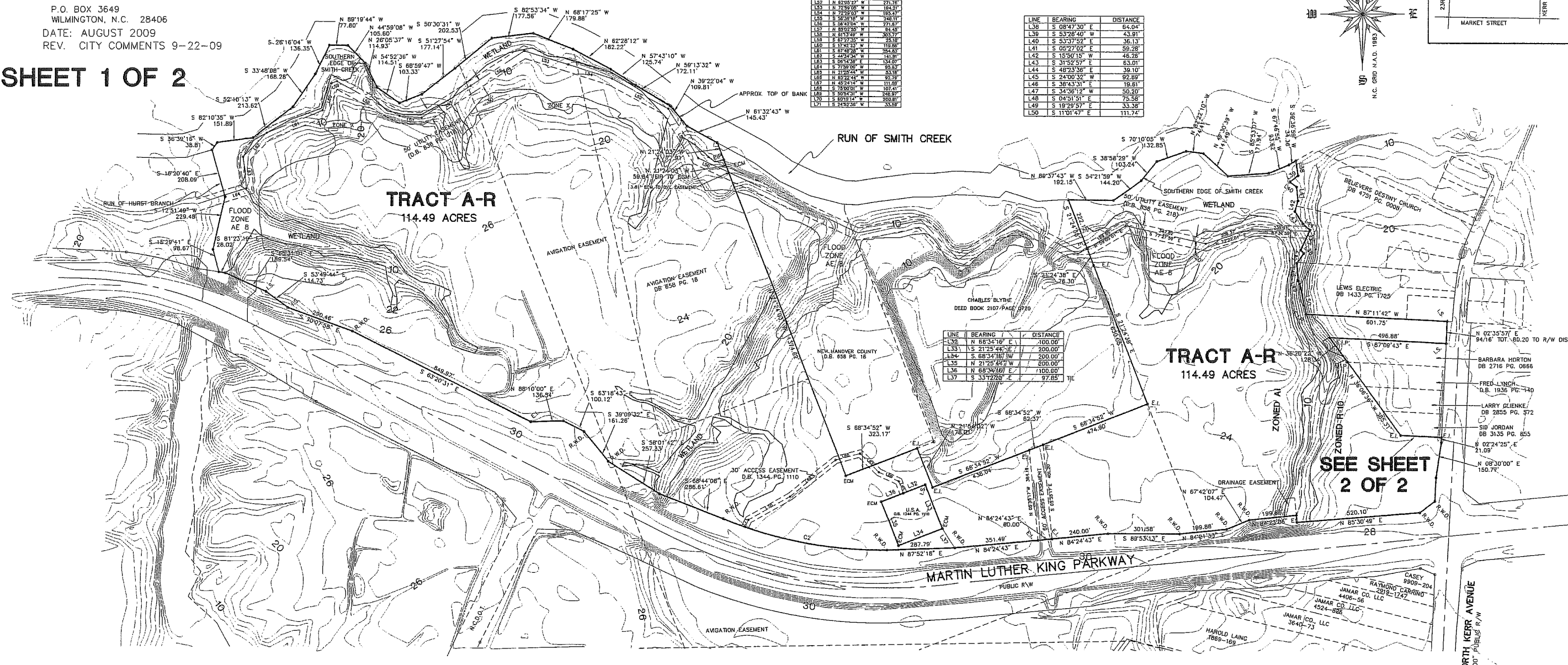
**LOCATION MAP**



LINE	BEARING	DISTANCE
L50	N 89°11'38" W	181.54
L51	N 32°04'47" W	243.27
L52	N 82°05'27" W	217.78
L53	N 72°59'05" W	184.25
L54	N 72°22'03" W	195.43
L55	S 33°38'18" W	248.11
L56	S 84°34'52" E	271.63
L57	N 80°32'55" W	241.48
L58	N 81°13'49" W	303.77
L59	N 87°22'55" W	315.71
L60	S 17°42'23" W	119.86
L61	S 87°48'28" W	288.83
L62	S 22°34'30" W	141.81
L63	S 84°24'30" E	124.69
L64	S 73°00'00" W	126.63
L65	N 21°25'42" W	200.00
L66	N 45°24'14" W	111.69
L67	S 89°09'11" W	101.41
L68	S 30°34'31" W	248.97
L69	S 89°11'14" W	200.00
L70	S 24°25'58" W	233.66

LINE	BEARING	DISTANCE
L38	S 08°47'30" E	64.04
L39	S 53°28'40" W	43.91
L40	S 53°37'52" E	36.13
L41	S 05°27'02" E	56.28
L42	S 15°50'15" W	46.28
L43	S 31°52'57" E	63.01
L44	S 48°23'30" E	39.10
L45	S 24°00'32" W	92.89
L46	S 38°43'31" E	19.61
L47	S 34°36'12" W	50.20
L48	S 01°51'51" E	75.58
L49	S 18°29'57" E	33.38
L50	S 11°01'47" E	111.74

LINE	BEARING	DISTANCE
L32	N 68°34'16" E	100.00
L33	N 21°25'42" W	200.00
L34	S 68°34'16" W	200.00
L35	N 21°25'42" W	200.00
L36	N 68°34'16" E	100.00
L37	S 33°12'28" E	97.65

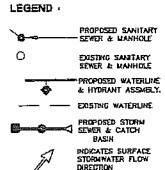


**GENERAL NOTES:**

- This map is not for conveyance, recordation, or sales.
- Portions of this property are located within a special flood hazard area according to Flood Insurance Rate Map Community Panel #3720313800A, effective date April 3, 2006.
- Site area = 120.92
- Future building layout and dimensions by others.
- This property is zoned City of Wilmington R-10 and R-15. Building setbacks are as follows: R-10  
 30' Front Setback  
 25' Rear Setback  
 10' Interior Side Setback  
 15' Corner Side Setback  
 setbacks are as follows: R-15  
 30' Front Setback  
 25' Rear Setback  
 10' Interior Side Setback  
 15' Corner Side Setback
- Handicap Ramps provided at all intersections and one per building.
- Street lights and trees to be provided in accordance with City of Wilmington standards.
- 15 suitable trees per acre are to be preserved or planted in accordance with City of Wilmington standards, or 97 trees.
- Water and Sewer to be public. Generally, all Sanitary Sewer lines to be 8" dia. unless otherwise indicated, and all Water Mains to be 8" dia. unless otherwise indicated.  
 Specific location, sizing, and details of utilities construction to be approved by the City Engineer and Cape Fear Public Utility Authority (CFPUA).
- Parking areas and streets to be lighted in accordance with City of Wilmington standards.
- Refuse collection by dumpster and private hauler.
- Water mains in Kerr Avenue to be Ductile Iron Pipe. Generally, other water mains to be PVC.
- No vehicular access to Site except as shown. Street yard to serve as a vehicular buffer. Individual Lot site plans to be approved by City.
- All lot lines shown are subject to change within the limits of the City of Wilmington Zoning Ordinance. This plan is intended to show street and utilities extensions and allowable Lot configurations.
- Final water main design to conform to CFPUA potable water quality standards.
- A tree survey is required before any clearing or grading as per City Ordinances.
- A 5' sidewalk will be required along all street frontages.

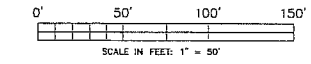
**CITY STANDARD NOTES:**

- PRIOR TO ANY CLEARING, GRADING OR CONSTRUCTION ACTIVITY, TREE PROTECTION FENCING WILL BE INSTALLED AROUND PROTECTED TREES OR GROVES OF TREES AND NO CONSTRUCTION WORKERS, TOOLS, MATERIALS, OR VEHICLES ARE PERMITTED WITHIN THE TREE PROTECTION FENCING.
- ALL PAVEMENT MARKINGS IN PUBLIC RIGHTS-OF-WAY AND FOR DRIVEWAYS ARE TO BE THERMOPLASTIC AND MEET CITY AND/OR NCDOT STANDARDS.
- ONCE STREETS ARE OPEN TO TRAFFIC, CONTACT TRAFFIC ENGINEERING (RICHE BROWN) TO REQUEST INSTALLATION OF TRAFFIC AND STREET NAME SIGNS. PROPOSED STREET NAMES MUST BE APPROVED PRIOR TO INSTALLATION OF STREET NAME SIGNS.
- TRAFFIC CONTROL DEVICES (INCLUDING SIGNS AND PAVEMENT MARKINGS) IN AREAS OPEN TO PUBLIC TRAFFIC ARE TO MEET MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) STANDARDS.
- CONTACT TOM PLATT WITH TRAFFIC ENGINEERING AT 341-7888 TO ENSURE THAT ALL TRAFFIC SIGNAL FACILITIES AND EQUIPMENT ARE SHOWN ON THE PLAN. CALL TRAFFIC ENGINEERING AT 341-7888 FORTY-EIGHT HOURS PRIOR TO ANY EXCAVATION IN THE RIGHT-OF-WAY.
- ANY BROKEN OR MISSING SIDEWALK PANELS OR CURBING WILL BE REPLACED.
- CONTACT KAREN DIXON AT 341-7888 TO DISCUSS STREET LIGHTING OPTIONS.
- PROJECT SHALL COMPLY WITH CFPUA CROSS CONNECTION CONTROL REQUIREMENTS. WATER METERS CANNOT BE RELEASED UNTIL ALL REQUIREMENTS ARE MET AND THE STATE HAS GIVEN THEIR FINAL APPROVAL. CALL 343-3910 FOR INFORMATION.
- IF THE CONTRACTOR DESIRES CFPUA WATER FOR CONSTRUCTION HE SHALL APPLY IN ADVANCE FOR THIS SERVICE AND MUST PROVIDE A REDUCED PRESSURE ZONE (RPZ) BACKFLOW PREVENTION DEVICE ON THE DEVELOPER'S SIDE OF THE WATER METER BOX.
- ANY IRRIGATION SYSTEM SUPPLIED BY CFPUA WATER SHALL COMPLY WITH THE CFPUA CROSS CONNECTION CONTROL REGULATIONS. CALL 343-3910 FOR INFORMATION.
- ANY BACKFLOW PREVENTION DEVICES REQUIRED BY THE CFPUA WILL NEED TO BE ON THE LIST OF APPROVED DEVICES BY USFCCOOR OR ASSE.
- ANY PVC MAINS ARE TO BE MARKED WITH NO.10 SINGLE STRAND INSULATED COPPER WIRE INSTALLED THE ENTIRE LENGTH AND STAPPED TO THE PIPE WITH DUCT TAPE, AND STRIPPED TO BARE WIRE AND SECURED TO ALL VALVES, ACCESSIBLE IN ALL VALVE AND METER BOXES. ALL WATER MAINS ARE TO HAVE A MINIMUM OF 3' COVER.



**LEGEND**  
 I.S. = IRON SET  
 E.I. = EXISTING IRON  
 R.W.D. = RIGHT OF WAY DISK  
 E.I.P. = EXISTING IRON PIPE

**PRELIMINARY PLAN**  
 NOT FOR RECORDATION OR CONVEYANCE



**HANOVER DESIGN SERVICES, P.A.**  
 LAND SURVEYORS, ENGINEERS, LAND PLANNERS

1123 FEDERAL PARKWAY  
 WILMINGTON, N.C. 28403  
 PHONE: (910) 343-8022  
 HDS LICENSE C-0597



# PRELIMINARY PLAN of SMITH CREEK LANDING

WILMINGTON TOWNSHIP, NEW HANOVER COUNTY, NORTH CAROLINA  
CITY OF WILMINGTON

OWNER: Smith Creek Land LLC  
P.O. BOX 3649  
WILMINGTON, N.C. 28406  
DATE: AUGUST 2009  
REV: CITY COMMENTS 9-22-09

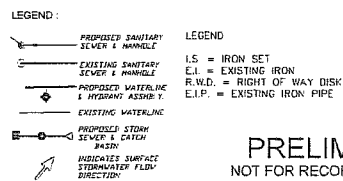
### GENERAL NOTES:

- This map is not for conveyance, recordation, or sales.
- Portions of this property are located within a special flood hazard area according to Flood Insurance Rate Map Community Panel #5720315000V, effective date April 3, 2006.
- Overall Site area = 120.92 acres, This Site Area = 6.431 acres See Sheet 1 of 2.
- Future building layout and dimensions by others.
- This property is zoned City of Wilmington R-10 and R-15. Building setbacks are as follows: R-10 30' Front Setback, 25' Rear Setback, 10' Interior Side Setback, 15' Corner Side Setback; R-15 30' Front Setback, 25' Rear Setback, 10' Interior Side Setback, 15' Corner Side Setback.
- Handicap Ramps provided at all intersections and one per building.
- Street lights and trees to be provided in accordance with City of Wilmington standards.
- 15 suitable trees per acre are to be preserved or planted in accordance with City of Wilmington standards, or 27 trees.
- Water and Sewer to be public. Generally, all Sanitary Sewer lines to be 8" dia. unless otherwise indicated, and all Water Mains to be 8" dia. unless otherwise indicated. Specific location, sizing, and details of utilities construction to be approved by the City Engineer and Cape Fear Public Utility Authority (CFPUA).
- Parking areas and streets to be lighted in accordance with City of Wilmington standards.
- Refuse collection by dumpster and private hauler.
- Water mains in Kerr Avenue to be Ductile Iron Pipe. Generally, other water mains to be PVC.
- No vehicular access to Site except as shown. Street yard to serve as a vehicular buffer. Individual Lot site plans to be approved by City.
- All lot lines shown are subject to change within the limits of the City of Wilmington Zoning Ordinance. This plan is intended to show street and utilities extensions and allowable Lot configurations.
- Final water main design to conform to CFPUA potable water quality standards.
- A tree survey is required before any clearing or grading as per City ordinances.
- A 5' sidewalk will be required along all street frontages.

### CITY STANDARD NOTES:

- PRIOR TO ANY CLEARING, GRADING OR CONSTRUCTION ACTIVITY, TREE PROTECTION FENCING WILL BE INSTALLED AROUND PROTECTED TREES OR GROVES OF TREES AND NO CONSTRUCTION WORKERS, TOOLS, MATERIALS, OR VEHICLES ARE PERMITTED WITHIN THE TREE PROTECTION FENCING.
- ALL PAYMENT MARKINGS IN PUBLIC RIGHTS-OF-WAY AND FOR DRIVEWAYS ARE TO BE THERMOPLASTIC AND MEET CITY AND/OR NCDDOT STANDARDS.
- DRIVE DRIVEWAYS ARE OPEN TO TRAFFIC. CONTACT TRAFFIC ENGINEERING (RICHE BROWN) TO REQUEST INSTALLATION OF TRAFFIC AND STREET NAME SIGNS. PROPOSED STREET NAMES MUST BE APPROVED PRIOR TO INSTALLATION OF STREET NAME SIGNS.
- TRAFFIC CONTROL DEVICES (INCLUDING SIGNS AND PAYMENT MARKINGS) IN AREAS OPEN TO PUBLIC TRAFFIC ARE TO MEET MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) STANDARDS.
- CONTACT TOM PLATT WITH TRAFFIC ENGINEERING AT 341-7886 TO ENSURE THAT ALL TRAFFIC SIGNAL FACILITIES AND EQUIPMENT ARE SHOWN ON THE PLAN. CALL TRAFFIC ENGINEERING AT 341-7886 FORTY-EIGHT HOURS PRIOR TO ANY EXCAVATION IN THE RIGHTS-OF-WAY.
- ANY BROKEN OR MISSING SIDEWALK PANELS OR CURBING WILL BE REPLACED.
- CONTACT KAREN DIXON AT 341-7886 TO DISCUSS STREET LIGHTING OPTIONS.
- PROJECT SHALL COMPLY WITH CFPUA CROSS CONNECTION CONTROL REQUIREMENTS. WATER METERS CANNOT BE RELEASED UNTIL ALL REQUIREMENTS ARE MET AND THE STATE HAS GIVEN THEIR FINAL APPROVAL. CALL 343-3910 FOR INFORMATION.
- IF THE CONTRACTOR DESIRES CFPUA WATER FOR CONSTRUCTION HE SHALL APPLY IN ADVANCE FOR THIS SERVICE AND MUST PROVIDE A REDUCED PRESSURE ZONE (RPZ) BACKFLOW PREVENTION DEVICE ON THE DEVELOPER'S SIDE OF THE WATER METER BOX.
- ANY IRRIGATION SYSTEM SUPPLIED BY CFPUA WATER SHALL COMPLY WITH THE CFPUA CROSS CONNECTION CONTROL REGULATIONS CALL 343-3910 FOR INFORMATION.
- ANY BACKFLOW PREVENTION DEVICES REQUIRED BY THE CFPUA WILL NEED TO BE ON THE LIST OF APPROVED DEVICES BY USFC/CCOHR OR ASEP.
- ANY PVC MAINS ARE TO BE MARKED WITH HOLO SINGLE STRAND INSULATED COPPER WIRE INSTALLED THE ENTIRE LENGTH AND STAPPED TO THE PIPE WITH DUCT TAPE, AND STAPPED TO BARE WIRE AND SECURED TO ALL VALVES. ACCESSIBLE IN ALL VALVE AND METER BOXES. ALL WATER MAINS ARE TO HAVE A MINIMUM OF 3' COVER.

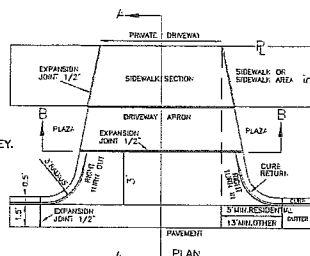
ADDITIONAL FIRE DEPARTMENT NOTES:  
- HYDRANTS MUST BE WITHIN 150' OF THE FDC  
- THE FDC MUST BE WITHIN 40' OF FIRE APPARATUS PLACEMENT  
- LANDSCAPING MAY NOT BLOCK ANY FDC OR HYDRANT WITH A 3' CLEAR SPACE MAINTAINED  
- CONTRACTOR TO MAINTAIN ALL WEATHER ACCESS FOR EMERGENCY VEHICLES DURING CONSTRUCTION  
- HYDRANTS MUST BE LOCATED WITHIN 8' OF THE CURB  
- NEW HYDRANTS MUST BE AVAILABLE FOR USE PRIOR TO BUILDING CONSTRUCTION



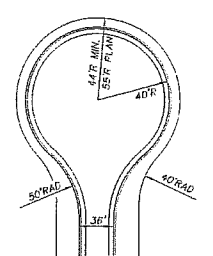
PRELIMINARY PLAN  
NOT FOR RECORDATION OR CONVEYANCE

### NOTES:

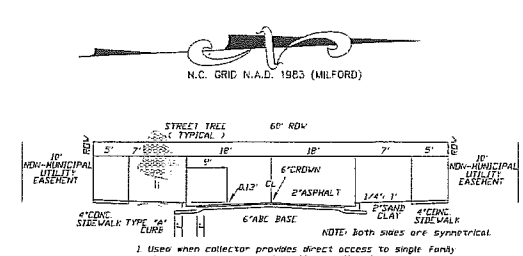
- THIS PLAN IS PRELIMINARY, NOT INTENDED FOR RECORDATION, SALES, OR CONVEYANCE.
- SURVEYED IN APRIL 2006 and AUGUST 2009
- ALL DISTANCES AS SHOWN ARE HORIZONTAL.
- SEWER PROVIDED BY CAPE FEAR PUBLIC UTILITY AUTHORITY.
- WATER PROVIDED BY CAPE FEAR PUBLIC UTILITY AUTHORITY. PROPOSED USAGE = 2,160 GPD (6 DIS X 360 GPD)
- SITE WILL MEET ALL ZONING REQUIREMENTS.
- AREA COMPUTED BY COORDINATE METHOD.
- REGULATED TREES ON SITE TO BE PRESERVED AS SHOWN ON TREE SURVEY.
- STRIPING AND LANES TO CITY STANDARDS (THERMOPLASTIC).
- NO VEHICULAR ACCESS TO SITE EXCEPT AS SHOWN.
- ALL UTILITIES UNDERGROUND.
- COMBINED GRID FACTOR = 1.00000
- FOR REFERENCE SEE AS NOTED.
- ALL ELEVATIONS ARE NGVD 1929
- UNDERGROUND UTILITIES NOT MARKED BY NC-ONE CALL.
- ADJACENT PROPERTY OWNERS TAKEN FROM CURRENT NEW HANOVER COUNTY TAX RECORDS.
- SIGNIFICANT TREES ON SITE AS SHOWN ON TREE SURVEY.
- REGULATED TREES TO BE REMOVED ARE FOR ESSENTIAL SITE IMPROVEMENTS. NO REGULATED TREES ARE LOCATED IN EXCESS PARKING AREAS.



STANDARD CITY DRIVEWAY DETAILS  
NTS

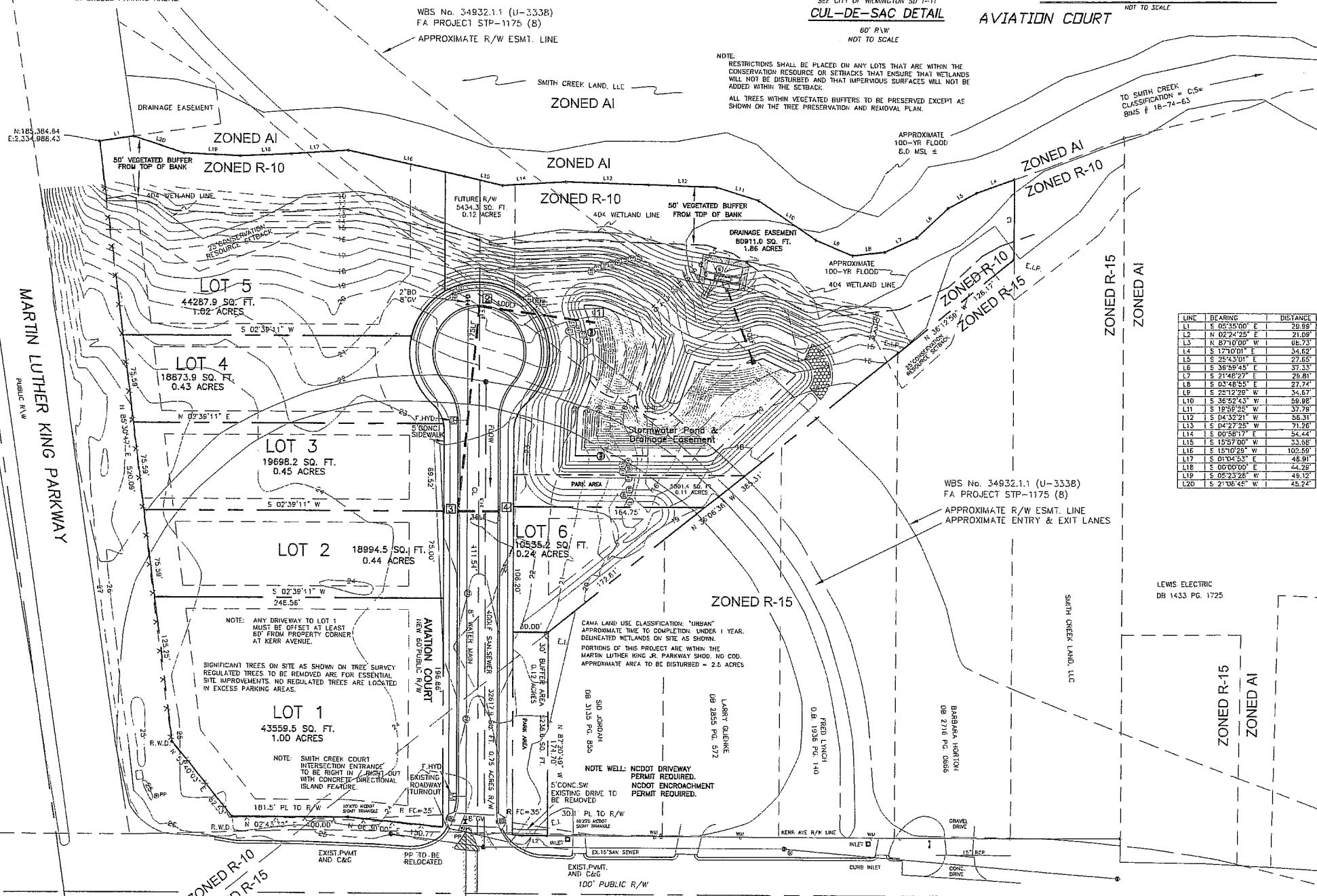
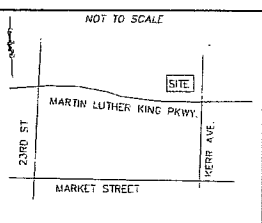


CUL-DE-SAC DETAIL  
60' R/W  
NOT TO SCALE



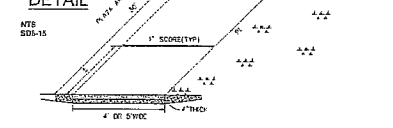
CITY OF WILMINGTON COLLECTOR 'A'  
NOT TO SCALE

### LOCATION MAP



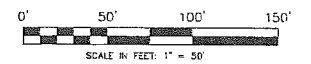
ADDRESS: 1101 Kerr Avenue North  
DEVELOPER: Smith Creek Land LLC  
PO Box 3649  
Wilmington, NC 28406  
910-762-2676  
PARCEL ID: RO4906-001-012-000

### STANDARD SIDEWALK DETAIL



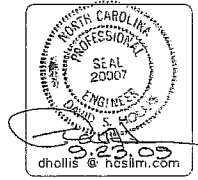
NOTE WELL: EROSION & SEDIMENT CONTROL PERMIT REQUIRED.  
NCDDOT STATE & CITY STORMWATER PERMITS REQUIRED.  
NCDDOT DRIVEWAY & ENCROACHMENT PERMITS REQUIRED.

Sheet 2 of 2



HANOVER DESIGN SERVICES, P.A.  
LAND SURVEYORS, ENGINEERS, LAND PLANNERS

1123 FLORAL PARKWAY  
WILMINGTON, N.C. 28403  
PHONE: (910) 343-8002  
HDS LICENSE C-0587



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE FILING OF A TRANSPORTATION CORRIDOR  
OFFICIAL MAP FOR THE INTERCHANGE AT NORTH KERR AVENUE AND  
MARTIN LUTHER KING, JR. PARKWAY (US 74)**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation, and

**WHEREAS**, the North Carolina Department of Transportation plans to widen Kerr Avenue to a 4-lane divided facility from Patrick Avenue to the Martin Luther King, Jr. Parkway (US 74) and construct an interchange at the intersection of Kerr Avenue and the Martin Luther King, Jr. Parkway (US 74); and

**WHEREAS**, Kerr Avenue is designated as a major thoroughfare on the Greater Wilmington Urban Area Thoroughfare Plan and currently carries approximately 17,000-23,000 vehicles per day between Randall Parkway and the Martin Luther King, Jr. Parkway; and

**WHEREAS**, the purpose of the project is to improve north-south access in Wilmington and provide access to various facilities in and around Wilmington; and

**WHEREAS**, as development continues to occur within the City of Wilmington, the need to preserve a future corridor for this regional transportation project has become vital; and

**WHEREAS**, the Wilmington Metropolitan Planning Organization recognizes the need to preserve transportation corridors and has supported the filing of transportation official corridor maps for the Cape Fear Skyway and Military Cutoff Extension.

**NOW THEREFORE**, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee supports the need to file transportation corridor official maps and would request the City of Wilmington file a transportation corridor official map to preserve the future interchange at the intersection at North Kerr Avenue and Martin Luther King, Jr. Parkway (US 74).

**ADOPTED** at a regular meeting of the Transportation Advisory Committee on December 16, 2009.

---

Lanny Wilson, Chair  
Transportation Advisory Committee

---

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA  
Metropolitan Planning Organization**

P.O. Box 1810  
Wilmington, North Carolina 28402  
910 341 3258 910 341 7801 FAX

**Members:**

City of  
WILMINGTON  
Lead Planning Agency

Town of  
CAROLINA BEACH

Town of  
KURE BEACH

Town of  
WRIGHTSVILLE BEACH

NEW HANOVER  
County

Town of  
BELVILLE

Town of  
LELAND

Town of  
NAVASSA

BRUNSWICK  
County

PENDER  
County

CAPE FEAR  
Public Transportation  
Authority

North Carolina  
BOARD OF  
TRANSPORTATION

TO: Transportation Advisory Committee/  
Technical Coordinating Committee

FROM: Mike Kozlosky, Executive Director

DATE: November 25, 2009

SUBJECT: **Proposed 2010 WMPO Meeting Calendar**

Technical Coordinating Committee	Transportation Advisory Committee
January 13	January 27
February 10	February 24
March 17	March 31
April 14	April 28
May 12	May 26
June 16	June 30
July – no meeting scheduled	July – no meeting scheduled
August 11	August 25
September 15	September 29
October 13	October 27
November – no meeting scheduled	November – no meeting scheduled
December 1	December 15

Citizen Advisory Committee	Bike/Pedestrian Committee
January 20	January 14
February 17	February 11
March 17	March 11
April 21	April 8
May 19	May 13
June 16	June 10
	July – no meeting scheduled
	August 12
	September 9
	October 14
	November – no meeting scheduled
	December 9



**WILMINGTON MPO/CITY OF WILMINGTON  
STATUS REPORT  
November 2009**

**TRANSPORTATION PLANNING**

**American Recovery and Reinvestment Act**

**Project Description/Scope:** The United States Congress approved the American Recovery and Reinvestment Act of 2009 that provides funding for infrastructure improvements throughout the country.

**Current Status:** The University of North Carolina-Wilmington, City of Wilmington, New Hanover County and Town of Wrightsville Beach submitted a joint TIGER grant application in the amount of approximately \$15 million for completion of the Cross-City Trail and major improvements to the River to the Sea Bikeway (Historic Beach Car Line) on September 15<sup>th</sup>.

**Next Step:** Continue to work to secure American Recovery and Reinvestment Act funding for projects in the City of Wilmington. TIGER grant recipients should be announced by December 31, 2009.

**Cape Fear Commutes 2035 Transportation Plan**

**Project Description/Scope:** Cape Fear Commutes is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area. Cape Fear Commutes will create a long range transportation plan with recommendations for how those needs should be addressed over the next 25 years. The plan will establish the goals and objectives for the improvement of mobility within the Wilmington MPO planning area and make specific recommendations for transportation projects and funding sources. The plan will consider all modes of transportation, including automobiles, trucks, buses, trains, airplanes, ferries, bicycles, and even walking.

**Current Status:** The MPO received over 3,200 responses to the Cape Fear Commutes Survey. Staff has reviewed the results of the survey with the Citizen Advisory Committee (CAC). Staff has also developed a matrix to evaluate each highway project within the Wilmington MPO's planning area boundary.

**Next Step:** Each member of the CAC is reviewing all of the projects submitted in the survey. Once the projects are reviewed and vetted, the CAC members will review the projects with their local jurisdictions and appointed officials.

**Cross-City Trail**

**Project Description/Scope:** The Cross City Trail will provide a future bicycle and pedestrian connection from Wade Park, Halyburton Park and Empie Park to the Heide-Trask Drawbridge. Portions of this trail will be constructed in conjunction with the Independence Boulevard and Randall Parkway widening projects. Construction of Phase I along South 17th Street between John D. Barry Drive and the Cameron Art Museum will be funded by \$350,000 in federal economic stimulus funds from NCDOT. Phase II along Independence Boulevard between Converse Drive and Randall Parkway (which passes through Empie Park and the Devon Park community) is eligible for \$1,650,000 in federal economic stimulus funds from NCDOT. Phase III is the section between South College Road and Autumn Hall, most of which is on the UNCW campus.

**Current Status:** Construction bids for Phase I were opened on October 15<sup>th</sup>. Council has approved the low bid of \$261,000 by Cape Fear Paving. The contract has been forwarded to NCDOT for approval. Phase II bids are due on December 8<sup>th</sup>. An RFQ for Phase III design services was released on November 2<sup>nd</sup> and are due to the City by November 19<sup>th</sup>.

**Next Step:** Conduct the Phase II pre-bid meeting on November 24<sup>th</sup> and the construction bid opening on December 8<sup>th</sup>. Award the construction contract for Phase II by December 31<sup>st</sup>. Conduct interviews and select a design consultant for Phase III.

### **Fit Community 2009 Grant**

**Project Description/Scope:** Submit a designation and grant application to the Fit Community 2009 grant program.

**Current Status:** The City of Wilmington has been awarded \$60,000 in grant funds from the North Carolina Health and Wellness Trust Fund Commission. These funds will be used to complete portions of the proposed bicycle boulevard along Ann Street connecting the Bottom neighborhood to downtown and the riverfront. The promotional efforts will be directed at organizing weekly rides to the Riverfront Farmers Market via the bicycle boulevard.

**Next Step:** Design and implement bicycle boulevard along Ann Street from south Water Street to South 15<sup>th</sup> Street by March 31<sup>st</sup>. Organize bicycle safety and health events at the Martin Luther King Center and bicycle trains from South 15<sup>th</sup> Street to the Riverfront Farmers Market.

### **INDEPENDENCE BOULEVARD WIDENING**

**Project Description/Scope:** Widen Independence Boulevard to a 4-lane divided facility between Shipyard Boulevard and Carolina Beach Road

**Current Status:** . The contractor is working to complete the major improvements on underground utilities and is building the road base between Shipyard and 17<sup>th</sup> Street. The curbing in this section is expected to be installed soon with paving to be placed near late January. The project is currently 30% complete. Paving of Museum Drive was completed 10/18/09.

**Current Status:** Completion is anticipated in August 2010.

### **MARKET STREET CORRIDOR PLAN**

**Project Description/Scope:** Develop a corridor plan for Market Street from Colonial Drive to the Pender County line. This project will integrate transportation and land use planning in an effort to improve safety and mobility along the entire corridor. The plan will provide recommendations for access management, inter-connectivity, improved development standards, future collector streets and conceptual designs. On March 6<sup>th</sup>, the NCDOT approved funding in the amount of \$275,000 for the Wilmington Metropolitan Planning Organization (MPO), City of Wilmington, New Hanover County and NCDOT to develop the Plan.

**Current Status:** Kimley-Horn & Associates (KHA) was retained by the City to complete the Market Street Corridor Plan. Staff has provided all comments to the consultant regarding the transportation element and the consultant is making the necessary corrections. The consultant is currently preparing the overlay and mixed use zoning districts.

**Next Step:** Staff plans to meet with several stakeholders and develop a set of priorities for development regulations/guidelines that help improve mobility, safety and aesthetics along the corridor. The plan is anticipated to be adopted by the MPO and local municipalities in winter 2009.

### **MULTI-MODAL TRANSPORTATION CENTER**

**Project Description/Scope:** Purchase right-of-way, develop design plans and construct the Wilmington Multi-modal Transportation Center between N. 3<sup>rd</sup>, N. 4<sup>th</sup>, Hanover and Red Cross Streets.

**Current Status:** NCDOT has appropriated \$10 million to purchase the properties for the Multi-Modal Transportation Center. The City's local match is \$1 million. NCDOT has reached a settlement with all property owners except U-Haul. NCDOT and the City of Wilmington hired Martin/Alexiou/Bryson to complete a Long Range Transit Needs Analysis and functional design for the future transportation center. The Transit Needs Study for the Wilmington Multi-modal Transportation Center recommends the acquisition of the U-Haul property. At the November Board of Transportation meeting, NCDOT appropriated the additional funds to acquire the U-Haul properties.

Next Step: Begin the acquisition process for the U-Haul properties and begin the environmental document. WAVE Transit will program Section 5307 funds to complete this document.

### **NEIGHBORHOOD TRAFFIC STUDIES**

**Project Description/Scope:** The City of Wilmington operates a neighborhood traffic management program to focus on the installation of neighborhood traffic calming devices that reduce speed and improve safety along neighborhood streets. The City has currently completed neighborhood traffic studies to develop immediate and long-term solutions in 18 Wilmington neighborhoods. The LPA Group has submitted final construction drawings for long-term improvements in 10 neighborhoods.

**Current Status:** The installation of the Creekwood neighborhood traffic management improvements has been completed.

The City's Engineering Division is working to modify the existing designs and complete new designs for the additional improvements in the Pine Valley East neighborhood. The City has collected the topographic data and the designs are underway by the Engineering Division. Based on funding, staff has prioritized the locations for installation for installation in Pine Valley East.

**Next Steps:** Construction in Pine Valley East is anticipated to begin in the spring 2010.

### **N. 3<sup>RD</sup> STREET CORRIDOR STREETScape IMPROVEMENTS**

**Project Description/Scope:** In May 2006, the residents of the City passed a transportation bond referendum that included \$5 million in improvements to the North 3<sup>rd</sup> Street corridor. The project includes improvements to traffic flow, utilities, pedestrian safety and streetscape aesthetics. The city has hired Kimley-Horn & Associates (KHA) to complete the engineered design of the corridor.

On December 5<sup>th</sup> the City Council authorized the City Manager to enter into an agreement with NCDOT for the acceptance of maintenance of N. 3<sup>rd</sup> Street from Market Street to the Martin Luther King, Jr. Parkway (except between Campbell Street and Hanover Street which include Bridge #35 over the former rail bed). Accepting maintenance of this facility will allow for increased design flexibility and expedite the NCDOT permitting process.

**Current Status:** The consultant has developed the 60% design plans. City staff has reviewed the designs and the consultant is incorporating the City's comments in the 90% design plans. Staff is working with NCDOT to develop a municipal agreement that would outline the transfer of maintenance and outline the funding for the resurfacing of the street. The City is also working with the Cape Fear Public Utility Authority (CFPUA) to upgrade the water and sewer lines under the N. 3<sup>rd</sup> Street corridor. The streetscape project is being delayed to ensure CFPUA has the necessary time for these improvements to be completed. On November 17<sup>th</sup> Council endorsed a resolution supporting an amendment to the design contract with Kimley-Horn & Associates to complete the water and sewer design work. CFPUA will reimburse the City for the designs. This delayed the project approximately 6 months.

At the November Board of Transportation meeting, the Board voted to allocate economic stimulus funds to resurface North 3<sup>rd</sup> Street from Market Street to the railroad bridge. These economic stimulus funds will be

provided for the project if additional economic stimulus funds become available. Otherwise, the NCDOT will utilize Division resurfacing funds for the resurfacing of the corridor.

**Next Step:** Finalize an agreement with NCDOT. Completion of the final design plans is expected in January 2010. The City anticipates beginning construction of the streetscape corridor enhancements in May 2010.

#### **PEDESTRIAN CROSSING: ANN STREET AT SOUTH 3RD STREET**

**Project Description/Scope:** This project will provide a marked crosswalk for pedestrians and bicyclists across South 3rd Street at Ann Street, which is midway between the traffic signals at Castle Street and Market Street. The Residents of Old Wilmington have agreed to contribute \$6,500 toward the project.

**Current Status:** The project was let for bid on October 14<sup>th</sup> and bids are due on November 19<sup>th</sup>.

**Next Step:** Award the construction contract to the lowest responsible bidder. Complete construction by March 31, 2010.

#### **Pedestrian Crossing: Eastwood Road at Military Cutoff Road**

**Project Description/Scope:** This project will provide a signalized crosswalk for pedestrians and bicyclists between existing sections of the Cross-City Trail on Eastwood Road at Military Cutoff Road. The crossings will consist of high-visibility crosswalks on the northern and western legs of the intersection and pedestrian signal heads and push buttons at the northwest, southwest and northeast corners of the intersection. A small pedestrian refuge island will also be constructed in the northwest corner of the intersection. This crossing is part of the planned Cross-City Trail.

**Current Status:** City staff is working with a private developer to incorporate the pedestrian crossing into planned traffic improvements required as part of mitigation measures for a proposed development on Military Cutoff Road. An estimate of \$49,332 has been received by staff, and Parks and Greenway Bond funds have been identified to complete the project in cooperation with the developer. NCDOT has approved the design for the crossing.

**Next Step:** Finalize the agreement with the private developer for the design and construction of the improvements.

#### **SAFE ROUTES TO SCHOOL: BRADLEY CREEK ELEMENTARY**

**Project Description/Scope:** Construct a 3,100-foot-long sidewalk between Bradley Creek Elementary School and Greenville Village mobile home park and promote use of the sidewalk through various bilingual events and materials.

**Current Status:** On March 6, 2008, the North Carolina Board of Transportation voted to award the City of Wilmington \$211,800 to fund a demonstration Safe Routes to School project at Bradley Creek Elementary School. On July 1, 2008 the Wilmington City Council endorsed the municipal agreement between the City and NCDOT. Norris, Kuske and Tunstall completed the final design for the sidewalk and pedestrian crossing along Greenville Loop Road. All permits and most temporary construction easements have been secured. The bid package is currently under review by NCDOT. The City is awaiting review from the State Historic Preservation Office.

**Next Step:** Plans are being adjusted to avoid the need to obtain temporary construction easements from two additional property owners.

#### **SAFE ROUTES TO SCHOOL: PARK AVENUE AT INDEPENDENCE BOULEVARD**

**Project Description/Scope:** This project will provide a high-visibility, protected location for pedestrians and bicyclists to cross Independence Boulevard at Park Avenue. The crossing will consist of an 8- to 10-foot-wide multi-use path along the north side of Park Avenue between Hawthorne Road and the Empie Park entrance, a striped crosswalk across the northern leg of the intersection, and pedestrian signal heads and push buttons at the northwest and northeast corners of the intersection. This crossing is currently part of the River to the Sea Bikeway and will also be part of the planned Cross-City Trail.

**Current Status:** Right Angle Engineering, PC has been selected to design this project. Contracts have been executed and a project kick-off meeting was held on November 12<sup>th</sup>.

**Next Step:** Complete design by March 31, 2010.

#### **RANDALL PARKWAY WIDENING**

**Project Description/Scope:** Widen Randall Parkway to a 4-lane divided facility from South College Road to Independence Boulevard.

**Current Status:** The Consultant (WK Dickson) is finalizing design. Property Acquisition continues, with offer letters being sent to parcel owners as appraisals and review of appraisals is complete. Plats showing the existing and proposed ROW acquisition have been recorded. Environmental permitting is commencing.

**Next Step:** The City expects to solicit bids in late spring of 2010, with construction expected to commence June/July of 2010.

#### **WILMINGTON BYPASS/CAPE FEAR SKYWAY**

**Project Description/Scope:** Construct the Wilmington Bypass and Cape Fear Skyway that will link US 421 to the intersection of Independence Boulevard and Carolina Beach Road.

**Current Status:** On January 24, 2006 the City of Wilmington filed a Transportation Official Corridor map to preserve the Cape Fear Skyway corridor from the encroaching Madison Place Apartment complex. The 3-year preservation period for the proposed Madison Place Apartment complex is set to expire in October 2009. On December 17, 2008 the Wilmington Urban Area MPO's Transportation Advisory Committee endorsed a resolution strongly encouraging the NC Turnpike Authority (NCTA), NCDOT, City of Wilmington and/or Wilmington Metropolitan Planning Organization work collaboratively to acquire the property for the proposed Madison Place Apartment complex and work to preserve the future Cape Fear Skyway corridor. The reservation period on the Madison Place Apartment complex expired on October 11, 2009. Staff has been working with the developer to preserve this area until a final determination is made on the future of the Cape Fear Skyway. In order for the Cape Fear Skyway to become a reality, it will take cooperation and the utilization of corridor preservation methods in New Hanover and Brunswick Counties to protect a corridor from encroaching development. The City received the appraisal on May 29<sup>th</sup> for the Madison Place Apartment properties in the amount of \$1.5 million.

On October 14<sup>th</sup>, the MPO's Transportation Advisory Committee held a special meeting to receive an update from the North Carolina Turnpike Authority on the issues associated with the Cape Fear Skyway to include financial projections, proposed developments and new potential alignments. On October 28<sup>th</sup> the Wilmington MPO's Transportation Advisory Committee endorsed a resolution supporting the northern alignment and encouraging and supporting New Hanover County, City of Wilmington, Brunswick County and the Town of Leland utilizing the land use planning tools available to preserve a corridor for the future Cape Fear Skyway.

**Next Step:** Continue to attempt to identify funds to purchase the Madison Place Apartment properties. Work with New Hanover and Brunswick Counties, Town of Leland and City of Wilmington to preserve a corridor for the future Cape Fear Skyway from Independence Boulevard/Carolina Beach Road intersection to an area in the vicinity of US 17 and the Wilmington Bypass in Brunswick County.

**Wrightsville Avenue Bicycle Lanes**

**Project Description/Scope:** The City of Wilmington will provide a pavement marking plan to NCDOT in order to install on-road bicycle lanes on Wrightsville Avenue between Military Cutoff Road and Eastwood Road.

**Current Status:** Staff is completing the pavement marking plan.

**Next Step:** NCDOT will resurface the roadway this winter and utilize the City's pavement marking plan to stripe the roadway.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

December 11, 2009

**TIP Projects:**

**B-4223:** replace Bridge # 21 (Lane's Ferry), over the Northeast Cape Fear River. Under construction, traffic has been shifted to the new alignment and bridge.

**Majority of Work Complete awaiting short punch list of items**

**R-2245:** Second bridge to Oak Island over the intercoastal waterway. Work will begin again this week.

**Estimated Contract Completion Date of August 2010**

**B-0682:** Bridge to Sunset Beach over the intercoastal waterway. Under construction

**Estimated Contract Completion Date December of 2010**

**U-4733:** intersection improvements SR 1411 (Wrightsville Avenue), from Forest Hills Drive to SR 2313 (Wilshire Boulevard).

**Estimated Contract Completion Date Spring/Summer 2010 (utility delays)**

**U-5017A: Letting Date 10/21/2008** Wilmington Computerized Signal System

**Estimated Contract Completion Date Nov. 2010**

**U-5017B: Letting Date 11/18/2008** Wilmington Computerized Signal System

**Estimated Contract Completion Date June 2011**

**U-5017C: Letting Date 12/16/2008** Wilmington Computerized Signal System

**Estimated Contract Completion Date Jan. 2011**

**U-3462:** Town of Shallotte, SR 1357 (Smith Avenue) extension from West of US 17 Business to NC 130. Under construction and funded by stimulus.

**Estimated Contract Completion Date Dec. 2010**

**R-4002:** widen SR 1472 (Village Road) from SR 1437 (Old Fayetteville Road)/SR 1435 (South Navassa Road) to east of US 17 Interchange ramps, to a 4-lane divided facility.

**Estimated Contract Completion Date June 2011**

**B-4030:** replace Bridge #9 over Bear Branch, on NC 130.

**Estimated Contract Completion Date 12/31/2010**

**W-5103** – US 421 (Carolina Beach Road) from George Anderson Road to SR 1100 (River Road) construct various safety improvements at 20+ intersections.

**Letting Date January 19, 2010**

**W-5104** – NC 132 (College Road) from US 421 (Carolina Beach Road) to US 117 (Shipyard Blvd.) construct various safety improvements at 10+ intersections.

**Letting Date September 14, 2010**

**R-2633 AA & AB:** Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76. Right of Way 2008 (Has begun) and Construction Fall 2010  
Design/Build – January 2010 Selection of Design/Build Team

**U-3338 B:** Widening of Kerr Ave. from Randell Parkway to Martin Luther King, Jr. Parkway.  
Start Date May 2013

**R-3601 US 17/74/76:** Widening across the “causeway”, between Leland and Wilmington. AT the beginning the planning process. We will move into the merger process afterwards and then to design. A scoping meeting will be held in the next couple of months.  
Start Date July 2013

**R-3432 – SR 1163 (Georgetown Road)** extend from SR 1184 (Ocean Isle Beach Road) to NC 179. Start Date June 2013



**U-4902 B:** construct a concrete median island from SR 1402 (Porter's Neck Road) to Colonial Drive (non-system road). Project is in the planning process and awaiting the completion of the Market Street Corridor Study.

**R-2633 B:** Construction of I-140 (Wilmington Bypass) from US 74/76 to US 421.

**R-5021:** NC 211 widening, from NC 87 to SR 1500 (Midway Road).

**R-4063:** widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road).

**Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300):** extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. NCDOT and the merger team are scheduled to have selected a preferred alternative by Winter 2009/2010 and complete the final environmental impact statement by Summer 2010.

**Feasibility Studies for NC 211 & NC 904:** Completion Date Winter 2009/2010

NC 211 – from SR 1500 (Midway Road) to US 17

NC 904 – from NC 179/904 (Beach Drive) to US 17

**FS-0203C Feasibility Study for College Road:** from SR 1327 (Gordon Road) to US 17 (Market Street).

### **Division Projects:**

**NC 87 - Boiling Spring Lakes:** install two right turn lanes and extend existing left turn lane at the intersection of SR 1539 (East Boiling Spring Lakes Road) and NC 87.

Estimated Contract Completion Date December 2009

**SR 1448 (Middle River Road):** full depth patching from NC 211 to the paved end of system. Schedule to be under contract in the Summer 2009

**US 117 (College Road):** extend left turn lane along US 117 (College Road) at Randall Parkway to provide additional storage. Schedule to be under construction in the Summer 2009

**SR 1345 (Royal Oak Road):** mill patch the rutted section of SR 1345 (Royal Oak Road), due to increased truck traffic. Schedule to be under contract in the Summer 2009

**SR 1455 (Porter's Neck Road):** construct a roundabout at the intersection of SR 1455 (Porter's Neck Road) and SR 1402 (Edgewater Club Road). Currently the right of way is being obtained.

**SR 1403 (Middle Sound Loop Road):** redesign the intersection of SR 1403 (Middle Sound Loop Road) and SR 1407 (Darden Road), into a roundabout design. Design is complete and our schedule is to construct the roundabout in the summer of 2010, when school is complete.

**SR 1492 (Pine Grove Road):** redesign intersection at SR 1492 (Pine Grove Rd) and Masonboro Loop Road. Schedule to have permitting complete by August 2009, bid project in September 2009, award in October 2009, construction to begin in December and complete by end of March 2010.

**US 421 Carolina Beach:** widen Carl Winner Street to allow dual right turn lanes onto US 421 northbound.

**NC 132 (College Road):** extend the left turn lane southbound on NC 132 and New Center Drive intersection. Schedule to be under construction in the Summer 2009

**NC 132 (College Road):** extend the left turn lane northbound on NC 132 and Martin Luther King Parkway. Schedule to be under construction in the Summer 2009

### **Resurfacing Projects:**

These roads are in this Brunswick County contract:

NC 211 mill patching and resurfacing from SR 1500 (Midway Road) to SR 1114 (Zion Hill Road).

**SR 1539 (East Boiling Springs Lake Road)** resurfacing from NC 87 to RR tracks.

**SR 1115 (Stone Chimney Road)** mill patching and resurfacing from NC 211 to US 17.

**SR 1119 (Stanley Road)** mill patching and resurfacing from end of maintenance to SR 1120 (Sabbath Home Road).

**SR 1527 (Wescott Road)** resurfacing from NC 211 to SR 1526 (Jabbertown Road).

**SR 1527 (Wescott Road)** patching and resurfacing from SR 1526 to SR 1528 (East Moore Street).

**Estimated Contract Completion Date May 2010**

This is the Pender County contract:

NC 50 resurface from North Topsail Drive/Roland Drive to 0.09 miles north of NC 210, no work on swing bridge over the intercoastal waterway.

**Estimated Contract Completion Date May 2010**

These are in this New Hanover County contract:

**US 421** milling and resurfacing from Snows Cut Bridge to Carolina Sands Drive.

**US 117/NC 132** resurfacing from SR 1322 (Murrayville Road) to bridge over I-40.

**SR 1574 (Service Road)** milling and resurfacing from SR 1573 to SR 1573.

**SR 1592 (Landsdowne Road)** mill patching and resurfacing from NC 132 to SR 1516 (Navaho Trail).

**SR 1516 (Navaho Trail)** mill patching and resurfacing from SR 1592 to SR 1492 (Masonboro Loop Road).

**SR 1492 (Masonboro Loop Road)** patching and resurfacing from SR 1517 (Trails End Road) to SR 1505 (Beasley Road).

**SR 1411 (Dawson Street Extension)** resurfacing from US 76 (Oleander Drive) to SR 1411 (Wrightsville Avenue).

**SR 1411 (Wrightsville Avenue)** patching from SR 1411 to Independence Boulevard.

**SR 1411 (Wrightsville Avenue)** patching from Huntington Road to US 76.

**SR 1411 (Wrightsville Avenue)** milling and resurfacing from US 76 to US 74.

**SR 2313 (Wilshire Boulevard)** patching from SR 1411 to SR 1175 (Kerr Avenue)

**SR 1302 (North 23<sup>rd</sup> Street)** milling and resurfacing from US 17 Bus. To north of RR Tracks.

**Estimated Contract Completion Date June 2010**

This contract was let on November 16, 2009:

Brunswick County:

Resurface **NC 87** from NCL of Boiling Springs to US 17, including spiral widening at various locations.

Resurface **NC 211** from 0.24 mile west of the Town of St. James to 0.18 mile east of SR 1500 (Midway Road).

Resurface **SR 1300 (Calabash Road NW)** from SR 1308 (Etheridge Road NW) to NC 904,

Resurface **SR 1132 (Shell Point Road)** from NC 130 to SR 1130 (Mt. Pisgah Road),

Resurface **SR 1417 (Malmo Loop Road)** from NC 87 to US 74/76,

Resurface **SR 1426 (Mt. Misery Road)** from US 74/76 to SR 1426

New Hanover County:

Resurface **US 421 Truck** from 0.02 mile north of US 421 to 0.01 mile north of Queen Street (non-system).

Resurface **SR 1301 (Princess Place Road)** from US 17 Business to 17th Street.

**Estimated Contract Completion Date November 12, 2010**