



WILMINGTON URBAN AREA Metropolitan Planning Organization

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The mission of the Wilmington MPO is to develop and implement a comprehensive multi-modal transportation plan that supports the existing and future mobility needs and economic vitality of the Wilmington Urban Area. This shall be accomplished by protecting the environment, safe guarding the social equity, improving the quality of life for the citizens of the community, improving the local economy and providing for the safe and efficient mobility throughout the region. This is achieved through the long range transportation planning process which includes a comprehensive, continuous and cooperative approach from citizens and participating members.

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

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: July 22, 2011
SUBJECT: June 27, 2011 meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, July 27th at 10:00 am. The meeting will be held in the Traffic Conference Room on the 4th Floor of 305 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 6/15/11
- 3) Presentation
 - a. Complete Streets- Mike Kozlosky, Wilmington MPO
 - b. Cape Fear Public Transportation Authority Service Expansion and Long Range Financial Plan- Albert Eby, Cape Fear Public Transportation Authority
- 4) New Business
 - a. Resolution Adopting the State/Metropolitan Transportation Improvement Program
 - b. Resolution Supporting Amendments to the 10-Year Work Program
 - c. Resolution Adopting the Market Street Corridor Study
 - d. Resolution Amending the 2011-2012 Unified Planning Work Program
 - e. Resolution Appointing the Associate Planner as the Wilmington MPO representative to the Lower Cape Fear Sustainable Communities Consortium
 - f. Resolution Adopting the Purpose and Need Statements for Highway Projects submitted to NCDOT for Prioritization 2.0
 - g. Amendment to the Bylaws for Special and Emergency Meetings
 - h. Cancellation of August 17th meeting
- 5) Updates
 - a. City of Wilmington/Wilmington MPO
 - a. US 17/NC 210 Corridor Study in Pender County
 - b. Wilmington Multi-modal Transportation Center
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 6) Announcements
 - a. Wilmington MPO Bike/Ped meeting- August 11, 2011
 - b. Wilmington MPO Bike/Ped meeting-September 8, 2011
- 7) Next meeting –September 14, 2011

Attachments:

- Minutes 6/15/11 meeting
- Cape Fear Public Transportation Authority Service Expansion and Long Range Financial Plan
- State/Metropolitan Transportation Improvement Program
- Resolution Adopting the State/Metropolitan Transportation Improvement Program
- NCDOT Value Engineering Report
- NCDOT's Proposed Funding Reduction Strategy for the Wilmington MPO
- Resolution Supporting Amendments to the 10-Year Work Program
- Market Street Corridor Study (www.wmpo.org)
- Resolution Adopting the Market Street Corridor Study
- Amendment to the 2011-2012 Unified Planning Work Program
- Amended 2011-2012 Unified Planning Work Program budget
- Resolution Amending the 2011-2012 Unified Planning Work Program
- Resolution Appointing the Associate Planner as the Wilmington MPO representative to the Lower Cape Fear Sustainable Communities Consortium
- Purpose and Need/Problem Statements for Highway Projects
- Resolution Adopting the Purpose and Need/Problem Statements for Highway Projects submitted to NCDOT for Prioritization 2.0
- Amended Bylaws for Special and Emergency Meetings
- City of Wilmington/Wilmington MPO Project Update (July)
- NCDOT Project Update



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 2A: APPROVAL OF MINUTES FROM JUNE 15, 2011 MEETING

ATTACHMENTS: MINUTES JUNE 15, 2011 MEETING

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for June 15, 2011**

Members Present:

Mike Kozlosky, City of Wilmington
Karyn Crichton, New Hanover County
Ken Vafier, Pender County
Shane York, NCDOT
Helen Bunch, Brunswick County
Allen Pope, NCDOT
Bill McDow, TDM, Cape Fear Breeze
Eryn Moller, Town of Wrightsville Beach
Robert Waring, Town of Leland
Tim Owens, Town of Carolina Beach
Albert Eby, WAVE Transit
Don Bennett, City of Wilmington
Travis Barnes, Town of Navassa

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:07 am.

2. Approval of Minutes

The minutes from the May 11, 2011 meeting were approved unanimously.

3. Presentation

a. NCDOT 2040 Long Range Transportation Plan

Mr. York gave a presentation on the 2040 Long Range Transportation Plan.

4. New Business

a. Resolution Adopting the List of New Highway Projects (2011) to be Submitted to NCDOT for Consideration in NCDOT SPOT Prioritization 2.0

Mr. Kozlosky told members the MPO has been asked to submit up to 15 new highway projects for consideration as part of NCDOT's Prioritization 2.0. The list of projects for consideration came from the quality of life and congestion mitigation projects in the *2035 Cape Fear Commutes Long Range Transportation Plan*. The list does not include projects submitted in Prioritization 1.0, local projects using local funding sources, and loop-fund eligible projects are not included. Using the matrix developed as part of Cape Fear Commutes and the TCC sub-committee, 26 projects were considered in the process for selecting the final 15 projects. Projects will be submitted to NCDOT between July 5th and July 29th.

Mr. Owens made the motion to support the resolution adopting the list of new highway project to be submitted to NCDOT for consideration in NCDOT SPOT Prioritization 2.0 and forward to the TAC for consideration. Mr. Eby seconded the motion and it carried unanimously.

b. Resolution Adopting the List of Bicycle Projects (2011) to be Submitted to NCDOT for Consideration in NCDOT SPOT Prioritization 2.0

Mr. Kozlosky told members the Wilmington MPO's Bike/Ped Committee provided recommendations for the list of bicycle projects using the list of bicycle from the *2035 Cape Fear Commutes Long Range Transportation Plan*. He said that we have been asked to submit up to 10 bicycle projects and 10 pedestrian projects. The lists will come back to the committee in October or November to rank the top-5 projects.

Mr. Waring told members the Town of Leland had three additional projects they would like to submit for the project list. The projects are the Village Rd. Loop, the Old Leland Loop and Hwy 17 Superstreet Connections.

After a brief discussion, Mr. Kozlosky suggested pulling the North and South 5th Avenue bike lanes because it falls within the City of Wilmington's resurfacing project. Mr. Barnes agreed and made the motion to replace the North and South 5th Avenue bike lanes with the Village Road Loop project submitted by the Town of Leland. Mr. Owens seconded the motion and it carried unanimously.

Ms. Crichton told members New Hanover County would like to request amending item number 9 to extend the bike lanes from Bald Eagle Lane down Porters Neck Road and connecting to Covell Farm Road and then on to the Cross City Trail. Ms. Crichton made the motion to amend the item number 9 to change the limits of the project. Mr. Barnes seconded the motion and it carried unanimously.

Mr. Barnes made the motion to support the resolution adopting the list of bicycle projects with the amended alignment from New Hanover County to be submitted to NCDOT for consideration in NCDOT SPOT Prioritization 2.0 and forward to the TAC for consideration. Mr. Owens seconded the motions and it carried unanimously.

c. Resolution Adopting the List of Pedestrian Projects (2011) to be Submitted to NCDOT for Consideration in NCDOT SPOT Prioritization 2.0

Mr. Kozlosky told members that staff requested a list of projects from each of the municipalities and counties. Staff also used the City of Wilmington's Walk Wilmington Pedestrian Plan and the *2035 Cape Fear Commutes Long Range Transportation Plan* to develop a list of projects. He noted that the Bike/Ped Committee reviewed and recommended the list of projects for submittal to NCDOT.

Ms. Crichton asked to amend projects number 7 and number 8. On project number 7, the county would like to connect Olsen Park, Smith Creek Park and Ogden Park multi-use path using the power-line easement. For project number 8, they would like a sidewalk near downtown Castle Hayne, and extend the sidewalk on Holly Shelter Road to connect with Castle Hayne Elementary and Holly Shelter Middle School.

Mr. Riddle noted that Getting Connected and New Hanover County has been pushing the bike/ped improvements forward for the Covell Farm Multi-purpose Path. The Department has been talking about just widening the road and making a bike lane. The Getting Connected group has a network of connections through Middle Sound Loop and Military Cutoff Road, going all the way through Marsh Oaks. Most of these connections are bike lanes.

Mr. Pope asked if the connections included all of Middle Sound Loop Road. Mr. Riddle said it did not. Mr. Pope recommended adding bike lanes along Middle Sound Loop Road to the list of bike projects. He suggested reopening bike project list discussions because most of those connections are bike lanes.

Mr. Eby made a motion to support the resolution adopting the list of Pedestrian Project with the amendments to project 7 and 8 as stated by Ms. Crichton and forward to the TAC for consideration. Mr. Barnes seconded the motion and it carried unanimously.

Mr. Pope, in reference to Item 4b on the agenda, made the motion to incorporate the remainder of Getting Connected's Concept Plan, as well as adding bike lanes to Middle Sound Loop Road as potential bicycle projects to be submitted to NCDOT for consideration in the Prioritization 2.0

process. He noted that they should be added to the current list and not replace items on the list. Mr. Barnes seconded the motion and it carried unanimously.

d. Resolution Adopting the List of Transit Projects (2011) to be Submitted to NCDOT for Consideration in NCDOT SPOT Prioritization 2.0

Mr. Eby told members that they were asked to take the projects over the next 5 years that are currently in the STIP and come up with scoring process to calculate points after adding new vehicles. There are 8 projects but they have not been ranked.

Mr. Kozlosky told members he would like for the TCC to provide a recommended list to the TAC. Mr. Eby said in speaking with NCDOT, the prioritization process is contrary to the FTA State of Good Repair Initiative. He told members that ranking strictly by points is not the best way to handle this situation.

Ms. Bunch stated that all transit systems are having the same issue in articulating the way rankings are occurring. Mr. Kozlosky stated that because the projects do not have to be ranked until October, he would recommend that the un-ranked list be submitted to NCDOT for consideration.

Mr. Eby made the motion to support adopting the list of the non-ranked transit projects to be submitted to NCDOT for consideration in the NCDOT SPOT Prioritization 2.0 and forward to the TAC for consideration. Mr. Owens seconded the motion and it carried unanimously.

e. Resolution Requesting NCDOT Re-evaluate the Prioritization 2.0 Scoring for Port and Military Installations

Mr. Kozlosky told members the resolution is to request that NCDOT re-evaluate the prioritization scoring for port and military installation projects. Bonus points are awarded in the multi-modal scoring category for mobility and modernization projects. We would like to ask that NCDOT go back and look at the bonus point scoring and consider providing additional points for those connections in recognition of the importance of those facilities from a state-wide level.

Mr. Pope made the motion to support the request for NCDOT to re-evaluate the Prioritization 2.0 scoring for port and military installations and forward to the TAC for consideration. Ms. Bunch seconded the motion and it carried unanimously.

f. Resolution Supporting the Town of Leland's Request for Transportation, Community and Systems Preservation Program Grant for the Gateway Connector

Mr. Waring gave an overview of the project for which the Town of Leland is submitting for FHWA a grant application.

Mr. Pope made the motion to support the Town of Leland's Request for Transportation, Community and Systems Preservation Program grant for the Gateway Connector and forward to the TAC for consideration. Mr. Eby seconded the motion and it carried unanimously.

g. Resolution Adopting Agreement with the Cape Fear Public Transportation Authority for Section 5303 Funding for FY 2011-2012

Mr. Kozlosky told members the agreement with CFPTA provides 65% of the funding from the Section 5303 funds and the MPO retains 35% for planning efforts. The agreement is reviewed on an annual basis.

Ms. Bunch made the motion to support Adopting the Agreement with the Cape Fear Public Transportation Authority for Section 5303 funding for FY 2011-2012 and forward to the TAC for consideration. Mr. Owens seconded the motion and it carried unanimously.

h. Resolution adopting the Town of Carolina Beach Bicycle Multi-use Transportation Plan

Mr. Kozlosky told members the Town of Carolina Beach received a NCDOT Bicycle and Pedestrian grant in 2009 to develop a comprehensive bicycle plan for the town.

Mr. Eby made the motion to support adoption of the Town of Carolina Beach Multi-purpose transportation plan and forward to the TAC for consideration. Mr. Pope seconded the motion and it carried unanimously.

i. Resolution Adopting the Wilmington MPO's FY 2011-2012 Strategic Business Plan

Mr. Kozlosky told members the CAC has been working to develop the 2011-2012 Strategic Business Plan for the MPO for the past several months. The business plan identifies work load measures, efficiencies measure, effectiveness measures and targets for implementing the recommendation of the *2035 Cape Fear Commutes Long Range Transportation Plan* and creates a clear direction for the MPO over the next year.

Mr. Owens made the motion to support the adoption the Wilmington MPO's FY 2011-2012 Strategic Business Plan for the MPO and forward to the TAC for consideration. Mr. Pope seconded the motion and it carried unanimously.

5. Discussion

a. Wilmington MPO Potential Funding Issues and Resolutions

Mr. Pope told members in October of last year the Department was made aware of changes to the right-of-way costs for Military Cutoff Road extension. The estimate went from \$18 million to \$68 million. That incident started discussions about right-of-way and construction estimates. He noted that a very significant estimate was missed early on in the preliminary engineering phase for Military Cutoff Road extension. When they went from a functional design to a preliminary design, they did not get the right-of-way estimate or the construction estimate revision. That was the reason for the significant change in the cost estimates for the project.

He told members that he and Mr. Alford were also puzzled as to why costs have increased significantly for this area. Prior to the work plan, the TIP was a seven-year funding plan and Department was delivering at a rate of about 65%. When they went from "Policies to Projects", they developed a five year plan, which is working toward a 95% delivery rate. He reminded everyone that the revenue sources stayed the same and a big majority of projects are being let in 2013 and 2014. Another oblivious reason is that building cost for roadway construction continues to climb.

Mr. Pope stated that the TAC requested the Department value-engineer some of the changes to the Military Cutoff Road extension project. There were two significant scope changes to Military Cutoff Road extension. The project was designed as a 6-lane facility because the traffic volumes. The Hampstead Bypass traffic volumes also required that it be designed as a 6-lane facility from the Wilmington Bypass to NC 210 where it will then drop to a 4-lane facility.

Mr. Pope told members that Causeway Project will also require additional revenue for the two bridges crossing the Brunswick River. Initially they were to be rehabbed and widened to accommodate an additional lane in both directions. Two months ago the Department was made aware that the center pilings for both bridges were put into a "scour-critical" category. It was determined that the bridges should be replaced or crutch bents added to support the span. The crutch bent repair work will cost \$7.7 million and replacement of both bridges is estimated at \$10.8 million. The Department has recommended the replacement of the bridges.

Mr. Pope reviewed the MPO Comparison spreadsheet developed by the Department to help determine project costs for the 10-year plan. The 10-plan is about \$73 million over-budget. He proposed moving everything to an un-funded status except Military Cutoff Road extension, Hampstead Bypass right-of-way acquisition, the Causeway project and Kerr Avenue widening

project. Mr. Pope noted that with these adjustments, it is still \$37 million over-programed but they anticipate some cost savings on several big projects that are to be let in the next few years. The Division has agreed to apply those cost savings to this 10-year plan in Wilmington.

Mr. Kozlosky told members Mr. Pope will be making the presentation to the TAC at their next meeting. He anticipated bringing resolutions to the August meeting for consideration.

b. Amendment to the Wilmington MPO Bylaws for Special Meetings and Emergency Meetings

Mr. Kozlosky told members that he has held discussions with the City attorney and she recommended that the MPO modify the bylaws to include provisions for special meetings and emergency meetings. Following a review of bylaws and rules of order for several organizations in the area, he drafted an amendment to the bylaws for calling special meetings and emergency meetings.

After reviewing the suggested changes, Mr. Owens made a motion to recommend that the proposed changes be forwarded to the TAC for consideration. Ms Bunch seconded the motion and it carried unanimously.

6. Updates

Note: Project updates for the Wilmington MPO/City of Wilmington, Cape Fear Public Transportation Authority and NCDOT are available in the agenda packet.

7. Announcements

8. Adjournment

With no further items, the meeting was adjourned at 11:52am

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED ON A COMPACT DISC AS PART OF THIS RECORD.**



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

**AGENDA ITEM 3B: CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY SERVICE
EXPANSION AND LONG RANGE FINANCIAL PLAN- ALBERT EBY,
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY**

**ATTACHMENTS: CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY SERVICE
EXPANSION AND LONG RANGE FINANCIAL PLAN**



Cape Fear Public Transportation Authority

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July 07, 2011

Mr. Mike Kozlosky
Executive Director
Wilmington Urban Area MPO
P.O. Box 1810
Wilmington, NC 28402

Delivered via email to: Mike.Kozlosky@wilmingtonnc.gov

Dear Mike:

The mission of the Cape Fear Public Transportation Authority is "... to develop and maintain an effective, efficient, and safe system of public transportation services within Southeastern North Carolina which is responsive to the mobility needs of the community." For this reason, we sought the input of the community in developing and conducting a scientific telephone survey with the University of North Carolina Wilmington. More than 1,300 residents responded to the survey. Over 87% of respondents stated that they support public transportation service to the Southern Beach communities and Wrightsville Beach.

In response to the survey, the authority prepared the attached *Service Expansion and Long Range Financial Plan*. The cornerstone of the service expansion would include service to the beach communities in New Hanover County as well as Wrightsville Beach. It would also allow the authority necessary funding as we anticipate the loss of FTA operating funds once the region is deemed a TMA. We would appreciate an opportunity to address the TCC and TAC to discuss the plan at an upcoming meeting. Your support in the form of a resolution similar to the one adopted by the authority and attached to this request will demonstrate to the New Hanover County Commissioners the level of support from the community.

Please let me know if you are amenable to this request. My telephone number is (910) 202-2035 and you can reach me by email at aeby@wavetransit.com. Thank you for your consideration of this request and I look forward to sharing our plan to improve public transportation in the Cape Fear Region.

Warm regards,

Albert Eby
Executive Director

Enclosures

Cc: Honorable Jonathan Barfield, Chairman, WMPO TAC



Cape Fear Public Transportation Authority



**Service Expansion and Long Range
Financial Plan**

May 2011

EXECUTIVE SUMMARY

As the recovery from the recent recession continues to lag and additional economic pressures mount, the Cape Fear Public Transportation Authority (Wave Transit) is seeing a rise in demand for enhanced and increased public transportation services. The situation is exacerbated by the recent spike in fuel prices.

This publication outlines:

- The formation of Wave Transit and services provided by the authority
- Current funding mechanisms and challenges
- Proposed service expansion
- Future capital needs for vehicles and facilities
- The impact and uses for funds raised through a vehicle registration fee

As with any public service, the ability to generate additional revenue is the key factor in providing additional offerings. To meet the need, the authority is seeking approval of a resolution from the New Hanover County Board of Commissioners to implement a vehicle registration fee (VRF) of \$7.00 for each vehicle registered in New Hanover County. This publication presents information to substantiate the need and uses for the funds raised through the proposed registration fee.

In 2009 the North Carolina legislature approved Session Law 2009-527 House Bill 148 titled the *Congestion Relief and Intermodal Transportation 21st Century Fund* that provides an additional means for funding public transit providers. The legislation allows the Authority to seek a resolution from the New Hanover County Board of Commissioners for a vehicle registration fee of up to \$7.00 per vehicle. With county approval of the fee, NCDOT would return 100% of the additional funds collected to the authority exclusively for public transportation services in the county. The Authority worked closely with the local delegation in Raleigh in an effort to highlight the need for the VRF and this plan is an effort to not only educate the County Commissioners but the community as a whole on the benefits for improved transit services throughout the region.

BACKGROUND

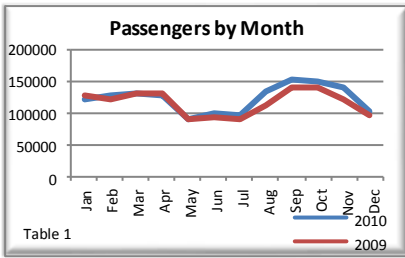
In 2004 New Hanover County and City of Wilmington jointly created the Cape Fear Public Transportation Authority to assume responsibility for the Paratransit and fixed-route services then independently operated by the county and the city. Goals set for the Authority included:

- (To) more efficiently administer and maintain the public transit services in the region
- (To) expand public transportation to new areas of the community as demand estimates and population densities indicate that service will be sufficiently utilized within established service standards.

Today Wave Transit provides several forms of public transportation services in the metropolitan area:

- Supplanting the previously city-provided fixed routes, Wave Transit now operates eleven fixed routes throughout most of the boundaries of the City of Wilmington, generally seven days per week covering morning through evening hours. Traditionally, the city provides the local funding for these services.

- Several fixed routes offer service outside of city limits to serve northern and eastern NHC, and one route to serve communities in northern Brunswick County. The Brunswick County communities contribute to the operating expense for service to their areas.
- UNCW contracts with the authority to provide additional fixed route services on and around their campus.
- Qualifying disabled individuals who reside within $\frac{3}{4}$ of a mile of a fixed route are eligible for ADA Paratransit transportation. Additional human service transportation is also provided by Wave Transit. Traditionally, the county provides the local funding for these services.



• A free rubber-tired trolley service circulates in the central business district. Local funding is provided by the city.

• On an experimental basis, Wave Transit has begun a pilot vanpool service in conjunction with local employers. The vanpool service is largely self-sustaining.

The local community continues to make increasing use of Wave services as illustrated in the monthly passenger boardings shown in Table 1.

HISTORY OF TRANSIT IN THE REGION

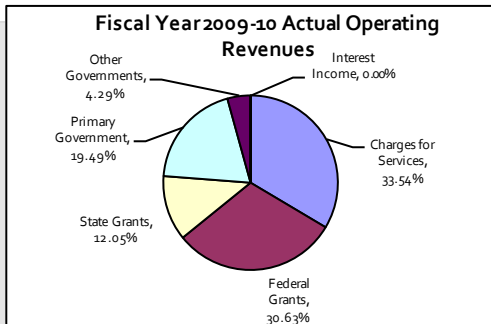
In the late nineteenth and early twentieth centuries, public transit service was provided by private companies as cities and towns grew beyond reasonable walking distance. Electric trolley lines were often owned by local power companies who made it possible for people to reside in less densely populated early suburbs.

The 1920's brought affordable private automobiles and inexpensive gasoline allowing the further expansion of lower density residential development. Through the Great Depression and World War II the public continued to make considerable use of privately owned public transportation. However, profit margins shrank throughout this period as the public switched to the private automobile and public-funded streets and highways.

Following World War II, the public began a massive shift to lower-density suburban residential development and private transportation enabled by increased public investment in streets and highways. Many local public transit systems were abandoned or were purchased by a consortium of bus and tire manufacturers and the oil industry. By the 1960's these remaining systems also ceased to be profitable as the public adopted lower density housing patterns and a reliance on the private automobile.

Communities across the country were left with two populations, those who could make use of the private automobile and those who were dependent on some form of public transportation. In the public-transit-dependent class were pre-driving age students, the poor, the elderly, and the disabled. Parents of school age children demanded the government fund transportation for school attendance - the familiar yellow school bus. Local governments turned to the federal government for help in funding public transportation for the remaining transit-dependent population.

Since the inception of the Urban Mass Transportation Act of 1964, the federal government has typically assumed the role for providing capital assistance for public transportation programs leaving the cost of operations to the local providers. For areas under 200,000, the Federal Transit Administration (FTA) has also provided operating assistance up to 50%. Once an area (defined by the MPO boundary) exceeds the 200,000 population threshold it receives the designation of Transportation Management Area, (TMA). Detailed discussion of the impact that the TMA designation will have on the authority is provided in the “Future Funding Challenges” section of this abstract.



The revenue sources for the \$7.2 million authority operating budget for fiscal year 2010 (July 2010 through June 2011) are illustrated in Table 2. It is important to note that Wave Transit was established by the city and county without a source of predictable funding. The Authority must adopt its operating budget by June of each year only having secured commitments from the city and county, which is less than 20% of income. The budget assumes federal and state commitments for the balance of operating funds. Federal and state funding are also provided as reimbursements which greatly impact cash flow. Since 2004, reimbursement from the federal government has been fairly predictable. However, state funding is only committed midway through the fiscal year with the actual funds arriving in the second half of the fiscal year. This typically results in significant cash flow problems in the winter and spring.

SERVICE EXPANSION

One of the adopted goals of the Cape Fear Public Transportation Authority is to “Expand public transportation to new areas of the community as demand estimates and population densities indicate that service will be sufficiently utilized within established service standards.” To meet this goal, Wave Transit conducts passenger outreach as well as surveys of residents of the community to best determine how to meet the public transportation needs of the county. The most recent random scientific survey of over 1,300 residents, conducted in cooperation with the University of North Carolina Wilmington Survey Research Laboratory, indicated support for service to Pleasure Island and Wrightsville Beach is 87%¹.

Another method used by the Authority to achieve the goal of service expansion is by reviewing available data, most notably from the US Census Bureau. The most recent data shows that between 2000 and 2008 New Hanover County’s population has grown from 160,307 to 192,538, slightly over 20%². Preliminary data from the 2010 census detailing population and population density reflect continued growth. In conjunction with the need to expand service to meet the growing needs of the communi-

1. Full survey results available at : http://www.wavetransit.com/Survey_Results.pdf
 2. http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=PEP_2008_GCTT01.US05PR&prodType=table

ty, the Authority, has identified the need to develop a long term financial stability plan to meet current and future operating and capital requirements. The current method of relying on the City of Wilmington and New Hanover County to address these needs is far too reactive to adequately plan for future costs. It also forces city and county elected officials to prioritize the needs of the authority in conjunction with the needs of their respective jurisdictions. Without a dedicated source of revenue, the authority must rely on the empathy of our local funding partners to address capital needs and expansion opportunities.

To meet the goals of the authority and to develop a revenue source that allows for expansion as well as the long term capital costs of Wave Transit, the authority is seeking a resolution from the New Hanover County Commissioners to implement legislation authorized by Session Law 2009-527 House Bill 148 titled the Congestion Relief and Intermodal Transportation 21st Century Fund.

Since service to the beach communities is highest public transportation priority for the community, the Authority is focusing on establishing beach service as the first service improvement. It is important to note that service expansion is not limited to extending the areas served by public transportation routes. It could also be reduction in headways to provide more frequent bus stop arrival and departure times or extension of the hours the buses run.

North Carolina General Statute 160A §581 states “A public transportation authority shall not extend service into a political subdivision without the consent of the governing body of that political subdivision.” Therefore, any service provided by Wave Transit to a municipality must be approved by the elected officials of the municipality. Preliminary discussions with elected officials in the towns of Carolina and Kure Beach indicate that there is sufficient interest to propose transit service to Pleasure Island. In 2007, service to Wrightsville Beach was proposed but the Town Board of Aldermen rejected the Authority’s proposal to provide service. The authority believes that service to Wrightsville Beach is a priority of the community and will again make a presentation to the town seeking support.

Additional service to the beach communities will not only provide access to the area beaches but it will serve locations along the proposed routes that are not currently served. A major destination not currently served that would benefit from the expansion is service to Veterans Park including Ashley High School and other NHC educational campuses in the area. Support of the school board will be critical to achieving success in adding service to southern New Hanover County.

Detailed routes for the proposed expansion are included with this report. The initial proposal will provide service from Monkey Junction to Carolina Beach via route 301. This service is proposed to operate year round, seven days per week. The route will be initially served with a light transit vehicle. The route will operate similar hours to the current routes. Routes 401 and 107 serving the Southern Beaches and Wrightsville Beach are proposed to operate on a seasonal basis between Azalea Festival and Riverfest. The routes will operate seven days per week with operating hours from 7:00 am to 7:00 pm. A rubber tired trolley vehicle, similar to the Wave Transit Downtown Wilmington Shuttle is proposed for the beach routes.

CAPITAL REQUIREMENTS

In addition to service expansion, the Authority has identified the need to fund future capital projects. Table 3 outlines the anticipated capital costs over the next five years if service to the Southern Beaches is approved.

Since being created in 2004, the Authority has not undertaken capital replacement projects of high value. As Table 1 illustrates, these costs are expected to rise significantly over the next five years and a plan for providing local matching funds is crucial. Additionally, federal and state funding for these projects must be identified and secured for the projects to become a reality. Future facility needs are also identified in the State Transportation Improvement Program (STIP). The facility improvements include:

Year	Capital Project	Cost	Local Match
2011	Beach Trolleys (2)	\$ 450,000	\$ 45,000
2011	Expansion LTV	\$ 100,000	\$ 10,000
2012	Replace 2 LTV	\$ 200,000	\$ 20,000
2013	Replace 3 LTV	\$ 300,000	\$ 30,000
2014	Replace 2 LTV	\$ 200,000	\$ 20,000
2015	Replace 16 buses	\$ 9,600,000	\$ 960,000
TOTAL		\$ 10,850,000	\$ 1,085,000

Table 3

ments include: Forden Station which is currently completing construction; an operations and maintenance facility ; and the Downtown Multimodal Transportation Center. Forden Station was funded by the FTA, NCDOT, the City of Wilmington and New Hanover County. Funding for 60% of the operations and maintenance facility has

been secured. No funding for construction of the WMTC has been secured.

FUTURE FUNDING CHALLENGES

Since the inception of the Urban Mass Transportation Act of 1964, the federal government has typically assumed the role for providing capital assistance for public transportation programs, leaving the cost of operations to the local providers. For areas under 200,000, the FTA has also provided operating assistance up to 50%. Once an area (defined by the MPO boundary) exceeds the 200,000 population threshold it receives the designation of Transportation Management Area, (TMA). Until 2000, TMA's were unable to use FTA §5307 formula funds for operating costs. Following the 2000 census, many areas found themselves unable to continue providing public transportation services under the federal transit program due to this designation. Therefore the rules for operating assistance were relaxed. Preventive maintenance and ADA service were designated as capital costs making them eligible for §5307 funding. Additionally, SAFTEA-LU allowed areas designated as TMA's in the 2000 census to use up to 50% of their §5307 funds for operating expenses.

Congress continues to study the TMA operating cost issue and it is believed that it will be addressed in the next transportation authorization bill which is currently being drafted. Unfortunately, Wave Transit can only speculate what the outcome will be. With the belief that the area will be deemed a TMA once the census data is published, the authority is taking a proactive approach to ensure that the current service offerings will not be affected once this change occurs.

Assuming Congress will continue to allow systems under 100 buses to utilize a portion of their annual §5307 allocation for operating, logical estimates are that the Authority will need to offset approximately \$750,000 in operating costs annually. The

majority of this can be made up by designating preventive maintenance and ADA costs as capital expenditures. These costs currently exceed \$750,000 annually and are currently designated as operating costs. Designation of the area as a TMA also allocates Job Access/Reverse Commute (\$5316) and New Freedom (\$5317) funds on a formula basis. These funds could be used to offset current operations which meet the requirements of the specific programs. This would be applicable if congress passes a long term transportation bill similar to SAFTEA-LU.

SERVICE EXPANSION

To expand service to the Southern Beaches, meet future capital matching requirements, and be in a position to continue providing service at the current level should a transportation bill severely impact the authority's ability to use FTA funds for operating costs, the authority is requesting that the New Hanover Board of Commissioners authorize, by Resolution, an annual vehicle registration fee of \$7.00 per vehicle for the exclusive benefit of public transportation initiatives utilizing legislation from Session Law 2009-527 House Bill 148, the Congestion Relief and Intermodal Transportation 21st Century Fund. Since the legislation includes a non-supplant clause, the authority will need an Interlocal Agreement with both the City of Wilmington and New Hanover County to continue to provide funding at a level equal to or greater than their contribution at the time the Resolution is implemented.

Table 4 outlines the revenues that a vehicle registration fee (VRF) increase could generate.

Registration	Revenue
\$1.00	\$157,720.00
\$2.00	\$315,440.00
\$3.00	\$473,160.00
\$4.00	\$630,880.00
\$5.00	\$788,600.00
\$6.00	\$946,320.00
\$7.00	\$1,104,040.00

Based on 157,720 vehicles registered in NHC.

Source: NCDMV December 2010

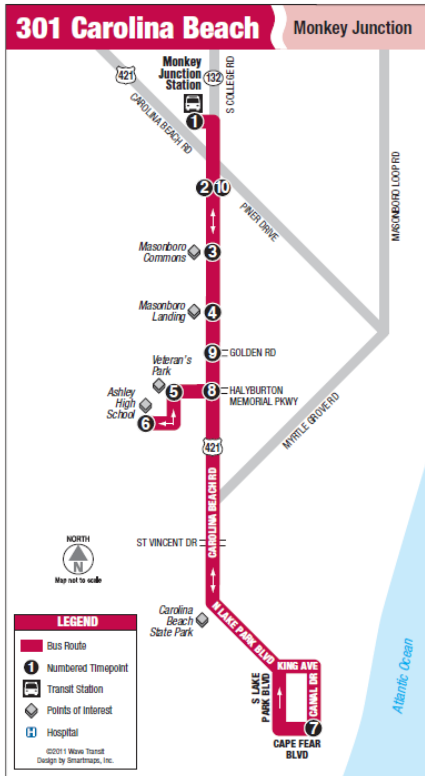
Table 4

Based on revenue estimates of \$1.1M annually from a VRF, less the cost to operate the proposed expanded services, the Authority would be able to build a capital reserve to meet both short and long term funding needs. This plan would also allow the authority the opportunity to establish cash reserves and meet annual fluctuations in operating costs without supplemental appropriations from local funding partners. It would benefit the city and county by establishing their contributions by Interlocal Agreement at a fixed, and predictable amount, thereby allowing local elected officials the opportunity to budget subsidies to the authority based on

a reliable method.

As mentioned earlier, the alternative is to continue to rely solely on the annual appropriations of the City of Wilmington and New Hanover County to fund the authority's local match requirement for the entire region. This strategy is not only fiscally irresponsible, but most likely not sustainable based on the long term local matching requirements for both capital and operating expenses.

PROPOSED ROUTE 301 CAROLINA BEACH




301 Schedule

MONDAY-SATURDAY: 6:30am - 9:30pm (every 60 minutes)
SUNDAY: 9:30am - 6:30pm (every 60 minutes)

Service operates on 60-minute frequency.
 Time points indicate the minutes after each hour that a bus will arrive at that location during operating hours. All bus routes return to their starting point (bus stop #1) after leaving bus stop #10.

TIME POINT	TIME
1 Monkey Junction Station	:30
2 Carolina Beach Rd / Piner Dr	:36
3 Carolina Beach Rd / Masonboro Commons	:38
4 Carolina Beach Rd / Masonboro Landing	:40
5 Veteran's Park	:42
6 Ashley High School	:45
7 Canal Dr / Cape Fear Blvd	:00
8 Carolina Beach Rd / Halyburton Mem. Pkwy	:10
9 Carolina Beach Rd / Golden Rd	:13
10 Carolina Beach Rd / Piner Dr	:25

Fares Cash One-Way

Adult	\$1.50	* Reduced fares are available to disabled persons, Medicare card holders, and ages 65+ with valid ID.
Senior* (age 65+)75¢	** Valid ID required.
Persons with Disabilities* ..	.75¢	
Students** (K-12th)75¢	FARES SUBJECT TO CHANGE WITH NOTICE
Local College Students**75¢	
UNCW Students & Staff**	free	wavetransit@wavetransit.com
Brunswick Connector	\$1.50	(910) 343-0106

Weekly revenue hours	99
Cost per revenue hour	\$65.00
Annual cost (year round)	\$334,620

PROPOSED ROUTE 401 PLEASURE ISLAND



401 Schedule

Carolina Beach Station

MONDAY-SATURDAY: 7:00am – 9:00pm (every 60 minutes)
(Last trip leaves Carolina Beach Station at 8:00pm)

SUNDAY: 10:00am – 6:00pm (every 60 minutes)
(Last trip leaves Carolina Beach Station at 5:00pm)

Service operates on 60-minute frequency.

Time points indicate the minutes after each hour that a bus will arrive at that location during operating hours. All bus routes return to their starting point (bus stop #1) after leaving bus stop #10.

TIME POINT	TIME
1 Carolina Beach Station	:00
2 Lake Park Blvd / Atlantic Towers	:08
3 Fort Fisher Blvd / K Ave	:14
4 Fort Fisher Blvd / Military Training Center	:18
5 Fort Fisher Blvd / Civil War Museum	:20
6 Fort Fisher State Recreation Area	:24
7 Fort Fisher Aquarium	:26
8 Lake Park Blvd / Pelican Watch	:45
9 Lake Park Blvd / Carolina Shores Drive	:47
10 Lake Park Blvd / Carolina Beach Park	:49

Fares Cash One-Way

Adult
Senior* (age 65+)
Persons with Disabilities* ...
Students** (K-12th)
Local College Students**
UNCW Students & Staff**
Brunswick Connector.....

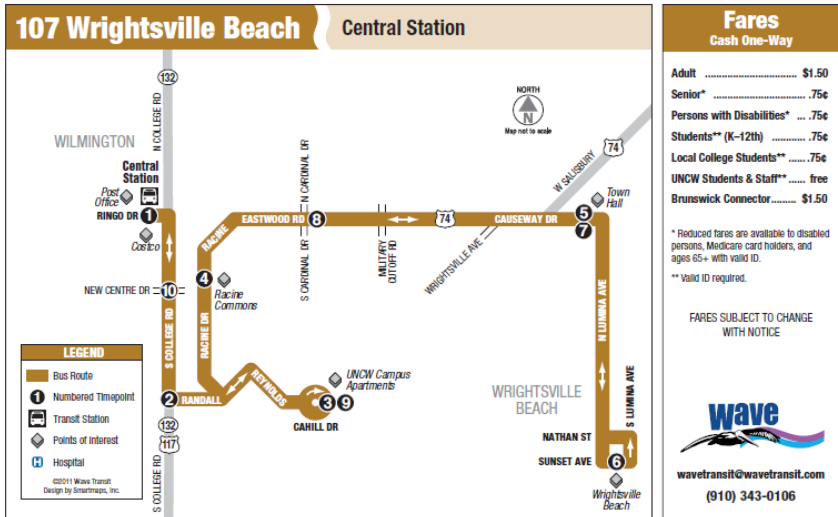
* Reduced fares are available to disabled persons, Medicare card holders, and ages 65+ with valid ID.
** Valid ID required.

FARES SUBJECT TO CHANGE WITH NOTICE



Weekly revenue hours	92
Cost per revenue hour	\$65.00
Annual cost (Azalea Festival to Riverfest)	\$155,480

PROPOSED ROUTE 107 WRIGHTSVILLE BEACH



107 Schedule

MONDAY-FRIDAY: No Service
SATURDAY and SUNDAY: 9:30am - 6:30pm (Every 60 minutes)

Service operates on 60-minute frequency. Time points indicate the minutes after each hour that a bus will arrive at that location during operating hours. All bus routes return to their starting point (bus stop #1) after leaving bus stop #10.

BUS STOP	HOURLY	BUS STOP	HOURLY
1 Central Station	:30	6 Wrightsville Beach	:58
2 S College / Randall Pkwy	:37	7 Town Hall (Causeway Dr)	:03
3 UNCW Campus Apartments	:41	8 Eastwood Rd / Cardinal	:13
4 Racine Commons	:47	9 UNCW Campus Apartments	:21
5 Town Hall (Causeway Dr)	:55	10 College Rd / New Centre Dr	:26

Weekly revenue hours	92
Cost per revenue hour	\$65.00
Annual cost (Azalea Festival to Riverfest)	\$155,480

For additional information about this publication or any of the services provided by Wave Transit, please contact:

Albert Eby
Executive Director
(910) 202-2035
aeby@wavetransit.com



Cape Fear Public Transportation Authority
P. O. Box 12630
505 Cando Street
Wilmington, NC 28405-0130
(910) 343-0106
(910) 343-8317 *fax*

RESOLUTION



Introduced by: Albert Eby, Executive Director

Date: May 20, 2010

RESOLUTION REQUESTING VEHICLE REGISTRATION FEE

WHEREAS, according to a 2007 random scientific survey conducted by the UNCW Survey Research Laboratory, 87% of residents of the county support public transportation service to New Hanover County beaches; and

WHEREAS, service to New Hanover County Beaches has been identified as a priority in the Authority's Short Range Transit Plan and the WMPO Long Range Transportation Plan; and

WHEREAS, in 2009 the North Carolina Legislature approved Session Law 2009-527 House Bill 148 titled the Congestion Relief and Intermodal Transportation 21st Century Fund that allows North Carolina counties the authority to implement a vehicle registration fee of up to \$7.00 for public transportation; and

WHEREAS, if the vehicle registration fee were enacted by the New Hanover County Commissioners it would generate an estimated \$1,100,000 annually which could be used to offset the cost of capital and operating costs for service to the New Hanover County beaches; and

WHEREAS, when the authority was created no capital project funds or fund balance were established; and

WHEREAS, if the vehicle registration fee were enacted by the New Hanover County Commissioners it would generate an estimated \$1,100,000 annually which could be used to create a capital projects fund and fund balance;

NOW THEREFORE, BE IT RESOLVED that the Cape Fear Public Transportation Authority respectfully requests that the New Hanover County Commissioners pass a resolution authorizing a \$7.00 vehicle registration fee pursuant to North Carolina Session Law 2009-527 House Bill 148 titled the Congestion Relief and Intermodal Transportation 21st Century Fund.

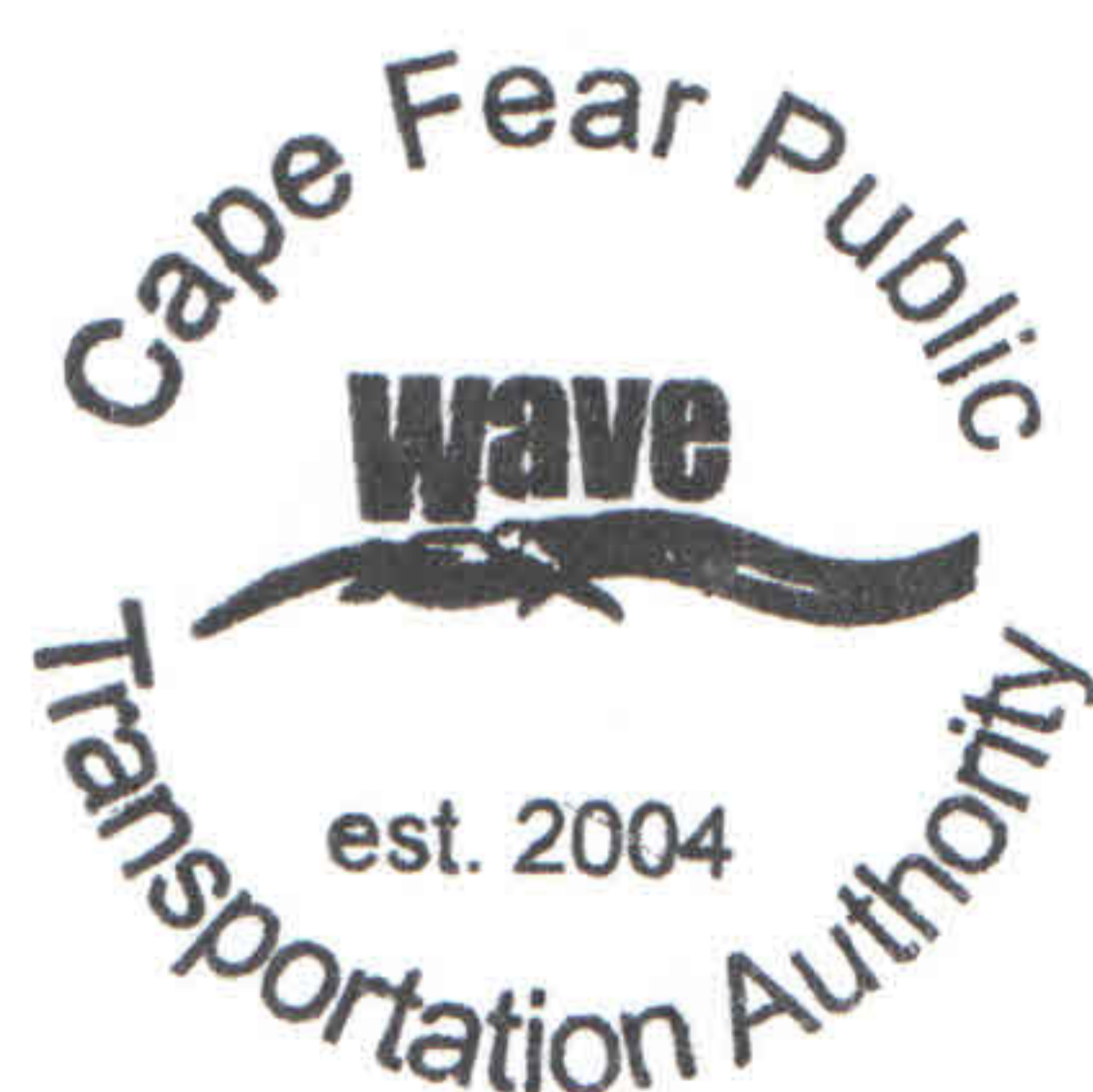
Adopted a regular meeting

on May 26, 2011


Don Betz, Chairman

Attest:


Andrew Koeppel, Secretary



(seal)



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 4A: RESOLUTION ADOPTING THE STATE/METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM

ATTACHMENTS: STATE/METROPOLITAN TRANSPORTATION IMPROVEMENT
PROGRAM

RESOLUTION ADOPTING THE STATE/METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIORITY PROJ YEARS COST FUNDING (THOU) (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										UNFUNDED FUTURE YEARS	
				5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
				FISCAL YEARS											
				FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	R	C	
INTERSTATE PROJECTS															
I-40 NEW HANOVER PENDER	I-5357	I-40, SOUTH OF NC 210 (MILE MARKER 408.6) IN PENDER COUNTY TO END OF I-40 (MILE MARKER 420) IN NEW HANOVER COUNTY. PAVEMENT REHABILITATION. (11.3 MILES)	8600	IMP	IMP	IMP	IMP	IMP	IMP	IMP	IMP	IMP			
I-40 DUPLIN NEW HANOVER PENDER SAMPSON	I-5203	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 3.	5230	IMP	IMP	IMP	IMP	IMP	IMP	IMP	IMP	IMP			
I-40 NEW HANOVER	I-5301	I-40, MARKET STREET TO I-40. PAVEMENT REHABILITATION. (6 MILES)	2000	IMP	IMP	IMP	IMP	IMP	IMP	IMP	IMP	IMP			
I-40 NEW HANOVER	I-5325	I-40, I-40 TO US 421. PAVEMENT REHABILITATION. (6 MILES)	2000	IMP	IMP	IMP	IMP	IMP	IMP	IMP	IMP	IMP			
RURAL PROJECTS															
US 17/US 74/US 76 BRUNSWICK	R-3601	US 17/US 74/US 76, NC 133/SR 1472 (VILLAGE ROAD) INTERCHANGE TO THE US 421/NC 133 INTERCHANGE. ADD ADDITIONAL LANES ON NORTH AND SOUTHBOUND LANES AND WIDEN BRIDGE NO. 107 AND BRIDGE NO. 108. (1.5 MILES)	21849	NHS	NHS	NHS	NHS	NHS	NHS	NHS	NHS	NHS			
SR 1472 VILLAGE ROAD BRUNSWICK	R-4002	SR 1472 (VILLAGE ROAD), WEST OF SR 1437 (OLD FAYETTEVILLE ROAD) TO EAST OF US 17 INTERCHANGE RAMP WITH DUAL LEFT TURN LANES ON NORTH RAMP TO US 17. WIDEN TO MULT-LANES. (0.9 MILE)	11285												
SR 1573 DOW ROAD NEW HANOVER	R-4708	SR 1573 (DOW ROAD), US 421 (LAKE PARK BOULEVARD) IN CAROLINA BEACH TO US 421 (FORT FISHER BOULEVARD) IN KURE BEACH. WIDEN TO MULT-LANES. (3.9 MILES)	23400	STP	STP	STP	STP	STP	STP	STP	STP	STP			
US 17 HAMPSSTEAD BYPASS NEW HANOVER PENDER	R-3300*	US 17 HAMPSSTEAD BYPASS, US 17 TO US 17 NORTH OF HAMPSSTEAD. CONSTRUCT MULT-LANE FACILITY ON NEW LOCATION. (14 MILES)	220240	T	T	T	T	T	T	T	T	T			
PLANNING/DESIGN IN PROGRESS															
UNDER CONSTRUCTION															
PLANNING/DESIGN IN PROGRESS															
UNDER CONSTRUCTION															
PLANNING/DESIGN IN PROGRESS															
UNDER CONSTRUCTION															

* INDICATES INTRASTATE PROJECT

Page 1 of 7

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

TOTAL PRIOR
PROJ YEARS
COST

ROUTE/CITY
COUNTY

ID
NUMBER

LOCATION / DESCRIPTION
(LENGTH)

COST FUNDING
(THOU) SOURCE

5 YEAR WORK PROGRAM

DEVELOPMENTAL PROGRAM

FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017 FY 2018 FY 2019 FY 2020

UNFUNDED

FUTURE YEARS

RURAL PROJECTS

SR 1472	R-4063	SR 1472 (VILLAGE ROAD), WEST OF SR 1437 (OLD FAYETTEVILLE ROAD) TO SR 1438 (LANVALE ROAD). WIDEN TO MULT-LANES. (3.4 MILES)	21864	930	STP	R	3550													
VILLAGE ROAD					STP	U	1500													
BRUNSWICK					STP			M	84											
					STP					C	7750	C	7750							

PLANNING/DESIGN IN PROGRESS

I-140/US 17 WILMINGTON BYPASS	R-2633*	I-140/US 17 WILMINGTON BYPASS, US 17 SOUTH OF NC 87 IN BRUNSWICK COUNTY TO I-40 IN NEW HANOVER COUNTY. FOUR LANE DIVIDED FREEWAY ON NEW LOCATION. (20.2 MILES)	532109	281176	NHS	CG	3405 AA	CG	3405 AA	CG	3405 AA	CG	3405 AA	CG	3405 AA	CG	3405 AA	CG	3405 AA	CG	3405 AA
BRUNSWICK					NHS	C	15333 AA														
NEW HANOVER					S(M)	C	3450 AA														
					NHS			G	13400 BA	G	13400 BA	G	13400 BA	G	13400 BA	G	13400 BA	G	13400 BA	G	13400 BA
					NHS			G	31750 BB	G	31750 BB	G	31750 BB	G	31750 BB	G	31750 BB	G	31750 BB	G	31750 BB
					NHS																

AA I-140/US 17 WILMINGTON BYPASS, NC 87 SOUTH OF BISHOP TO US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY - UNDER CONSTRUCTION
 AB I-140/US 17 WILMINGTON BYPASS, NC 87 SOUTH OF BISHOP TO US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY - UNDER CONSTRUCTION
 BA I-140/US 17 WILMINGTON BYPASS, US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY TO SR 1430 (CEDAR HILL ROAD) - RIGHT OF WAY IN PROGRESS
 BB I-140/US 17 WILMINGTON BYPASS, SR 1430 (CEDAR HILL ROAD) TO WEST OF US 421 NORTH OF WILMINGTON - RIGHT OF WAY IN PROGRESS
 BC I-140/US 17 WILMINGTON BYPASS, US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY TO WEST OF US 421 NORTH OF WILMINGTON
 CA I-140/US 17 WILMINGTON BYPASS, WEST OF US 421 NORTH OF WILMINGTON TO WEST OF NC 133 - COMPLETE
 CB I-140/US 17 WILMINGTON BYPASS, WEST OF NC 133 TO US 117 - COMPLETE
 CC I-140/US 17 WILMINGTON BYPASS, US 117 TO EAST OF I-40 SOUTH OF CASTLE HAYNE - COMPLETE

URBAN PROJECTS

US 74/US 76 BRUNSWICK	U-3337	US 74/US 76, SR 1437 (OLD FAYETTEVILLE ROAD), CONVERT GRADE SEPARATION TO AN INTERCHANGE.	8200	500	NHS																
					NHS																
NC 132 COLLEGE ROAD NEW HANOVER	U-5300	US 117-NC132 (COLLEGE ROAD), SR 1272 (NEW CENTRE DRIVE) TO SR 2048 (GORDON ROAD) IN WILMINGTON. WIDEN TO MULTI-LANES. (2.5 MILES)	36520		NHS																
					NHS																
					NHS																

PLANNING/DESIGN IN PROGRESS

SR 1209 INDEPENDENCE BOULEVARD EXTENSION NEW HANOVER	U-4434*	SR 1209 (INDEPENDENCE BOULEVARD EXTENSION), RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY). MULT-LANES ON NEW LOCATION. (1.7 MILES)	60151	4076	T																
					T																

PLANNING/DESIGN IN PROGRESS

PLANNING/DESIGN IN PROGRESS

PLANNING/DESIGN IN PROGRESS

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

TOTAL PRIOR
PROJ YEARS
COST COST FUNDING

5 YEAR WORK PROGRAM

DEVELOPMENTAL PROGRAM

UNFUNDED

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	FY 2012 (THOU)	FY 2013 (THOU)	FY 2014 (THOU)	FY 2015 (THOU)	FY 2016 (THOU)	FY 2017 (THOU)	FY 2018 (THOU)	FY 2019 (THOU)	FY 2020 (THOU)	FUTURE YEARS
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URBAN PROJECTS

SR 1409 MILITARY CUTOFF ROAD EXTENSION	U-4751*	SR 1409 (MILITARY CUTOFF ROAD) EXTENSION, SR 1409 (MILITARY CUTOFF ROAD) TO US 17 IN WILMINGTON. MULTI-LANES ON NEW LOCATION. (4 MILES)	73778									
NEW ROUTE CAPE FEAR SKYWAY	U-4738*	NEW ROUTE (CAPE FEAR SKYWAY), US 17 TO INDEPENDENCE BOULEVARD-CAROLINA BEACH ROAD INTERSECTION. CONSTRUCT A NEW FACILITY WITH STRUCTURE OVER THE CAPE FEAR RIVER. (9.5 MILES)	1030589									

PLANNING/DESIGN IN PROGRESS

SR 2048 GORDON ROAD NEW HANOVER	U-3831	SR 2048 (GORDON ROAD), NC 132 INTERCHANGE RAMP TO WEST OF US 17 BUSINESS (MARKET STREET) IN WILMINGTON. WIDEN TO MULTI-LANES. (2.4 MILES)	18794									
SR 1175 KERR AVENUE NEW HANOVER	U-3338	SR 1175 (KERR AVENUE), RANDALL PARKWAY TO SR 2649 (MARTIN LUTHER KING, JR. PARKWAY) IN WILMINGTON. WIDEN TO MULTI-LANES. (3.2 MILES)	66946									

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - PROJECT CURRENTLY UNDER STUDY BY THE NORTH CAROLINA TURNPIKE AUTHORITY

SR 2048 GORDON ROAD, NC 132 INTERCHANGE RAMP TO SR 2270 (WOOD SORRELL ROAD)	A											
SR 2048 (GORDON ROAD), SR 2270 (WOOD SORRELL ROAD) TO WEST OF US 17 (MARKET STREET)	B											

PLANNING/DESIGN IN PROGRESS

SR 1175 KERR AVENUE, RANDALL PARKWAY TO SR 2649 (MARTIN LUTHER KING, JR. PARKWAY) INTERCHANGE AT SR 2649 (MARTIN LUTHER KING, JR. PARKWAY)	B											
SR 1175 (KERR AVENUE), RANDALL PARKWAY TO SR 2649 (MARTIN LUTHER KING, JR. PARKWAY)	C											

PLANNING/DESIGN IN PROGRESS

US 17 BUSINESS MARKET STREET NEW HANOVER	U-4902	US 17 BUSINESS (MARKET STREET), COLONIAL DRIVE TO SR 1402 (PORTERS NECK ROAD). ACCESS MANAGEMENT IMPROVEMENTS. (8.6 MILES)	13794									
US 17 BUSINESS (MARKET STREET), SR 1272 (NEW CENTRE DRIVE) TO MARTIN LUTHER KING JR., BOULEVARD - UNDER CONSTRUCTION	A											
US 17 BUSINESS (MARKET STREET), COLONIAL DRIVE TO SR 1272 (NEW CENTRE DRIVE)	B											
US 17 BUSINESS (MARKET STREET), MARTIN LUTHER KING JR., BOULEVARD TO SR 1409 (MILITARY CUTOFF ROAD)	C											
US 17 BUSINESS (MARKET STREET), SR 1409 (MILITARY CUTOFF ROAD) TO SR 1402 (PORTERS NECK ROAD)	D											

PLANNING/DESIGN IN PROGRESS

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WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK FISCAL YEARS					UNFUNDED FUTURE YEARS			
					5 YEAR WORK PROGRAM						DEVELOPMENTAL PROGRAM		
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
URBAN PROJECTS													
US 76 OLEANDER DRIVE NEW HANOVER	U-4718	US 76 (OLEANDER DRIVE) AND NC 132 (COLLEGE ROAD) IN WILMINGTON. INTERSECTION IMPROVEMENTS.	2342	2342									
					A US 76 (OLEANDER DRIVE) AT NC 132 (COLLEGE ROAD). RESURFACING - COMPLETE B US 76 (OLEANDER DRIVE) AT NC 132 (COLLEGE ROAD). DRAINAGE WORK - UNDER CONSTRUCTION PLANNING/DESIGN IN PROGRESS								
RANDALL PARKWAY													
US 76 NEW HANOVER	U-4920	RANDALL PARKWAY, INDEPENDENCE BOULEVARD/COVIL AVENUE TO SOUTH COLLEGE ROAD IN WILMINGTON. WIDEN TO MULTI-LANES.	4968	4968									
I-140/US 17													
US 17 WILMINGTON BYPASS NEW HANOVER	U-4436*	I-140/US 17 WILMINGTON BYPASS AND SR 1318 (BLUE CLAY ROAD) IN WILMINGTON. CONSTRUCT AN INTERCHANGE. (0.1 MILE)	11204	404	T								
					UNDER CONSTRUCTION BY CITY								
FEASIBILITY STUDIES													
UNFUNDED LOOP PROJECT													
US 17 BRUNSWICK	FS-0803A	US 17, PROPOSED I-140 TO NC 133 (VILLAGE ROAD). ADD ADDITIONAL LANES. (6 MILES)											
FEASIBILITY STUDY IN PROGRESS													
US 17 NEW HANOVER ONSLow PENDER	FS-0803B	US 17, I-140 TO NC 50 IN ONSLOW COUNTY. ADD ADDITIONAL LANES. (18.5 MILES)											
FEASIBILITY STUDY IN PROGRESS													
US 421 CAROLINA BEACH ROAD NEW HANOVER	FS-1003B	US 421 (CAROLINA BEACH ROAD), SANDERS ROAD TO NC 132 (COLLEGE ROAD). WIDEN ROADWAY.											
FEASIBILITY STUDY IN PROGRESS													
FEDERAL BRIDGE PROJECTS													
NC 133 NEW HANOVER	B-4590	SMITH CREEK. REPLACE BRIDGE NO. 29	4521	9	FA								
					9FA 1FA 1FA								
					RI 410 MI 2 C 4100								
SCHEDULED FOR FEASIBILITY STUDY													

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM			UNFUNDED FUTURE YEARS																
				FY 2012		FY 2013		FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		FY 2019		FY 2020													
				NFA	R	C	NFA	R	C	NFA	R	C	NFA	R	C	NFA	R	C	NFA	R	C	PE	20	PE	20	PE	20	PE	20				
FEDERAL BRIDGE PROJECTS																																	
VARIOUS BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON	BD-5103	DIVISION 3 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	30360	23660	NFA	R	C	NFA	R	C	NFA	R	C	NFA	R	C	NFA	R	C	NFA	R	C	PE	20	PE	20	PE	20	PE	20			
PART UNDER CONSTRUCTION - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																																	
VARIOUS BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON	BF-5303	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 3.	200	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20		
VARIOUS BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON	BL-5503	BRIDGE IMPROVEMENTS IN DIVISION 3.	100		S	PE	100																										
VARIOUS BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON	BS-5403	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 3.	200	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20		
SR 1627 3RD. AVENUE NEW HANOVER	B-5103	ABANDON RAILROAD. REMOVE BRIDGE NO. 35 AND REPLACE WITH FILL.	5160	150	FA			R	10																								
REMOVE STRUCTURE AND FILL																																	

* INDICATES INTRASTATE PROJECT

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										UNFUNDED FUTURE YEARS
				FISCAL YEARS					DEVELOPMENTAL PROGRAM					
				FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
				(THOU) SOURCE					C					
FERRY PROJECTS														
VARIOUS BRUNSWICK CARTERET NEW HANOVER	F-5301	CEDAR ISLAND, SOUTHPORT AND FORT FISHER DOCKS. REPLACE DOLPHINS.	1150	NHS						C	1150			
HAZARD ELIMINATION PROJECTS														
US 421 CAROLINA BEACH ROAD NEW HANOVER	W-5103	US 421 (CAROLINA BEACH ROAD), GEORGE ANDERSON ROAD TO SR 1100 (RIVER ROAD) IN WILMINGTON. VARIOUS SAFETY IMPROVEMENTS. (7.8 MILES)	2519											
NC 132 COLLEGE ROAD NEW HANOVER	W-5104	NC 132 (COLLEGE ROAD), US 117 (SHIPYARD BOULEVARD) TO US 421 (CAROLINA BEACH ROAD) IN WILMINGTON. VARIOUS SAFETY IMPROVEMENTS. (4.4 MILES)	2262											
NC 133 NEW HANOVER	W-5306	NC 133, US 117/NC 132 IN CASTLE HAYNE. CONSTRUCT A ROUNDABOUT.	1360											
					HES	R	40							
					HES	C	1200							
RIGHT OF WAY IN PROGRESS														
VARIOUS BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON	W-5203	DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	803											
					HES	R	50							
					HES	C	100							
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS														
US 76 OLEANDER DRIVE NEW HANOVER	W-5132	US 76 (OLEANDER DRIVE) AT US 117/NC 132 (COLLEGE ROAD). CONSTRUCT A RIGHT TURN LANE ON US 76 WEST-BOUND ONTO US 117/NC 132.	95											
PASSENGER RAIL PROJECTS														
WILMINGTON NEW HANOVER	P-5001	TRACK AND STATION RIGHT OF WAY ACQUISITION.	9257											

* INDICATES INTRASTATE PROJECT

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STATEWIDE PROJECTS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FISCAL YEARS										UNFUNDED FUTURE YEARS	
				5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
			(THOU) SOURCE	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
INTERSTATE PROJECTS															
I-95 STATEWIDE	M-0412	CORRIDORS OF THE FUTURE PROGRAM. INTERSTATE MAINTENANCE DISCRETIONARY FUNDS (IMD) FOR IMPROVEMENTS TO I-95 FROM FLORIDA TO VIRGINIA. NORTH CAROLINA TO PROVIDE FUNDS TO ADJOINING STATES UNDER TERMS OF AN AGREEMENT.	16800	16800											
RURAL PROJECTS															
VARIOUS STATEWIDE	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.	1372	472	S	N	100	N	100	N	100	N	100	N	100
VARIOUS STATEWIDE															
VARIOUS STATEWIDE	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT.	1500	1500											
VARIOUS STATEWIDE															
VARIOUS STATEWIDE	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	15980	6980	S	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000
VARIOUS STATEWIDE															
VARIOUS STATEWIDE	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	14900	6800	S	PE	900	PE	900	PE	900	PE	900	PE	900
VARIOUS STATEWIDE															
VARIOUS STATEWIDE	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITIATIVES.	3000	3000											
VARIOUS STATEWIDE															
VARIOUS STATEWIDE	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	6978	3378	S	PE	400	PE	400	PE	400	PE	400	PE	400
VARIOUS STATEWIDE															
VARIOUS STATEWIDE	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	2800	1360	S	PE	160	PE	160	PE	160	PE	160	PE	160
VARIOUS STATEWIDE															
VARIOUS STATEWIDE	R-8888	STATEWIDE PLANNING FOR TRAFFIC FORECASTING, PRE-TIP PLANNING AND PURPOSE AND NEED STUDIES.	1494	594	S	F	100	F	100	F	100	F	100	F	100
VARIOUS STATEWIDE															
VARIOUS STATEWIDE	R-4500	ECONOMIC DEVELOPMENT.	15000	5000	S	C	5000	C	5000						

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STATEWIDE PROJECTS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FISCAL YEARS										UNFUNDED FUTURE YEARS		
				5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
(THOU) SOURCE				FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020				
RURAL PROJECTS																
VARIOUS STATEWIDE	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	41878	STP	N	2500	N	2500	N	2500	N	2500	N	2500		
IN PROGRESS																
VARIOUS STATEWIDE	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.	34232	STP	C	2000	C	2000	C	2000	C	2000	C	2000		
IN PROGRESS																
VARIOUS STATEWIDE	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT).	103412	STP	C	4000	C	4000	C	4000	C	4000	C	4000		
IN PROGRESS																
VARIOUS STATEWIDE	R-4066	WETLAND RESTORATION PROGRAM. COMPLETION OF WATERSHED ASSESSMENT PLANS IN ALL SEVENTEEN (17) RIVER BASINS TO IDENTIFY WETLAND AND STREAM RESTORATION PROJECTS FOR MITIGATION.	17500													
IN PROGRESS																
VARIOUS STATEWIDE	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC).	230792	IM	C	9750	C	9750	C	9750	C	9750	C	9750		
IN PROGRESS																
VARIOUS STATEWIDE	R-4454	IMPROVEMENT PROJECTS THAT FURTHER ECONOMIC GROWTH AND DEVELOPMENT IN SMALL URBAN AND RURAL AREAS.	47000													
IN PROGRESS																
VARIOUS STATEWIDE	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).	375230	STP	C	20000	C	20000	C	20000	C	20000	C	20000		
IN PROGRESS																
VARIOUS STATEWIDE	R-2929	NATIONAL PARKS SERVICE SPOT SAFETY AND SIGN REHABILITATION.	900	FLPP	C	100	C	100	C	100	C	100	C	100		
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																
VARIOUS STATEWIDE	R-2930	NATIONAL PARKS SERVICE EMERGENCY PAVEMENT REHABILITATION.	630	FLPP	C	70	C	70	C	70	C	70	C	70		
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																
VARIOUS STATEWIDE	R-9999MM	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	178681	INHS	M	1500	M	1500	M	1500	M	1500	M	1500		
IN PROGRESS																
STATEWIDE	M-0428	ADVANCED VEHICLE RESEARCH CENTER (AVRC).	297													
IN PROGRESS																

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STATEWIDE PROJECTS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM			UNFUNDED FUTURE YEARS	
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020
RURAL PROJECTS														
STATEWIDE	M-0359	PROGRAM DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH. DEVELOP A PROCEDURES MANUAL.	300	300										
URBAN PROJECTS														
STATEWIDE	U-4500	ECONOMIC DEVELOPMENT.	3667		S	C	3667							
FEDERAL BRIDGE PROJECTS														
STATEWIDE	B-4693	STATEWIDE SURVEY OF HISTORICAL BRIDGES.	1000	1000										
STATEWIDE	B-9999	BRIDGE INSPECTION PROGRAM.	238572	139572	BRGI	I	11000	I	11000	I	11000	I	11000	I
STATEWIDE	BK-5131	BRIDGE PRESERVATION AT SELECTED LOCATIONS.	1500	1500										
STATEWIDE	BK-5101	DECK PRESERVATION AT 15 SELECTED LOCATIONS.	7747	7747										
STATEWIDE	BK-5132	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.	1000	1000										
STATEWIDE	BK-5100	ESTABLISH BRIDGE MANAGEMENT SYSTEM.	5000	5000										
STATEWIDE	BP-5300	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	129316	54316	FA	C	2500	C	2500	C	2500	C	5000	C
STATEWIDE	BR-5100	REHABILITATE BRIDGES AT SELECTED LOCATIONS.	150000		FA									
STATEWIDE	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.	3100	3100										
STATEWIDE	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346; SECTION 25-19)	5860	5860										

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STATEWIDE PROJECTS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

TOTAL PRIOR
PROJ YEARS
COST
(THOU)

5 YEAR WORK PROGRAM

DEVELOPMENTAL PROGRAM

UNFUNDED

ROUTE/CITY ID NUMBER LOCATION / DESCRIPTION (LENGTH) (THOU) SOURCE FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017 FY 2018 FY 2019 FY 2020 FUTURE YEARS

BICYCLE AND PEDESTRIAN PROJECTS

VARIOUS STATEWIDE	EB-5130	BICYCLE MAPS AND ROUTES. REVISE, UPDATE, REPRINT MAPS AND SIGN ROUTES.	600	60	STPEB	MP	5A	MP	5A	MP	5A	MP	5A	MP	5A	MP	5A				
					STPEB	MP	5B	MP	5B	MP	5B	MP	5B	MP	5B	MP	5B	MP	5B		
					STPEB	MP	50C	MP	50C	MP	50C	MP	50C	MP	50C	MP	50C	MP	50C	MP	50C

- A NORTH CAROLINA BICYCLE HIGHWAY MAPS
- B LOCAL BICYCLE MAPS
- C URBAN, REGIONAL AND COUNTY BICYCLE MAPS

IN PROGRESS

VARIOUS STATEWIDE	EB-5118	STATEWIDE BIKE AND PEDESTRIAN FACILITY DEVELOPMENT.	3331	3331															
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IN PROGRESS

VARIOUS STATEWIDE	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.	9880	8080	STPEB	C	200	C	200	C	200	C	200	C	200	C	200	C	200
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IN PROGRESS

VARIOUS STATEWIDE	EB-4013	SPOT IMPROVEMENTS: SHORT PAVEMENT SECTIONS, BICYCLE RACKS AND SIGNING NEEDS.	3830	2930	STPEB	C	100	C	100	C	100	C	100	C	100	C	100	C	100
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IN PROGRESS

VARIOUS STATEWIDE	EB-2956	STATEWIDE BICYCLE PROGRAM.	13645	9145	STPEB	C	500	C	500	C	500	C	500	C	500	C	500	C	500
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IN PROGRESS

VARIOUS STATEWIDE	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	5600	4250	STPEB	C	150	C	150	C	150	C	150	C	150	C	150	C	150
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IN PROGRESS

VARIOUS STATEWIDE	EB-2966	SAFETY-EDUCATION PROJECTS.	670	445	STPEB	B	25	B	25	B	25	B	25	B	25	B	25	B	25
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IN PROGRESS

REGIONAL STATEWIDE	EB-4410	AREA-WIDE BICYCLE IMPROVEMENTS FEASIBILITY STUDIES.	200	155	STPEB	F	5	F	5	F	5	F	5	F	5	F	5	F	5
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IN PROGRESS

CONGESTION MITIGATION PROJECTS	C-5552	RAIL FOURTH DAILY FREQUENCY BETWEEN RALEIGH AND CHARLOTTE.	11365		CMAQ		O	3052											
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IN PROGRESS

VARIOUS STATEWIDE					CMAQ		O	610											
					CMAQ		O	3156											
					CMAQ		O	631											
					CMAQ		O	3263											
					C		O	653											

STATEWIDE PROJECTS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

TOTAL PRIOR
PROJ YEARS
COST FUNDING
(THOU) (THOU) SOURCE

5 YEAR WORK PROGRAM

DEVELOPMENTAL PROGRAM

UNFUNDED

FUTURE YEARS

FY 2012

FY 2013

FY 2014

FY 2015

FY 2016

FY 2017

FY 2018

FY 2019

FY 2020

ROUTE/CITY
COUNTY

ID
NUMBER

LOCATION / DESCRIPTION
(LENGTH)

CONGESTION MITIGATION PROJECTS

VARIOUS C-3600 DEPARTMENT OF MOTOR VEHICLES (DMV),
STATEWIDE C-3600 VEHICLE EMISSION COMPLIANCE SYSTEM.
6702 6702 UPGRADE NORTH CAROLINA'S MOTOR
VEHICLE EMISSIONS INSPECTION AND
MAINTENANCE (I/M) PROGRAM.

IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES

6900 6900

VARIOUS C-4982 TRANSPORTATION OPERATIONS CENTER
STATEWIDE C-4982 TO ALLOW COORDINATED STATE AND
REGIONAL TRANSPORTATION FUNCTIONS
IN CONJUNCTION WITH THE STATE
HIGHWAY PATROL COMMUNICATIONS
CENTER AND OTHER EMERGENCY
SERVICES PROVIDERS.

IN PROGRESS

2000 2000

NON-ATTAINMENT C-5100 SCHOOL BUS DIESEL PARTICULATE FILTER
AND MAINTENANCE C-5100 AND CLOSED CASE VENTILATION SYSTEM
AREAS C-5100 RETROFITS.
STATEWIDE C-5100

IN PROGRESS BY DEPARTMENT OF AIR QUALITY

1500 6000

NORTH CAROLINA C-4903 NORTH CAROLINA AIR AWARENESS
DIVISION OF AIR C-4903 OUTREACH PROGRAM TO PROVIDE
QUALITY C-4903 EDUCATION AND PRODUCE DAILY AIR
STATEWIDE C-4903 QUALITY FORECAST.

IN PROGRESS BY DEPARTMENT OF AIR QUALITY

IN PROGRESS BY DEPARTMENT OF AIR QUALITY

9385 1600

NORTH CAROLINA C-4902 NCSU, NORTH CAROLINA SOLAR CENTER
STATE C-4902 CLEAN TRANSPORTATION PROGRAM.
UNIVERSITY C-4902 DEVELOP AND ADMINISTER A SEVEN YEAR
STATEWIDE C-4902 CLEAN FUEL-ADVANCED TECHNOLOGY
REBATE PROGRAM IN ALL CMAQ ELIGIBLE
COUNTIES TO REDUCE EMISSIONS.

IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY

187 187

ENHANCEMENT PROJECTS E-4599 INSTALL RIVER BASIN HIGHWAY SIGNS.
VARIOUS E-4599
STATEWIDE E-4599

IN PROGRESS

250 250

VARIOUS E-3821 PRESERVE HISTORIC BRIDGES FROM
STATEWIDE E-3821 DEMOLITION.
IN PROGRESS

750 750

VARIOUS E-4602 GIS ARCHAEOLOGICAL DATABASE.
STATEWIDE E-4602 STATEWIDE DATABASE TO CALCULATE
ARCHAEOLOGICAL SITES LOCATED WITHIN
OR NEAR NCDOT PROJECTS.
IN PROGRESS

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STATEWIDE PROJECTS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	COST FUNDING (THOU) SOURCE	FISCAL YEARS												UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM			DEVELOPMENTAL PROGRAM									
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020				
ENHANCEMENT PROJECTS																	
VARIOUS STATEWIDE	E-4603	ECOSYSTEMS ENHANCEMENT PROGRAM. STRUCTURED MITIGATION FOR PROTECTION, ENHANCEMENT AND RESTORATION OF ECOLOGICAL FUNCTIONS AS COMPENSATION FOR PROJECT IMPACTS AT THE WATERSHED	625	625													
VARIOUS STATEWIDE	E-4018	NATIONAL RECREATIONAL TRAILS.	12645	1845	NRT	C	1200	C	1200	C	1200	C	1200	C	1200		
PROGRAMMED FOR PLANNING AND PROGRAM DEVELOPMENT ONLY																	
IN PROGRESS																	
ENHANCEMENT PROJECTS (ROADSIDE)																	
VARIOUS STATEWIDE	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.	17849	12449	STPEL	L	600	L	600	L	600	L	600	L	600		
VARIOUS STATEWIDE	ER-2973	ROADSIDE BEAUTIFICATION PROJECTS IN ALL FOURTEEN HIGHWAY DIVISIONS.	62993	35993	STPEL	L	3000	L	3000	L	3000	L	3000	L	3000		
IN PROGRESS																	
VARIOUS STATEWIDE	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	13429	9829	STPEL	L	400	L	400	L	400	L	400	L	400		
IN PROGRESS																	
VARIOUS STATEWIDE	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	1781	1106	STPEL	N	75	N	75	N	75	N	75	N	75		
IN PROGRESS																	
VARIOUS STATEWIDE	ER-5100	ROADSIDE ENVIRONMENTAL PROJECTS AND TREE PLANTINGS.	7605	7605													
IN PROGRESS																	
VARIOUS STATEWIDE	ER-3419	NORTH CAROLINA STATE BYWAYS BOOKLET PRINTING.	50	50													
IN PROGRESS																	
VARIOUS STATEWIDE	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	27358	14758	STPER	C	1400	C	1400	C	1400	C	1400	C	1400		
IN PROGRESS																	
VARIOUS STATEWIDE	ER-3611	COLOR CANOPY AND TREE PLANTING STATEWIDE.	5727	3477	STPEL	L	250	L	250	L	250	L	250	L	250		
IN PROGRESS																	
BLUE RIDGE PARKWAY STATEWIDE	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION. (101.4 MILES)	2200	2200													
IN ACQUISITION																	

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STATEWIDE PROJECTS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
HAZARD ELIMINATION PROJECTS															
VARIOUS STATEWIDE	SI-4901	NO NEED 2 SPEED SAFETY INITIATIVE. SIGNING, EVALUATION, AND IMPLEMENTATION.	280	280											
IMPLEMENTATION IN PROGRESS															
VARIOUS STATEWIDE	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.	250	250											
UNDER CONSTRUCTION															
VARIOUS STATEWIDE	SI-4735	SAFETY MANAGEMENT INITIATIVES.	1107	1107											
IN PROGRESS															
VARIOUS STATEWIDE	SI-4902	FREEWAY SIGNING INITIATIVE. INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.	200	200											
UNDER CONSTRUCTION															
VARIOUS STATEWIDE	W-4447	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	75829	29029	HES	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200
IN PROGRESS															
VARIOUS STATEWIDE	W-5301	LANE DEPARTURE SYSTEMIC IMPROVEMENTS.	50000	5000	HES	C	5000	C	5000	C	5000	C	5000	C	5000
IN PROGRESS															
VARIOUS STATEWIDE	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.	10000	1000	HES	C	1000	C	1000	C	1000	C	1000	C	1000
IN PROGRESS															
SAFE ROUTES TO SCHOOLS															
VARIOUS STATEWIDE	SR-5000	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL TRAINING AND OTHER NON- INFRASTRUCTURE NEEDS.	1925	1025	SRTS	N	100	N	100	N	100	N	100	N	100
IN PROGRESS															
VARIOUS STATEWIDE	SR-5001	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.	45307	5707	SRTS	R	400	R	400	R	400	R	400	R	400
IN PROGRESS															
PASSENGER RAIL PROJECTS															
VARIOUS STATEWIDE	P-5003	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA FAYETTEVILLE.	132357	2356	T2001										C 130001
RIGHT OF WAY IN PROGRESS															
VARIOUS STATEWIDE	P-3418	PLANNING, MANAGEMENT AND RESEARCH STUDIES.	14367	7167	T2001	F	800	F	800	F	800	F	800	F	800
IN PROGRESS															

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STATEWIDE PROJECTS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	PRIORITY COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS															
VARIOUS STATEWIDE	P-3419	SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.	12307	12307											
VARIOUS STATEWIDE	P-3809	RAILROAD SAFETY INSPECTIONS IN ALL FOURTEEN (14) DIVISIONS.	5810	4460	RR T2001	I 100	I 100	I 50	I 50	I 100	I 100	I 50	I 50	I 100	I 50
					IN PROGRESS										
VARIOUS STATEWIDE	P-4001	RAIL INDUSTRIAL ACCESS PROGRAM.	19000	10000	T2001	C 1000	C 1000	C 1000	C 1000	C 1000	C 1000	C 1000	C 1000	C 1000	C 1000
					IN PROGRESS										
VARIOUS STATEWIDE	P-4404	SOUTHEAST HIGH SPEED RAIL CORRIDOR. UPDATE RAIL CROSSING INVENTORY FROM SOUTH CAROLINA STATE LINE TO THE VIRGINIA STATE LINE VIA RALEIGH AND CHARLOTTE AND THE APEX/CARY BYPASS SEGMENT.	800	800											
					IN PROGRESS										
VARIOUS STATEWIDE	P-4702	MAINTENANCE OF RAILROAD TRACK AND SIGNAL IMPROVEMENTS.	14130	6570	T2001	C 840	C 840	C 840	C 840	C 840	C 840	C 840	C 840	C 840	C 840
					IN PROGRESS										
VARIOUS STATEWIDE	P-4700	RAILROAD STATION REHABILITATION PROJECTS.	6900	6900											
					IN PROGRESS										
VARIOUS STATEWIDE	P-3309	AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	9452	6752	RR T2001	C 150	C 150	C 150	C 150	C 150	C 150	C 150	C 150	C 150	C 150
					IN PROGRESS										

STATEWIDE PROJECTS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

TOTAL PRIOR
PROJ YEARS
COST COST FUNDING
(THOU) (THOU) SOURCE

ROUTE/CITY ID LOCATION / DESCRIPTION (LENGTH)

5 YEAR WORK PROGRAM

DEVELOPMENTAL PROGRAM

UNFUNDED

FUTURE YEARS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	COST FUNDING (THOU) SOURCE	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	UNFUNDED FUTURE YEARS
PASSENGER RAIL PROJECTS														
VARIOUS STATEWIDE	P-5005	CONGESTION MITIGATION CROSSOVERS.	27523	495										
				STHSR	R	503 A								
				STHSR	C	5326 A								
				STHSR	PE	430 B								
				STHSR	R	400 B								
				STHSR	C	5941 B								
				STHSR	C	4000 C								
				O	C	8000 C								
				STHSR	PE	12 D								
				STHSR	R	11 D								
				STHSR	C	967 D								
				STHSR		PE	12 D							
				STHSR		R	11 D							
				STHSR		C	990 D							

- A CAROLINIAN CORRIDOR - CSXT MP A 101.0 (ENFIELD CROSSING)
- B CAROLINIAN CORRIDOR - CSXT MP A 115.9 (ARMSTRONG CROSSING)
- C CAROLINIAN CORRIDOR - CSXT MP A 86.4 (SOUTH WELDON CROSSING)
- D PIEDMONT CORRIDOR - FAIRGROUNDS CROSSING

IN PROGRESS

VARIOUS STATEWIDE	P-5202	ENVIRONMENTAL STUDIES FOR RAIL CAPITAL PROJECTS.	19251	1750	T2001	C	1787	C	1824	C	1863	C	1902	C	1942	C	1982	C	2024	C	2067	C	2110	
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IN PROGRESS

VARIOUS STATEWIDE	P-5004	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA GOLDSBORO.	192087	3086	T2001																			C 189001
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RIGHT OF WAY IN PROGRESS

VARIOUS STATEWIDE	Y-4415	HIGHWAY-RAIL CROSSING INVENTORY.	3075	2625	RR	C	50	C	50	C	50	C	50	C	50	C	50	C	50	C	50	C	50	
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IN PROGRESS

VARIOUS STATEWIDE	Y-4100	HIGHWAY-RAIL CROSSINGS SAFETY IMPROVEMENTS AND INVENTORY PASSENGER ROUTES.	15384	6384	RR	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	
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UNDER CONSTRUCTION

VARIOUS STATEWIDE	Y-4800	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.	17285	17285																				
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IN PROGRESS

VARIOUS STATEWIDE	Z-5400	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	12309		RR	C	12309																	
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8500

VARIOUS STATEWIDE	Z-5300	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	8500	8500																				
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IN PROGRESS

STATEWIDE PROJECTS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS															
VARIOUS STATEWIDE HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.															
VARIOUS STATEWIDE HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.															
VARIOUS STATEWIDE TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.															
STATEWIDE STATEWIDE HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.															
STATEWIDE STATEWIDE HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.															
ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)															
VARIOUS STATEWIDE INTERSTATE REST AREA SYSTEM PRESERVATION, PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.															
ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)															
VARIOUS STATEWIDE PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.															
VARIOUS STATEWIDE COLOR AND CANOPY AND TREE PLANTING.															
VARIOUS STATEWIDE REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.															
VARIOUS STATEWIDE NORTH CAROLINA SCENIC BYWAYS LAND CONSERVATION INITIATIVE TO IMPLEMENT RESOURCE PROTECTION AND HERITAGE TOURISM DEVELOPMENT TO ENHANCE AND PRESERVE SCENIC VISTAS AND TOURISM CORRIDORS ALONG 26 OF NORTH CAROLINA'S SCENIC BYWAYS.															

* INDICATES INTRASTATE PROJECT

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK									
					FISCAL YEARS					FUTURE YEARS				
			5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
			FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS		
VARIOUS STATEWIDE	S-5106	ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC) PHASE II : NORTH CAROLINA SCENIC BYWAYS LAND CONSERVATION INITIATIVE TO ADVANCE THE PERMANENT PROTECTION OF IMPORTANT NATURAL, HISTORIC, CULTURAL AND VISUAL RESOURCES ALONG 25 OF NORTH CAROLINA'S SCENIC BYWAYS.	2744	2744										
IN PROGRESS														

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS							
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM												
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020									
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TA-4907	Replacement Bus	7239	1100	FED TBD	C	90	C	180		C	1174	C	1174	C	1174	C	1173					
					FUZST US																		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TA-5102	Expansion Van - vanpool	42	42	FUZST US																		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TA-5119	Expansion Bus	87	87	FUZST US																		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TA-5130	Expansion Bus - Trolley	400		FED TBD	C	400																
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TA-5131	Expansion Van	120		FED TBD	C	120																
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TA-6510	Expansion - Light Transit Vehicle	63	63	FNF US																		
					FNF STAT																		
					FNF L																		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TA-6516	Replacement - Light Transit Vehicle	290		FNU US	C	232																
					FNU STAT	C	29																
					FNU L	C	29																
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TD-4721	Facility - Intermodal Center - Land, Planning, Design, Construction	10700	700	FED TBD			C	1000	C	9000												
					S(M) STAT																		
					S(M) L																		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TD-4917	Facility - busway Cando St. Ext.	650	650	FUZST US																		

* INDICATES INTRASTATE PROJECT

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS		
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020				
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TD-4942	Facility - Maintenance and Ops Center - Design, Engineer and Construct	9871	371	FBUS US	C	6000											
					FBUS STAT	C	750											
					FBUS L	C	750											
					FED TBD			C	2000									
					FUZST US													
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TD-5261	Facility - Transit Center - Monkey Junction	500		FED TBD						C	500						
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TD-5262	Facility - Transit Center - Independence	1000		FED TBD						C	1000						
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TG-4796	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, farebox, service vehicles, etc	684	234	FUZ US	C	42	C	42	C	42	C	42	C	42			
					FUZ L	C	8	C	8	C	8	C	8	C	8			
					FUZST US													
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TG-4796C	Routine Capital - service vehicle	27	27	FUZST US													
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TJ-5102	Operating Assistance - employment transportation	560	92	EMP STAT	O	52	O	52	O	52	O	52	O	52			
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TK-6176	Administration	681	461	FNU US	O	176											
					FNU US													
					FNU STAT	O	11											
					FNU STAT													
					FNU L	O	33											
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TL-5102	Operating Assistance - Elderly and Disabled persons	1563	285	EDTAP STAT	O	142	O	142	O	142	O	142	O	142			

* INDICATES INTRASTATE PROJECT

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS						
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM											
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020								
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TN-6108	Operating Assistance - New Freedom - non-urban	440	440	FNF US																
					FNF L																
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TO-4751	Operating Assistance	61363	9766	FUZ US	O	2129	O	2129	O	2129	O	2129	O	2129	O	2129				
					FUZ L	O	2759	O	2759	O	2759	O	2759	O	2759	O	2759				
					FUZST US																
					SMAP STAT	O	845	O	845	O	845	O	845	O	845	O	845	O	845		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TP-5110	Planning Assistance - short range development	100		FUZ US	C	80														
					FUZ STAT	C	10														
					FUZ L	C	10														
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TP-5111	Planning Assistance - 5303	3172	280	FMPL US	C	112	C	112	C	112	C	14	C	14	C	14	C	14		
					FMPL STAT	C	14	C	14	C	14	C	14	C	14	C	14	C	14		
					FMPL L	C	14	C	14	C	14	C	384	C	384	C	384	C	384		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TQ-6508	Mobility Management - Council on Aging vouchers	124	124	FEPD US																
					FEPD STAT																
					FEPD L																
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TR-5127	Operating Assistance - general public in rural areas	1453	265	RGP STAT	O	119	O	119	O	119	O	119	O	119	O	119				
					RGP L	O	13	O	13	O	13	O	13	O	13	O	13	O	13		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TS-5103	Safety & Security - Min. 1% set aside	236	37	FUZ US	C	23	C	22	C	22	C	22	C	22	C	22				
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY NEW HANOVER	TT-5202	Technology - veh. tracking, passenger info, data communications, traffic signal priority	288	238	FED TBD	C	25	C	25												
					UTCH STAT																

* INDICATES INTRASTATE PROJECT

CAPE FEAR RURAL PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

TOTAL PRIOR
PROJ YEARS
COST COST FUNDING
(THOU) (THOU) SOURCE

5 YEAR WORK PROGRAM

DEVELOPMENTAL PROGRAM

UNFUNDED

ROUTE/CITY ID LOCATION / DESCRIPTION (LENGTH)

NUMBER

FY 2012

FY 2013

FY 2014

FY 2015

FY 2016

FY 2017

FY 2018

FY 2019

FY 2020

FUTURE YEARS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	COST FUNDING SOURCE	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS	
Brunswick Transit System, Inc BRUNSWICK	TG-6108	Routine Capital	7	FNU US											
				FNU STAT											
				FNU L											
Brunswick Transit System, Inc BRUNSWICK	TJ-6110	Operating Assistance - employment transportation	176	EMP STAT	0	16	0	16	0	16	0	16	0	16	
				FNU US											
				FNU STAT											
Brunswick Transit System, Inc BRUNSWICK	TL-6109	Operating Assistance - Elderly and Disabled persons	792	EDTAP STAT	0	72	0	72	0	72	0	72	0	72	
				FNU US											
				FNU STAT											
Brunswick Transit System, Inc BRUNSWICK	TR-6144	Operating Assistance - general public in rural areas	847	RGP STAT	0	69	0	69	0	69	0	69	0	69	
				FNU US											
				FNU STAT											
Brunswick Transit System, Inc BRUNSWICK	TA-6121	Replacement Van	40	FNU US											
				FNU STAT											
				FNU L											
Brunswick Transit System, Inc BRUNSWICK	TA-6143	Replacement - Light Transit Vehicle	149	FNU US											
				FNU STAT											
				FNU L											
Brunswick Transit System, Inc BRUNSWICK	TA-6172	Replacement Bus	122	FNU US											
				FNU STAT											
				FNU L											
Brunswick Transit System, Inc BRUNSWICK	TK-6112	Administration	534	FNU US	0	142									
				FNU STAT											
				FNU L											

* INDICATES INTRASTATE PROJECT

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

CAPE FEAR RURAL PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

TOTAL PRIOR

PROJ YEARS

COST COST FUNDING

(THOU) (THOU) SOURCE

ROUTE/CITY ID LOCATION / DESCRIPTION (LENGTH)

5 YEAR WORK PROGRAM

DEVELOPMENTAL PROGRAM

UNFUNDED

FUTURE YEARS

FY 2012

FY 2013

FY 2014

FY 2015

FY 2016

FY 2017

FY 2018

FY 2019

FY 2020

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ COST (THOU)	YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS						
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020								
Columbus County COLUMBUS	TA-6261	Replacement - Light Transit Vehicle	173	FNU US	C	139															
				FNU STAT	C	17															
				FNU L	C	17															
Columbus County COLUMBUS	TA-6282	Replacement Van	80	FNU US	C	64															
				FNU STAT	C	8															
				FNU L	C	8															
Columbus County COLUMBUS	TG-6162	Routine Capital	4	FNU US	C	2															
				FNU STAT	C	1															
				FNU L	C	1															
Columbus County COLUMBUS	TJ-6118	Operating Assistance - employment transportation	473	EMP STAT	O	43	O	43	O	43	O	43	O	43	O	43	O	43	O		
				FNU US	O	137															
				FNU STAT	O	9															
Columbus County COLUMBUS	TK-6121	Administration	516	FNU US	O	137															
				FNU STAT	O	9															
				FNU L	O	26															
Columbus County COLUMBUS	TL-6117	Operating Assistance - Elderly and Disabled persons	957	EDTAP STAT	O	87	O	87	O	87	O	87	O	87	O	87	O	87	O		
				FNU US	O	137															
				FNU STAT	O	9															
Columbus County COLUMBUS	TR-6145	Operating Assistance - general public in rural areas	1133	RGF STAT	O	93	O	93	O	93	O	93	O	93	O	93	O	93	O		
				FNU US	O	137															
				FNU STAT	O	9															
Pender Adult Services, Inc. PENDER	TA-6252	Expansion Van - mini	42	FNU US	C	34															
				FNU STAT	C	4															
				FNU L	C	4															
Pender Adult Services, Inc. PENDER	TA-6288	Replacement Van	42	FNU US	C	34															
				FNU STAT	C	4															
				FNU L	C	4															

CAPE FEAR RURAL PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

TOTAL PRIOR
PROJ YEARS
COST COST FUNDING
(THOU) (THOU) SOURCE

5 YEAR WORK PROGRAM

DEVELOPMENTAL PROGRAM

UNFUNDED

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST	PRIORITY YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS					
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020							
Pender Adult Services, Inc. PENDER	TG-6167	Routine Capital	3	C 1 C 1 C 1	FNU US															
					FNU STAT															
					FNU L															
Pender Adult Services, Inc. PENDER	TJ-6150	Operating Assistance - employment transportation	165	O 15	EMP STAT	O 15	O 15	O 15	O 15	O 15	O 15	O 15	O 15	O 15	O 15	O 15	O 15			
					FNU US															
					FNU STAT															
Pender Adult Services, Inc. PENDER	TK-6152	Administration	342	O 95	FNU US															
					FNU STAT															
					FNU L															
Pender Adult Services, Inc. PENDER	TL-6149	Operating Assistance - Elderly and Disabled persons	902	O 82	EDTAP STAT	O 82	O 82	O 82	O 82	O 82	O 82	O 82	O 82	O 82	O 82	O 82	O 82			
					FNU US															
					FNU STAT															
Pender Adult Services, Inc. PENDER	TR-6146	Operating Assistance - general public in rural areas	1089	O 89	RGP STAT	O 89	O 89	O 89	O 89	O 89	O 89	O 89	O 89	O 89	O 89	O 89	O 89			
					RGP L	O 10	O 10	O 10	O 10	O 10	O 10	O 10	O 10	O 10	O 10	O 10	O 10	O 10	O 10	
					FNU US															

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

**RESOLUTION ADOPTING THE WILMINGTON URBAN AREA
METROPOLITAN AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FOR
FY 2012-2020**

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 Transportation Advisory Committee has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the Transportation Advisory Committee has found that the proposed Transportation Improvement Program is in conformity with the Clean Air Act Amendments of 1990; and

WHEREAS, the Transportation Advisory Committee has provided for a 30-day public comment period for the "Draft" Metropolitan and Statewide Transportation Improvement Program; and

WHEREAS, the Transportation Advisory Committee has found the proposed Transportation Improvement Program to be in full compliance with Title VI of the Civil Rights Act; and

WHEREAS, the Transportation Advisory Committee has considered how the proposed Transportation Improvement Program will affect Disadvantaged Business Enterprises; and

WHEREAS, the Transportation Advisory Committee has considered how the proposed Transportation Improvement Program will affect the elderly and the disabled; and

WHEREAS, the proposed Transportation Improvement Program, for years one through three, will serve as the project selection document for transportation projects within the Wilmington Urban Area Boundary.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee that the Metropolitan and Statewide Transportation Improvement Program for FY 2012-2020 be adopted for the Wilmington Urban Area Metropolitan Planning Organization on this 10th day of August 2011.

Jonathan Barfield Jr., Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

**AGENDA ITEM 4B: RESOLUTION SUPPORTING AMENDMENTS TO THE 10-YEAR
WORK PROGRAM**

**ATTACHMENTS: NCDOT VALUE ENGINEERING REPORT
NCDOT'S PROPOSED FUNDING REDUCTION STRATEGY FOR THE
WILMINGTON MPO
RESOLUTION SUPPORTING AMENDMENTS TO THE 10-YEAR WORK
PROGRAM**



North Carolina Department of Transportation
Quality Enhancement Unit
Value Management Services Group



Division 3 Value Engineering Studies Workshop Report

May 16, 2011



- U-4751 – Military Cutoff Road Extension
- R-4063 – Village Road
- R-3300 – Hampstead Bypass
- U-3831A – Gordon Road (Division Project)
- U-3831B – Gordon Road
- R-3601 – Causeway
- U-3338B – Kerr Avenue
- U-3338C – Kerr Ave. Interchange

For more information regarding this Value Engineering Study Report, please contact:
Jeff Garland, PE, PMP at 919-508-1872 or jgarland@ncdot.gov
Jessica Kuse, PE, CPM at 919-508-1809 or jkuse@ncdot.gov
NCDOT Quality Enhancement Unit Value Management Group





North Carolina Department of Transportation Quality Enhancement Unit Value Management Services Group



EXECUTIVE SUMMARY AND PROJECT OVERVIEW

Subsequent to the 04/06/11 meeting with Division 3 Representatives regarding the U-4751 (Military Cutoff Road Extension), R-3300 (Hampstead Bypass), and R-4063 (Village Road) projects, an additional Division 3 Value Engineering Studies Workshop was held on 05/02/11 and the following projects were discussed:

- | | |
|---|--|
| U-4751 – Military Cutoff Road Extension | R-4063 – Village Road |
| R-3300 – Hampstead Bypass | U-3831A – Gordon Road (Division Project) |
| U-3831B – Gordon Road | R-3601 – Causeway |
| U-3338B – Kerr Avenue | U-3338C – Kerr Ave. Interchange |

The projects for this Division 3 Value Engineering Studies Workshop were selected based on the request of the Division 3 Engineer. The intent of the workshop held on 05/02/11 was to prepare for an upcoming meeting on 05/04/11 with the Division 3 Engineer and Board of Transportation Member for Division 3. This meeting was to detail the current schedule and cost estimate for each project and communicate any Value Engineering Recommendations that may potentially reduce the current estimated project costs for each project. The information communicated at the 05/04/11 meeting is summarized at the end of this report.

It should be noted that the Roadway Design Unit has pursued several value engineering type design elements during the design process of these projects to date. As such, several cost saving measures have already been incorporated on these projects.

At this time, no formal recommendations are being made as part of this VE Studies Report. If additional project cost savings are requested by the Division for these projects beyond what was communicated in the 04/06/11 and 05/04/11 meetings, below are some suggestions that were generated by the Team Members at the 05/02/11 Division 3 Value Engineering Studies Workshop that may potentially reduce costs or add value to these projects (the VE Study Team recognizes that some of these suggestions will be incorporated as part of the Roadway Design Unit’s standard design practice):

R-3300 – Hampstead Bypass

- Buy R/W for a 6-lane facility, but construct only a 4-lane facility from Wilmington Bypass to NC 210.

U-3831B – Gordon Road

- Division to complete as much of the 3-lane section as possible under the U-3831A project.

For more information regarding this Value Engineering Study Report, please contact:
Jeff Garland, PE, PMP at 919-508-1872 or jgarland@ncdot.gov
Jessica Kuse, PE, CPM at 919-508-1809 or jkuse@ncdot.gov
NC DOT Quality Enhancement Unit Value Management Group





North Carolina Department of Transportation Quality Enhancement Unit Value Management Services Group



U-3831B – Gordon Road (cont.)

- City of Wilmington to reserve R/W for future 4-lane section now to prevent further development that would increase R/W costs.
- City of Wilmington to require developers to design with interconnectivity.

U-3338B – Kerr Avenue

- Utilize a 10-foot asphalt multi-use path in place of concrete sidewalk and eliminate bike lanes on both sides of the facility.
- Provide 4' continuous island in quadrant connectable roads.

DIVISION 3 VALUE ENGINEERING STUDIES WORKSHOP TEAM MEMBERS

Each Value Engineering Study Team is a multi-disciplined team formed based on the primary design elements of the project and the expertise of the individual team candidates. The goal of the Value Management Program (VMP) is to create a balanced team that allows the individuals to provide objectivity to the project from a given area of expertise while working with other team members to discern effective recommendations for the project.

Below is a list of the Division 3 Value Engineering Studies Workshop Team Members:

Jeff Garland, PE	Quality Enhancement Unit (Facilitator)
Nadia Aboulhosn, EI	Transportation Engineering Associate (Co-Facilitator)
Charles Cox, PE	PDEA
Joseph Miller, PE	PDEA
Glenn Mumford, PE	Roadway Design Unit
Jeffrey Teague	Roadway Design Unit
Ron McCollum, PE	Roadway Design Unit
Katrina Washington, PE	Roadway Design Unit
Brenda Moore, PE	Roadway Design Unit
Brandon Johnson, PE	Roadway Design Unit
Greg Brew, PE	Roadway Design Unit
Gary Lovering, PE	Roadway Design Unit

For more information regarding this Value Engineering Study Report, please contact:
Jeff Garland, PE, PMP at 919-508-1872 or jgarland@ncdot.gov
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NCDOT Quality Enhancement Unit Value Management Group





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VALUE MANAGEMENT PROGRAM AND VALUE ENGINEERING PROCESS SUMMARY

The Value Management Program (VMP) was initially developed in response to the Federal Highway Administration (FHWA) requirements, 23 CFR Part 627, to conduct Value Engineering Studies on projects costing more than \$25 million (\$20 million for bridges) and located on the National Highway System (NHS). However, the influence of the program is more encompassing than these minimum requirements. The mission of the North Carolina Department of Transportation (NCDOT) is “Connecting people and places in North Carolina - safely, and efficiently with accountability and environmental sensitivity.” It is also the policy of the NCDOT to design, construct and maintain the State Highway System in the most cost-effective and efficient manner possible. The NCDOT VMP is a statewide program dedicated to the administration of value engineering techniques and value cost management in an effort to support the Department’s Mission and Policies. VMP is a management tool that allows the Department to better ensure the prudent use of resources and revenues by reducing overall project costs while maintaining or increasing the quality and life cycle of transportation infrastructure assets. More specifically, VMP provides a systematic application of value engineering principles and methodologies in planning, project development, construction, traffic operation, maintenance, and other areas to reduce costs while enhancing value and quality. For projects, this may result in improvements in scope definition, reduced environmental impacts, more effective functional design, improved operations, constructability, internal and external coordination, and schedule for development.

It is the VMP’s goal to conduct thorough pre-study work and follow the Value Engineering Process described as part of this report to continually exceed minimum requirements to enhance the quality of projects and ensure that Value Management is a continued way of thinking for NCDOT.

PROJECT SELECTION AND PRE-STUDY PROJECT DEVELOPMENT

In an effort to exceed the FHWA requirements and Department expectations, VMP has coordinated with Roadway Design and Planning Development and Environmental Analysis (PDEA) in selecting projects to review during this Federal Fiscal Year that will benefit the most from the Value Engineering Process. The projects for this Division 3 Value Engineering Studies Workshop were selected based on communications with the Division 3 Engineer.

For more information regarding this Value Engineering Study Report, please contact:
Jeff Garland, PE, PMP at 919-508-1872 or jgarland@ncdot.gov
Jessica Kuse, PE, CPM at 919-508-1809 or jkuse@ncdot.gov
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North Carolina Department of Transportation Quality Enhancement Unit Value Management Services Group



VALUE ENGINEERING PROCESS

After project selection, each multi-disciplined Value Engineering Study Team is led by a facilitator through a systematic process which allows team members to learn about a project, discuss the project, determine alternatives, discern which alternatives are best and present recommendations to management for review and possible incorporation into the project. All the project specific details of this process are found in the appendix of this report. Below is an explanation of each of the six remaining steps in the value engineering process:

INFORMATION PHASE

During the Information Phase, team members review the information about the project. In addition, the project manager joins the team to provide project information, challenges, and answer any project related questions.

FUNCTIONAL ANALYSIS PHASE

As information is provided, the team begins to have a better understanding of the project. Discussion is then guided to allow the team to determine what project items are worth the function provided and which elements should be reviewed for potential cost savings.

CREATIVE PHASE

Once the team determines which elements should be further analyzed for improved value, the team looks at each element to generate other alternatives which could affect the cost, delivery time, quality and operations. At this point in the process, all alternatives are considered possible solutions.

EVALUATION PHASE

During the evaluation phase, each element and the list of alternatives are discussed to determine which alternatives would be viable solutions. The advantages and disadvantages of each alternative will help the team determine if the element is viable and which solution would best enhance the element. It is common when evaluating elements and alternatives, some development is needed to determine if they are viable.

DEVELOPMENT PHASE

Once the most viable solutions are determined, team members develop these solutions into graphics, drawings and other details to have these details in a format to present to management. During this phase, the cost savings are also determined.

PRESENTATION PHASE

Each recommendation is documented on a recommendation form that is given to management to review. A presentation of the information may also be given to ensure proper understanding of the recommendation.

For more information regarding this Value Engineering Study Report, please contact:
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RESULTS OF DIVISION 3 VALUE ENGINEERING STUDIES WORKSHOP

As a result of the 05/02/11 workshop, the summary below was provided to the Division 3 Engineer, Allen Pope, PE, and Board of Transportation Member, Mike Alford, at a meeting on 05/04/11. Attendees at this meeting were:

Allen Pope, PE	Division 3 Engineer
Mike Alford	Division 3 Board of Transportation Member
Art McMillan, PE	State Highway Design Engineer
Glenn Mumford, PE	Roadway Design Unit
Jeff Garland, PE	State Value Management Engineer
Gary Lovering, PE	Roadway Design Unit
Rob Hanson, PE	PDEA
Calvin Leggett, PE	Program Development Branch Manager

Division 3 VE Studies Recommendations Summary for 05-04-11 Meeting

Executive Summary: Subsequent to the 04/06/11 meeting with Division 3 Representatives regarding the U-4751 (Military Cutoff Road Extension), R-3300 (Hampstead Bypass), and R-4063 (Village Road) projects, an additional Division 3 VE Studies Workshop was held on 05/02/11 and the following projects were discussed:

- U-4751 – Military Cutoff Road Extension
- R-4063 – Village Road
- R-3300 – Hampstead Bypass
- U-3831A – Gordon Road (Division Project)
- U-3831B – Gordon Road
- R-3601 – Causeway
- U-3338B – Kerr Avenue
- U-3338C – Kerr Ave. Interchange

A summary of the current project schedule and any resulting VE Study Recommendations for each project is noted below. It should be noted that the estimated savings associated with each of the VE Study recommendations are preliminary and cursory in nature. A more detailed estimation of potential savings will be available once preliminary plans are further developed by the Roadway Design Unit and any associated Private Engineering Firms.

For more information regarding this Value Engineering Study Report, please contact:
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U-4751 Military Cutoff Road Extension:

Draft TIP Estimate: R/W \$18M / CON \$45M

Estimate as of 05/04/11: R/W \$68M / CON \$45M

Estimated Savings: R/W \$21M / CON \$7M
(From 03/24/11 VE Recommendations)

Potential Revised Estimate: R/W \$47M / CON \$38M

Current Schedule: R/W June 2014
Let December 2016

R-4063 Village Road:

Draft TIP Estimate: R/W \$3.85M / CON \$15.5M

Estimate as of 05/04/11: R/W \$12.3M / CON \$25.9M

Estimated Savings (Alt. 1): R/W \$0M / CON \$12.9M
Alternate 1 is: A: 4 lane div.
B: 2 lane
C: 2 lane

Estimated Savings (Alt. 2): R/W \$0M / CON \$8.1M
Alternate 2: A: 4 lane div.
B: 2 lane div.
C: 2 lane div.

Additional Estimated Savings: R/W \$1.0M / CON \$1.0M
From 23' to 17' median:
From 12' to 11' lanes

Potential Revised Estimate: R/W \$11.3M / CON \$12M
Alternate 1 with additional savings:

Potential Revised Estimate: R/W \$11.3M / CON \$16.8M
Alternate 2 with additional savings:

Current Schedule: R/W September 2012
Let October 2014

For more information regarding this Value Engineering Study Report, please contact:
Jeff Garland, PE, PMP at 919-508-1872 or jgarland@ncdot.gov
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R-3300 Hampstead Bypass:

Draft TIP Estimate: R/W \$20.0M / CON \$199M

Estimate as of 05/04/11: R/W \$32.8M / CON \$199M

Current Schedule: R/W August 2016
Let Post Year

No Recommendations at this time to reduce either R/W or CON cost.

U-3831A Gordon Road (Division Project)

Current Estimate: R/W \$0.1M / CON \$1M

Current Schedule: R/W October 2012
Let December 2012

No Recommendations at this time to reduce either R/W or CON cost.

U-3831B Gordon Road:

Draft TIP Estimate: R/W \$14.2M / CON \$13.1M

Current Schedule: R/W Post Year
Let Post Year

No Recommendations at this time to reduce either R/W or CON cost.

R-3601 Causeway:

Draft TIP Estimate: R/W \$0.2M / CON \$20.8M

Current Schedule: R/W February 2012
Let July 2013

Brunswick Bridges 103 & 105

Crutch Bent Repair – Drilled Piers

- Option 1 Install Crutch Bents only (w/ partial work bridge)
\$3,827,458.75
- Option 2 Install Crutch Bents and Widen Bridges 103 and 105
\$7,667,804.44
- Option 3 Replace Bridges 103 and 105
\$10,815,539.81 (does not include any Traffic Control costs)

For more information regarding this Value Engineering Study Report, please contact:
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R-3601 Causeway (continued):

Recommendation to potentially reduce approximately \$5M project cost:
Eliminate the DDI and build the portion of R-4002 that was deleted.
(Please note that these figures don't include the construction of Blackwell Road.)

DDI:
Construction Cost: \$3,550,000
Right of Way: \$1,875,000
Utilities: \$476,335
Total: \$5,901,335

R-4002:
Construction Cost: \$800,000
Right of Way: Already been purchased.
Total: \$800,000

Cost Savings: $\$5,901,335 - \$800,000 = \$5,101,335$
So, approximately \$5,200,000 (5.2M)

U-3338B Kerr Avenue:

Draft TIP Estimate: R/W \$22.5M / CON \$19.5M

Current Schedule: R/W March 2012
 Let March 2014

The estimate above includes the additional \$3.5M for the quadrant design.

U-3338C Kerr Avenue Interchange:

Draft TIP Estimate: R/W \$7.8M / CON \$11.9M

Current Schedule: R/W December 2019
 Let Post Year

No Recommendations at this time to reduce either R/W or CON cost.

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Jessica Kuse, PE, CPM at 919-508-1809 or jkuse@ncdot.gov
NCDOT Quality Enhancement Unit Value Management Group

TIP #	Project	10 Yr Work Plan		Current Est		Current Delta R/W & Const	Proposed		Prop. 10 Yr Wk R/W&Con Delta	Comments
		R/W	Const	R/W	Const		R/W	Const		
U-4751	Military Cutoff	\$18.0	\$45.0	\$68.1	\$45.0	(\$50.1)	\$47.0	\$59.0	(\$43.0)	VE Study recommendations (Const cost est 6/11)
R-3300	Hampstead Byp	\$20.0		\$20.0		\$0.0	\$32.8		(\$12.8)	\$199 M Const Post Year (R/W est 5/10)
R-3601	Causeway	\$0.2	\$20.8	\$2.3	\$18.9	(\$0.2)	\$2.0	\$31.3	(\$12.3)	\$12.2 M additional (replace Bruns River Bridges)
R-4063	Village Rd #2	\$3.9	\$15.5	\$12.3	\$25.9	(\$18.9)			\$0.0	VE Study (4-In to Strugeon Crk, remain 2-In) R/W \$11.3 Const \$12, R/W & Const to Unfunded
U-3338 B	Kerr Ave	\$22.5	\$19.5	\$22.5	\$19.5	\$0.0	\$22.5	\$19.5	\$0.0	\$3.5 M additional for Quad Design included
U-3338 C	Kerr/MLK	\$3.9		\$7.8		(\$3.9)			\$3.9	\$11.9 Const Post Year, R/W to Unfunded
U-3831 A	Gordan Rd	\$0.1	\$1.0	\$0.1	\$1.0	\$0.0			\$1.1	Connecting 3 Ln sections, R/W & Const to Unfunded
U-3831 B	Gordan Rd					\$0.0			\$0.0	\$14.2 R/W \$13.1 Const PY--Build 4 Ln Divided section
U-4902	Market St	\$0.5	\$12.5	\$0.5	\$12.5	\$0.0			\$13.0	Convert from 5 Ln to 4 Ln Divided, R/W & Const to Unfunded
R-4708	Dow Rd	\$4.7		\$4.7		\$0.0			\$4.7	\$14 Const PY, R/W to Unfunded
U-3337	Old Fayetteville	\$0.7		\$0.7		\$0.0			\$0.7	\$7 Const PY, R/W to Unfunded
U-5300	N. College Rd	\$7.3		\$7.3		\$0.0			\$7.3	\$21.1 Const PY--New Center to Gordon 6 Ln, R/W to Unfunded
Totals						(\$73.1)			(\$37.4)	

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

RESOLUTION SUPPORTING THE MODIFICATIONS TO NCDOT'S 10-YEAR RESOURCE PLAN

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 created "From Policy to Projects" to address the growing transportation needs; and

WHEREAS, "From Policy to Projects" includes a 10-year budget for the Department and uses a data-driven process to select projects and determine the most strategic use of limited financial resources; and

WHEREAS, the North Carolina Department of Transportation currently has a funding delta of \$73.1 million in the 10-year resource plan for projects located within the Wilmington Metropolitan Planning Organization's planning area boundary; and

WHEREAS, the North Carolina Department of Transportation presented a funding reduction strategy that would value-engineer Military Cutoff extension and maintain its current schedule; increase funding for the scour critical bridges over the Brunswick River; and eliminate funding in the 10-year program for Village Road Phase II, Kerr Avenue/Martin Luther King Jr. Parkway interchange, Gordon Road widening, Market Street Access Management Improvements, Dow Road Widening, Old Fayetteville Interchange and North College Road upgrade.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the modifications to NCDOT's 10-Year Resource Plan within the Wilmington MPO.

NOW THEREFORE ALSO, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee requests that any costs savings from any other projects within NCDOT's Division 3 be allocated to the Wilmington MPO to complete some of these very important transportation projects.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 10, 2011.

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 4C: RESOLUTION ADOPTING THE MARKET STREET CORRIDOR
STUDY

ATTACHMENTS: MARKET STREET CORRIDOR STUDY (WWW.WMPO.ORG)

RESOLUTION ADOPTING THE MARKET STREET CORRIDOR STUDY

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

RESOLUTION ADOPTING THE MARKET STREET CORRIDOR STUDY

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 Transportation Advisory Committee recognizes the need to improve mobility and safety along the Market Street corridor; and,

WHEREAS, the Wilmington Metropolitan Planning Organization, in collaboration with the City of Wilmington, New Hanover County and North Carolina Department of Transportation have developed the Market Street Corridor Study; and,

WHEREAS, the study area for the Market Street Corridor Study is an 11-mile corridor between Colonial Drive in the City of Wilmington and the New Hanover/Pender County line; and,

WHEREAS, the study combines the results of numerous land use and transportation studies into a consistent set of roadway and land development recommendations to address traffic congestion and safety as well as encourage sustainable development along Market Street; and,

WHEREAS, the vision for the corridor came from a collaborative public process that involved local residents, stakeholders; Wilmington Metropolitan Planning Organization, City of Wilmington, New Hanover County and North Carolina Department of Transportation, and,

WHEREAS, the corridor study includes a framework plan, general development plan, preferred access management plan, bicycle and pedestrian connectivity plan, collector street plan, roadway concept plans, market analysis and draft development ordinances for the City of Wilmington and New Hanover County.

NOW THEREFORE, the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the Market Street Corridor Study.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 10, 2011.

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 4D: RESOLUTION AMENDING THE 2011-2012 UNIFIED PLANNING
WORK PROGRAM

ATTACHMENTS: AMENDMENT TO THE 2011-2012 UNIFIED PLANNING WORK
PROGRAM

AMENDED 2011-2012 UNIFIED PLANNING WORK PROGRAM
BUDGET

RESOLUTION AMENDING THE 2011-2012 UNIFIED PLANNING
WORK PROGRAM

2011-2012 Unified Planning Work Program Amendments

*III-D3 Special Studies- A consultant will be contracted to assist in the completion a of comprehensive greenway plan for New Hanover County. Line item increased by \$160,000 to cover costs associated with the development of Greenway *Plan*.

*The Greenway Plan will be in addition to the Special Studies for the Leland Collector Street Plan Update and Wrightsville Beach Comprehensive Transportation Plan

Wilmington MPO		SPR		SEC. 104 (f) PL		SECTION 5303			SECTION 5307			ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	Highway		Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Transit			Local 100%	NCDOT		LOCAL	STATE	FEDERAL	TOTAL
		NCDOT 20%	FHWA 80%						Local 10%	NCDOT 10%	FTA 80%		TE 100%	DO 100%				
II-A	Surveillance of Change																	
II-A-1	Traffic Volume Counts			14,400	57,600										14,400	0	57,600	72,000
II-A-2	Vehicle Miles of Travel			50	200										50	0	200	250
II-A-3	Street System Changes			50	200										50	0	200	250
II-A-4	Traffic Accidents			600	2,400										600	0	2,400	3,000
II-A-5	Transit System Data			100	400										100	0	400	500
II-A-6	Dwelling Unit, Pop. & Emp. Change			1,000	4,000										1,000	0	4,000	5,000
II-A-7	Air Travel			50	200										50	0	200	250
II-A-8	Vehicle Occupancy Rates			50	200										50	0	200	250
II-A-9	Travel Time Studies			50	200										50	0	200	250
II-A-10	Mapping			1,600	6,400										1,600	0	6,400	8,000
II-A-11	Central Area Parking Inventory			0	0										0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory			50	200										50	0	200	250
																		0
II-B	Long Range Transp. Plan															0		0
II-B-1	Collection of Base Year Data			0	0										0	0	0	0
II-B-2	Collection of Network Data			0	0										0	0	0	0
II-B-3	Travel Model Updates			0	0										0	0	0	0
II-B-4	Travel Surveys			0	0										0	0	0	0
II-B-5	Forecast of Data to Horizon year			0	0										0	0	0	0
II-B-6	Community Goals & Objectives			500	2,000										500	0	2,000	2,500
II-B-7	Forecast of Future Travel Patterns			0	0										0	0	0	0
II-B-8	Capacity Deficiency Analysis			1,000	4,000										1,000	0	4,000	5,000
II-B-9	Highway Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-10	Transit Element of the LRTP			400	1,600										400	0	1,600	2,000
II-B-11	Bicycle & Ped. Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-12	Airport/Air Travel Element of LRTP			50	200										50	0	200	250
II-B-13	Collector Street Element of LRTP			600	2,400										600	0	2,400	3,000
II-B-14	Rail, Water or other mode of LRTP			50	200										50	0	200	250
II-B-15	Freight Movement/Mobility Planning			200	800										200	0	800	1,000
II-B-16	Financial Planning			200	800										200	0	800	1,000
II-B-17	Congestion Management Strategies			700	2,800										700	0	2,800	3,500
II-B-18	Air Qual. Planning/Conformity Anal.			0	0										0	0	0	0
																		0
III-A	Planning Work Program			200	800										200	0	800	1,000
																		0
III-B	Transp. Improvement Plan			200	800										200	0	800	1,000
																		0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															0		0
III-C-1	Title VI			100	400										100	0	400	500
III-C-2	Environmental Justice			200	800										200	0	800	1,000
III-C-3	Minority Business Enterprise			100	400										100	0	400	500
III-C-4	Planning for the Elderly & Disabled			50	200										50	0	200	250
III-C-5	Safety/Drug Control Planning			0	0										0	0	0	0
III-C-6	Public Involvement			1,200	4,800										1,200	0	4,800	6,000
III-C-7	Private Sector Participation			50	200										50	0	200	250
																		0
III-D	Incidental Png./Project Dev.															0		0
III-D-1	Transportation Enhancement Png.			400	1,600										400	0	1,600	2,000
III-D-2	Enviro. Analysis & Pre-TIP Png.			50	200										50	0	200	250
III-D-3	*Special Studies			52,000	208,000										20,000	0	80,000	100,000
III-D-4	Regional or Statewide Planning			50	200										50	0	200	250
																		0
III-E	Management & Operations			20,000	80,000	5,912	5,912	47,296							25,912	5,912	127,296	159,120
TOTALS		0	0	98,300	393,200	5,912	5,912	47,296							72,212	5,912	312,496	390,620

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

**RESOLUTION AMENDING THE FISCAL YEAR 2011-2012 UNIFIED PLANNING WORK
PROGRAM OF THE WILMINGTON URBAN AREA METROPOLITAN PLANNING
ORGANIZATION**

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 fiscal year 2011-2012 Unified Planning Work Program documenting the comprehensive and continuing transportation planning program in the Wilmington Urban Area was adopted by the Wilmington MPO's Transportation Advisory Committee; and

WHEREAS, the need for amendment of the fiscal year 2011-2012 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for fiscal year 2011-2012; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the fiscal year 2011-2012 Unified Planning Work Program until March 31, 2012 to cover any anticipated expenditures for the fiscal year.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby approves the amendments to the fiscal year 2011-2012 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 10, 2011.

Jonathan Barfield, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary
Transportation Advisory Committee



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

**AGENDA ITEM 4E: RESOLUTION APPOINTING THE ASSOCIATE PLANNER AS THE
WILMINGTON MPO REPRESENTATIVE TO THE LOWER CAPE FEAR
SUSTAINABLE COMMUNITIES CONSORTIUM**

**ATTACHMENTS: RESOLUTION APPOINTING THE ASSOCIATE PLANNER AS THE
WILMINGTON MPO REPRESENTATIVE TO THE LOWER CAPE
FEAR SUSTAINABLE COMMUNITIES CONSORTIUM**

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

**RESOLUTION AUTHORIZING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION
APPOINTING A REPRESENTATIVE TO THE LOWER CAPE FEAR SUSTAINABLE COMMUNITIES
CONSORTIUM**

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 General Statute 143B-344.35 created a North Carolina Sustainable Communities Task Force within the Department of Environment and Natural Resources charged with promoting regional partnerships and assisting local governments and regional and/or interlocal organizations in North Carolina in seeking and managing funding from federal, public, or private initiatives, grant programs, or donors related to the planning, development, or redevelopment of the State's communities in a sustainable manner; and

WHEREAS, the North Carolina Sustainable Communities Task Force has identified the Lower Cape Fear Sustainable Communities Consortium as the Regional Planning Group for the Wilmington Metropolitan Statistical Area; and

WHEREAS, the consortium intends to leverage the combined resources of the partners to attempt to secure future North Carolina Sustainable Communities Grant Program funding for sustainability-related activities such as sustainable transportation planning activities; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee authorized the Wilmington MPO to participate in the Lower Cape Fear Sustainable Communities Consortium; and

WHEREAS, the Memorandum of Understanding indicates that the representatives shall be appointed by the governing boards of participating organizations.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby appoints an Associate Planner as designated by the Executive Director to serve as the representative from the Wilmington MPO on the Lower Cape Fear Sustainable Communities Consortium.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 10, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

**AGENDA ITEM 4F: RESOLUTION ADOPTING THE PURPOSE AND NEED STATEMENTS
FOR HIGHWAY PROJECTS SUBMITTED TO NCDOT FOR
PRIORITIZATION 2.0**

**ATTACHMENTS: PURPOSE AND NEED/PROBLEM STATEMENTS FOR HIGHWAY
PROJECTS**

**RESOLUTION ADOPTING THE PURPOSE AND NEED/PROBLEM
STATEMENTS FOR HIGHWAY PROJECTS SUBMITTED TO NCDOT FOR
PRIORITIZATION 2.0**



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NC 133/Castle Hayne Road Widening (U-2724)

NC 133/Castle Hayne Road between US 74/Martin Luther King Jr. Parkway and SR 1002/Holly Shelter Road is expected to be overcapacity by 2035. Improvements are needed to accommodate projected traffic and to mitigate a projected Level of Service "F" for this north-south corridor.

This section of NC 133 currently has a two-lane, 35-foot cross-section with a two-way left turn lane and a capacity of 12,520 vehicles per day (vpd). The 2008 annual average daily traffic (AADT) is 10,600 vpd, producing a Level of Service "D". By 2035, the volume is expected to reach 17,900 vpd which would reduce the Level of Service to "F". This route is an important alternative to I-40/NC132/College Road which is New Hanover County's main north-south corridor. NC 133/Castle Hayne Road provides the most direct access to downtown Wilmington from northern New Hanover County; as well as access to Wilmington International Airport via a connection to North 23rd Street. There are a large number of commuter and truck trips along this route. Commercial and industrial development is occurring north of Wilmington along the NC 133 corridor; the majority of the residential areas are located south and east in Wilmington and in the eastern unincorporated areas of New Hanover County. Commercial and industrial development along this rural corridor contributes to the projected increase in traffic along this facility.



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Dow Road (R-4708)

Dow Road serves as an alternate route to US 421 for local traffic. US 421 is the major north-south roadway serving southern New Hanover County (including the Towns of Carolina Beach and Kure Beach). In 2008, Dow Road served 9,000 vehicles per day (vpd). By 2035, Dow Road is projected to serve 11,800 vpd maintaining an acceptable Level of Service "D".

The lower traffic volumes and minimal driveway cuts along on this roadway make it an ideal route for bicycles. In contrast, US 421 served 17,400 vehicles per day in 2008. US 421 serves as the major north-south connection along southern New Hanover County. It is the major commercial corridor for the Towns of Carolina Beach and Kure Beach. US 421 is not ideal for bicycle travel due in part to high traffic volume and the high frequency of driveways. Although the land uses and projected traffic along the Dow Road Corridor are ideal for bicycle travel, the current two-lane 24-foot cross section is too narrow and is in need of upgrades to accommodate bicycle facilities.



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Hampstead Bypass (R-3300)

The US Highway 17 corridor is severely congested from Porters Neck Road in New Hanover County north through the Wilmington MPO boundary of the unincorporated communities in southeastern Pender County. US 17 is the only direct connection along the eastern coast of North Carolina between two of the largest metropolitan areas in the state; Jacksonville in Onslow County and Wilmington in New Hanover County. This section of US 17 is expected to be over capacity by 2035 with a Level of Service "F".

In 2008, this section of US 17 had a volume of 34,700 vehicles per day (vpd) and a capacity of 43,300 vpd, producing a Level of Service "B". By 2035, US 17 is expected to serve 74,300 vpd which will reduce it to a Level of Service "F". South of SR 1675 (Long Leaf Drive), the existing alignment of US 17 has no control of access and serves both local traffic (for growing communities along the US 17 corridor) as well as a significant amount of traffic commuting between Jacksonville and Wilmington. There is a need for the facility along this alignment to provide both a low level of access control (to serve local traffic) and to provide full access control (to serve traffic commuting between New Hanover and Onslow Counties). The conflict between the two types of traffic on this facility is clear when examining crash rates. Between August 2005 and December 2010, 628 crashes were reported on this section of US 17 which is 16 percent higher than the statewide average on similar facilities. A separate facility on a new alignment is required to serve the dual nature of traffic and to reduce conflicts along this corridor.



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SR 1644 Extension (R-3824)

US 17 between NC 210 and SR 1569/Hoover Road is anticipated to be over capacity by 2035. Improvements are needed to accommodate projected traffic and to avoid obtaining a Level of Service "F".

This section of US 17 currently has a four-lane, 65-foot cross section with a two-way left turn lane and a capacity of 43,300 vehicles per day (vpd). In 2008, this section of US 17 had annual average daily traffic (AADT) of 34,700 vpd producing a Level of Service "B". By 2035, AADT is expected to reach 74,300 vpd reducing the Level of Service to "F". All trips between SR 1569 and NC 210 are currently routed through this section of US 17. Due to the residential nature of land uses along SR 1569/Holly Shelter Road, most of the traffic generated from SR 1569/Holly Shelter Road is commuting traffic. A large portion of the traffic from SR 1569/Holly Shelter Road uses this section of US 17 to go south to connect to NC 210. NC 210 ultimately connects to NC 133, a major north-south connector in Pender and New Hanover Counties. Crash data between August 2005 and December 2010 indicates 20 crashes at the intersection of US 17 and NC 210. The lack of a direct connection between NC 210 and SR 1569/Holly Shelter Road overburdens the 2,300 foot section of US 17 connecting these two facilities.



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SR 1175/Kerr Avenue and US 74/Martin Luther King Jr. Parkway Interchange (U-3338)

Currently, the intersection of SR 1175/Kerr Avenue and US 74/Martin Luther King Jr. Parkway is at-grade. The existing signal delay intersection Level of Service is "E".

In 2008 the volume on SR 1175/Kerr Avenue at this intersection was 20,000 vehicles per day (vpd), with a capacity of 15,400 vpd. In 2008, the volume on Martin Luther King Jr. Parkway at this intersection was 28,500 vpd, with a capacity of 53,000 vpd. In 2035, volumes on SR1175/Kerr Avenue are projected to reach 30,200 vpd and 85,300 on US 74/Martin Luther King Jr. Parkway. The 2035 intersection projected signal delay Level of Service is "F". Improvements are needed to accommodate existing/projected traffic and to reduce the delay/backup of traffic produced by this existing signalized at-grade intersection.

SR 1175/Kerr Avenue and US 74/Martin Luther King Jr. Parkway are important roadways in the Wilmington MPO. The number of motorists using these facilities contributes to the existing and projected congestion at this intersection. In northern Wilmington, SR 1175/Kerr Avenue functions as an important alternative to NC 132/College Road which is New Hanover County's main north-south corridor. US 74/Martin Luther King Jr. Parkway provides high-speed, high-mobility east-west access through Wilmington. Additionally, upgrading three intersections along US 74/Martin Luther King Jr. Parkway (including this one at SR 1175/Kerr Avenue) would allow the entire facility to upgrade to a "Freeway" status and improve the functioning of this corridor.



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US 17/74/76 at SR 1437/Old Fayetteville Road Interchange (U-3337)

The US 17/74/76 interchange at SR 1437 (Old Fayetteville Road) is currently over capacity. This interchange provides the only access to US 17 for the Towns of Leland, Navassa and Belville. Improvements are needed to accommodate increases in commuter and through trips between New Hanover County and Brunswick County within the Wilmington MPO's Urban Area.

This section of US 17/74/76 currently has an existing grade separated (Simple Diamond) interchange at SR 1472/Village Road. The on and off ramps become congested during the peak hours. In 2008, vehicles per day (vpd) were measured at 11,300 on the southbound off ramps and 15,300 on the northbound on ramps. These ramps currently operate at Level of Service "F". By 2035, traffic is expected to increase to 13,700 vpd on the southbound off ramps and 20,400 vpd on the northbound on ramps. An increase in population is expected in this area of Brunswick County due to the lower cost of housing and the proximity to markets & employment centers in adjacent New Hanover County. This projected increase in population will contribute to the expected high increase in traffic on this facility.



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US 74 Upgrade (R-4462)

US 74 between Whiteville and I-140/US 17 Wilmington Bypass is expected to be overcapacity by 2035. Improvements are needed to accommodate projected traffic.

This section of US 74 currently has a four-lane, 88-foot cross-section with a divided median and a capacity of 60,800 vehicles per day (vpd). In 2008, volumes on this segment were measured at 20,000 vpd, resulting in Level of Service "A". By 2035, the average annual daily traffic (AADT) is expected to be 74,500 vpd which would reduce the facility to a Level of Service "D". US 74 is a Statewide Tier Highway which provides the major east-west connection to New Hanover County for Brunswick and Columbus Counties. An increase in population is expected along this corridor due to the lower cost of housing and the proximity to markets and employment centers in adjacent New Hanover County. Development based on land use patterns will produce increased commuting trips between Brunswick and New Hanover County, accounting for the high increase of traffic on this facility.



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US 76/Oleander Drive and NC 132/College Road Interchange (U-4718)

The intersection of US 76/Oleander Drive and NC 132/College Road is projected to be overcapacity by 2035. Improvements are needed to mitigate existing and anticipated traffic volumes.

This intersection is currently an at-grade intersection. In 2008, volumes at this intersection on NC 132/College Road were 41,500 vehicles per day (vpd); capacity was 38,000 vpd. Similarly, 2008 volumes at this intersection on US 76/Oleander Drive were 25,000 vpd; capacity was 36,900 vpd. In 2035, volumes on College Road are projected to reach 45,900 vpd and 26,900 on US 76/Oleander Drive.

NC 132/College Road is the only major north-south corridor through the City of Wilmington. US 76/Oleander Drive is one of the major east-west corridors through the City of Wilmington. This contributes to the existing and projected congestion at this at-grade intersection.



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US 117/NC 132/College Road Widening (U-5300)

US 117/NC 132/College Road between SR 1272/New Centre Drive and SR 2048/Gordon Road is anticipated to be overcapacity by 2035. Improvements are needed to accommodate projected traffic volumes in order to avoid a Level of Service "F".

This section of US 117/NC 132/College Road currently has a four- to seven-lane divided median cross section with an existing capacity of 36,400 vehicles per day (vpd). In 2008, the annual average daily traffic (AADT) was 44,100 vpd; by 2035, volumes are projected to be 51,000 vpd which would produce a Level of Service "F". US 117/NC 132/College Road is New Hanover County's main north-south corridor accounting for the high traffic volumes along this roadway.



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SR 2048/Gordon Road Widening (U-3831)

SR 2048/ Gordon Road between NC 132 and US 17/Market Street is currently over capacity. Improvements are needed to accommodate existing and projected traffic and improve the current Level of Service "F".

Gordon Road currently has a two-lane, 33-foot cross-section with a two-way left turn lane and a capacity of 15,000 vehicles per day (vpd). The 2008 annual average daily traffic volume (AADT) was 22,500 vpd resulting in a Level of Service "F". By 2035, the facility is expected to carry 19,000 vpd, which continues to produce a Level of Service "F" on the existing cross section. Gordon Road is the only urban cross-town facility between US 17 Market Street and I-40/NC 132/College Road. A mix of commercial, office, and residential land uses along this corridor and the corridor's provision of easy access between I-40/College Road & US 17/Market Street account for the high traffic volumes on Gordon Road.



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US 17 Business/Market Street Access Management (U-4902B)

A high number of traffic accidents are reported along US 17 Business/Market Street between Colonial Drive and SR 1272/New Centre Drive. A traffic safety analysis completed as part of the adopted *Market Street Corridor Study* examined traffic accidents along this corridor between July 2005 and July 2008. The traffic safety analysis found 272 crashes along this section of US 17 Business/Market Street, 124 of which resulted in personal injury.

During the three-year study period the most frequent crash type along this corridor was the rear end collision. Rear end collisions are typically attributed to driver inattention and stop & go driving conditions. The volume of traffic on this section of US 17 Business/Market Street (projected to reach 39,000 vehicles per day by 2035), combined with the traffic signals, vehicles in the two-way left turn lane, and numerous driveway openings create an atmosphere that is highly conducive to rear end collisions. The second, third and fourth most frequent crash types along this corridor were angle collision, left turn crashes, and sideswipe collisions respectively. These crash types are common along roadways with two-way left turn lanes as there are no restrictions to vehicular turning movements, which can create unforeseen movements that opposing drivers cannot anticipate.



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US 17 Business/Market Street Access Management (U-4902C)

US 17 Business/Market Street between US 74/Eastwood Road and SR 1409/Military Cutoff Road has a high number of reported traffic accidents. A traffic safety analysis completed as part of the adopted *Market Street Corridor Study* examined traffic accidents along this corridor between July 2005 and July 2008. The traffic safety analysis found over 300 crashes along this section of US 17 Business/Market Street, 109 of which resulted in personal injury.

During the three-year study period the most frequent crash type along this corridor was the rear end collision. Rear end collisions are typically attributed to driver inattention and stop & go driving conditions. The volumes of traffic on this section of US 17 Business/Market Street (projected to reach 65,200 vehicles per day by 2035), combined with the traffic signals, vehicles in the two-way left turn lane, and numerous driveway openings create an atmosphere that is highly conducive to rear end collisions. The second, third and fourth most frequent crash types along this corridor were angle collision, left turn crashes, and sideswipe collisions respectively. These crash types are common along roadways with two-way left turn lanes as there are no restrictions to vehicular turning movements, which can create unforeseen movements that opposing drivers cannot anticipate.



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US 17 Business/Market Street Access Management (U-4902D)

US 17 Business/Market Street between SR 1409/Military Cutoff Road and SR1402/Porter's Neck Road has a high number of reported traffic accidents. A traffic safety analysis completed as part of the adopted *Market Street Corridor Study* examined traffic accidents along this corridor between July 2005 and July 2008. The traffic safety analysis found over 210 crashes along this section of US 17 Business/Market Street, 61 of which resulted in personal injury or fatality.

During the three-year study period the most frequent crash type along this corridor was the rear end collision. Rear end collisions are typically attributed to driver inattention and stop & go driving conditions. The volumes of traffic on this section of US 17 Business/Market Street (projected to reach 51,800 vehicles per day by 2035), combined with the traffic signals, vehicles in the two-way left turn lane, and numerous driveway openings creates an atmosphere that is highly conducive to rear end collisions. The second, third and fourth most frequent crash types along this corridor were angle collision, left turn crashes, and sideswipe collisions respectively. These crash types are common along roadways with two-way left turn lanes as there are no restrictions to vehicular turning movements, which can create unforeseen movements that opposing drivers cannot anticipate.



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US 17 Access Management (R-4732)

US 17 between US 74/76 and the South Carolina State Line has a high number of traffic accidents. Over the past three years, 39 intersections in Brunswick County had 10 or more accidents. Sixteen of those occurred on US 17. The intersection of US 17 and NC 87 had the second highest number of accidents on this portion of US 17. Over the three-year time period 34 incidents were reported.

This section of US 17 is currently a four-lane, 94-foot cross-section with divided median and a capacity of 60,800 vehicles per day (vpd). The 2008 annual average daily traffic (AADT) was 26,000 vpd producing a Level of Service "B". By 2035, the volume is expected to reach 87,100 vpd, bringing the Level of Service to "F". This section of US 17 runs through largely rural/agricultural/residential land uses and is currently a partial access control facility. A large number of driveways and a speed limit of 55 miles per hour contribute to the high accident rate along this section. The high rate of accidents on this facility combined with a projected high volume of increased traffic necessitates access management improvements.



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Cape Fear Riverway US 421/River Road/SR 1576

US 421/River Road/SR 1576 between US 17 Business/76/421 (Cape Fear Memorial Bridge) and US 421 (Snows Cut Bridge) provides the main north-south connection for western New Hanover County. This alignment is also an important alternative to the already congested NC 132/College Road which is New Hanover County's main north-south connector. Improvements are needed along this route in order to avoid a Level of Service "F".

This section of US 421/River Road/SR 1576 currently has a two-lane undivided 34-foot cross section. The 2008 annual average daily traffic (AADT) was 6,500 vehicles per day (vpd); by 2035, the AADT is expected to be 19,000 vpd compared to a Level of Service "C" capacity for 15,600 vpd for the existing cross section. This alignment provides the only continuous north-south connectivity between downtown Wilmington and southern New Hanover County. Increasing residential and commercial development along River Road and in southern New Hanover County accounts for the high percent increase in traffic along this corridor.



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US 421/Carolina Beach Road Widening

US 421/Carolina Beach Road between SR 1187/Sanders Road and SR 1521/Piner Road is currently overcapacity. Improvements are needed to accommodate projected traffic in order to improve the existing Level of Service "F".

This section of US 421/Carolina Beach Road currently has a four-lane, divided median, 88-foot cross section. The 2008 annual average daily traffic (AADT) was 35,000 vehicles per day (vpd); by 2035, the AADT is expected to be 45,000 vpd. The capacity of the existing cross section is 29,300 vpd. US 421/Carolina Beach Road is the main north-south corridor for southern New Hanover County. NC132/College Road serves as the main north-south corridor for northern New Hanover County. The northern end of the proposed project includes the intersection of US 421/Carolina Beach Road and NC 132/College Road which contributes to the high traffic volumes along this roadway.



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Magnolia Drive Extension

SR 1432/Old Mill Road between SR 1426/Mt. Misery Road and Magnolia Drive is a main road providing east-west connectivity between the Towns of Navassa, Leland, Belville and SR 1426/Mt. Misery Road. Improvements are needed to accommodate projected traffic on this facility.

The 2008 annual average daily traffic (AADT) on SR 1432/Old Mill Road was 1,300 vehicles per day (vpd); by 2035, the AADT is expected to be 4,200 vpd compared to a Level of Service "B" capacity of 23,100 for the existing cross section. SR 1432/Old Mill Road provides the only connectivity between Magnolia Drive and SR 1426/Mt. Misery Road. Due to the residential nature of land uses along Magnolia Drive, most of the traffic generated along this section of roadway is commuting traffic. SR 1426/Mt. Misery Road is the main north-south connector for the Towns of Navassa, Leland, and Belville in northeastern Brunswick County. The lack of a direct connection between Magnolia Drive and SR 1426/Mt. Misery Road creates congestion along SR 1432/Old Mill Road. Additionally, trips are generated by an existing school along SR 1455/Lincoln Road which is an alignment connecting to SR 1432/Old Mill Road between SR 1426/Mt. Misery Road and Magnolia Drive. SR 1432/Old Mill Road is the only connection between Magnolia Drive and SR 1455/Lincoln Road as well. Volumes could be reduced on this section of SR 1432/Old Mill Road by providing an alternate/improved connection between SR 1426/Mt. Misery Road and Magnolia Drive.



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SR 1520/Masonboro Loop Extension

US 421/Carolina Beach Road between SR 1187/Sanders Road and SR 1521/Piner Road is currently overcapacity. The 2008 average annual daily traffic (AADT) on this roadway was 35,000 vehicles per day (vpd); by 2035, the AADT is expected to be 45,000 vehicles per day (vpd). The capacity of the existing cross section is 29,300 vpd, producing a Level of Service "F".

This section of US 421/Carolina Beach Road is the only route connecting SR 1520/Masonboro Loop Road and SR 1187/Sanders Road. It is strongly impacted by the intensive residential development in western New Hanover County. Residential land use patterns west of NC 132/College Road and south of US 76/Oleander Drive produce large volumes of commuter traffic that accesses other land uses primarily through US 421/Carolina Beach Road. Volumes could be reduced on this section of roadway by providing an alternate connection between SR 1520/Masonboro Loop Road and SR 1187/Sanders Road.



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US 74/Martin Luther King Jr. Parkway & US 17 Business/Market Street Flyovers

The intersection of US 74/Martin Luther King Jr. Parkway and US 17 Business/Market Street is projected to be overcapacity by 2035. The existing signal delay intersection Level of Service is "F". Improvements are needed to mitigate projected traffic volumes and to enable US 74/ Martin Luther King Jr. Parkway to upgrade to a full control of access facility.

This intersection is currently an at-grade intersection. 2008 volumes at this intersection on US 74/Martin Luther King Jr. Parkway were 22,000 vehicles per day (vpd); whereas the capacity is 53,000 vpd. Similarly, 2008 volumes at this intersection on US 17 Business/Market Street were 38,000 vpd; whereas the capacity was 44,300 vpd. In 2035, volumes on US 74/Martin Luther King Jr. Parkway are projected to reach 74,200 vpd and 47,600 vpd on US 17 Business/Market Street. The 2035 projected volumes at the existing intersection are expected to produce a signal delay intersection Level of Service "F". Improvements are needed to accommodate projected traffic and to reduce the delay/backup of traffic produced by this existing signalized at-grade intersection.

Both US 17 Business/Market Street and US 74/Martin Luther King Jr. Parkway are important roadways in the Wilmington MPO. This accounts for the existing and projected congestion at this intersection. US 17 Business/Market Street functions as a main commercial corridor running east-west through the City of Wilmington and ultimately providing the only direct connectivity to Jacksonville, another major metropolitan area in North Carolina. US 74/Martin Luther King Jr. Parkway provides high speed, high mobility east-west access through Wilmington. Upgrading three intersections along US 74/Martin Luther King Jr. Parkway (including this one) would allow the entire facility to upgrade to full control of access and better serve its purpose of providing high-speed east-west mobility through the City of Wilmington.



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New Route between SR 1426/Mt. Misery Road and SR 1430/Cedar Hill Road

SR 1432/Old Mill Road between SR 1426/Mt. Misery Road and SR 1430/Cedar Hill Road is expected to carry increased volumes of traffic by 2035. Improvements are needed to accommodate projected traffic on this facility.

The 2008 annual average daily traffic (AADT) on SR 1432/Old Mill Road was 1,300 vehicles per day (vpd); by 2035, the AADT is expected to be 4,200 vpd compared to a Level of Service "B" capacity of 23,100 for the existing cross section. SR 1432/Old Mill Road provides the only connectivity between the Town of Navassa and SR 1426/Mt. Misery Road. All trips between SR 1430/Cedar Hill Road and SR1426/Mt. Misery Road are currently routed through this section of SR1432/Old Mill Road. Due to the residential nature of land uses along SR 1430/Cedar Hill Road, most of the traffic generated along this section of roadway is commuting traffic. SR 1426/Mt. Misery Road is the main north-south connector for the Towns of Navassa, Leland, and Belville in northeastern Brunswick County. The lack of a direct connection between SR1430/Cedar Hill Road and SR1426/Mt. Misery Road creates congestion along SR 1432/Old Mill Road. Volumes could be reduced on this section of SR 1432/Old Mill Road by providing an alternate/parallel east-west connection for the Town of Navassa between SR 1426/Mt. Misery Road and SR 1430/Cedar Hill Road.



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North 23rd Street Widening

SR 1302/North 23rd Street between US 74/Martin Luther King Jr. Parkway and NC 133/Castle Hayne Road is expected to be overcapacity by 2035. Improvements are needed to accommodate projected traffic in order to improve the existing Level of Service "F".

This section of SR 1302/North 23rd Street currently has a four-lane 45-foot cross section with a two-way left turn lane. The 2008 annual average daily traffic (AADT) was 16,000 vehicles per day (vpd); by 2035, the AADT is expected to be 18,800 vpd compared to a Level of Service "F" capacity of 15,400 for the existing cross section. This section of North 23rd Street provides the eastern-most connection from Wilmington to NC 133/Castle Hayne Road. With over 2,000 employees, the GE plant is located in a rural area north of this project along NC 133/Castle Hayne Road. Whereas employment centers are located mostly along the western portions of north New Hanover County, a large amount of residential areas are located on the eastern side of north New Hanover County which accounts for the high traffic along this section of North 23rd Street.



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Plantation Road

The SR 2048/Gordon Road corridor between NC 132/College Road and US 17 Business/Market Street is a highly-traveled urban cross-town facility with an intensive mix of commercial, office, and residential land uses that include an industrial park and an elementary school. Improvements are needed to accommodate projected traffic on this facility in order to improve the existing Level of Service "F".

SR 2048/Gordon Road currently has a two-lane 33-foot cross section with a two-way left turn lane and a capacity of 15,000 vehicles per day (vpd). The 2008 annual average daily traffic (AADT) was 22,500 vpd. By 2035, the facility is expected to carry 19,000 vpd, which continues to produce a Level of Service "F" on the existing cross section. The Gordon Road corridor is the only facility providing for signalized east-west connectivity between US 17 Business/Market Street and NC 132/College Road in north eastern New Hanover County. An existing traffic signal at SR 1402/Porters Neck Road provides an opportunity for another signalized east-west connection between US 17 Business/Market Street and NC 132/College Road parallel to Gordon Road (via Murrayville Road). Additionally, extending the alignment of Plantation Road would provide continuous east-west connectivity for residential neighborhoods east of US 17 Business/Market Street to NC 132/College Road (via Murrayville Road) and reduce traffic along this already congested section of US 17/Market Street.



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River Road Relocation

River Road south of US 117/Shipyard Boulevard along the North Carolina State Port Authority facility provides a north-south connection for western central New Hanover County. This north-south connection is an important alternate route to the congested NC 132/College Road corridor.

This section of River Road currently has a two-lane, undivided 34-foot cross section. The 2008 annual average daily traffic volume (AADT) was 7,000 vehicles per day (vpd); by 2035, the AADT is expected to be 14,200 vpd. The capacity for the existing cross section is 16,700 vpd producing a Level of Service "B" in 2008. River Road provides a connection for the major north-south corridors of US 421 and SR 1576. While AADTs and Level of Service analysis show this corridor to be functioning well for through-traffic at this location; economic development through mobility for Port-based traffic is limited due to the conflicting natures of Port traffic and non-Port traffic commuting across this section of River Road. An alternate roadway is needed in the immediate vicinity of the Port in order to serve the dual nature of Port and through traffic.



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NC 133/River Road Widening

NC 133/River Road between US 17/74/76 and the planned Cape Fear Skyway (just south of Rabon Way SE) is expected to be overcapacity by 2035. Improvements are needed to accommodate projected traffic volumes in order to avoid a Level of Service "F".

This section of NC133/River Road currently has a two-lane, undivided, 22-foot cross section. The 2008 annual average daily traffic (AADT) was 13,000 vehicles per day (vpd); by 2035, the AADT is expected to be 20,300 vpd. The capacity of the existing cross section is 23,100 AADT, producing a Level of Service "E" in 2008. NC 133/River Road provides an important alternate north-south corridor to the already over-congested NC 132/College Road for western New Hanover County. Plans for additional subdivision and residential development along this section of NC133/River Road contribute to the anticipated increase in traffic.



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Scientific Park Drive Extension

US 74/Martin Luther King Jr. Parkway provides high speed, low mobility east-west access through Wilmington. Upgrading two intersections and removing the intersection at Kornegay Avenue would allow the facility to upgrade to a “Freeway” status and improve the functioning of this corridor.

Scientific Park Drive currently terminates 1,000 feet west of North 26th Street. The lack of this facility’s connection to North 26th Street restricts the northern access points for the large residential Creekwood neighborhood south of US 74/Martin Luther King Jr. Parkway. Currently the Creekwood neighborhood has only one northern access at Kornegay Avenue. Kornegay Avenue accesses US 74/Martin Luther King Jr. Parkway through a right-in, right-out movement. Providing an additional connection to North 23rd Street via Scientific Park Drive would allow Kornegay Avenue to be closed. US 74/Martin Luther King Jr. Parkway could be upgraded to a full control of access facility.



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US 17 Safety Improvements to the Onslow County Line

US 17 has a high number of traffic accidents between Sloop Point Road in Pender County (within the Wilmington MPO Urban Area) and Shepards Road in Onslow County. A traffic safety analysis found 34 crashes along this section of US 17 were reported between March 2008 and March 2011.

The US Highway 17 corridor is the only direct connection along the eastern coast of North Carolina between two of the largest metropolitan areas in the state, Jacksonville in Onslow County and Wilmington in New Hanover County. US 17 functions as a high-speed corridor but carries both local and commuting traffic which contributes to the high crash rates. Volumes are anticipated to increase along this section of US 17 due to the anticipated construction of the Hampstead Bypass (R-3300) and increased commuting traffic between the employment/residential centers in Jacksonville and Wilmington.



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US 421/Carolina Beach Road & NC 132/South College Road Flyovers

The intersection of US 421/Carolina Beach Road and NC 132/South College Road is projected to be overcapacity by 2035. Improvements are needed to mitigate projected traffic volumes.

This intersection is currently an at-grade intersection. 2008 volumes at this intersection on US 421/Carolina Beach Road were 27,000 vehicles per day (vpd); whereas the capacity was 29,300 vpd. Similarly, at this intersection 2008 volumes on NC 132/College Road were 37,000 vpd; whereas the capacity was 29,300 vpd. In 2035, volumes on US 421/Carolina Beach Road are projected to reach 36,400 vpd and 45,200 vpd on NC 132/College Road. The existing and projected volumes and capacities produce signal delay intersection Levels of Service "F" at the existing intersection for both 2008 and 2035. US 421/Carolina Beach Road is the main north-south corridor for southern New Hanover County. NC 132/College Road serves as the main north-south corridor for northern New Hanover County.

Not only is this intersection the connection between the main north-south corridors for southern and northern New Hanover County; but at this junction US 421/Carolina Beach Road splits to provide a diagonal access to western New Hanover County. North of this intersection, US 421/Carolina Beach Road and NC 132/College Road both function as commercial corridors with several large employment centers. The dual roles of US 421/Carolina Beach Road and NC 132/College Road as commercial corridors and high-mobility north-south connectors accounts for the existing and projected increase of traffic at this intersection.



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US 421/Carolina Beach Road Streetscape

US 421/Carolina Beach Road between US 421 Burnett Boulevard and US 117/Shipyard Boulevard currently has a cross section of four 12-foot lanes with a two-way left turn lane. Improvements are needed to upgrade this facility for beautification purposes.

US 421/Carolina Beach Road is an important north-south corridor for local and commuting traffic and an important route for economic development. Tourists to this region's southern New Hanover County beaches primarily use US 421/Carolina Beach Road. Southern New Hanover County is dependent on a tourism-based economy. US 421 also connects to a historic route (3rd Street) designated as a scenic byway. The current cross section provides vehicular mobility but lacks aesthetic value. Beautification efforts would serve to strengthen the area's interest for tourists, thereby enhancing the region's economic development efforts.



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US 421/Carolina Beach Road Streetscape

US 421/Carolina Beach Road between US 117/Shipyard Boulevard and George Anderson Drive currently has a cross section of four 12-foot lanes with a two-way left turn lane. Improvements are needed to upgrade this facility for beautification purposes.

US 421/Carolina Beach Road is an important north-south corridor for local and commuting traffic and an important route for economic development. Tourists to this region's southern New Hanover County beaches primarily use US 421/Carolina Beach Road. Southern New Hanover County is dependent on a tourism-based economy. US 421 also connects to a historic route (3rd Street) designated as a scenic byway. The current cross section provides vehicular mobility but lacks aesthetic value. Beautification efforts would serve to strengthen the area's interest for tourists, thereby enhancing the region's economic development efforts.



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NC 133/Castle Hayne Road Widening

NC 133/Castle Hayne Road between I-140/US 17/Wilmington Bypass and SR 1310/Division Drive is anticipated to be overcapacity by 2035. Improvements are needed to accommodate projected traffic and mitigate a projected Level of Service “F” for this north-south corridor.

This section of NC 133 currently has a two-lane, 35-foot cross-section with a two-way left turn lane and a capacity of 12,520 vehicles per day (vpd). The 2008 annual average daily traffic (AADT) was 10,600 vpd resulting in a Level of Service of “D”. By 2035, volumes are anticipated to reach 17,900 vpd resulting in a reduction in the Level of Service to an “F”. This route is an important alternative to I-40/NC132/College Road, New Hanover County’s main north-south corridor. NC 133/Castle Hayne Road provides the most direct access to downtown Wilmington from northern New Hanover County; as well as access to Wilmington International Airport via a connection to North 23rd Street. There are a large number of commuter and truck trips along this route. Commercial and industrial development is occurring north of Wilmington along the NC 133 corridor; the majority of the residential areas are located south and east in Wilmington and in the eastern unincorporated areas of New Hanover County. The anticipated increase in commercial and industrial development illuminates the future need for bicycle and pedestrian connectivity in the corridor as well. Commercial and industrial development along this rural corridor contributes to the projected increase in traffic along this facility.



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US 74/NC133 and US 17/421 Isabel Holmes Bridge Interchange

The intersection of US 74/NC 133 and US 17/421 at the Isabel Holmes Bridge is expected to be overcapacity by 2035. Improvements are needed to accommodate increases in commuter and through trips between New Hanover County and Brunswick County within the Wilmington MPO's boundaries.

The intersection is currently an at-grade intersection. In 2008 volumes at this intersection on US 74/NC 133 were 23,000 vehicles per day (vpd) whereas the capacity was 29,300 vpd. Similarly, 2008 volumes at this intersection on the US 17/421 Isabel Homes Bridge were 36,000 vpd; whereas the capacity was 59,800 vpd. In 2035, volumes on US 74/NC 133 are projected to reach 72,200 vpd and 42,700 vpd on US 17/421 Isabel Holmes Bridge. The existing and projected volumes and capacities produced a signal delay intersection Level of Service "D" in 2008 and are projected to produce a signal delay intersection Level of Service "F" in 2035.

The Isabel Holmes Bridge provides one of two routes between Brunswick and New Hanover Counties across the Cape Fear River. Traffic is projected to increase between Brunswick and New Hanover Counties due to the lower cost of housing in Brunswick County and the established employment centers/markets in New Hanover County. Increased commuting traffic accounts for the high increase/delay in traffic at this intersection.



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South Kerr Avenue Extension

NC 132/College Road between SR 1411/Wrightsville Avenue and US 76/Oleander Drive is currently overcapacity. Improvements are needed to accommodate projected traffic in order to improve the existing Level of Service "F".

This section of NC 132/College Road currently has a six-lane 90-foot cross section with a two-way left turn lane and an existing capacity of 38,000 vehicles per day (vpd). In 2008, average annual daily traffic (AADT) was 43,000 vpd. By 2035, volumes are projected to be 46,000 vpd which would maintain the existing Level of Service "F". NC 132/College Road is New Hanover County's main north-south corridor. NC 132/College Road and US 76/Oleander Drive both also function as major commercial corridors which adds to the traffic congestion in this area by producing a large amount of local traffic with high accessibility needs. A parallel north-south facility connecting to US 76/Oleander Drive would mitigate the dual nature of north-south through-traffic and local traffic along this section of NC 132/College Road.



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Kerr Avenue Widening

SR 1175/Kerr Avenue between Patrick Avenue and SR 1411/Wrightsville Avenue is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to improve the existing Level of Service "E".

This section of SR 1175/Kerr Avenue currently has a two-lane 36-foot cross section with a two-way left turn lane and a capacity of 15,400 vehicles per day (vpd). In 2008, annual average daily traffic (AADT) was 15,100 vpd; by 2035, volumes are projected to be 20,100 vpd which would produce a Level of Service "F" compared to a Level of Service "E" for the existing cross section. SR 1175/Kerr Avenue provides an important alternate north-south route to NC 132/College Road. NC 132/College Road is New Hanover County's main north-south corridor and is already over congested with a Level of Service "F".



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910.342.2781 910.341.7801 FAX

Members:

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Lead Planning Agency

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US 17 Business/Market Street Road Diet

US 17 Business/Market Street has a high number of reported traffic accidents between SR 2817/S 17th Street and Covil Avenue. Between March 2008 and March 2011, 164 vehicular traffic accidents were reported along this facility. Between 2005 and 2007, 6 pedestrian and bicycle accidents were reported along this section of roadway.

The existing cross section along this corridor includes four undivided 10-foot travel lanes. The travel lanes along this corridor are very narrow which contributes to the high number of vehicular traffic accidents. Although US 17 Business/Market Street is a main east-west corridor connecting to Downtown Wilmington, it lacks bicycle and pedestrian facilities. If traffic safety conditions were mitigated and bicycle/pedestrian facilities existed, this corridor would be ideal as part of a touring route from to Downtown Wilmington due to its particularly scenic nature (it is framed with rows of Live Oaks with Spanish Moss) and historic significance.



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NC 133/River Road Streetscape (Brunswick County)

NC 133/River Road between US 17/74/76 and SR 1554/Old River Road is an important north-south connector in north eastern Brunswick County. This section of NC 133/River Road connects several residential subdivisions to US 17/74/76. Residential land uses have increased along this corridor due to the lower cost of housing and the proximity to markets & employment centers in New Hanover County.

This section of NC 133/River Road currently has a two-lane undivided 24-foot cross section with an existing capacity of 23,100 vehicles per day (vpd). In 2008, the annual average daily traffic (AADT) was 13,000 vpd; by 2035 the AADT is expected to be 20,300 vpd producing a Level of Service "F" compared to a Level of Service "E" for the existing cross section. Beyond issues of mobility along this corridor, a lack of bicycle and pedestrian connectivity limits the use of this corridor to vehicular travel. Provision of bicycle and pedestrian facilities could reduce vehicular trip generation near residential land uses where existing trips are generated. Northeastern Brunswick County lacks bicycle and pedestrian facilities to accommodate non-vehicular recreation and travel.



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NC 132/South College Road Upgrade

NC 132/South College Road between US 17 Business/Market Street and Randall Parkway is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic.

This section of US 117/NC 132/College Road currently has a seven-lane divided median cross section with an existing capacity of 48,700 vehicles per day (vpd). In 2008, the annual average daily traffic (AADT) was 44,000 vpd; by 2035, volumes are projected to be 49,700 vpd which would produce a Level of Service "F" on the existing cross section. NC 132/College Road is New Hanover County's main north-south corridor which accounts for the high traffic volumes along this roadway. The current cross section through this corridor provides for only vehicular travel lanes. There is great potential to increase the alternative transportation volumes along this roadway due to the location of University of North Carolina at Wilmington along the east side of NC 132/College Road. A large number of students live west of NC 132/College Road along this corridor. The latent demand/need for bicycle and pedestrian facilities is evident when noting 11 bicycle crashes along this short corridor since 2006.



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South College Road Upgrade

NC 132/South College Road between Randall Parkway and US 76/Oleander Drive is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic.

This section of NC 132/College Road currently has a seven-lane divided median cross section with an existing capacity of 41,700 vehicles per day (vpd). In 2008, the annual average daily traffic (AADT) was 54,000 vpd; by 2035, volumes are projected to be 44,000 vpd which would continue to produce a Level of Service "F". NC 132/College Road is New Hanover County's main north-south corridor which accounts for the high traffic volumes along this roadway. The current cross section through this corridor provides for only vehicular travel lanes. There is great potential to increase the alternative transportation volumes along this roadway due to the location of University of North Carolina at Wilmington along the east side of NC 132/College Road. A large number of students live west of NC 132/College Road along this corridor. The latent demand/need for bicycle and pedestrian facilities is evident when noting 7 bicycle crashes along this short corridor since 2006.



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NC 132/South College Road Widening

NC 132/College Road between SR 2313/Wilshire Boulevard and US 117/Shipyard Boulevard is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to improve upon the existing Level of Service "F".

This section of NC 132/College Road currently has a six-lane 90-foot cross-section with a two-way left turn lane and an existing capacity of 35,500 vehicles per day (vpd). In 2008, annual average daily traffic (AADT) was 45,000 vpd; by 2035, volumes are projected to be 45,400 vpd which would continue to provide a Level of Service "F" for the existing cross section. NC132/College Road is New Hanover County's main north-south corridor which accounts for the high traffic volumes along this roadway.



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US 421 Truck/South Front Street Widening

US 421/South Front Street between US 17 Business/76/421/Cape Fear Memorial Bridge and US 421/Burnett Boulevard is overcapacity. Improvements are needed to accommodate projected traffic in order to improve the existing Level of Service "F".

This section of US 421/South Front Street currently has a 2-lane 47-foot cross section with a two-way left turn lane. The 2008 annual average daily traffic (AADT) was 22,000 vehicles per day (vpd); by 2035, the AADT is expected to be 22,500 vpd compared to a Level of Service "F" capacity of 13,900 for the existing cross section. US 421/South Front Street is a truck route that eventually connects to the North Carolina State Port Authority. This facility also provides the main north-south connectivity through downtown Wilmington. The mix of commuting and truck traffic on this facility account for the high volume of traffic on this facility.

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

**RESOLUTION ADOPTING THE PURPOSE AND NEED/PROBLEM STATEMENTS FOR ALL
HIGHWAY PROJECTS TO BE SUBMITTAL TO NCDOT AS PART OF THE PRIORITIZATION
2.0 PROCESS**

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, on January 23, 2009 Governor Purdue signed Executive Order #2 reforming the Department of Transportation; and

WHEREAS, this Executive Order identified that the Department of Transportation has an obligation to ensure that highway construction plans are developed and that projects are awarded based on professional standards designed to meet the needs of citizens and communities across the state fairly, efficiently and effectively; and

WHEREAS, the North Carolina Department of Transportation created the Strategic Planning Office of Transportation's prioritization tool that will evaluate projects based on a quantitative and qualitative analysis and developed a selection process that is transparent and data driven; and

WHEREAS, the North Carolina Department of Transportation Strategic Planning Office of Transportation is updating the Prioritization Process and has created Prioritization 2.0; and

WHEREAS, the Transportation Advisory Committee adopted the List of New Highway Projects (2011) on June 29, 2011; and

WHEREAS, the North Carolina Department of Transportation has requested the development of Purpose and Need/Problem Statements for all highway projects submitted in Prioritization 1.0 and Prioritization 2.0; and

WHEREAS, the Wilmington MPO has developed Purpose and Need/Problem Statements for all highway projects submitted for Prioritization 1.0 and Prioritization 2.0.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the Purpose and Need/Problem Statements for submittal to NCDOT as part of the Prioritization 2.0 process.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 10, 2011.

Jonathan Barfield Jr., Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

**AGENDA ITEM 4G: AMENDMENT TO THE BYLAWS FOR SPECIAL AND EMERGENCY
MEETINGS**

ATTACHMENTS: AMENDED BYLAWS FOR SPECIAL AND EMERGENCY MEETINGS

**BYLAWS
WILMINGTON URBAN AREA TRANSPORTATION
ADVISORY COMMITTEE**

ARTICLE I – NAME

The name of this organization shall be the Wilmington Urban Area Transportation Advisory Committee, hereinafter referred to as the “TAC”.

ARTICLE II – PURPOSE

The purposes of the TAC are outlined in the most recent “Memorandum of Understanding” approved by the appropriate local governments.

ARTICLE III – MEMBERS

Section I – Number of Qualifications: The TAC shall consist as specified in the “Memorandum of Understanding”. The eligible voting member list consists of a representative from each of the appropriate boards with the City of Wilmington having two representatives.

Section II – Terms of Office: All elected representatives serving on the TAC may serve for the length of their elected terms. A member may serve successive terms.

Section III – Alternates: Each of the appropriate boards shall designate all members of their governing board who are not members of the TAC as alternate members of the TAC. In the event that a member is unable to attend, that member or the chief elected officer of that jurisdiction will designate an alternate to attend and participate in the member’s absence. That alternate member may serve as a full voting member during any meeting where one of that board’s representatives is not in attendance. Proxy and absentee voting are not permitted.

ARTICLE IV – OFFICERS

Section I – Officers Defined: The TAC shall, upon majority vote of its membership, appoint one voting member of the Committee to act as Chairman and one voting member to act as Vice-Chairman. A member of the staff of the City of Wilmington Development Services Department will serve as Secretary to the Committee.

Section II – Duties: The Chairman shall call and preside at meetings and appoint committees. In absence of the Chairman, the Vice-Chairman shall preside and complete all duties of the Chairman.

Section III – Elections: The Chairman and Vice-Chairman shall be elected annually by the voting members of the TAC, with their terms to begin at that meeting. In the event that there is no Chairman or Vice-Chairman, the TCC Chairman shall preside until a Chairman and Vice-Chairman are elected. The Chairman and Vice-Chairman shall serve for a period of one (1) year from their election and may be re-elected.

ARTICLE V - MEETINGS

Section I – Meetings: Regular schedules will be adopted by the TAC at the first meeting of the calendar year. If there is insufficient reason for a regularly scheduled meeting, as determined by the Chairman, the Secretary will notify TAC members of the meeting's cancellation. Meetings shall be conducted under parliamentary procedures consistent with Robert's Rules of Order.

A Special or Emergency meeting is a separate session of society held at a time different from that of a regular meeting, and convened only to consider one or more items of business specified in the call of the meeting. Notice of the time, place and exact purpose of the meeting must be mailed to all members a reasonable number of days in advance. The reason for the special or emergency meeting is to deal with important matters that may arise between regular meetings and that urgently require action by the society before the next regular meeting. As in the case of a regular meeting, the session of a special or emergency meeting in an ordinary society is normally concluded in a single meeting, unless the assembly at the special meeting schedules an adjourned meeting.

Special Meetings – The Chairman or a majority of board members may at any time call a special meeting of the Committee by signing a notice stating the time and place of the meeting and the subjects to be discussed. The person or persons calling the meeting shall cause the notice to be posted at City Hall in downtown Wilmington or the door of the regular meeting place at least forty-eight hours before the meeting. In addition, the notice shall be e-mailed or mailed to individuals and news organizations. Only items of business specified in the notice may be transacted at a special meeting.

Emergency Meetings- If a special meeting is called to deal with an unexpected circumstance requiring immediate consideration, the notice requirements of this rule do not apply. However, the person or persons calling an emergency meeting shall take responsible action to inform the other board members and the public of the meeting. Local news organizations having requested notice of the special meetings shall be notified of such emergency meetings by the same method

used to notify the board members. Only business connected to the emergency may be discussed at this meeting.

Section II – Quorums and Majority Vote: A quorum is required for the transaction of all business, including conducting meetings or hearings, participating in deliberations or voting upon or otherwise transacting public business. A quorum consists of 51% of the members of the TAC, plus as many additional members as may be required to ensure that 51% of the possible votes are present.

Section III – Attendance: Each member shall be expected to attend each scheduled meeting.

ARTICLE VI – VOTING PROCEDURES

Section I – Majority Votes: Any member may call for a vote on any issue provided that it is seconded and within the purposes set forth in the “Memorandum of Understanding.” Each voting member of the TAC shall have one vote, and a majority vote of those present and voting shall constitute approval of any motion, provided a quorum exists. Abstentions are not included in the tally of the votes. Proxy and absentee voting are not permitted.

Section II – Agenda: The agenda is the list of items suggested for discussion at a TAC meeting. Agenda items originate as a carry-over from previous meetings, are placed on the agenda prior to its distribution by any member of the TAC, by request from any jurisdiction party to the “Memorandum of Understanding,” or by the request of a member of the Technical Coordinating Committee (TCC). TCC and TAC members may submit an item(s) to their respective TCC and TAC agendas. In order for a Board member to submit an item(s) to the TCC or TAC, the item(s) must be submitted no later than 5:00 p.m. the first business day of the calendar month in which the item is requested to be considered. The item must include all pertinent background materials (resolution, maps, etc.). An item may also be placed on the agenda for consideration at the end of the meeting by a majority vote of the voting members present.

ARTICLE VII – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the TAC shall require the affirmative vote of at least two-thirds (2/3) of the eligible voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the item is to be considered and provided that such amendment does not conflict with the letter or the fundamental intent of the “Memorandum of Understanding” governing this document. In the event of any conflict, the “Memorandum of Understanding” shall carry precedence over these Bylaws.

Date Adopted _____

Signature of Chairman



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 5A: UPDATE FOR THE CITY OF WILMINGTON/WILMINGTON MPO

ATTACHMENTS: CITY OF WILMINGTON/WILMINGTON MPO PROJECT UPDATE
(JUNE)

STATUS REPORT
Wilmington MPO/City of Wilmington
July 2011

WILMINGTON BYPASS (No significant change)

Project Description/Scope: Construct the Wilmington Bypass from US 421 in New Hanover County to US 17 in Brunswick County.

Current Status: NCDOT has let the design and construction of the Wilmington Bypass Section “A” from US 17 to US 74/76 as a “design-build” project. They anticipate completing this section of the Bypass in 2013. The Wilmington Bypass “Section B” is funded from FY 2013 through 2020. All of the municipalities and counties within the Wilmington MPO adopted resolutions encouraging NCDOT to explore funding options to accelerate the “B” section of the Wilmington Bypass.

Next Steps: NCDOT announced the acceleration of the Bypass and a new expected completion date of 2018.

ARTERIAL SIGNAL RETIMING: (No significant change)

Current Status: Per NCDOT agreement all signals in the system must have timing evaluated on an 18 month cycle. All existing signal timing plans verified and updated. Final migration of back up time of day programming is nearing completion.

Next Steps: Begin GPS timing evaluation runs on existing timing plans to establish baseline performance. Identify critical signals and begin timing plan development.

CAPE FEAR COMMUTES 2035 TRANSPORTATION PLAN

Project Description/Scope: Cape Fear Commutes 2035 is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area.

Current Status: The MPO’s Transportation Advisory Committee adopted *Cape Fear Commutes 2035 Transportation Plan* on December 15th. All municipalities and counties have formally adopted the plan.

Next Steps: The Wilmington MPO has completed the 2011-2012 Wilmington MPO Strategic Business Plan. The plan was approved by the TCC on June 15th and will be presented for approval by the TAC on June 29th.

CAPE FEAR SKYWAY (No significant change)

Project Description/Scope: Construct the Cape Fear Skyway that will link from in the vicinity of US 17 to Independence Boulevard and Carolina Beach Road.

Current Status: The NHC Board of Commissioners, Brunswick County Board of Commissioners and Wilmington City Council passed resolutions supporting the preservation of the potential northern route and directed staff to work with the MPO to file a map for the potential northern alignment. On November 18th, the Town of Leland voted to decline to approve a transportation official corridor map for the Cape Fear Skyway within the Town of Leland. The North Carolina Turnpike Authority (NCTA) held a public workshop on March 22nd in Brunswick County and March 24th in New Hanover County.

Next Steps: The NCTA continues to work through the environmental review process.

CITY OF WILMINGTON COLLECTOR STREET PLAN

Project Description/Scope: Complete a city-wide area collector street plan including Monkey Junction.

Current Status: The Steering Committee met on April 5th to discuss the plan and street cross-sections. Staff has received and reviewed a draft of the final report. **The Consultant has revised the draft based on comments provided by the City.**

Next Steps: A second steering committee is set for July. It is anticipated that a public meeting will also be held in July to get community feedback. Staff plans to present the plan to City Council in August/September.

MARKET STREET CORRIDOR STUDY

Project Description/Scope: Develop a corridor plan for Market Street from Colonial Drive to the Pender County line.

Current Status: The Market Street Corridor Study was adopted by the New Hanover County Board of Commissioners on June 20th and the Wilmington City Council on June 21st.

MULTI-MODAL TRANSPORTATION CENTER (No significant change)

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

NCDOT hired Moffit & Nichol Associates and Ko & Associates to complete the Environmental Assessment (EA) for the Wilmington Multi-modal Transportation Center. NCDOT is continuing the development of the EA. The work group has decided to separate the environmental documents for the rail and public transportation elements. The EA for the public transportation element is expected to be completed by the end of the calendar year. NCDOT is pursuing securing an option on the U-Haul property until completion of the EA.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM – PINE VALLEY EAST

Project Description/Scope: Construction of long-term neighborhood traffic management in the Pine Valley East neighborhood.

Current Status: Barnhill Construction Company began construction in Pine Valley East on March 16th. Construction has been completed at 6 intersections. **Barnhill Construction began the construction at the intersection of Brookshire Lane and Nottingham Lane on June 21st. The project should be completed within 2 weeks.**

Next Steps: The project completion date is July 8th.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

Project Description/Scope: In May 2006, a transportation bond referendum was approved that included \$5 million in improvements to the North 3rd Street corridor.

Current Status: The City has received the 100% final design plans and the 100% opinion of probable costs. The City held the bid opening on May 19th and the low bidder was Sealand Contractors. The low bid was approximately \$2 million over the engineer's estimate. **The City Council awarded the construction contract to Sealand Contractors on June 7, 2011 in the amount of \$8,493,574.60. This award includes the base bid and Alternate 2 (utilities north of the bridge) and Alternate 6 (straight edge curb-and-gutter).**

Next Step: The City and Cape Fear Public Utility Authority will hold a small group meeting on June 27th and Public Informational Workshop on July 18th. The project is expected to begin in late July and has a 13-month construction schedule. Project completion is expected in August 2012.

SAFELIGHT

Current Status: All sites have been upgraded and are fully operational. Below are excerpts from system generated reports to show the staff and system performance for 5/1-5/31. System contractor, ATS, is producing an educational video about how the system works. Video will be linked from City Safelight web page.

Review and Approval:

Violation Reviewed	Violations Approved	Violations Rejected	Percent Approved	Hours Logged On
2,487	1,881	606	75.63%	86.26

System Performance:

Total Events	Violation Event Rejections	Non-Violations	Non-Controllable Rejections	Controllable Rejections	Violations Still in Workflow	Total Citations Issued	Issuance	Total Rejection Percentage	Controllable Rejection Percentage
Totals	5,478	1,757	3,689	32	3	1,933	98.37%	73.89%	0.43%

Next Step: Continue to Monitor SB 187. Provide information as needed to policy makers to render best decision.

SIGN INVENTORY AND CONDITION SURVEY:

Current Status: All City maintained signs will be cataloged and the condition estimated concurrent with the Streets pavement condition survey. This will give Traffic Engineering a first comprehensive look at the City maintained sign assets and allow us to determine the scope and magnitude of implementing a comprehensive asset management program as required by the Federal Highway Administration. Funding for this is in FY11-12 budget.

Next Steps: Identify and procure software to manage sign and markings assets.

TRAFFIC SIGNAL SYSTEM UPGRADE/EXPANSION 08TS10

Current Status: All signal and camera work complete. All devices on line. Final Centracs agreement transmitted to Econolite for review.

Next Steps: Resolve Progress Energy utility adjustment issues, currently with Legal. Execute system agreement, get on Council agenda through Legistar.



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 5C: NCDOT PROJECT UPDATE

ATTACHMENTS: NCDOT PROJECT UPDATE



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

July 22, 2011

TIP Projects:

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.

Completion Date August 2011

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 August 2011

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

Estimated Contract Completion Date December 2011

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

Estimated Contract Completion Date July 1, 2012

Memorial Bridge – painting of the Memorial Bridge.

Lane closures are not allowed from Memorial Day to Labor Day (fall/winter time) for the following times: 5:00 AM to 7:00 PM

Lane closures are not allowed from Memorial Day to Labor Day (spring/summer time) for the following times: 6:00 AM to 7:00 PM Monday thru Thursday

Contractor will be allowed to completely close the bridge for the following times:

April 13, 2010 to June 11, 2010 from 7:00 PM to 5:00 AM.

Estimated Contract Completion Date Summer 2011

R-2633 AA & AB: Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76.

Availability Date March 29, 2010

Estimated Contract Completion Date July 3, 2013

U-3338 B: Widening of Kerr Ave. from Randall Parkway to Martin Luther King, Jr. Parkway.
Start Date May 2014

U-4434: Independence Blvd. Extension from Randall Parkway to MLK Parkway.
Right of Way 2020

R-3601 US 17/74/76: Widening across the “causeway”, between Leland and Wilmington.
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

R-3324 – Long Beach Road Extension construct a 2-lane, 2-way roadway on new location
from NC 211 to NC 87.
Let Date of February 2013

R-3434 – SR 1500 (Midway Road) and SR 1401 (Galloway Road) widening Midway Road
from NC 211 to US 17 Bypass.
Right of Way 2016
Construction 2019

R-2633 B: Construction of I-140 (Wilmington Bypass) from US 74/76 to US 421.
R-2633 BA construct structures and rough grading from US 74/76 to SR 1430 (Cedar Hill
Road). Let Date September 2013
R-2633 BB construct structure over Cape Fear River and rough grade the approaches. Let Date
September 2013
R-2633 BA & BB to be let together
R-2633 BC scope is to pave the entire length from US 74/76 to US 421.
Let Date 2016

R-5021: NC 211 widening, from NC 87 to SR 1500 (Midway Road). Public Info. Mtg.
April/May 2011
Let in 2019

R-4063: widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to
SR 1438 (Lanvale Road).
Let in 2015

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.

Right of Way 2014

U-5300: NC 132 (College Road) from SR 1272 (New Center Drive) to SR 2048 (Gordon Road) widen to multi-lanes.

Resurfacing Projects:

Brunswick County contract:

SR 1500 (Midway Road) widen, mill & resurface from NC 211 to US 17 Business.

SR 1401 (Galloway Road) widen, mill & resurface from US 17 Business to US 17 Bypass

Estimated Contract Completion Date August 2011

Brunswick, New Hanover & Pender contract:

NC 904 milling & resurfacing from NC 179 to East/West Second Street at Ocean Isle Beach

SR 1331 (Mill Branch Rd) resurfacing from NC 130 to SR 1335 (Big Neck Rd)

SR 1143 (Brick Landing Rd) resurfacing from NC 179 to end of system

US 17 Business (Market Street) milling & resurfacing from 0.206 miles south of SR 2251 (Barclay Hills Drive) at CSX RR tracks to 0.223 miles north of US 74 (MLK Parkway) intersection at the end of the curb & gutter

US 17/US 421 milling & resurfacing from 0.091 miles south of US 74/NC 133 intersection at new pavement joint to 0.208 miles north of I-140 overpass at "new" pavement joint

Wilmington Bypass leveling courses, at various locations: @ bridge approaches, @ CSX RR fly-over, & @ low areas around interchange of US 17 and US 17 Bus.

SR 1175 (Kerr Ave.) resurfacing from NC 132 to 0.14 mile south of Randall Pkwy

SR 1402 (Edgewater Club Rd) resurfacing from SR 1491 (Porter's Neck Rd) to end of system

SR 2127 (Judges Rd) resurfacing from US 17 Bus. to SR 2213 (Albemarle Rd)

SR 2219 (Green Meadows Rd) resurfacing from US 117 Bus. to SR 2281 (Spicewood St)

SR 1002 (Holly Shelter Rd) mill patch from US 117 to Pender Co. line

US 117 resurfacing from New Hanover County line at Northeast Cape Fear River Bridge to 0.30 mile north of NC 210

NC 53 milling & resurfacing from 0.53 miles west of SR 1400 (North/South Smith Street) to 0.03 miles east of US 117 Business in Burgaw

Estimated Contract Completion Date November 18, 2011

If you have any questions, please contact Mr. Patrick Riddle: priddle@ncdot.gov