



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
910.342.2781 910.341.7801 FAX

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: November 12, 2015
SUBJECT: November 18th meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, November 18th at 10 am. The meeting will be held in the Lord Spencer Compton Conference Room at 102 North 3rd Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 10/14/15
- 3) Presentation
 - a. CFPTA Program Update- Albert Eby, Cape Fear Public Transportation Authority
- 4) Consent Agenda
 - a. Resolution adopting the 2016 Meeting Calendar
 - b. Resolution supporting the STP-DA project modification for the Town of Navassa
 - c. Resolution supporting the 2016 STP-DA Funding for the Cape Fear Public Transportation Authority
- 5) Regular Agenda
 - a. Resolution adopting Cape Fear Transportation 2040
 - b. Resolution encouraging the North Carolina Department of Transportation to re-designate the Hampstead Bypass and Wilmington Bypass as the Wilmington Metro Bypass
 - c. Resolution supporting action on laws and education for mopeds, golf carts and low-speed vehicles on state and city streets with the Wilmington Planning Area
 - d. Resolution authorizing the MPO to enter into a Memorandum of Understanding between the City of Wilmington, Cape Fear Public Transportation Authority, NCDOT and Wilmington Urban Area MPO for the Transit portion of the Wilmington Multi-modal Transportation Center
- 6) Discussion
 - a. DRAFT 2016-2017 Unified Planning Work Program
 - b. Organizational Improvements-
 - i. Customer Survey

- ii. Update Mission Statement
 - iii. Update Strategic Business Plan
 - c. STIP/MTIP Project Modifications (November)
- 7) Updates
 - a. Crossing over the Cape Fear River
 - b. Wilmington MPO
 - c. Cape Fear Public Transportation Authority
 - d. NCDOT Division
 - e. NCDOT Transportation Planning Branch
- 8) Announcements
 - a. WMPO Bike/Ped Committee Meeting- November 19th
 - b. STP-DA and TAP-DA Submittals Due- November 20th
- 9) Next meeting –January 13, 2016

Attachments:

- Minutes 10/14/15 meeting
- Proposed 2016 Meeting Calendar
- Resolution adopting the 2016 Meeting Calendar
- Town of Navassa's STP-DA Modification Request Letter
- Resolution supporting the STP-DA project modification for the Town of Navassa
- Cape Fear Public Transportation Authority's 2016 STP-DA funding request
- Resolution supporting the 2016 STP-DA Funding for the Cape Fear Public Transportation Authority
- Cape Fear Transportation 2040 Plan Executive Summary
- Resolution adopting Cape Fear Transportation 2040
- Map of Proposed Wilmington Metro Bypass
- Resolution encouraging the North Carolina Department of Transportation to re-designate the Hampstead Bypass and Wilmington Bypass the Wilmington Metro Bypass
- Memorandum regarding Mopeds, Golf Carts and Slow Moving Vehicles
- Resolution supporting action on laws and education for mopeds, golf carts and low-speed vehicles on state and city streets with the Wilmington Planning Area
- Memorandum of Understanding between the City of Wilmington, Cape Fear Public Transportation Authority, NCDOT and Wilmington Urban Area MPO for the Transit portion of the Wilmington Multi-modal Transportation Center
- Resolution authorizing the MPO to enter into a Memorandum of Understanding between the City of Wilmington, Cape Fear Public Transportation Authority, NCDOT and Wilmington Urban Area MPO for the Transit portion of the Wilmington Multi-modal Transportation Center
- DRAFT 2016-2017 Unified Planning Work Program
- STIP/MTIP Project Modifications (November)
- Cape Fear River Crossing Update (November)
- Wilmington MPO Project Update (November)
- Cape Fear Public Transportation Authority Update (November)
- NCDOT Project Update (November)

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for October 14, 2015**

Members Present:

Mike Kozlosky, City of Wilmington
Suraiya Rashid, TDM Coordinator
Ed Parvin, Town of Carolina Beach
Ken Vafier, New Hanover County
Robert Waring, Town of Leland
Megan O'Hare, Pender County
Trey Burke, Town of Navassa
Helen Bunch, Brunswick County
Julie Wilsey, Wilmington International Airport

Nancy Avery, Town of Kure Beach
Don Bennett, City of Wilmington
Allen Serkin, CFCOG
Megan Matheny, WAVE Transit
Zach Steffey, Town of Wrightsville Beach
Adam Snipes, NCDOT Planning Branch
Patrick Riddle, NCDOT Division 3
Stephanie Ayers, NC State Ports Authority

Others:

Loretta Barren

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:00am.

2. Approval of Minutes

The minutes for the meeting September 16, 2015 were approved unanimously.

3. Presentation

a. World Health Organization and Walkability Audit, Suzanne Black, AARP

Mr. Kozlosky told members that Ms. Black was unable to attend today's meeting.

4. Consent Agenda

- a. Resolution authorizing the MPO to enter into the FY 15-16 Section 5303 Agreement between the City of Wilmington, Wilmington MPO and Cape Fear Public Transportation Authority**
- b. Resolution supporting amendments to the WMPO Bicycle/Pedestrian Advisory Committee Bylaws**
- c. Resolution supporting to dissolve the Cape Fear Crossing Work Group**
- d. Resolution supporting the Town of Carolina Beach's application for a NCDOT Bicycle and Pedestrian Grant to complete a Bicycle Plan**
- e. Resolution approving the Wilmington Urban Area MPO's Local Input Methodology for Prioritization 4.0**

Ms. Ayers made the motion to approve the items on the consent agenda and forward to the TAC for consideration. Ms. Avery seconded to motion and it carried unanimously.

5. Regular Agenda

a. Resolution supporting the Aviation Project Submittals for Prioritization 4.0

Ms. Rashid told members that staff worked closely with Wilmington International Airport to develop the list of projects for Prioritization 4.0.

Mr. Burke made the motion to support the Aviation Project submittals for Prioritization 4.0 and forward to the TAC for consideration. Mr. Parvin seconded the motion and it carried unanimously.

b. Resolution supporting Public Transportation Project Submittals for Prioritization 4.0

Ms. Rashid told members that staff worked closely with Cape Fear Public Transportation Authority staff to develop the list of projects for submittal for Prioritization 4.0. The list was also developed directly from the MTP. She noted that most of the projects are collections of requests of the installation of bus shelters and amenities at bus stops along specific routes.

Mr. Waring made the motion to support the Public Transportation Submittals for Prioritization 4.0 and forward to the TAC for consideration. Ms. Avery seconded the motion and it carried unanimously.

c. Resolution supporting Rail Projects Submittals for Prioritization 4.0

Ms. Rashid told members that staff worked closely with CSXT and NCDOT to develop the list of the rail projects for submittal for Prioritization 4.0.

Ms. Ayers made the motion to support the Rail Projects Submittals for Prioritization 4.0 and forward to the TAC for consideration. Ms. O'Hare seconded the motion and it carried unanimously.

d. Resolution authorizing the MPO to enter into the Inter-local Agreement between the City of Wilmington, Cape Fear Public Transportation Authority, NCDOT and Wilmington Urban Area MPO for the Transit portion of the Wilmington Multi-modal Transportation Center

Mr. Kozlosky told members that the City of Wilmington, NCDOT and Cape Fear Public Transportation Authority (CFPTA) passed resolutions in June indicating the desire to enter into a Memorandum of Understanding (MOU) to take certain steps toward the construction of the multi-modal transportation center. The agreement identifies each entity's responsibilities. Mr. Kozlosky told members that CFPTA has some concerns and staff will be meeting with them and the City to try to work through those concerns. Staff hopes to have the final agreement by the October 28th TAC meeting. He stated that the agreement does not include a funding scenario, however, when funding is identified, staff will come back with an additional agreement.

Ms. Matheny made the motion to support the resolution authorizing the MPO to enter into the Inter-local Agreement between the City of Wilmington, Cape Fear Public Transportation Authority, NCDOT and Wilmington Urban Area MPO for the Transit portion of the Wilmington Multi-modal Transportation Center and forward to the TAC for consideration. Mr. Bennett seconded the motion and it carried unanimously.

6. Discussion

a. Mopeds on State/City Streets in the Region

Mr. Kozlosky told members that staff will bring the item back to the October 28th TAC meeting agenda because Commissioner Barfield was not in attendance at the last TAC meeting.

7. Updates

Updates are included in the agenda packet.

8. Announcements

9. Adjournment

With no further items, the meeting was adjourned at 10:20am.



WILMINGTON URBAN AREA Metropolitan Planning Organization

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910 341 3258 910 341 7801 FAX

Members:

City of
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Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

TO: TCC/TAC Members

FROM: Mike Kozlosky, Executive Director

DATE: November 18, 2015

SUBJECT: **2016 WMPO Meeting Calendar**

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

The TCC meetings will begin at 10 am on the date of the meetings.

The TAC meetings will begin at 3 pm on the date of the meetings.

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

RESOLUTION ADOPTING THE 2016 WILMINGTON MPO MEETING CALENDAR

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 Wilmington MPO's Transportation Advisory Committee adopts the meeting calendar on an annual basis.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the 2016 Wilmington Urban Area MPO meeting calendar.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on November 18, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

People Working



For People

TOWN OF NAVASSA
334 MAIN STREET
NAVASSA, NC 28451
Phone: (910) 371-2432
Fax: (910) 371-0041
www.townofnavassa.org

Town Council
Eulis A. Willis, Mayor
Frank Willis
Milton Burns
Athelston Bethel
Minnie Brown
Ernest Mooring

Charlena Alston, Town Clerk

October 9, 2015

To: Mike Kozlosky, Executive Director, Wilmington MPO

From: Eulis A Willis, Mayor, and Town of Navassa

Subject: Scope Revision to project U-5334A

The Town of Navassa is requesting a scope change to project U-5534A, Navassa Main Street Bike Lanes Project. As approved by the TAC, the project is currently bike lanes along both sides of Main Street from Broadway Street to the street's eastern intersection at Old Mill Road. "On the ground" conditions have made that original scope cost prohibitive. *The Town is seeking an adjusted scope of a sidewalk along one side of Main Street, side and distance to be determined by our contractor.* This scope change will maintain the project's original goal of improving pedestrian access to civic facilities along Main Street.

Regards,

Eulis A Willis

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

**RESOLUTION SUPPORTING THE MODIFICATION IN SCOPE OF SURFACE
TRANSPORTATION PROGRAM- DIRECT ATTRIBUTABLE (STP-DA) FROM THE
NAVASSA MAIN STREET BICYCLE LANES TO NAVASSA MAIN STREET SIDEWALKS**

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 July 18, 2012 the Federal Transit Administration (FTA) and the Federal Highways Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization as a Transportation Management Area (TMA); and

WHEREAS, Surface Transportation Program- Direct Attributable (STP-DA) funds are available for all designated TMAs; and

WHEREAS, on May 29, 2013 the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee allocated FY 2014 STP-DA funds to the Navassa Main Street Bicycle Lanes project; and

WHEREAS, due to unforeseen circumstances the Town of Navassa is requesting the scope of the grant be amended to provide funding to assist with the completion of the Main Street sidewalk project; and

WHEREAS, the proposed Main Street sidewalk will allow children, parents and residents to walk in the area away from vehicular traffic on Main Street.

NOW, THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the change in scope from the Navassa Main Street Bicycle Lanes project to the Navassa Main Street Sidewalk Project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on November 18, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



Cape Fear Public Transportation Authority

P.O. Box 12630 • Wilmington, NC 28405 • (910) 343-0106 • (910) 343-8317 fax • wavetransit.com

September 30, 2015

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization
P.O. Box 1810
Wilmington, NC 28402

Attn: Corey Knight, Sr. Project Engineer, Wilmington
Metropolitan Planning Organization (WMPO)

Delivered Via email to: Corey Knight <Corey.Knight@wilmingtonnc.gov>

Dear Mike:

Enclosed please find one copy of the FFY 2016 STP-DA application for transit projects undertaken by the Cape Fear Public Transportation Authority. Also please find a resolution executed by the Authority supporting the application as required by the project guidelines. As you are aware, the process to flex FHWA funds to FTA is time consuming. Therefore, we would appreciate the WMPO presenting the request to NCDOT to begin the process as soon as feasible. If you have questions or need additional information, please let me know. Thanks.

Cordially,

Albert Eby
Executive Director

Enclosure

CC: Jonathan Barfield, WMPO TAC Representative, Cape Fear Public Transportation Authority
Megan Matheny, Director of Planning & Development, Wave Transit
Joe Mininni, Director of Finance & Administration, Wave Transit

RESOLUTION



Introduced by: Albert Eby, Executive Director

Date: September 24, 2015

RESOLUTION REQUESTING STP-DA FUNDING AND MODIFICATION TO THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Cape Fear Public Transportation Authority was created in July 2004 by Joint Resolution of the City of Wilmington and New Hanover County to provide public transportation services throughout the adopted boundary of the Wilmington Urban Area; and

WHEREAS, The Authority is required by Federal Statute to program all projects through the adopted local and state planning processes; and

WHEREAS, at the local level, the project must be approved by the WMPO Transportation Advisory Committee; and

WHEREAS, at the state level, projects are approved by the North Carolina Department of Transportation Board of Transportation; and

WHEREAS, in response to a call for projects from the WMPO for STP-DA funding, the Authority respectfully requests that the WMPO allocate \$350,000.00 in federal Surface Transportation Program Direct Allocation (STP-DA) funding for preventive maintenance and Americans with Disabilities Act (ADA) compliance; and


WHEREAS, STP-DA funding must be adopted in the Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP) prior to allocation,

NOW THEREFORE, BE IT RESOLVED that the Cape Fear Public Transportation Authority respectfully requests that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee authorize and amend the current MTIP for submittal to the NCDOT to modify the STIP to allocate funding for preventive maintenance and Americans with Disabilities Act (ADA) compliance in the amount of \$437,500.00. Federal funding for the project would be \$350,000.00 and local funding would be \$87,500.00:

Adopted at a regular meeting
on September 24, 2015


Jeff Petroff, Chairman

Attest:


Don Betz, Secretary



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

**RESOLUTION SUPPORTING THE ALLOCATION OF SURFACE TRANSPORTATION
PROGRAM- DIRECT ATTRIBUTABLE (STP-DA) FUNDS TO THE CAPE FEAR PUBLIC
TRANSPORTATION AUTHORITY**

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 July 18, 2012 the Federal Transit Administration (FTA) and the Federal Highways Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization as a Transportation Management Area (TMA); and

WHEREAS, Surface Transportation Direct Attributable (STP-DA) funds are available for all designated TMAs; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee adopted the 2016 Submittal Guide and Process on June 24, 2015; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization developed a call for projects and received 1 submittal for the public transportation funding; and

WHEREAS, the Wilmington MPO has reviewed the project submittals based on the adopted submittal guide and process.

NOW, THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the allocation of STP-DA funds in the amount of \$350,000 to the Cape Fear Public Transportation Authority for preventative maintenance as a selected 2016 fiscal year project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on November 18, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

Cape Fear TRANSPORTATION 2040



A Metropolitan Transportation Plan

ACKNOWLEDGEMENTS

Cape Fear Transportation 2040 was created as the metropolitan transportation plan for the Wilmington Urban Area Metropolitan Planning Organization (WMPO) planning area. In addition to WMPO Staff members, many people were directly involved in the creation of this document. The policymaking board of the WMPO, the Transportation Advisory Committee, appointed a Citizens Advisory Committee to guide the development of this plan.

Transportation Advisory Committee

- Laura Padgett, City of Wilmington, Chair
- Pat Batleman, Town of Leland, Vice-Chair
- Jonathan Barfield, New Hanover County
- Joe Breault, Town of Belville
- Gary Doetsch, Town of Carolina Beach
- Dean Lambeth, Town of Kure Beach
- John Lennon, North Carolina Board of Transportation
- Hank Miller, Town of Wrightsville Beach
- David Piepmeyer, Pender County
- Earl Sheridan, City of Wilmington
- Skip Watkins, New Hanover County
- Frank Williams, Brunswick County
- Eulis Willis, Town of Navassa

Citizens Advisory Committee

The Citizens Advisory Committee for Cape Fear Transportation 2040 was composed of a dedicated group of appointed citizens serving in a volunteer capacity. Because of their work and dedication to public outreach, this plan represents the input of thousands of citizens from the greater Wilmington region.

- Howard Loving, North Carolina Board of Transportation, Chair
- Howard Capps, Cape Fear Public Transportation Authority
- Eric Coffey, New Hanover County
- Scott Cromartie, City of Wilmington
- John Ellen, Town of Kure Beach
- Al Freimark, Pender County
- David Hollis, Brunswick County
- John Melia, City of Wilmington
- Ernest Mooring, Town of Navassa
- Terry Obrock, Town of Navassa
- Jim Smith, Town of Wrightsville Beach
- Stuart Smith, Town of Belville
- Steve Stanton, Town of Carolina Beach
- Earnest Mooring, Town of Navassa

Consultants

- Klmley Horn and Associates, Inc.

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EXECUTIVE SUMMARY

Cape Fear Transportation 2040 is the metropolitan transportation plan for the Wilmington Urban Area in southeastern North Carolina. It has been prepared by the Wilmington Urban Area Metropolitan Planning Organization (WMPO), which is the local organization responsible for regional transportation planning. Federal law requires the preparation of this plan, and also specifies issues which the plan must consider and address. This executive summary overviews the contents of the plan.



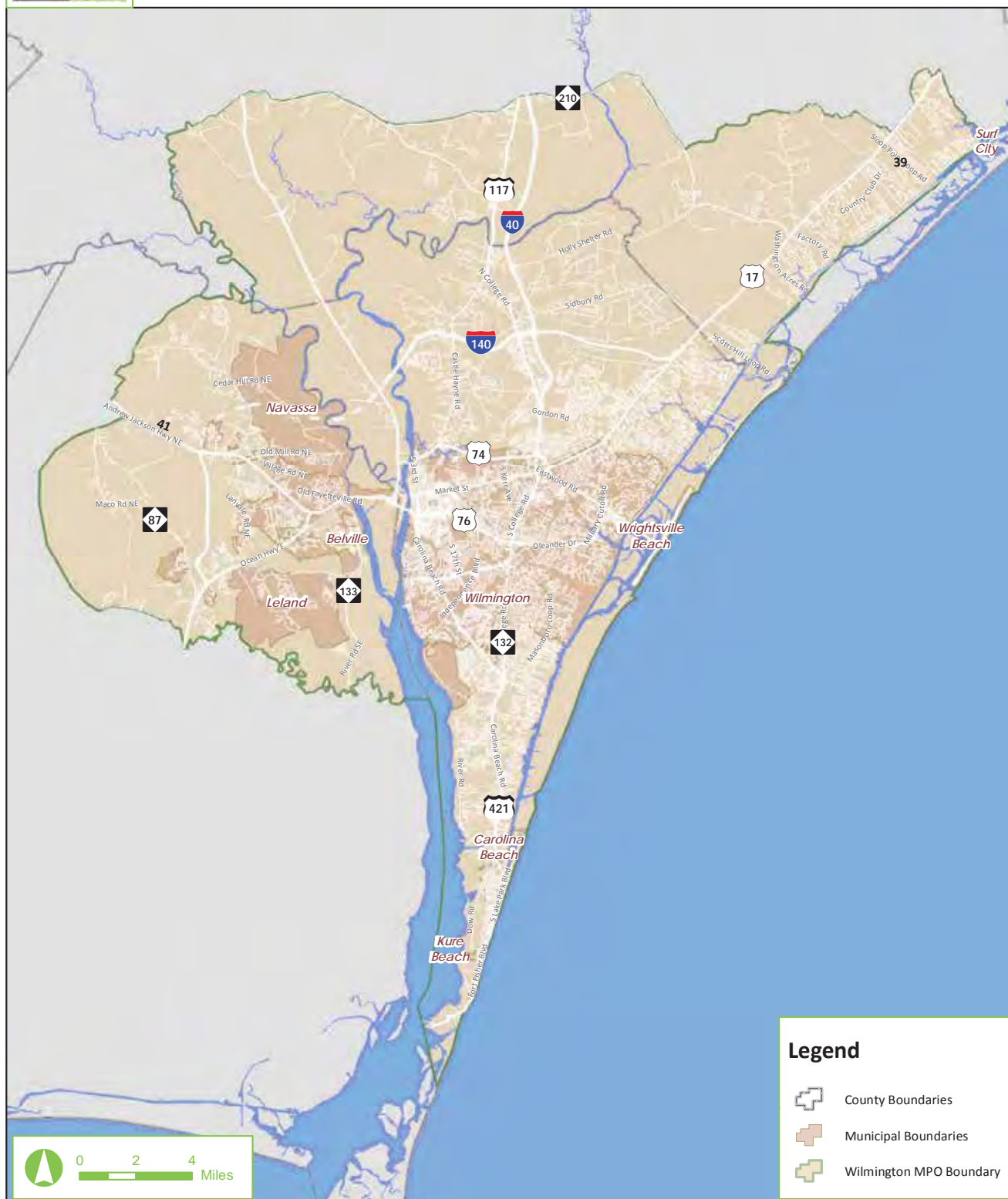
Cape Fear Memorial Bridge

Role of the WMPO

Federally-designated metropolitan planning organizations (MPOs) are local transportation planning agencies that are responsible for conducting regional transportation planning in a continuing, cooperative, and comprehensive manner. The WMPO is the MPO designated by the Federal Highway Administration (FHWA) for the Greater Wilmington Area to include a planning area boundary encompassing all of New Hanover County and portions of Brunswick and Pender Counties. The North Carolina Department of Transportation (NCDOT) and Cape Fear Public Transportation Authority are also part of the MPO.



Wilmington MPO Planning Area Boundary



Role of the MTP

The metropolitan transportation plan (MTP) is a document required by FHWA to guide regional transportation priorities and actions, and ultimately used to develop the Metropolitan Transportation Improvement Programs (MTIPs)/Statewide Transportation Improvement Programs (STIPs) which program transportation funds within MPO boundaries. MTPs have a minimum 20-year planning horizon and are intended to present a fiscally-constrained evaluation of projects and strategies that promote mobility and access for people and goods within an MPO's boundaries. MTPs must include a strong public involvement component to demonstrate that they serve the needs of the region. *Cape Fear Transportation 2040* meets or exceeds all federal requirements.

MAP-21 and the Development of the MTP

In July 2012, passage of the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation legislation established new and revised requirements for statewide and metropolitan transportation plans and programs, as well as for the underlying transportation planning process. MAP-21 emphasizes key components to be incorporated into the metropolitan transportation plan. These include the establishment of a transparent and accountable framework for identifying capital projects and the incorporation of the eight planning factors outlined in the legislation. *Cape Fear Transportation 2040* demonstrates the application of an established methodology for the identification and prioritization of its identified projects; it incorporates a fiscally-constrained evaluation of all surface transportation modes; and it incorporates an evaluation of the eight planning factors in its analysis.

| CAPE FEAR TRANSPORTATION 2040 GOALS | | | | | | | |
|-------------------------------------|--|------|-----------|-------------|-------------|------------|-------------|
| | | SAFE | EFFICIENT | APPROPRIATE | RESPONSIBLE | INTEGRATED | MULTI-MODAL |
| MAP-21 PLANNING FACTORS | Support Economic Vitality | | ● | | | ● | ● |
| | Increase Safety | ● | | ● | | | ● |
| | Increase Security | ● | | ● | | | ● |
| | Increase Accessibility | | | | | | ● |
| | Environmental Protection and Quality of Life | ● | ● | ● | ● | ● | ● |
| | Enhance System Integration and Connectivity | | | | | ● | ● |
| | Promote System Management and Operations | ● | ● | ● | | ● | |
| | System Preservation | | ● | ● | ● | | ● |

Project Prioritization

Projects included in *Cape Fear Transportation 2040* have been prioritized for a limited amount of projected funding from fiscally-constrained funding sources. The WMPO used

both quantitative (objective) and qualitative (subjective) information to determine which projects represented the greatest need to match available funding sources within its boundaries. Members of the general public, elected officials, subject matter experts and planning technicians within the Greater Wilmington Area submitted project proposals for 6 modes of transportation – Aviation, Bicycle and Pedestrian, Ferry and Water Transportation, Freight and Rail, Mass Transportation, and Roadways.

All projects were evaluated using goals and objects identified for each mode of transportation. A ranked list of project needs was then used as the basis for the fiscal constraint analysis determining which projects could receive a portion of the anticipated funding in this region between 2015 and 2040.

The ranked list was then evaluated and revised by three WMPO committees: the Citizens Advisory Committee (CAC), the Technical Coordinating Committee (TCC), and the Transportation Advisory Committee (TAC). Potential alternative funding sources were also identified by these boards and used to supplement the projected amount of funding available for future projects in the plan.

Aviation

Aviation transportation in the Wilmington area is largely dependent on the Wilmington International Airport (ILM) as the region's largest public aviation transportation facility; connecting residents, businesses, and tourists to the area. As such, the majority of planned aviation projects are coordinated and funded through financial structures managed by ILM. Working in close concert, the WMPO coordinates NCDOT's funding matches through the regional project prioritizations process based on the direction of the Transportation Advisory Committee. Larger scale, regional planning coordinated by the WMPO is also necessary to ensure multi-modal integration is addressed. Ensuring connections from ILM with freight/rail, mass transportation, and the roadway network is vital to both the commercial cargo operations and passenger enplanements at ILM.

Fiscally-Constrained Aviation Project List

| FISCALLY-CONSTRAINED AVIATION PROJECT LIST | | |
|--|--|---------------------------------------|
| ID | PROJECT | CONSTRUCTION YEAR COST ESTIMATE |
| A-1 | GA Apron Development, Phase II | \$1,497,146 |
| A-2 | Pipe Ditch in FBO #2 Area Direct to EDDB and Rehab GA Apron Ramp North (Survey, Testing, Design, Bidding and Permitting) | \$393,694 |
| A-3 | Airfield Lighting Replacement (LED)/Vault Upgrade | \$2,661,592 |
| A-4 | Extend Runway 24 - Phase I of IV | \$6,523,866 |
| A-5 | Airport Layout Plan | \$942,647 |
| A-6 | Terminal Improvements Phase I (Design) | \$942,647 |
| A-7 | Terminal Improvements Phase I (Construction) | \$11,089,968 |
| A-8 | Terminal Improvements Phase II (Design and Construction) | \$12,198,965 |
| A-9 | Rehab GA Apron Ramp North; Pipe Ditch in FBO #2 Area; Direct to EDDB (Construction) | \$5,544,984 |

| FISCALLY-CONSTRAINED AVIATION PROJECT LIST | | |
|--|---|---------------------------------|
| ID | PROJECT | CONSTRUCTION YEAR COST ESTIMATE |
| A-10 | Outbound Bag Room Retrofit | \$332,699 |
| A-11 | Taxiway A and H Widening and Paved Shoulders | \$6,543,081 |
| A-12 | BCA/EA for Runway 24 Extension | \$332,699 |
| A-13 | Extend Runway 24 - Phase II of IV | \$6,523,866 |
| A-14 | Design and Construction of Boat Launch for Water Access | \$55,450 |
| A-15 | Map on Airport Utilities | \$5,545 |



Aviation Projects with Anticipated Funding

NOTE: Projects displayed for general location purposes only and not intended to show exact alignment. Projects still subject to federal environmental review (NEPA) process before construction.



Legend

Aviation Project Identification Number (A-#)

- Aviation Project
- Aviation Runway Project

Existing Aviation Facilities

- Ⓐ Passenger Terminal
- Ⓑ VA and Business Park Area
- Ⓒ FBOs
- Ⓓ Customs Facility
- Ⓔ Rental Car Facility
- Ⓕ Rescue Base/ARFF HQ

Bicycle and Pedestrian

The WMPO recognizes the importance of biking and walking a part of the regional transportation system, and emphasizes its interest in creating a multi modal transportation system throughout the MTP. In addition several municipalities within the WMPO planning area maintain their own bicycle and pedestrian plans.

Two prominent factors were continuously discussed during the Bicycle and Pedestrian Subcommittee meetings: regional connectivity and overcoming existing barriers to bicycle and pedestrian activity. While developing an inventory of bicycle and pedestrian facility needs in the region, the subcommittee discussed a variety of barriers to bicycle and pedestrian transportation. These barriers vary from large bodies of water to invisible jurisdictional boundaries to roadways with high speeds and high traffic volumes. Prominent in the discussion of overcoming bicycle and pedestrian barriers in the region were discussions about opportunities to connect across bodies of water such as the Cape Fear River and the Atlantic Intracoastal Waterway. Although the region has shown many successes in bicycle and pedestrian facilities in the recent years, there are still gaps in the existing bicycle and pedestrian system, and an abundance of opportunity for new facilities. Survey results and trends show an increase in demand for new bicycle and pedestrian facilities. Other modes of transportation also place demand for additional bicycle and pedestrian facilities. For example, most people who use mass transportation either walk or bike to their bus stops. Thus, a robust bicycle and pedestrian network is essential for the health of a mass transportation system. Bicycle and pedestrian facilities are important not only in and of themselves, but they support the health and operations of other transportation modes. Thus the expansion of our bicycle and pedestrian networks is critical for the success of our overall transportation network.

Fiscally-Constrained Bicycle and Pedestrian Project List

| FISCALLY-CONSTRAINED BICYCLE AND PEDESTRIAN PROJECT LIST | | | | |
|--|-----------------------------|------------------------------|----------------------|------------------------------------|
| ID | PROJECT | FROM | TO | CONSTRUCTION YEAR COST ESTIMATE |
| BP-1 | S. 17th Street | Hospital Plaza | INDEPENDENCE BLVD | \$1,153,357 |
| BP-2 | Peachtree Ave | Park Ave | MacMillan Ave | \$272,698 |
| BP-3 | N. College Rd. | New Town Rd | Danny Pence Dr | \$223,863 |
| BP-4 | Wooster St. | S. 8th Street | Oleander Dr | \$198,146 |
| BP-5 | WILSHIRE BLV | WRIGHTSVILLE AVE | KERR AVE | \$2,137,450 |
| BP-6 | COLLEGE RD & WILSHIRE BLVD | N/A | N/A | \$83,175 |
| BP-7 | 5TH AVE | ANN ST | GREENFIELD LAKE PARK | \$2,240,065 |
| BP-8 | COLLEGE RD | HURST DR | RANDALL PKWY | \$1,336,956 |
| BP-9 | 5TH AVE | RAIL LINE NORHT OF CABELL ST | ANN ST | \$1,018,329 |
| BP-10 | WILSHIRE BLV | KERR AVE | MACMILLAN AVE | \$430,074 |
| BP-11 | OLEANDER DR & PINE GROVE DR | N/A | N/A | \$83,175 |

| FISCALLY-CONSTRAINED BICYCLE AND PEDESTRIAN PROJECT LIST | | | | |
|--|--|--------------------|-----------------------------------|------------------------------------|
| ID | PROJECT | FROM | TO | CONSTRUCTION YEAR COST ESTIMATE |
| BP-12 | COLLEGE RD | WRIGHTSVILLE AVE | WILSHIRE BLVD | \$689,727 |
| BP-13 | COLLEGE RD & OLEANDER DR | N/A | N/A | \$83,175 |
| BP-14 | 23RD ST | ONE TREE HILL WAY | PRINCESS PLACE DR | \$1,966,542 |
| BP-15 | N COLLEGE RD | NE NORTHCHASE PKWY | NEW VILLAGE WAY | \$1,878,598 |
| BP-16 | NEW CENTRE DR | MARKET ST | COLLEGE RD | \$1,195,422 |
| BP-17 | MARKET ST & GORDON RD | N/A | N/A | \$83,175 |
| BP-18 | CAROLINA BEACH RD & FRONT ST/ BURNETT BLV | N/A | N/A | \$83,175 |
| BP-19 | INDEPENDENCE BLVD EXTENSION | RANDALL PKWY | SOUTH OF MLK PKWY | \$4,361,533 |
| BP-20 | HARPER AVE | DOW RD | S 3RD ST | \$2,246,333 |
| BP-21 | COLLEGE RD | RANDALL PKWY | NEW CENTRE DR | \$1,230,756 |
| BP-22 | MILITARY CUTOFF RD & EASTWOOD RD | N/A | N/A | \$83,175 |
| BP-23 | DOW RD | CLARENDON AVE | LAKE PARK BLVD | \$2,307,679 |
| BP-24 | HOSPITAL PLAZA DR PATH | LAKESHORE DRIVE | S 17TH ST | \$543,289 |
| BP-25 | NEW CENTRE DR | COLLEGE RD | PROPOSED TRAIL TO CLEAR RUN DR | \$1,063,130 |
| BP-26 | SHIPYARD BLVD | RIVER RD | CAROLINA BEACH RD | \$2,102,080 |
| BP-27 | N COLLEGE RD | NEW VILLAGE WAY | BAVARIAN LN | \$1,360,529 |
| BP-28 | COLLEGE RD & NEW CENTRE DR | N/A | N/A | \$83,175 |
| BP-29 | Medical Center Dr | CAROLINA BEACH RD | S 17TH ST | \$2,519,043 |
| BP-30 | RACINE DR | RANDALL DR | EASTWOOD RD | \$2,210,251 |
| BP-31 | SHIPYARD BLVD | INDEPENDENCE BLVD | LONGSTREET DR | \$486,828 |
| BP-32 | SHIPYARD BLVD & INDEPENDENCE BLVD | N/A | N/A | \$83,175 |
| BP-33 | SHIPYARD BLVD | S 17TH ST | INDEPENDENCE BLVD | \$2,050,650 |
| BP-34 | Cape Fear Boulevard | Dow Road | Lake Park Boulevard | \$2,516,182 |
| BP-35 | EASTWOOD RD & WRIGHTSVILLE AVE | N/A | N/A | \$97,858 |
| BP-36 | SHIPYARD BLVD | CAROLINA BEACH RD | S 17TH ST | \$2,898,275 |
| BP-37 | Village Rd NE A | WAYNE ST | LOSSEN LN | \$3,680,881 |
| BP-38 | BURNT MILL CREEK PATH | METTS AVE | MARKET ST | \$678,489 |
| BP-39 | EASTWOOD RD & CARDINAL DR | N/A | N/A | \$97,858 |
| BP-40 | S 17TH ST | INDEPENDENCE BLVD | SHIPYARD BLVD | \$1,822,663 |
| BP-41 | BURNT MILL CREEK PATH | COLONIAL DR | METTS AVE | \$1,140,677 |

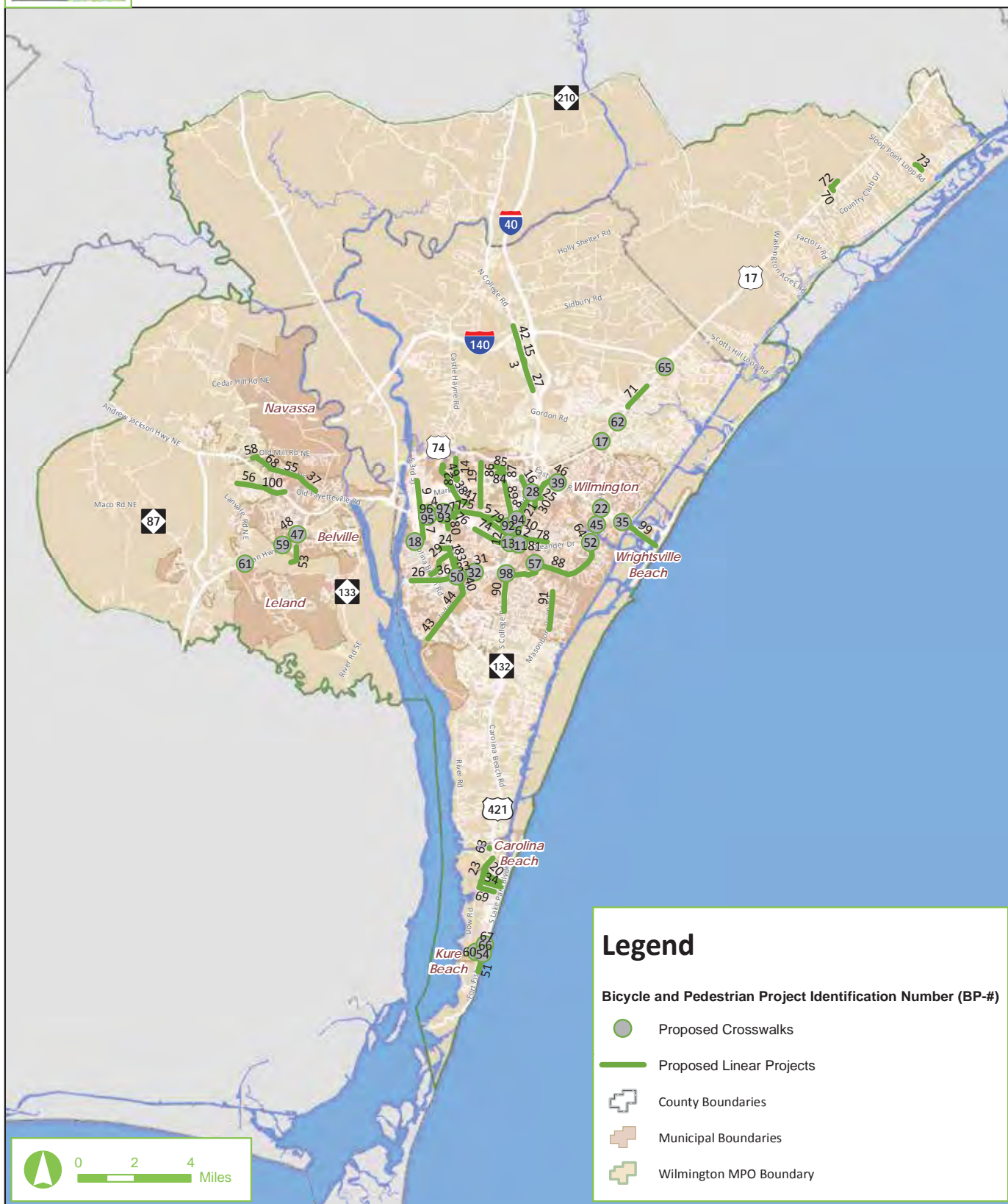
| FISCALLY-CONSTRAINED BICYCLE AND PEDESTRIAN PROJECT LIST | | | | |
|--|--|-----------------------|-------------------|------------------------------------|
| ID | PROJECT | FROM | TO | CONSTRUCTION YEAR COST ESTIMATE |
| BP-42 | COLLEGE RD | BLUE CLAY RD | NORTHCHASE PKWY | \$1,832,135 |
| BP-43 | INDEPENDENCE BLVD | RIVER RD | CAROLINA BEACH RD | \$4,342,456 |
| BP-44 | INDEPENDENCE BLVD | CAROLINA BEACH RD | S 17TH ST | \$2,660,884 |
| BP-45 | WRIGHTSVILLE AVE & AIRLIE RD/OLEANDER DR | N/A | N/A | \$97,858 |
| BP-46 | EASTWOOD RD | CARDINAL DR | RACINE DR | \$1,061,222 |
| BP-47 | US 17 & OLDE WATERFORD WY/ PLOOF RD SE | N/A | N/A | \$131,513 |
| BP-48 | US 17 Frontage Path | PLOOF RD | OCEAN GATE PLAZA | \$816,352 |
| BP-49 | BURNT MILL CREEK PATH | MARKET ST | ARCHIE BLUE PARK | \$5,890,806 |
| BP-50 | 17TH ST & SHIPYARD BLVD | N/A | N/A | \$131,513 |
| BP-51 | FORT FISHER BLV | E AVE | N AVE/SEVENTH AVE | \$2,132,730 |
| BP-52 | OLEANDER DR & GREENVILLE LP RD/ GREENVILLE AVE | N/A | N/A | \$131,513 |
| BP-53 | W Gate Park Connector | WEST GATE DR | END | \$2,554,395 |
| BP-54 | K AVE & 421 | N/A | N/A | \$131,513 |
| BP-55 | VILLAGE RD | WAYNE ST NE | OAKMONT CT NE | \$1,050,755 |
| BP-56 | Old Fayetteville Rd NE | LANVALE RD | PICKETT RD | \$3,888,048 |
| BP-57 | PINE GROVE RD & GREENVILLE LP RD | N/A | N/A | \$131,513 |
| BP-58 | Village Rd Connector | LELAND SHOOL RD | LINCOLN RD NE | \$607,250 |
| BP-59 | US 17 & W GATE DR/ GRANDIFLORA DR | N/A | N/A | \$152,460 |
| BP-60 | SEVENTH AVE & K AVE | N/A | N/A | \$152,460 |
| BP-61 | US 17 & PROVISION PKWY | N/A | N/A | \$152,460 |
| BP-62 | MARKET ST & MIDDLE SOUND LOOP RD | N/A | N/A | \$152,460 |
| BP-63 | Bridge Barrier Rd | GREENWAY PLAN PATH | OLD DOW RD | \$43,364 |
| BP-64 | GREENVILLE AVE | OLEANDER DR | PARK AVE | \$393,276 |
| BP-65 | US 17/MARKET ST & PORTERS NECK RD | N/A | N/A | \$131,513 |
| BP-66 | N AVE & FORT FISHER BLVD | N/A | N/A | \$131,513 |
| BP-67 | N AVE | FORT FISHER BLVD | ATLANTIC AVE | \$68,031 |

| FISCALLY-CONSTRAINED BICYCLE AND PEDESTRIAN PROJECT LIST | | | | |
|---|---------------------------------|---------------------|----------------------|------------------------------------|
| ID | PROJECT | FROM | TO | CONSTRUCTION YEAR COST ESTIMATE |
| BP-68 | VILLAGE RD NE | WAYNE RD | OLD MILL RD | \$1,813,447 |
| BP-69 | Clarendon Ave | Dow Rd. | Lake | \$1,847,792 |
| BP-70 | JENKINS RD | US17 | ST JOHNS CHURCH RD | \$345,352 |
| BP-71 | MARKET ST | Bayshore Dr | Marsh Oaks Dr. | \$4,146,552 |
| BP-72 | ST JOHNS CHURCH RD | Jenkins | End | \$750,600 |
| BP-73 | MASTER LN | Doral Dr | Sloop Point Loop Rd. | \$715,432 |
| BP-74 | Oleander Drive | Hawthorne Road | 42nd Street | \$704,579 |
| BP-75 | Wrightsville Ave | Castle Street | Independence Blvd | \$193,805 |
| BP-76 | Oleander Drive | Wooster Street | Mimosa Place | \$248,481 |
| BP-77 | Dawson Street | Wrightsville Ave | Oleander Drive | \$47,033 |
| BP-78 | Wrightsville Ave | College Rd. | Hawthorne Dr | \$1,263,801 |
| BP-79 | Wrightsville Ave | 44th Street | Independence Blvd | \$1,097,483 |
| BP-80 | 17th Street | Wooster St | Greenfield St | \$261,494 |
| BP-81 | Oleander Drive | Pine Grove Drive | College Road | \$197,164 |
| BP-82 | N. 23rd St | Princess Place Dr | Belvedere Dr | \$54,273 |
| BP-83 | Delaney Ave | Wellington Ave | Glen Mead Rd | \$192,775 |
| BP-84 | McClelland Drive | Saint Rosea Rd | Kerr Ave | \$653,784 |
| BP-85 | Fairlawn Drive | Barclay Hills Drive | Kerr Ave | \$934,306 |
| BP-86 | Clover Rd | Fairlawn Drive | McClelland Drive | \$455,517 |
| BP-87 | Gleason Rd | Fairlawn Drive | McClelland Drive | \$498,195 |
| BP-88 | Greenville Loop Trail | College Rd. | Oleander Drive | \$7,605,563 |
| BP-89 | Kerr Ave Trail | Randall Parkway | College Road | \$1,006,347 |
| BP-90 | Central College Trail | Holly Tree Rd. | S. 17th Street | \$1,633,850 |
| BP-91 | Masonboro Loop Trail | Pine Grove Drive | Navaho Trail | \$3,307,186 |
| BP-92 | Kerr Ave & Wilshire Blvd | N/A | N/A | \$38,815 |
| BP-93 | 16th St. & Dawson St. | N/A | N/A | \$83,175 |
| BP-94 | College & Hurst/Hoggard | N/A | N/A | \$38,815 |
| BP-95 | 8th St. & Dawson St. | N/A | N/A | \$55,450 |
| BP-96 | 8th St. & Wooster St. | N/A | N/A | \$55,450 |
| BP-97 | 17th St. & Dawson St. | N/A | N/A | \$83,175 |
| BP-98 | Holly Tree Rd. & S. College Rd. | N/A | N/A | \$138,625 |
| BP-99* | CAUSEWAY DR | AIRLIE RD | WAYNICK BLVD | \$18,910,848 |
| BP-100* | Old Fayetteville Rd B | PICKETT RD | BASIN ST | \$6,276,778 |
| * Projects anticipated to receive funding from alternative funding mechanisms | | | | |



Bicycle and Pedestrian Projects

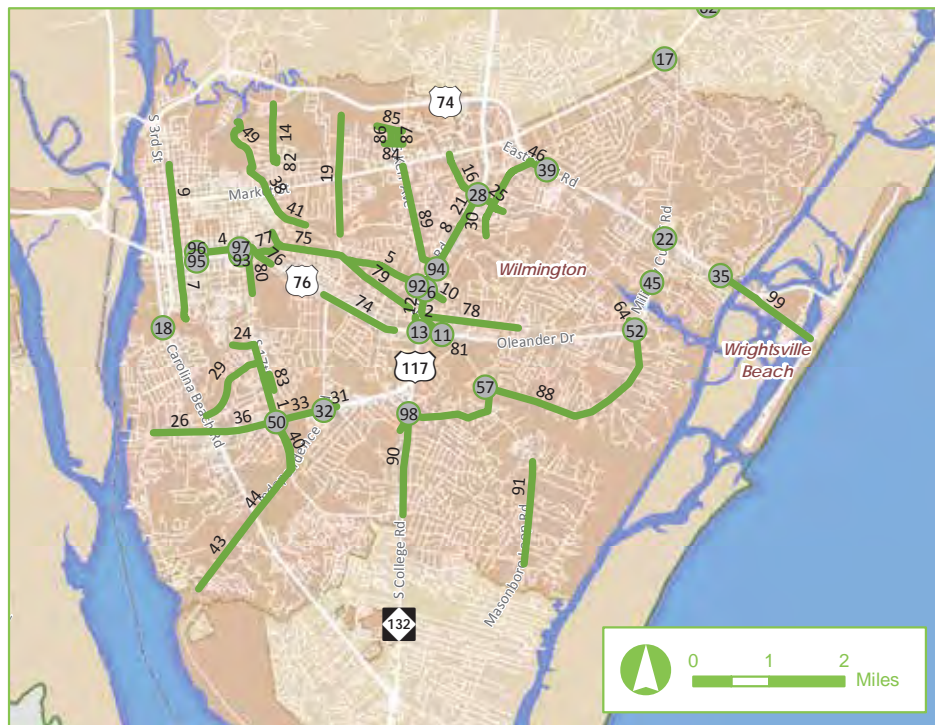
NOTE: Projects displayed for general location purposes only and not intended to show exact alignment.
Projects still subject to federal environmental review (NEPA) process before construction





Bicycle and Pedestrian Projects

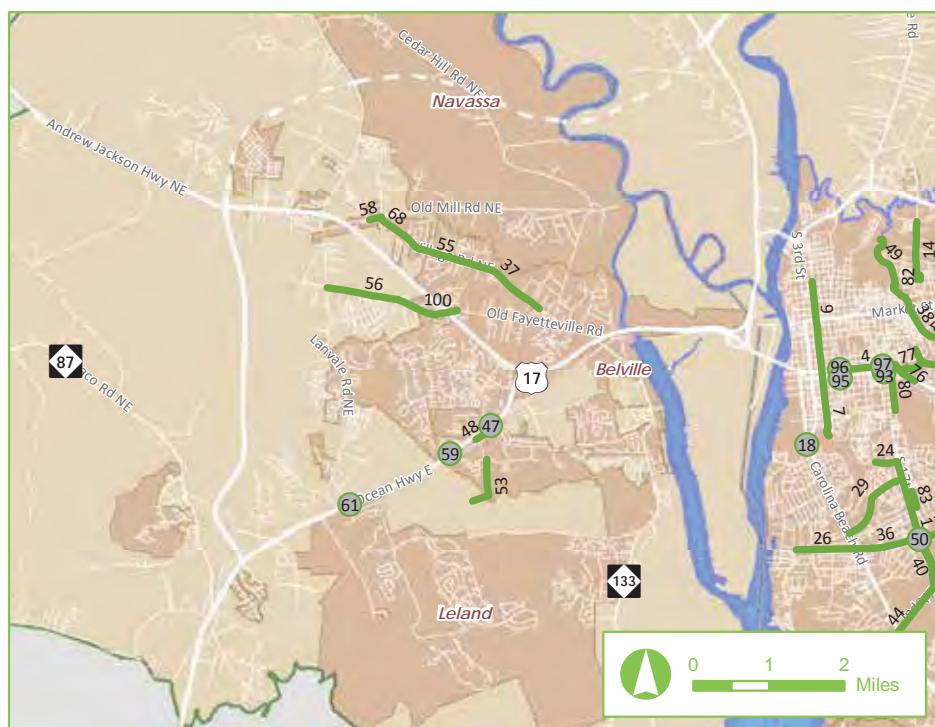
NOTE: Projects displayed for general location purposes only and not intended to show exact alignment. Projects still subject to federal environmental review (NEPA) process before construction



Wilmington

Bike/Ped Project ID# (BP-#)

- Proposed Crosswalks
- Proposed Linear Projects
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary



Leland, Belville, & Navassa

Bike/Ped Project ID (BP-#)

- Proposed Crosswalks
- Proposed Linear Projects
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary

Ferry and Water Transportation

Capital improvements to the ferry and water transportation network in the Greater Wilmington Area are largely dependent on the availability of funds from the state. As such, the majority of ferry and water transportation projects included in this element are coordinated and funded through financial structures managed by NCDOT with input from the Wilmington MPO. Larger scale, regional planning coordinated by the WMPO is also necessary to ensure multi-modal integration is addressed. Further expansion of the existing ferry routes will require the development of strategic public investments or private partnerships in order to connect residents, businesses, and tourists within and to the region. Furthermore, future years may see an increasing use for the ferry and water transportation system to provide support to regional emergency management operations. The potential use of water vessels and temporary barges at strategic locations should be explored for use in emergency management and natural disaster planning and preparation.



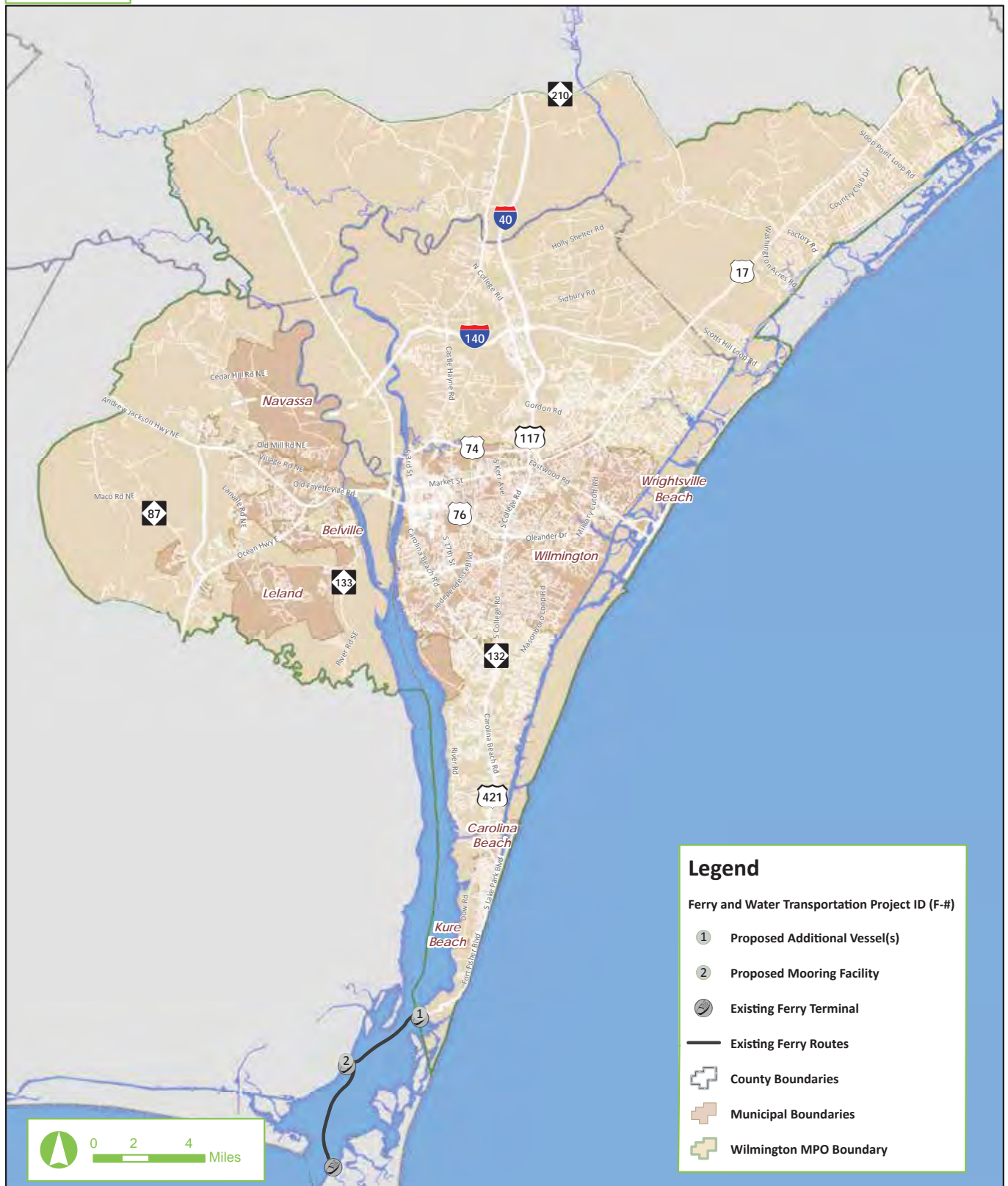
Fiscally-Constrained Ferry and Water Transportation Project List

| FISCALLY-CONSTRAINED FERRY AND WATER TRANSPORTATION PROJECT LIST | | | | |
|--|--|-----------|--------------------------------|------------------------------------|
| ID | PROJECT | FROM | TO | CONSTRUCTION YEAR COST ESTIMATE |
| F-1 | New river class vessel (Southport to Ft. Fisher) | Southport | Ft. Fisher | \$13,307,961 |
| F-2 | Southport Additional Mooring Facilities | US421 | US74/76 Andrew Jackson Highway | \$1,663,495 |



Ferry and Water Transportation Projects with Anticipated Funding

NOTE: Projects displayed for general location purposes only and not intended to show exact alignment.
Projects still subject to federal environmental review (NEPA) process before construction.



Freight/Rail

Freight movement is a critical element of an advanced industrial economy and the ease of freight movement is one component of a region's economic competitiveness for attracting and retaining various types of industry and employment centers. Freight movement can also have an impact on a region's quality of life, particularly with the need to ensure heavy truck/rail traffic has suitable routes to/from the national highway, regional rail nodes, and ports remains in balance with the needs of non-industrial components of the community. This freight/rail element outlines proposals for policies and projects that will capitalize on economic development opportunities for the WMPO and those that will mitigate potential conflicts and externalities from freight movements on the larger community and transportation network.



Fiscally-Constrained Freight/Rail Project List

| FISCALLY-CONSTRAINED FREIGHT/RAIL PROJECT LIST | | | |
|---|---------------|---|---------------------------------|
| ID | PROJECT TYPE | PROJECT | CONSTRUCTION YEAR COST ESTIMATE |
| FR-1 | Truck/Roadway | Shipyards Boulevard eb bus pullout, bus stop, and sidewalk | \$135,000 |
| FR-2 | Truck/Roadway | Front Street widening and redesign | \$17,450,892 |
| FR-3 | Rail | Front Street lead railroad signalization and gates | \$998,097 |
| FR-4 | Rail | Study at-grade rail crossing conflicts on WTRY and spur lines near Port of Wilmington (multiple locations) | \$391,432 |
| FR-5 | Rail | US421 Railroad crossing safety improvements south of I-140/Dan Cameron Bridge | \$521,909 |
| FR-6 | Rail | US421 Railroad extension from Invista to Pender Commerce Park | \$5,694,698 |
| FR-7 | Rail | At-grade rail crossing conflicts on NCDOT & CSX lines (multiple locations) | \$10,890,646 |
| FR-8 | Truck/Roadway | Burnett Boulevard widening to allow for queuing at north gate of NC Port of Wilmington from Carolina Beach Road to Myers Street | \$2,628,506 |
| FR-9 | Truck/Roadway | Front Street & Burnett Boulevard turn lanes improving sb and nb truck access | \$408,567 |
| FR-10 | Truck/Roadway | "Carolina Beach Road and Shipyards Boulevard wb right turn improvements" | \$1,315,130 |
| FR-11 | Truck/Roadway | Shipyards Boulevard eb at Carolina Beach Road nb left turn additional queuing | \$306,864 |
| FR-12 | Truck/Roadway | Shipyards Boulevard median closure at Rutledge Drive | \$43,838 |
| FR-13 | Truck/Roadway | Shipyards Boulevard speed sensors and warning activation at NC Port of Wilmington | \$175,351 |
| FR-14 | Truck/Roadway | Cape Fear Crossing - Funded Portion | \$158,021,483 |
| * Projects anticipated to receive funding from alternative funding mechanisms | | | |

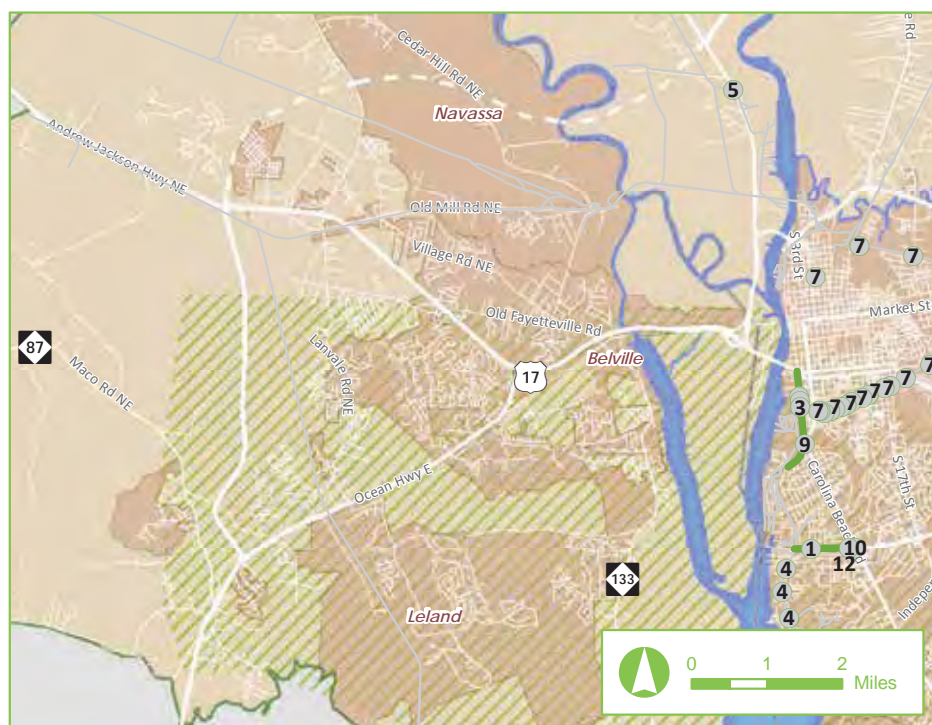
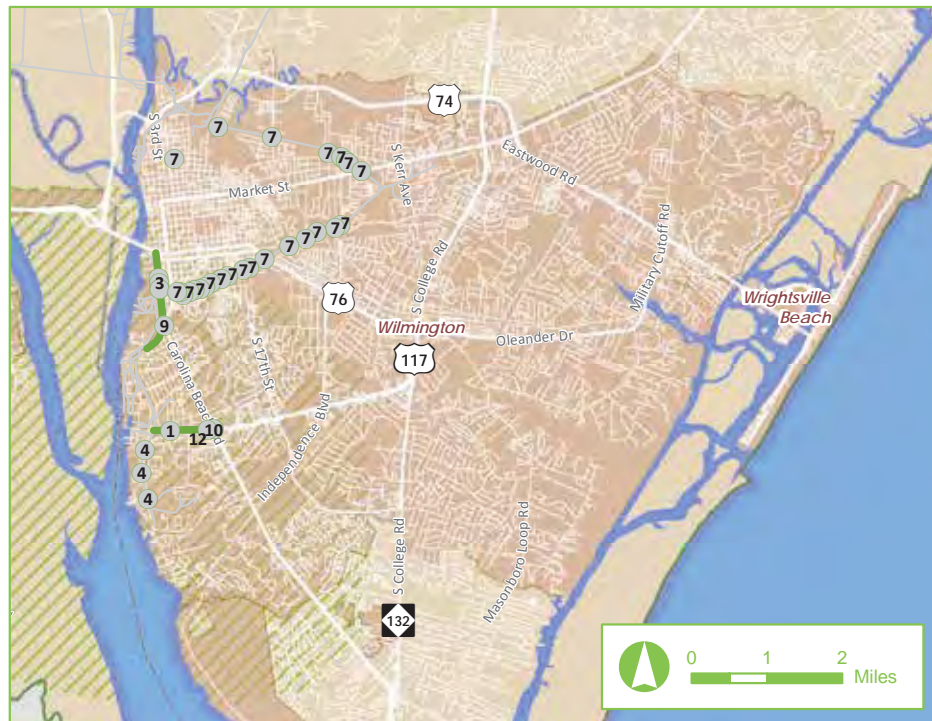
Legend

- Freight/Rail Project Identification Number (FR-#)
- Proposed Freight/Rail Intersection Project
- Proposed Freight/Rail Project
- FR-14 Cape Fear Crossing Study Area (Partial Anticipated Funding)
- Railroads
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary



Freight/Rail Projects with Anticipated Funding

NOTE: Projects displayed for general location purposes only and not intended to show exact alignment. Projects still subject to federal environmental review (NEPA) process before construction.



Mass Transportation

The mass transportation element outlines projects and policies that would result in increased ridership and improved service to both transit-dependent populations and choice ridership populations. This element includes a heavy emphasis on increasing the comfort and safety of riders in accessing public transportation. Most mass transportation users are also pedestrians at some point in their travels; therefore enhancements to the pedestrian network are critical to improving the experience of mass transportation users and critical to the enticement of new riders.

By increasingly serving choice riders and a larger segment of the population, mass transportation will see broader community support. When broadly utilized, mass transportation is one of the most efficient modes of transportation and can be one of the most cost-effective infrastructure investments a community can make. In the Greater Wilmington area, mass transportation is most heavily utilized by transit-dependent riders. However, there is great opportunity to expand ridership and increase the attractiveness of mass transportation to choice rider populations. The benefits of increasing mass transportation ridership extend beyond the financial return to local public transportation providers. Benefits of increased mass transportation ridership include mitigating increases in community congestion and environmental degradation. Increased mass transportation ridership captures a percentage of the trips that would have otherwise been made by single-occupant vehicles. By mitigating congestion, improved mass transportation service can also reduce the need to increase capacity on the roadway network.

Fiscally Constrained Mass Transportation Project List

| FISCALLY-CONSTRAINED MASS TRANSPORTATION PROJECT LIST | | | |
|---|-----------------------|--|------------------------------------|
| ID | PROJECT TYPE | PROJECT | CONSTRUCTION YEAR COST ESTIMATE |
| MT-1 | PARK & RIDE | US17 at Brunswick Forest | \$3,000 |
| MT-2 | PARK & RIDE | Mt. Misery at US74/76 | \$3,000 |
| MT-3 | PARK & RIDE | Leland Town Hall | \$3,000 |
| MT-4 | AMENITY | Town Hall Drive (Leland) | \$15,000 |
| MT-5 | ADDITIONAL SERVICE | Airport Boulevard service to ILM | 0 |
| MT-6 | STOP ACCESS | Oleander Drive & Independence Boulevard | \$83,175 |
| MT-7 | AMENITY | Oleander Drive at Whole Foods | \$16,635 |
| MT-8 | EXPRESS ROUTE | Downtown Wilmington to Forden Station | \$510,139 |
| MT-9 | EXPRESS ROUTE | Downtown Wilmington to Mayfaire | \$510,139 |
| MT-10 | PARK & RIDE | Mayfaire Shopping Center | \$3,327 |
| MT-11 | AMENITY | Lake Avenue at South College Road | \$16,635 |
| MT-12 | STOP ACCESS | College Road & Sanders Road | \$83,175 |
| MT-13 | PARK & RIDE | "Carolina Beach Road at S College Road (Monkey Junction)" | \$16,635 |
| MT-14 | AMENITY | S College Road at Randall Parkway | \$16,635 |
| MT-15 | AMENITY | S 17th St at Glen Meade Road | \$16,635 |

| FISCALLY-CONSTRAINED MASS TRANSPORTATION PROJECT LIST | | | |
|---|-----------------------|--|------------------------------------|
| ID | PROJECT TYPE | PROJECT | CONSTRUCTION YEAR COST ESTIMATE |
| MT-16 | AMENITY | N College Road at Danny Pence Drive | \$16,635 |
| MT-17 | AMENITY | Carolina Beach Road at Harris Teeter | \$16,635 |
| MT-18 | AMENITY | US17 at NC210 | \$16,635 |
| MT-19 | ADDITIONAL SERVICE | Market Street from College Road to Porter's Neck Walmart | \$510,139 |
| MT-20 | AMENITY | S College Road at University Drive | \$16,635 |
| MT-21 | AMENITY | 17th Street at Food Lion Plaza | \$16,635 |
| MT-22 | AMENITY | 17th Street at Doctors Circle | \$16,635 |
| MT-23 | STOP ACCESS | Shipyard Boulevard & 17th Street | \$83,175 |
| MT-24 | STOP ACCESS | 17th Street at Hospital Plaza Drive | \$83,175 |
| MT-25 | STOP ACCESS | College Road at Hurst Drive | \$83,175 |
| MT-26 | STOP ACCESS | College Road at New Center Drive | \$83,175 |
| MT-27 | STOP ACCESS | College Road at University Drive | \$83,175 |
| MT-28 | AMENITY | Independence Boulevard at Canterbury Drive | \$16,635 |
| MT-29 | AMENITY | Market Street at Kerr Avenue | \$16,635 |
| MT-30 | AMENITY | Market Street at Covil Avenue | \$16,635 |
| MT-31 | AMENITY | Independence Boulevard at Independence Mall (northbound) | \$16,635 |
| MT-32 | AMENITY | Independence Boulevard at Park Avenue | \$16,635 |
| MT-33 | AMENITY | Independence Boulevard at Independence Mall (southbound) | \$16,635 |
| MT-34 | STOP ACCESS | Market Street at Cinema Drive | \$83,175 |
| MT-35 | STOP ACCESS | "Carolina Beach Road at Antoinette Drive (Monkey Junction)" | \$83,175 |
| MT-36 | PARK & RIDE | Carolina Beach Road at Snow's Cut Bridge | \$3,327 |
| MT-37 | PARK & RIDE | I-40 at Cape Fear Community College North Campus | \$3,327 |
| MT-38 | PARK & RIDE | Market Street at Middle Sound Loop Road | \$3,327 |
| MT-39 | PARK & RIDE | US17 at NC210 | \$3,327 |
| MT-40 | PARK & RIDE | Barclay West | \$3,327 |
| MT-41 | PARK & RIDE | Fairfield Park | \$3,327 |
| MT-42 | AMENITY | College Road at University Drive | \$16,635 |
| MT-43 | AMENITY | 17th Street at Hospital Plaza Drive | \$16,635 |
| MT-44 | AMENITY | Gordon Road at Food Lion Plaza | \$16,635 |
| MT-45 | AMENITY | Shipyard Boulevard at Commons Drive | \$16,635 |
| MT-46 | AMENITY | Monkey Junction Transfer Station | \$16,635 |
| MT-47 | AMENITY | N Lake Park Boulevard at Town Hall | \$16,635 |
| MT-48 | AMENITY | Shipyard Boulevard at 41st Street | \$16,635 |
| MT-49 | AMENITY | 41st Street at Hoggard High School | \$16,635 |
| MT-50 | STOP ACCESS | Shipyard Boulevard at 41st Street | \$83,175 |
| MT-51 | PARK & RIDE | Market Street at Porters Neck Road | \$3,327 |
| MT-52 | AMENITY | Carolina Beach Road at Medical Center Drive | \$16,635 |
| MT-53 | AMENITY | Carolina Beach Road at Roses | \$16,635 |
| MT-54 | STOP ACCESS | Market Street & Lullwater Drive | \$83,175 |
| MT-55 | AMENITY | Nixon Street at 8th Street | \$16,635 |
| MT-56 | AMENITY | Downtown Transfer Station | \$16,635 |
| MT-57 | AMENITY | College Road at Wilshire Boulevard | \$19,572 |

| FISCALLY-CONSTRAINED MASS TRANSPORTATION PROJECT LIST | | | |
|---|--------------|--|------------------------------------|
| ID | PROJECT TYPE | PROJECT | CONSTRUCTION YEAR COST ESTIMATE |
| MT-58 | AMENITY | Eastwood Road at Rogersville Road | \$19,572 |
| MT-59 | AMENITY | Carolina Beach Road at Independence Boulevard | \$19,572 |
| MT-60 | AMENITY | Carolina Beach Road at Tennessee Avenue | \$19,572 |
| MT-61 | AMENITY | West Gate Drive at Walmart | \$19,572 |
| MT-62 | AMENITY | Halyburton Memorial Parkway at Ballfields | \$19,572 |
| MT-63 | AMENITY | Independence Boulevard at Converse Drive | \$19,572 |
| MT-64 | AMENITY | Princess Place Drive at N 25th Street | \$19,572 |
| MT-65 | AMENITY | Carolina Beach Road at Southern Boulevard | \$19,572 |
| MT-66 | AMENITY | Market Street at Lullwater Drive | \$19,572 |
| MT-67 | AMENITY | Oleander Drive at Hawthorne Drive | \$19,572 |
| MT-68 | AMENITY | College Road at Kmart | \$19,572 |
| MT-69 | AMENITY | Randall Parkway at Brailsford Drive | \$19,572 |
| MT-70 | AMENITY | Military Cutoff Road at Old Macumber Station Road | \$19,572 |
| MT-71 | AMENITY | Carolina Beach Road at Silva Terra Drive | \$19,572 |
| MT-72 | AMENITY | 17th Street at John D Barry Drive | \$19,572 |
| MT-73 | AMENITY | Village Road at Food Lion | \$19,572 |
| MT-74 | AMENITY | Front Street at Harnett Street | \$19,572 |
| MT-75 | PARK & RIDE | US17 at Sidbury Road | \$3,914 |
| MT-76 | AMENITY | Market Street at 16th Street | \$19,572 |
| MT-77 | AMENITY | Sigmon Road at Walmart | \$19,572 |
| MT-78 | AMENITY | Oleander Drive at Giles Avenue | \$19,572 |
| MT-79 | AMENITY | Wrightsville Avenue at Jones Road | \$19,572 |
| MT-80 | AMENITY | Wilshire Boulevard at Berkshires at Pecan Cove | \$19,572 |
| MT-81 | AMENITY | Wilshire Boulevard at Kerr Avenue | \$19,572 |
| MT-82 | AMENITY | Mt. Misery Road at Food Lion | \$19,572 |
| MT-83 | AMENITY | Village Road at S Navassa Road | \$19,572 |
| MT-84 | AMENITY | Carl Winner Avenue at Carolina Beach Avenue | \$19,572 |
| MT-85 | AMENITY | 10th Street at Meares Street | \$19,572 |
| MT-86 | AMENITY | Greenfield Street at 13th Street | \$19,572 |
| MT-87 | AMENITY | Wrightsville Avenue at Cape Fear Memorial Hospital | \$19,572 |
| MT-88 | AMENITY | Front Street at Ann Street | \$19,572 |
| MT-89 | PARK & RIDE | I-40 at Holly Shelter Road | \$3,914 |
| MT-90 | PARK & RIDE | Forden Station | \$3,914 |
| MT-91 | PARK & RIDE | Downtown Transfer Station | \$3,914 |
| MT-92 | AMENITY | New Hanover County Government Center Drive | \$19,572 |
| MT-93 | AMENITY | New Center Drive at Bob King Buick | \$19,572 |
| MT-94 | AMENITY | 17th Street at Little John Circle | \$19,572 |
| MT-95 | AMENITY | Cypress Grove Drive at Doctors Circle | \$19,572 |
| MT-96 | AMENITY | Medical Center Drive at Delaney Radiologists | \$19,572 |
| MT-97 | AMENITY | Wellington Avenue at Silver Stream Lane | \$19,572 |
| MT-98 | AMENITY | Wellington Avenue at Troy Drive | \$19,572 |
| MT-99 | AMENITY | Wellington Avenue at Flint Drive | \$19,572 |
| MT-100 | AMENITY | Wellington Avenue at 17th Street | \$19,572 |

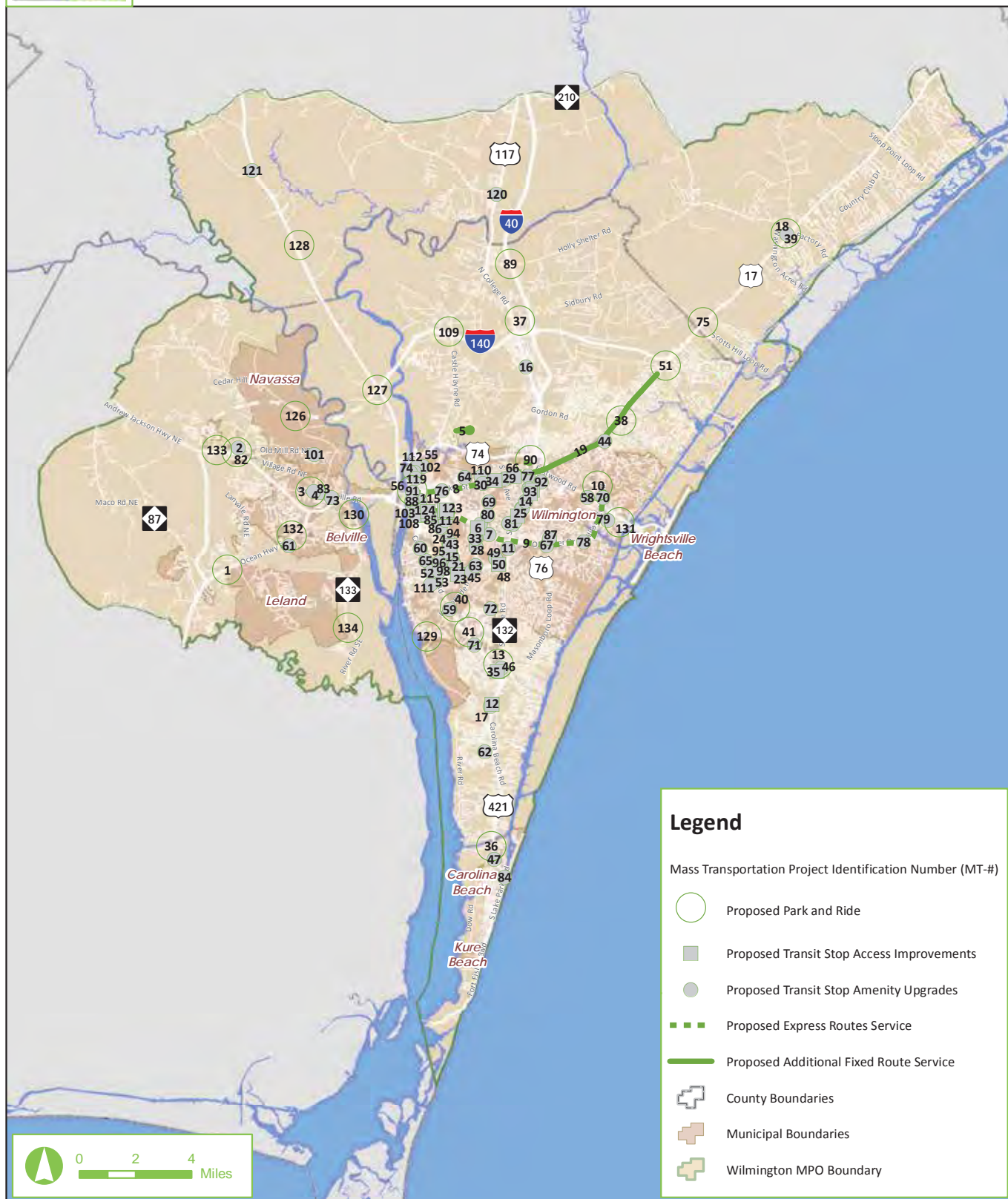
| FISCALLY-CONSTRAINED MASS TRANSPORTATION PROJECT LIST | | | |
|---|--------------|---|------------------------------------|
| ID | PROJECT TYPE | PROJECT | CONSTRUCTION YEAR COST ESTIMATE |
| MT-101 | AMENITY | Main Street at Church Street (Navassa) | \$19,572 |
| MT-102 | AMENITY | 4th Street at ABC Alley | \$19,572 |
| MT-103 | AMENITY | Front Street at Castle Street (northbound) | \$19,572 |
| MT-104 | AMENITY | Front Street at Castle Street (southbound) | \$19,572 |
| MT-105 | STOP ACCESS | Dawson Street at 17th Street | \$97,858 |
| MT-106 | STOP ACCESS | Wooster Street at 17th Street | \$97,858 |
| MT-107 | STOP ACCESS | Wooster Street at 3rd Street | \$97,858 |
| MT-108 | STOP ACCESS | Dawson Street at 3rd Street | \$97,858 |
| MT-109 | PARK & RIDE | I-140 at Castle Hayne Road | \$3,914 |
| MT-110 | AMENITY | Princess Place Drive at Montgomery Avenue | \$19,572 |
| MT-111 | AMENITY | Marion Drive at Rutledge Drive | \$19,572 |
| MT-112 | AMENITY | Nixon Street at 5th Street | \$19,572 |
| MT-113 | AMENITY | 16th Street at Wright Street | \$19,572 |
| MT-114 | AMENITY | 16th Street at Kidder Street | \$19,572 |
| MT-115 | AMENITY | 5th Street at Ann Street | \$19,572 |
| MT-116 | AMENITY | 5th Street at Dawson Street | \$19,572 |
| MT-117 | AMENITY | 5th Street at Castle Street | \$19,572 |
| MT-118 | AMENITY | Dawson Street at 9th Street | \$19,572 |
| MT-119 | AMENITY | Wilmington Multimodal Transportation Center | \$12,147,304 |
| MT-120 | AMENITY | US117/NC133 at Old Blossom Ferry Road | \$19,572 |
| MT-121 | AMENITY | US421 at Blueberry Road | \$19,572 |
| MT-122 | STOP ACCESS | Dawson Street & 16th Street | \$97,858 |
| MT-123 | STOP ACCESS | Wooster Street & 16th Street | \$113,444 |
| MT-124 | STOP ACCESS | Dawson Street at 8th Street | \$113,444 |
| MT-125 | STOP ACCESS | Wooster Street 8th Street | \$113,444 |
| MT-126 | PARK & RIDE | I-140 at Cedar Hill Road | \$4,538 |
| MT-127 | PARK & RIDE | I-140 at US421 | \$4,538 |
| MT-128 | PARK & RIDE | US421 at Cowpens Landing Road | \$4,538 |
| MT-129 | PARK & RIDE | Terminus of Independence Boulevard | \$4,538 |
| MT-130 | PARK & RIDE | US17/74/76 at River Road (NC133) | \$3,327 |
| MT-131 | PARK & RIDE | Galleria Mall | \$3,327 |
| MT-132 | PARK & RIDE | US17 at Walmart | \$3,327 |
| MT-133 | PARK & RIDE | I-140 at US74/76 | \$3,914 |
| MT-134 | PARK & RIDE | River Road (NC133) | \$3,914 |





Mass Transportation Projects with Anticipated Funding

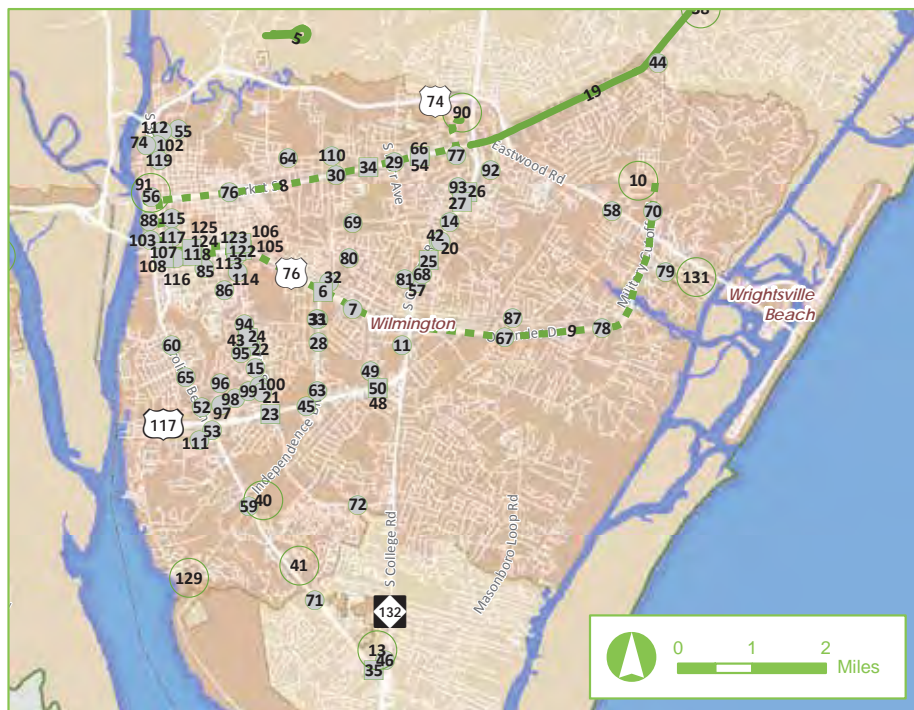
NOTE: Projects displayed for general location purposes only and not intended to show exact alignment.
Projects still subject to federal environmental review (NEPA) process before construction.





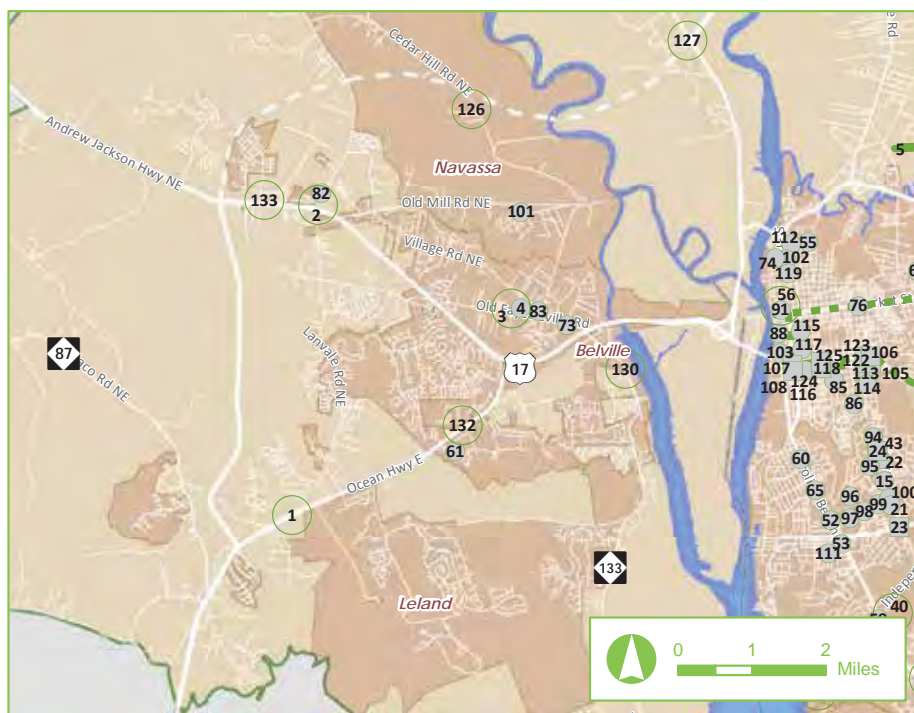
Mass Transportation Projects with Anticipated Funding

NOTE: Projects displayed for general location purposes only and not intended to show exact alignment.
Projects still subject to federal environmental review (NEPA) process before construction.



Wilmington

- Mass Transportation Project Id (MT-#)
- Park and Ride
 - Transit Stop Access Improvements
 - Transit Stop Amenity Upgrades
 - Express Routes Service
 - Additional Fixed Route Service
 - County Boundaries
 - Municipal Boundaries
 - Wilmington MPO Boundary



Leland, Belville, & Navassa

- Mass Transportation Project Id (MT-#)
- Park and Ride
 - Transit Stop Access Improvements
 - Transit Stop Amenity Upgrades
 - Express Routes Service
 - Additional Fixed Route Service
 - County Boundaries
 - Municipal Boundaries
 - Wilmington MPO Boundary

Roadways

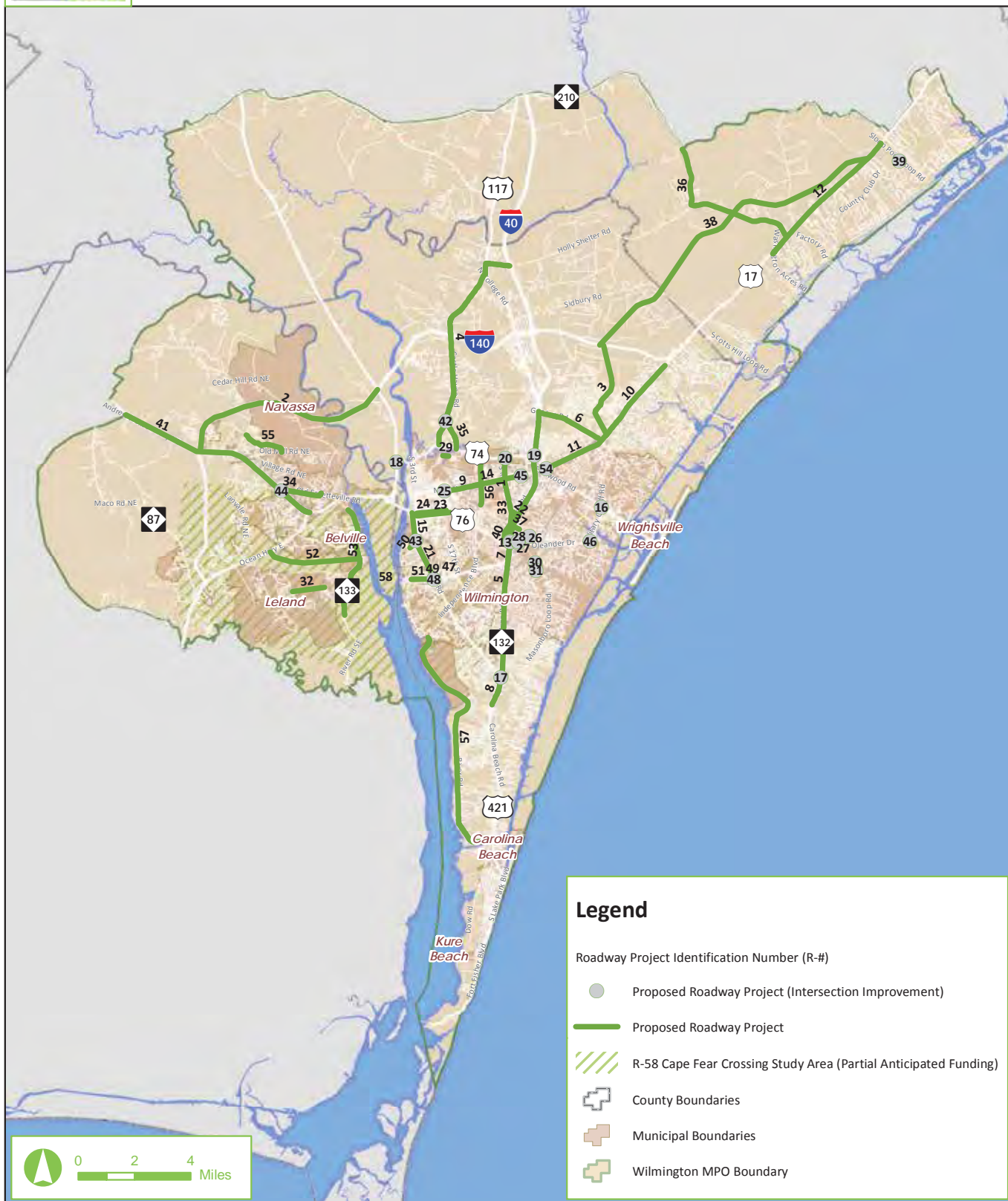
Demand on our existing roadways will only increase over time, but some of this demand is from new users. Our roadway network needs additional capacity to carry an anticipated increase in regional vehicle miles travelled (VMT), but also in order to carry new user types such as increased bus service, additional freight, bicycle transportation and the facilitation of pedestrian movements. Trends indicate that in the future people and goods will move through a more diverse array of transportation modes. The further development of the roadway network should facilitate future movements through facilitating mode choice, increased connectivity, and improved balance between access and mobility. The thoughtful further development of the roadway network is critical for the Wilmington Urban Area to be able to mitigate traffic increases and facilitate additional choice in order to increase the quality of life and economic development opportunities in the Wilmington Urban Area.

Fiscally-Constrained Roadways Project List

| FISCALLY-CONSTRAINED ROADWAYS PROJECT LIST | | | | | |
|--|--|-------------------------------------|--------------------------------------|---------------------------------------|--------|
| ID | PROJECT | FROM | TO | CONSTRUCTION YEAR COST ESTIMATE | TIP # |
| R-1 | Kerr Avenue Widening | Randall Parkway | US 74/Martin Luther King Jr. Parkway | \$44,309,966 | U-3338 |
| R-2 | I-140 Wilmington Bypass | US421 | US 74/76 Andrew Jackson Highway | \$163,930,000 | R-2633 |
| R-3 | Military Cutoff Road Extension | US 17BUS/Market Street | US 17/Wilmington Bypass | \$178,917,855 | U-4751 |
| R-4 | NC 133/Castle Hayne Road Widening | US74/Martin Luther King Jr Parkway | Holly Shelter Road | \$226,458,655 | U-2724 |
| R-5 | US117/NC132/College Road Widening | Gordon Road | US421/Carolina Beach Road | \$113,482,764 | U-5702 |
| R-6 | Gordon Road Widening | NC 132 Interchange | US 17BUS/Market Street | \$35,167,338 | U-3831 |
| R-7 | US117/NC132/College Road Widening | US117/Shipyard Boulevard | Wilshire Boulevard | \$24,524,536 | U-5702 |
| R-8 | US421/Carolina Beach Road Widening | Piner Road | Sanders Road | \$16,788,067 | U-5790 |
| R-9 | US17BUS/Market Street Road Diet | 17th Street | Covil Avenue | \$13,904,312 | U-5869 |
| R-10 | US17BUS/Market Street Access Management | Military Cutoff Road | Porters Neck Road | \$9,453,686 | U-4902 |
| R-11 | US17BUS/Market Street Access Management | US 74/Martin Luther King Jr Parkway | Military Cutoff Road | \$4,403,609 | U-4902 |
| R-12 | US17 Superstreet | Washington Acres Road | Sloop Point Road | \$61,372,712 | U-5732 |
| R-13 | US117/NC132/College & US76/Oleander Intersection | US 117/NC132/College Road | US76/Oleander Drive | \$37,981,128 | U-5704 |

| FISCALLY-CONSTRAINED ROADWAYS PROJECT LIST | | | | | |
|--|--|--|---|---------------------------------------|--------|
| ID | PROJECT | FROM | TO | CONSTRUCTION YEAR COST ESTIMATE | TIP # |
| R-14 | US17BUS/Market Street Access Management | Colonial Drive | New Centre Drive | \$6,860,680 | U-4902 |
| R-15 | US421/Front Street Widening | US 76/421/ Cape Fear Memorial Bridge | US421/Burnett Boulevard | \$17,450,892 | U-5734 |
| R-16 | US74/Eastwood Road & Military Cutoff Road | US74/Eastwood Road | Military Cutoff Road | \$44,030,537 | U-5710 |
| R-17 | Carolina Beach Road & College Road Flyovers | US 421/Carolina Beach Road | US117/NC132/ College Road | \$23,445,141 | U-5790 |
| R-18 | Isabel Holmes Bridge Flyovers | US 17 | US421 | \$27,179,344 | U-5731 |
| R-19 | US117/NC132/College & MLK Pkwy Intersection | US117/NC132/ College Road | US74/Martin Luther King Jr. Parkway | \$44,030,537 | U-5792 |
| R-20 | Kerr Avenue/MLK Jr Pkwy Intersection | Kerr Avenue | US74/Martin Luther King Jr. Parkway | \$36,394,018 | U-3338 |
| R-21 | US421/Carolina Beach Road Upgrade | US421/Burnett Boulevard | US117/Shipyard Boulevard | \$4,768,686 | U-5729 |
| R-22 | Hurst Drive Extension | Kerr Avenue | Riegel Road | \$4,768,686 | N/A |
| R-23 | Dawson Street Streetscape | US17BUS/ South 3rd Street | US76/Oleander Drive | \$609,948 | N/A |
| R-24 | Wooster Street Streetscape | US17BUS/ South 3rd Street | US76/Oleander Drive | \$609,948 | N/A |
| R-25 | US17BUS/Market Street & 17th Street Intersection | US17BUS/ Market Street | South 17th Street | \$1,774,395 | N/A |
| R-26 | Wrightsville Avenue & Wallace Avenue Roundabout | Wrightsville Avenue | Wallace Avenue | \$1,663,495 | N/A |
| R-27 | Oleander Drive & Pine Grove Intersection | US76/ Oleander Drive | Pine Grove Drive | \$2,328,893 | N/A |
| R-28 | Pine Grove Drive & MacMillan Avenue Intersection | Pine Grove Drive | Macmillan Avenue | \$2,772,492 | N/A |
| R-29 | Love Grove Additional Access | Nixon Street | King Street | \$6,764,880 | N/A |
| R-30 | Pine Grove Drive & Greenville Loop Road Roundabout | Pine Grove Drive | Greenville Loop Road | \$1,663,495 | N/A |
| R-31 | Pine Grove Drive & Holly Tree Road Roundabout | Pine Grove Drive | Holly Tree Road | \$1,663,495 | N/A |
| R-32 | Rice Gate Way Extension | Rice Gate Way | Mallory Creek Road | \$12,741,553 | N/A |
| R-33 | Kerr Avenue Widening | Patrick Avenue | Wrightsville Avenue | \$86,267,237 | N/A |

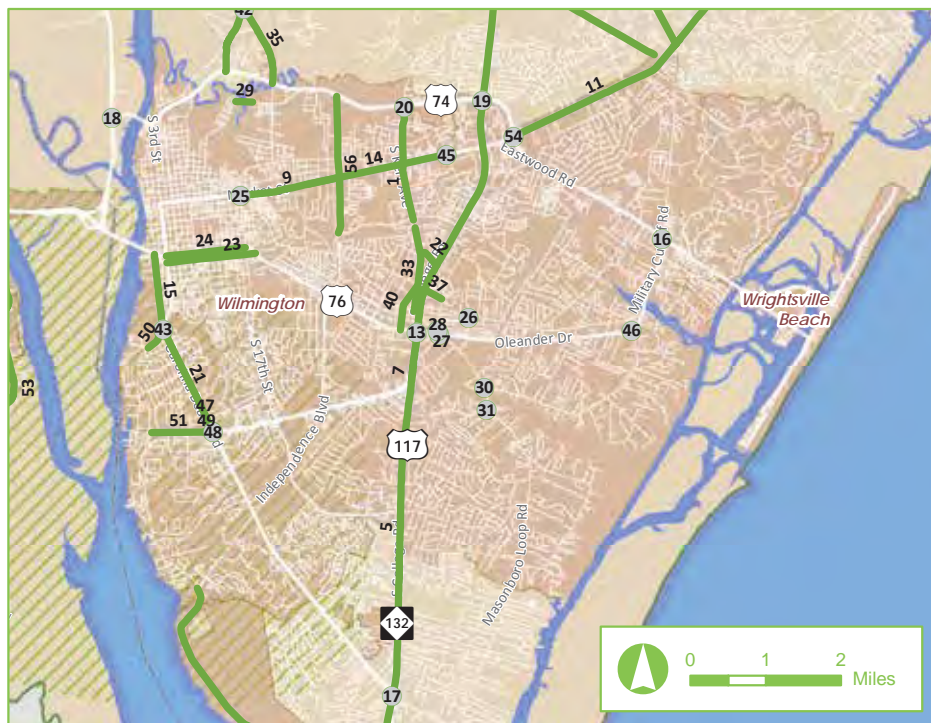
NOTE: Projects displayed for general location purposes only and not intended to show exact alignment. Projects still subject to federal environmental review (NEPA) process before construction.





Roadway Projects with Anticipated Funding

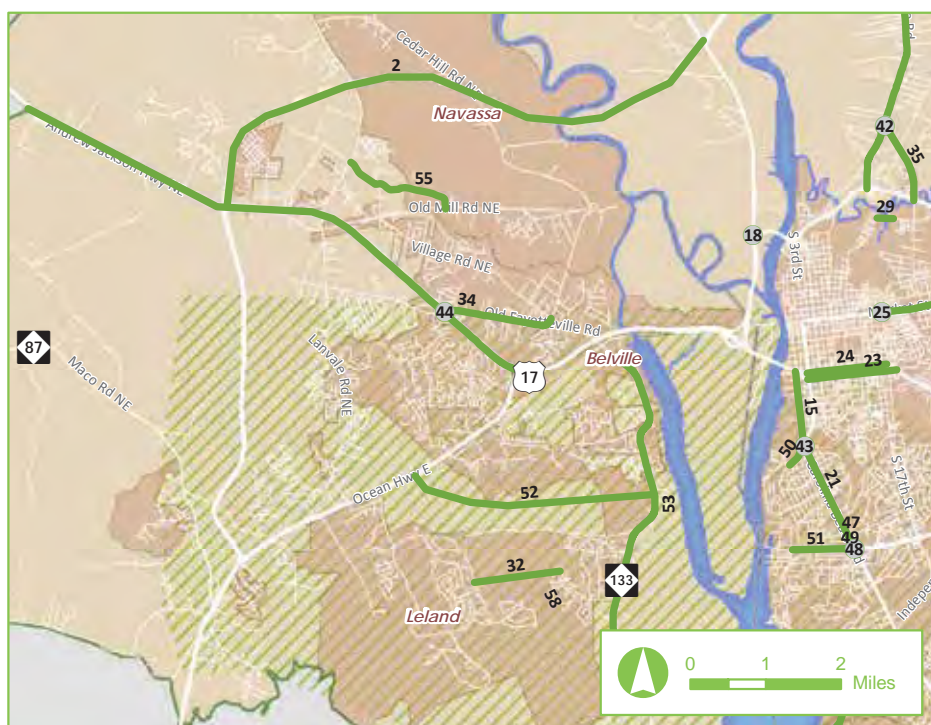
NOTE: Projects displayed for general location purposes only and not intended to show exact alignment. Projects still subject to federal environmental review (NEPA) process before construction.



Wilmington

Roadway Project Identification Number (R-#)

- Proposed Intersection Improvement
- Proposed Roadway Project
- R-58 Cape Fear Crossing Study Area (Partial Anticipated Funding)
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary



Leland, Belville, & Navassa

Roadway Project Identification Number (R-#)

- Proposed Intersection Improvement
- Proposed Roadway Project
- R-58 Cape Fear Crossing Study Area (Partial Anticipated Funding)
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary

| FISCALLY-CONSTRAINED ROADWAYS PROJECT LIST | | | | | |
|--|--|---------------------------------------|------------------------------------|---------------------------------------|--------|
| ID | PROJECT | FROM | TO | CONSTRUCTION YEAR COST ESTIMATE | TIP # |
| R-34 | Old Fayetteville Road Widening | Village Road | US74/76/Andrew Jackson Highway | \$26,988,212 | N/A |
| R-35 | N 23rd Street Widening | NC133/Castle Hayne Road | US74/Martin Luther King Jr Parkway | \$13,147,430 | N/A |
| R-36 | NC210 Improvements | Island Creek/ NC210 | US17 | \$4,273,066 | N/A |
| R-37 | Wilshire Boulevard Extension | US117/132/ College Road | MacMillan Avenue | \$3,114,227 | N/A |
| R-38 | Hampstead Bypass | Porters Neck Road | Sloop Point Road | \$343,328,798 | R-3300 |
| R-39 | Country Club/Doral Drive and Sloop Point Loop Road | Country Club Drive/Doral Drive | Sloop Point Loop Road | \$975,620 | N/A |
| R-40 | Kerr Avenue Extension | Wrightsville Avenue | US76/Oleander Drive | \$14,628,777 | N/A |
| R-41 | I-74 Upgrade | US17/74/76 | WMPO Boundary | \$59,886,935 | R-4462 |
| R-42 | NC133/Castle Hayne Road & 23rd Street Roundabout | NC133/ Castle Hayne Road | N 23rd Street | \$1,358,967 | N/A |
| R-43 | Front Street & Carolina Beach Road Intersection | US421/Burnett Boulevard/ Front Street | US421/Carolina Beach Road | \$408,567 | N/A |

High Priority

- Alternative Work Schedules
- Carpool/Vanpool
- Development Review
- Park & Ride Lots
- Full-Time TDM Coordinator
- Transit Amenities
- Bicycle & Pedestrian Infrastructure
- Commuter Transit Routes
- Transit Oriented Development*
- Trip Reduction Ordinance*
- Trip Reduction Program for Large Mixed Use Developments*

Medium Priority

- Bicycle Sharing Program
- Car Share
- Employer Transportation Coordinator

Low Priority

- Consulting Services for Telecommuting
- Employer Shuttles
- Transportation Management Districts
- High Occupancy Vehicle (HOV) Lanes*
- Toll and Express Toll (HOT) Lanes*
- Light Rail*
- Water Taxi Service*

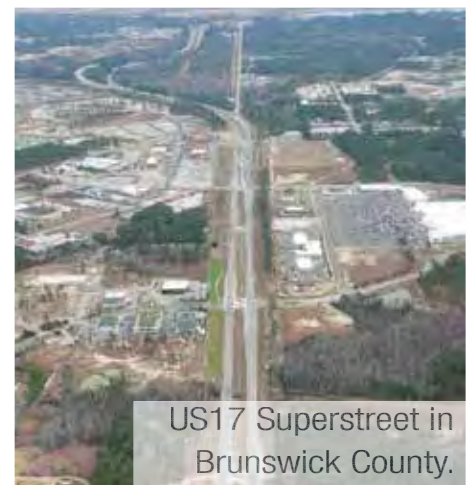
*= only a long-range TDM strategy

| FISCALLY-CONSTRAINED ROADWAYS PROJECT LIST | | | | | |
|---|--|-------------------------------------|-------------------------------------|---------------------------------------|--------|
| ID | PROJECT | FROM | TO | CONSTRUCTION YEAR COST ESTIMATE | TIP # |
| R-44 | Old Fayetteville Road Interchange | Old Fayetteville Road | US74/76/Andrew Jackson Highway | \$11,646,941 | U-3337 |
| R-45 | New Centre Drive & Market Street Intersection | New Centre Drive | US17BUS/Market Street | \$815,380 | N/A |
| R-46 | Greenville Avenue & Oleander Drive Intersection | Greenville Avenue | US76/Oleander Drive | \$408,567 | N/A |
| R-47 | Shipyard Boulevard Access Management (F/R) | US421/ Carolina Beach Road | Rutledge Drive | \$43,838 | N/A |
| R-48 | Carolina Beach Road & Shipyard Boulevard Intersection (wb right turn) (F/R) | US421/ Carolina Beach Road | US117/Shipyard Boulevard | \$1,315,130 | N/A |
| R-49 | Shipyard Boulevard Widening (F/R) | US421/ Carolina Beach Road | US117/Shipyard Boulevard | \$306,864 | N/A |
| R-50 | Burnett Boulevard Widening (F/R) | US421/ Carolina Beach Road | Myers Street | \$2,628,506 | N/A |
| R-51 | Shipyard Boulevard Speed Sensors and Warning activation at NC Port of Wilmington (F/R) | US421/ Carolina Beach Road | River Road | \$175,351 | N/A |
| R-52 | US17 to NC133 Connection | US17 | NC133 | \$16,366,064 | N/A |
| R-53 | NC 133/River Road Widening | US17/74/76 | Rabon Way SE | \$38,150,598 | N/A |
| R-54 | Market Street/MLK Jr. Pkwy Flyovers | US74/Martin Luther King Jr. Parkway | US74/Eastwood Road | \$31,508,309 | N/A |
| R-55 | Magnolia Drive Extension | Mount Misery Road | Old Mill Road | \$8,909,680 | N/A |
| R-56* | Independence Boulevard Extension | Randall Parkway | US74/Martin Luther King Jr. Parkway | \$196,640,913 | U-4434 |
| R-57* | River Road Widening | Independence Boulevard | US421/Carolina Beach Road | \$187,201,953 | N/A |
| R-58* | Cape Fear Crossing - Funded Portion | US17 | US421/Carolina Beach Road | \$158,021,483 | U-4738 |
| * Projects anticipated to receive funding from alternative funding mechanisms | | | | | |

Transportation Demand Management and Transportation Systems Management

Also included in the plan were strategies for several initiatives that did not include lists of projects. These included transportation demand management and transportation systems management initiatives.

Transportation Demand



Management

Transportation demand management (TDM) is described in this plan as an effort to mitigate the growth in traffic congestion. It is also described as the “flip-side” of infrastructure, as it is generally programmatic with an effort to reduce the demand on existing and new infrastructure. Trends are showing that future generations will be more interested in TDM programs rather than commuting habits that apply stress to our infrastructure. If trends continue to fall as they have in the previous years, the TDM strategies listed in the TDM Element will provide the transportation alternatives that younger generations are seeking. These Strategies include the following:

Transportation Systems Management

Transportation Systems Management is the process of optimizing the existing transportation system and infrastructure. TSM focuses on enhancing the existing infrastructure to increase roadway capacities, to integrate transportation and land use planning, and to reduce congestion within the Wilmington Urban Area. TSM is an opportunity to target improvements that increase capacity, efficiency and utilization of the existing infrastructure. TSM strategies discussed in this element include the following:

- Optimizing Signal Timing and Operations
- Geometric Design
- Intersection Modifications
- Access Management Initiatives
- Additional Turn Lanes
- Motorist Assistance Program
- Pavement Markings
- Signs and Lighting Upgrade
- Streetscape Improvements
- Tourist Transportation Plan
- Traffic Signal Timing Optimization
- Variable/Dynamic Message Signs
- Vehicle Detectors Repair/Replacement

Funding

A significant component of the MTP is identifying revenues to fund the proposed projects in the plan, otherwise referred to as “fiscal constraint.” In 2013, North Carolina enacted the Strategic Transportation Investment (STI) legislation that requires transportation officials “...to use existing resources more efficiently and effectively and to help us move forward more quickly with important [transportation] projects...” The STI considers past trends and expected future growth as part of its funding criteria for allocating transportation dollars throughout the state. As a result, the WMPO adopted revenue assumptions that align with the STI legislation.

Transportation projects included in the 2040 MTP are funded, primarily by the United States Department of Transportation (USDOT) and NCDOT.

Public Involvement

Public involvement was a key component of developing the MTP, and the transportation planning process generally. Many public outreach opportunities were provided during the 2040 MTP update process, including public open houses, public surveys, presentations, and specific activities to engage traditionally underserved populations. In addition, the WMPO built a specific website to address the development of *Cape Fear Transportation 2040* to allow for additional public comment (<http://transportation2040.org>).

More specifically, the Citizens Advisory Committee (CAC) guided the development of a three-pronged approach to soliciting and integrating public input for the development of *Cape Fear Transportation 2040*.

1. **Initial Outreach Efforts** – Before defining the transportation needs for the Greater Wilmington Area; CAC directed staff to develop methods that would reach the broad spectrum of people in the Greater Wilmington Area (1) to educate them on the development of *Cape Fear Transportation 2040* and (2) to solicit feedback on current and future transportation needs.
2. **Outreach Efforts to Solicit Proposal Feedback** – Before finalizing the draft plan; CAC directed staff to develop methods that would reach the broad spectrum of people in the Greater Wilmington Area (1) to solicit general feedback on the draft plan and (2) to ascertain whether the draft plan represented the desired projects within the fiscal constraint of the document.
3. **Ongoing Public Outreach Efforts** – The CAC also directed that there be opportunities for the general public to learn about the development of *Cape Fear Transportation 2040* and to provide feedback throughout its development.

Environmental Justice

Environmental Justice (EJ) is a process that ensures federal resources are being directed to projects of all modes in a manner that does not unreasonably burden, or deny the benefits of a transportation investment to specific communities based on ethnicity, race, or income.

Environmental justice within the WMPO MTP is based on three fundamental principles derived from guidance issued by the USDOT:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Projects included in *Cape Fear Transportation 2040* were assessed for their collective

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

RESOLUTION ADOPTING THE *CAPE FEAR TRANSPORTATION 2040 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 N.C. Board of Transportation; and

WHEREAS; the Wilmington Urban Area Metropolitan Planning Organization (Wilmington MPO) has established a comprehensive, cooperative and continuing (3-C) transportation planning process to develop an annual unified planning work program, 25-year metropolitan transportation plan, and a metropolitan transportation improvement program (MTIP) to facilitate the expenditure of federal funds; and

WHEREAS, the Wilmington Urban Area MPO has developed the *Cape Fear Transportation 2040* plan to satisfy the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) as well as other federal state and local laws mandating a continuing, cooperative and comprehensive transportation planning activities; and

WHEREAS, the *Cape Fear Transportation 2040* plan is a product of a multi-modal, 3-C transportation planning process, compatible with the Wilmington Urban Area MPO's long range vision; and

WHEREAS, the *Cape Fear Transportation 2040* plan is fiscally constrained; and

WHEREAS, the *Cape Fear Transportation 2040* plan was developed by the Wilmington Urban Area MPO's Citizen Advisory Committee in coordination with the TAC, TCC, local elected and appointed officials, local municipal and county staff, service organizations, and the general public; and

WHEREAS, public comments were solicited at regular intervals during the planning process and a 30-day public comment period was held to receive comments on the plan.

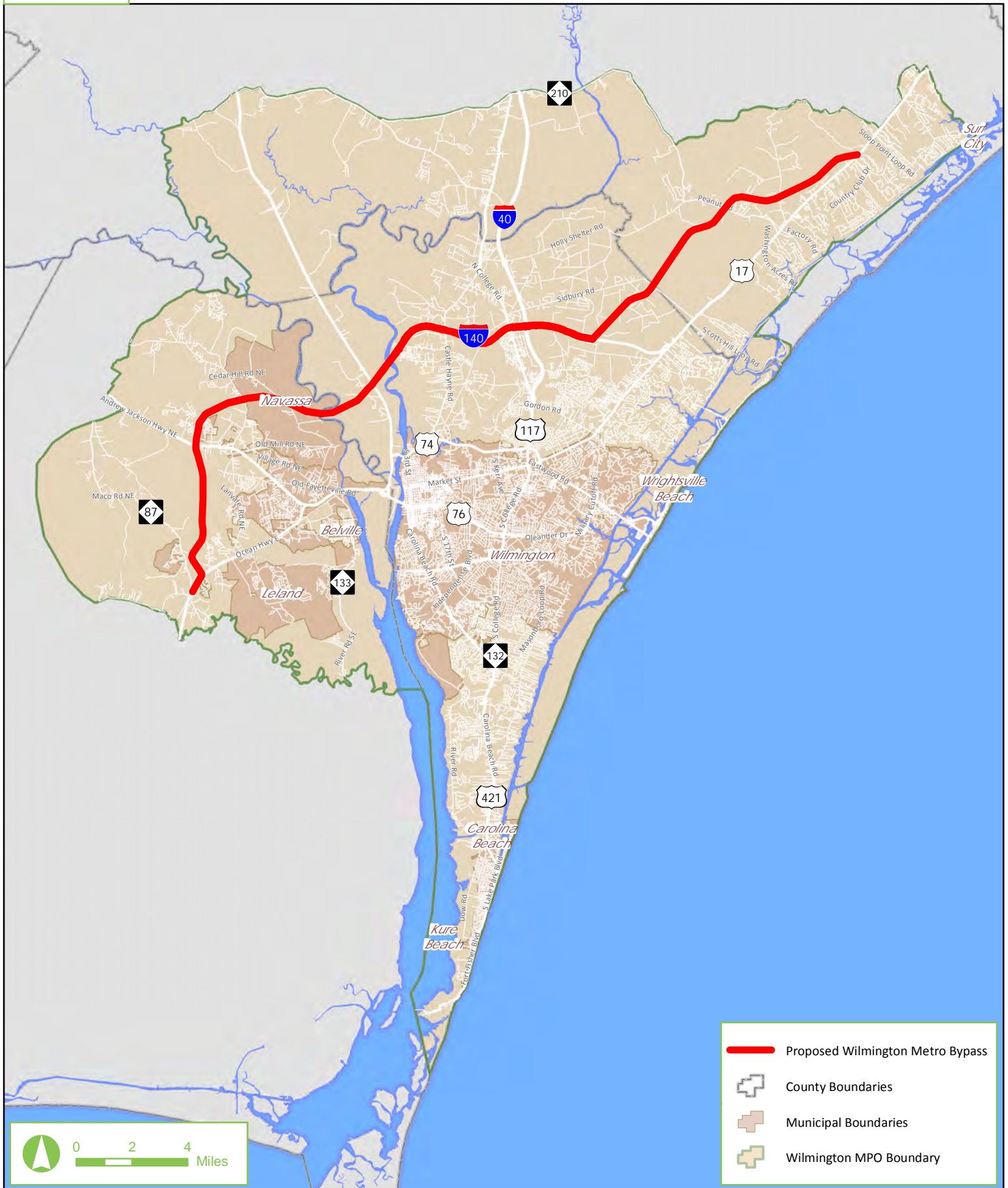
NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the *Cape Fear Transportation 2040* plan.

ADOPTED at a regular meeting of the Wilmington Urban Area MPO Transportation Advisory Committee on November 18, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

Proposed Designation of Wilmington Metro Bypass



- Proposed Wilmington Metro Bypass
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary

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

**RESOLUTION ENCOURAGING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION TO RE-DESIGNATE THE HAMPSTEAD BYPASS AND THE
WILMINGTON BYPASS AS THE WILMINGTON METRO BYPASS**

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 Wilmington Bypass has been constructed from US17 to US74/76 in Brunswick County; and

WHEREAS, the section of the Wilmington Bypass from US74/76 to I-140 is currently under construction with a completion date of 2018; and

WHEREAS, once completed, the Wilmington Bypass will include a bypass of US17 from US17 Business in New Hanover County to US17 in Brunswick County; and

WHEREAS, the future Hampstead Bypass project will include a bypass of US17 within the Wilmington MPO Urbanized area from US17 north of Hampstead to the US17Bypass in New Hanover County; and

WHEREAS, both the Hampstead Bypass project and the Wilmington Bypass project are top priorities identified in the draft *Cape Fear Transportation 2040* metropolitan transportation plan; and

WHEREAS, a unified naming of both projects would show their interconnectivity and shared purpose; and

WHEREAS, on October 19, 2015 the Wilmington Urban Area MPO's Citizen Advisory Committee passed a resolution to re-designate both projects as the Wilmington Metro Bypass.

NOW, THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby encourages the North Carolina Department of Transportation to re-designate the Hampstead Bypass and the Wilmington Bypass as the Wilmington Metro Bypass.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on November 18, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
910.342.2781 910.341.7801 FAX

MEMORANDUM

TO: Transportation Advisory Committee Members

FROM: Josh Lopez, Associate Transportation Planner

DATE: November 9, 2015

SUBJECT: Resolution supporting action on laws and education for mopeds, golf carts and low-speed vehicles on state and city streets with the Wilmington Planning Area

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

The Wilmington Urban Area MPO staff has compiled information on mopeds, low-speed vehicles, and golf carts being prohibited on roadways with a speed limits of 45 mph and above, regulations, and traveling on the right-side of the road.

Prohibiting Certain Vehicles on Roadways with Posted Speed Limits of 45 mph and Above

The North Carolina Department of Transportation presented a study, *Moped Crash Analysis and Enforcement Recommendations*, to the North Carolina General Assembly which examines data from moped crashes, identifies implementation concerns, and outlines policy change recommendations for safe operation enforcement. In analyzing the crash data, the study found that from January 1, 2009 to December 31, 2013:

- 39% of moped/motor scooter crashes occurred on roads with speed limits at 45 mph or greater,
- 67% of fatal moped/motor scooter crashes occurred on roads with speed limits at 45 mph or greater,
- 78% of moped/motor scooter crashes occurred in urban locations, 22% rural
- 56% of fatal moped/motor scooter crashes occurred in urban locations, 44% rural,
- New Hanover County ranks 4th in the state among counties with reported moped/motor scooter crashes – 201 total crashes – 6 fatal,
- Pender County has 14 reported moped/scooter crashes – 2 were fatal,
- Brunswick County with 32 total reported moped/scooter crashes – 2 were fatal,
- City of Wilmington ranks 3rd in the state among cities with reported moped/motor scooter crashes – 143 total,
- 10%, 397 out of 3,825, of drivers involved in reported moped/motor scooter crashes in which alcohol was suspected,
- 28%, 32 out of 115, of drivers involved in reported moped/motor scooter fatal crashes in which alcohol was suspected,

The study outlined several recommendations involving areas of operator/driver, registration/titling, and safety and inspections. Recommendations involving safety and inspections included the matter of allowing mopeds on roads with posted speed limits 45 mph and above.

Researchers found that 21 of 32 states surveyed regulate mopeds on public roadways based upon posted speed limits. The NCDOT recommended “mopeds shall not be operated on public roadways with posted speed limits of 45 mph or greater.”

Current legislation restrict golf carts and low-speed vehicles (LSV) to roads with posted speed limits of 35 mph or lessⁱ. Implications to consider are speed restriction statutes under N.C. Gen. Stat. §20-141 and establishing speed limits on roadways inside - 35 mph - and outside - 55 mph - municipal corporate limits for all vehicles. Those establishing speed limits must have proper authority and provide adequate notice. Another relevant portion of this statute is N.C. Gen. Stat. §20-141(h) which discusses use of roadways and impeding traffic, however, this statute references “motor vehicles.”

Traveling on the Right Side of the Right Away

According to N.C. Gen. Stat. §20-146(b), any vehicle proceeding at less than the maximum speed limit “shall be driven... as close as practicable to the right-hand curb or edge of the highway...” However, the Department of Transportation’s *2014 North Carolina Driver’s Handbook* provides unclear guidance for road users. The handbook states that even though bicyclist normally ride on the right side, riders are entitled to use the full lane. Furthermore, the handbook suggests moped users should “keep to the right of your lane; give yourself as much space as you can; do not share lanes with other vehicles.” Reviewing the information provided by the handbook and the statute, there seems to be room for judgment depending on factors such as traffic speed, lane width, riding on streets with parked cars, and visibility of road users.

Definitions:

Highway - N.C. Gen. Stat. § 20-4.01(13);

Low-Speed Vehicle – N.C. Gen. Stat. § 20-121.1;

Golf Carts – N.C. Gen. Stat. §§ 20-4.01(12b), 153A-245 (County), 160A-300.6 (City);

Moped – N.C. Gen. Stat. §§ 20-4.01(23), 105-164.3(22);

Motor Vehicle – N.C. Gen. Stat. §§20-4.01(23), 105-164.3(22);

Vehicle – N.C. Gen. Stat. §20-4.01(49).

ⁱ N.C. Gen. Stat. §§ 20-4.01(12b), 153A-245 (Golf - County), 160A-300.6 (Golf - City), 20-121.1 (LSV)

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

**RESOLUTION SUPPORTING ACTION ON LAWS AND EDUCATION FOR MOPEDS, GOLF
CARTS AND LOW-SPEED VEHICLES ON STATE AND CITY STREETS WITHIN THE
WILMINGTON METROPOLITAN PLANNING AREA**

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, in an effort to maintain and promote the safety, health, welfare, and convenience and enjoyment of travel, of the citizens and visitors, the Wilmington Urban Area MPO's Transportation Advisory Committee is committed to working in partnership with our colleagues, other governmental entities and local and state delegation; and

WHEREAS, the North Carolina General Assembly and the North Carolina Department of Transportation have the power and authority to set regulations or ordinances that ensures safe and efficient transportation systems; and

WHEREAS, pursuant to N.C. Gen. Stat. § 20-146(b), any vehicle proceeding on highways less than the posted speed limit are required to travel as close as practicable to right-hand curb or edge of the highway; and

WHEREAS, pursuant to N.C. Gen. Stat. §§ 160A-300.6, 153-245, and 20-121.1, golf carts and low-speed vehicles are not permitted on roadways with a posted speed limit higher than 35 miles per hour; and

WHEREAS, the Wilmington Metropolitan Planning Area experiences a high number of moped related crashes, both fatal and non-fatal; and

WHEREAS, the North Carolina Department of Transportation recommended to the North Carolina General Assembly Joint Legislative Transportation Oversight Committee that "mopeds shall not be operated on public roadways with posted speed limits of 45 mph or greater" on January 27, 2015.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the North Carolina Department of Transportation's recommendation to the North Carolina General Assembly Joint Legislative Transportation Oversight Committee that "mopeds shall not be operated on public roadways with posted speed limits of 45 mph or greater."

NOW THEREFORE ALSO, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby encourages the North Carolina General Assembly to implement laws that regulate the use of mopeds in a manner that promotes the safety and welfare of the citizens and visitors of North Carolina and pursue education and clarity on existing regulations allowing mopeds, golf carts, and low-speed vehicles and the location in which they are supposed to travel.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on November 18, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary
Transportation Advisory Committee

**MEMORANDUM OF UNDERSTANDING
for the Wilmington Multi-modal Transportation Center**

THIS AGREEMENT made and entered into this ____ day of _____, 2015 by and between the City of Wilmington, a municipal corporation of the State of North Carolina (hereinafter “City”), the North Carolina Department of Transportation (hereinafter “Department”), the Cape Fear Public Transportation Authority d/b/a “Wave Transit”, a North Carolina public transportation authority (hereinafter “Authority”), and the Wilmington Urban Area Metropolitan Planning Organization (hereinafter “MPO”).

W I T N E S S E T H

WHEREAS, the Department began exploring the possibility of re-instituting passenger rail service to Wilmington in the early and mid-1990s; and

WHEREAS, a pair of studies completed in 2000 and 2001 suggested that there was a viable and stable market for inter-city passenger rail service to Wilmington from Raleigh if connections were provided to the Northeast corridor; and that the best site for an intermodal hub was in downtown Wilmington that included the existing Wilmington Police Headquarters site; and

WHEREAS, during this same time period, some local planning documents began citing this location as the future setting for the Wilmington Multi- Modal Transportation Center; and

WHEREAS, there was, however, considerable disagreement about the impacts that bus and rail operations from this site would have on the Cape Fear Community College as expressed by representatives of the community college faculty and board; and

WHEREAS, in large part, this prompted the re-examination of past studies that would incorporate past efforts at selecting a site; validate design information; and determine which of six downtown sites and three additional geographic areas in the Wilmington vicinity would be the optimum location for a multi-modal transportation center; and

WHEREAS, in 2004 the City hired the Louis Berger Group to assist in selecting a preferred site for the Wilmington Multi-modal Transportation Center; and

WHEREAS, The Louis Berger Group completed the Wilmington Multi-modal Transportation Center Site Evaluation Report; and

WHEREAS, the study was funded by the Department and the consultant was generally directed to: document and validate all information about potential Wilmington Multi-modal Transportation sites that were studied in the past, collect limited new information about these sites, collect additional stakeholder input and develop a recommendation for a preferred site; and

WHEREAS, the consultant analyzed six sites and the results of the consultant's analysis indicated very little variance among the sites, however Site #3 and Site #5 scored higher than the others; and

WHEREAS, on February 15, 2005 the Wilmington City Council voted to endorse Site #5 and recommend the Department proceed with land acquisition and development of the Multi-modal Transportation Center on Site #5; and

WHEREAS, on February 24, 2005 the MPO supported construction of the Wilmington Multi-modal Transportation Center on Site #5; and

WHEREAS, Martin/Alexiou/Bryson completed the Transit Needs Study (hereinafter "Study") for the Wilmington Multi-modal Transportation Center in 2009 that evaluated the current and future service needs at the Multi-modal Transportation Center site; and

WHEREAS, the Study's recommended option for the facility included a transit portion, which is expected to be constructed first and a passenger rail service that is expected to be constructed in the future; and

WHEREAS, the Study also included a recommended site layout for the Wilmington Multi-modal Transportation Center; and

WHEREAS, the Wilmington Multi-modal Transportation Center is anticipated to bring together local bus service; the downtown trolley; taxis; other public, private and tourist transportation facilities; pedestrian and bike path connections and connections to inter-city and Amtrak buses; and

WHEREAS, the Wilmington Multi-modal Transportation Center will also serve as the downtown station for future passenger rail service to/from Wilmington; and

WHEREAS, the Wilmington Multi-modal Transportation Center will be located between North 3rd Street and North 4th Street and between Red Cross Street and Hanover Street; and

WHEREAS, the properties in which the Wilmington Multi-modal Transportation Center will be located include: Parcel ID R04813-029-011-000, Parcel ID R04813-029-009-000, Parcel ID R04813-029-002-000, Parcel ID R04813-029-008-000, Parcel ID R04813-029-003-000, Parcel ID R04813-029-007-000, Parcel ID R04813-017-011-000, Parcel ID R04813-017-012-000, Parcel ID R04813-017-013-000, Parcel ID R04813-017-014-000, Parcel ID R04813-017-015-000, Parcel ID R04813-017-008-000, Parcel ID R04813-017-007-000, Parcel ID R04813-017-006-000, Parcel ID R04813-017-005-000, Parcel ID R04813-017-004-000, Parcel ID R04813-017-003-000 and Parcel ID R04813-017-002-000; and

WHEREAS, the Department in partnership with the City has acquired or is in the process of taking ownership of all of the properties necessary to construct the Wilmington Multi-modal Transportation Center; and

WHEREAS, the Department has demolished the buildings between Campbell Street and the rail corridor and is taking certain steps toward the structural stabilization of the Neuwirth and Thomas Grocery buildings; and

WHEREAS, the City, the Department, the Authority, and the MPO desire for the Wilmington Multi-modal Transportation Center to progress forward toward construction and each Party proposes to take certain steps toward the completion of the transit portion of the Wilmington Multi-modal Transportation Center.

NOW THEREFORE, in consideration of the mutually beneficial covenants of agreement between the parties hereafter expressed in enumerated terms, the adequacy and sufficiency of which of hereby acknowledged by each as valuable consideration, the City of Wilmington, the North Carolina Department of Transportation, the Cape Fear Public Transportation Authority, and the Wilmington Urban Area Metropolitan Planning Organization, agree as follows:

1. Scope

The Scope of the Project is defined as follows and is anticipated to be constructed in multiple phases:

- Structural Stabilization of the Neuwirth and Thomas Grocery buildings
- Demolition of the U-Haul buildings
- Up-fit the Neuwirth Building including but not limited to construction of bus parking, concourses, canopies and other necessary improvements to provide public transportation services
- Up-fit of the Thomas Grocery Building for potential commercial use on the ground floor and office use on the 2nd floor
- Future development of the rail portion of the project

2. Planning and Design.

A. The Department, and/or its agent shall prepare the final design plans,

specifications and a professional estimate of costs (PS&E package) needed to construct the structural stabilization of the Neuwirth and Thomas Grocery buildings.

- B. The Authority, and/or its agent shall prepare the final design plans, specifications and a professional estimate of costs (PS&E package) needed to construct improvements to the Neuwirth building and other associated public transportation improvements. The Authority's obligation to prepare the PS&E package shall be dependent on the Department providing to the Authority in advance the necessary funding required to do so.
- C. The City and the MPO and/or its agent shall prepare the final design plans, specifications and a professional estimate of costs (PS&E package) needed to up-fit the Thomas Grocery building.

All work shall be done in accordance with applicable Federal, State and Municipal standards, specifications, policies and procedures. The plans shall be submitted to the Parties for review and comment. All comments shall be submitted in writing to the respective parties within thirty (30) days of receipt of the plans. All comments submitted by the Parties shall be considered for incorporation into the plans. If no comments are received within thirty (30) days, the respective agency managing the project shall presume approval of the plans by the other Parties. The City, the Authority, the MPO, and the NCDOT reserve the right of approval of final design plans, and the respective agency shall receive written notice of final approval prior to the release of the PS&E package.

3. Environmental/Planning Documentation

The Authority shall prepare the environmental and/or planning document for the public transportation component and the Department shall prepare the environmental document for the rail portions of the Wilmington Multi-modal Transportation Center development. The Authority shall acquire all environmental permits needed to construct the public transportation portion of the Project in accordance with the National Environmental Policy Act (NEPA) and all other appropriate environmental

laws and regulations. The Department shall acquire all environmental permits needed to construct the rail portion of the Project, in accordance with the National Environmental Policy Act (NEPA) and all other appropriate environmental laws and regulations. The Authority's obligation to prepare the environmental and/or planning document for the public transportation component shall be dependent on the Department providing to the Authority in advance the necessary funding required to do so.

4. Utility Relocations

The City, the Department, and the Authority shall relocate and adjust all utilities in conflict with the portion of the project being constructed by each Party. The City, the Department, and the Authority shall be responsible for any potential damages on their portion of the Project associated with relocation of utilities, including but not limited to interruption of power, communications, and data. To the extent it has the legal right to do so, the City shall exercise any rights it may have under any franchise to affect all necessary changes, adjustments, and relocation of telephone, telegraph, and electric power lines; underground cables, gas lines, and other pipelines or conduits; or any privately- or publicly-owned utilities.

The City and the Authority shall relocate and adjust all utilities in conflict with all work being performed by the City and the Authority, and/or its agent, and associated with the Project, at no cost whatsoever to the other respective Parties.

5. Right of Way

The Department shall acquire any needed rights of way and/or easements required for the Project, and shall provide for relocation assistance, services, and payments for families, businesses, and non-profit organizations being displaced.

Acquisition of right of way shall be accomplished in accordance with Federal and State policies, procedures, or provisions.

If during right of way acquisition or construction of the Project, contaminated or hazardous material is discovered or becomes known to the Parties, the Parties shall jointly share the responsibility for the removal and disposal of said material as a shared expense from existing project funds.

6. Right of Entry

Each Party shall grant the other entities a Right of Entry for access to any necessary property in order to perform the responsible Parties' portion of work for the Project and any additional agreed upon improvements as defined by the Project plans.

7. Construction

A. Construction by the Department

Subject to successful completion of the planning document and all required environmental work, the Department, and/or its agent, shall construct, or cause to be constructed the portion of the Project, defined as follows:

- i. Demolition of the U-Haul buildings
- ii. At a later date, the re-establishment of the rail line from its current terminus to the Wilmington Multi-modal Transportation Center
- iii. At a later date, the future rail portion of the Wilmington Multi-modal Transportation Center

B. Construction by the City

Subject to successful completion of the planning document and all required environmental work, the City, and/or its agent, shall construct, or cause to be constructed the portion of the Project, defined as follows:

- i. The up-fit of the Thomas Grocery Building for potential commercial use on the ground floor and office use on the 2nd floor

C. Construction by the Authority

Subject to successful completion of the planning document and all required environmental work, the Authority, and/or its agent, shall construct, or cause to be constructed the portion of the Project, defined as follows:

- i. Stabilization of the Neuwirth and Thomas Grocery Buildings

- ii. The up-fit of the Neuwirth Building for use for public transportation services and construction of bus parking, concourses, canopies and other necessary improvements to provide public transportation services

All construction work shall be performed in accordance with the approved plans and specifications and all applicable Federal and State policies and procedures. The Authority's obligations shall be dependent on the Department providing to the Authority in advance the necessary funding required to do so.

8. Funding

The Parties recognize that a variety of funding sources, including federal, state, local and/or private, are likely to be used to acquire property as well as to plan, design, construct, and operate the Project. The use of funding from specific sources may subject the Project to various legal requirements and obligations. The Parties shall collaborate to determine which Party is the appropriate party to seek future federal, state, local, or private funding. The Parties shall cooperate and support each other's efforts to secure said funding for purposes of the Project.

The specific and detailed costs associated with the Project shall be provided to the respective boards of each Party for review and consideration within sixty (60) days after completion of the demolition of the U-Haul building.

9. Ownership and Maintenance

The Department shall convey ownership of the property outlined in Exhibit A to the City, for an amount of \$10 and other good and valuable consideration, on a date mutually agreed to by the City and the Department.

At such time that the Department has successfully settled the pending condemnation case with U-Haul, the Department shall transfer ownership of the three (3) U-Haul parcels to the City outlined in Exhibit B, for an amount of \$10 and other good and valuable consideration and provided the property is used for a public transportation

purpose.

The City shall convey all the property outlined in Exhibit C, excepting Parcel # R04813-029-009-00, to the Authority for an amount of \$10 and other good and valuable consideration, on a date mutually agreed to by the City and the Authority. If at any point in the future this property (Exhibit C) is not used by the Authority for the purposes of public transportation, the property will revert back to the City.

The Department shall retain ownership of the property associated with the future development of the rail component of the project as outlined in Exhibit D. Upon completion of the rail phase of the Project, the Department shall convey ownership of all buildings, building sites, roadways, driveways and any other improvements outlined in Exhibit D excepting the Department's rail corridor, Parcel # R04813-017-015-000 in Exhibit E to the City. If at any point in the future this property (Exhibit D) is not used by the City for the purposes of public transportation, the property will revert back to the Department.

The Department, the City, and the Authority shall be responsible for the maintenance of the properties outlined in Exhibits A, B, C, D and E while each agency has ownership and control of that property. The Authority shall be responsible for all Multi Modal Transportation Center traffic operating controls and devices which shall be established, enforced and installed, in accordance with the North Carolina General Statutes and the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways. The Authority's obligations shall be dependent on the Department providing to the Authority in advance the necessary funding required to do so.

10. Termination

This Agreement may be terminated by any of the parties in writing no less than thirty (30) days before construction begins.

11. Notice

Notices to the parties to this Agreement shall be sent by first-class or certified mail as required to:

City of Wilmington
City Manager or his Designee
102 N. Third St.
Wilmington, North Carolina 28401

North Carolina Department of Transportation
Deputy Secretary of Transit or his Designee
1 South Wilmington Street
Raleigh, North Carolina 27601

Cape Fear Public Transportation Authority
Executive Director
P.O. Box 12630
Wilmington, North Carolina 28405-0130

Wilmington Urban Area Metropolitan Planning Organization
Executive Director
305 Chestnut Street, 4th Floor
Wilmington, North Carolina 28401

Each party shall immediately notify the others of any change of address. Such notices shall be deemed to have been given when sent.

12. Amendment

This Agreement may be amended or modified, including any extension, upon mutual agreement of the parties if any such amendment shall be reduced to writing and signed by the Parties.

13. Construction of Agreement

This Agreement shall be deemed to be made and performed in the State of North Carolina, and the parties hereto agree, notwithstanding the principles of conflicts of

law, that the internal laws of the State of North Carolina shall govern and control the validity, interpretation, performance, and enforcement of this Agreement. In the event of a conflict between the various terms and conditions contained herein, then the more particular shall prevail over the general and the more stringent or higher standard shall prevail over the less stringent or lower standard. This Agreement shall be considered to have been prepared equally by the parties hereto and shall not be construed more strictly against a party, regardless of which party was responsible for its preparation.

14. Assignment

This Agreement may not be assigned by any party without the prior written consent of the other Parties.

15. Binding on Successors and Assigns

All covenants and agreements contained herein shall be binding upon and inure to the benefit of the successors and assigns of the Parties.

16. Non-Waiver of Rights

Any Party's failure to insist upon the strict performance of any provision of this Agreement or to exercise any right based upon a breach thereof, or the acceptance of any performance during such breach, shall not constitute a waiver of any rights under this Agreement.

17. Immunity Not Waived

This Agreement is governmental in nature and for the benefit of the public and is not intended to be for private profit or gain and neither the Department of the City intend to waive sovereign immunity by reason of this Agreement.

18. Continuing Obligation

The Parties will make and execute all further instruments and documents required to carry out the purposes and intent of this Agreement.

19. Reference

Use of the neuter includes feminine and masculine, singular includes plural; and captions and headings are inserted for convenience of reference and do not define, describe, extend or limit the scope or intent of this Agreement.

20. Entire Agreement

This Agreement constitutes the entire understanding and agreement between the parties relating to the Project as described herein, this Agreement supersedes all prior discussions and written and oral agreements with respect thereto.

21. Savings Clause

If any section, subsection, paragraph, sentence, clause, phrase or portion of this Agreement is for any reason held invalid, unlawful, or unconstitutional by any court of competent jurisdiction, such portion shall be deemed severable and such holding shall not affect the validity of the remaining portions hereof.

22. Multiple Counterparts

Multiple counterparts of this Agreement may be signed and delivered, each of which shall be considered an original and which together shall constitute but one Agreement.

23. Relationship of the Parties

Each party acknowledges that the relationship with the others is that of an independent contractor with no employment relationship, joint venture, or partnership with the other parties with respect to the subject matter of this Agreement.

24. Other Laws and Regulations

The Parties will comply with any and all applicable federal, state and local standards, regulations, laws, statutes and ordinances including those regarding toxic, hazardous and solid wastes and any pollutants; public and private nuisances; health or safety;

and zoning, subdivision or other land use controls. The Parties will take all reasonably necessary, proper or required safety, preventative and remedial measures in accordance with any and all relations and directives from the North Carolina Department of Human Resources, the United States Environmental Protection Agency, the North Carolina Department of Environmental Quality, Health Departments, and any other federal, state or local agency having jurisdiction, to insure the prompt prevention or cessation (now or in the future) of violations of either the applicable provisions of such standards, regulations, laws, statutes, and ordinances or any permits or conditions issued thereunder.

25. Non-Discrimination

The Parties will not discriminate against any employee or applicant for employment or otherwise illegally deny any person participation in or the benefits of the program which is the subject of this agreement because of race, creed, color, sex, age, disability or national origin. To the extent applicable, the Parties comply with all provisions of Executive Order No. 11246 the Civil Rights Act of 1964, (P.L. 88-352) and 1968 (P.L. 90-284), and all applicable federal, state and local laws, ordinances, rules, regulations, orders, instructions, designations and other directives promulgated to prohibit discrimination. Violation of this provision, after notice and reasonable opportunity to cure, shall be a material breach of this agreement and may result, at City's option, in a termination or suspension of this agreement in whole or in part.

26. Liability of Officers and Agents

No officer, agent or employee of the Department or the City shall be subject to any personal liability or accountability by reason of the execution of this Agreement or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute such documents in their official capacities only, and not in their individual capacities. This Section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

27. Authority to Act

Each of the persons executing this Agreement on behalf of a Party does hereby covenant, warrant and represent that such party is a duly organized and validly existing legal entity (where the party is represented to be an entity), that the Party has full right and authority to enter into this Agreement, and that each and all persons signing on behalf of the party were authorized to do so.

28. Availability of Funds

All terms and conditions of this Agreement are dependent upon, and subject to, the allocation of funds for the purpose set forth in the Agreement and the Agreement shall automatically terminate if funds cease to be available.

29. Ethics Provision

By Executive Order 24, issued by Governor Perdue, and N.C. G.S. § 133-32, it is unlawful for any vendor or contractor (i.e. architect, bidder, contractor, construction manager, design professional, engineer, landlord, offeror, seller, subcontractor, supplier, or vendor), to make gifts or to give favors to any State employee of the Governor's Cabinet Agencies (i.e., Administration, Commerce, Cultural Resources, Environment and Natural Resources, Health and Human Services, Public Safety, Revenue, Transportation, and the Office of the Governor).

IN WITNESS WHEREOF, the parties hereto, have caused the execution of this Agreement under seal and by authority duly given the day and year below written.

(This space is left intentionally blank)

IN WITNESS WHEREOF, the due execution in agreement by parties hereto as evidenced by the hereafter affixed signatures.

**WILMINGTON URBAN AREA METRO
PLANNING ORGANIZATION**

Wilmington Metropolitan Planning Organization has caused this Agreement to be executed, on its behalf by and through its Transportation Advisory Committee by its Chairman, as authorized at a regular meeting held on the ____ day of _____, 2015 attested by its Secretary.

**Wilmington Metropolitan Planning Organization,
by and through its
Transportation Advisory Committee**

By: _____
Honorable Laura Padgett, Chair

Attest: _____
Secretary Mike Kozlosky

**CAPE FEAR PUBLIC TRANSPORTATION
AUTHORITY d/b/a/ Wave Transit**

Cape Fear Public Transportation Authority d/b/a Wave Transit has caused this Agreement to be executed in its behalf by its Chairman as authorized at a regular meeting held on the ____ day of _____, 2015, attested by its Secretary and its seal to be hereto affixed

(Seal)

**CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY
d/b/a Wave Transit**

By: _____
Chairman

Attest: _____
Secretary

**NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION**

The North Carolina Department of Transportation has caused this Agreement to be executed in its behalf by its Chairman as authorized at a regular meeting held on the _____ day of _____, 2015, attested by its Secretary and its seal to be hereto affixed

(Seal)

North Carolina Department of Transportation

By: _____
Chairman

Attest: _____
Secretary

NOTARY ACKNOWLEDGMENTS

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, _____, a Notary Public in and for the State and County aforesaid, certify that Mike Kozlosky came before me this day and acknowledged that he is the Secretary of the **Transportation Advisory Committee of the Wilmington Urban Area Metropolitan Planning Organization**, and that by authority duly given and as the act of the Organization, the foregoing instrument was signed in its name by its Chairman and attested by himself as its Secretary.

WITNESS my hand and official seal, this ____ day of _____, 2015.

____ (Seal)

Notary Public

My commission expires: _____.

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, _____, a Notary Public in and for the State and County aforesaid, certify that _____ personally came before me this day and acknowledged that s/he is the Secretary of the **Cape Fear Public Transportation Authority d/b/a Wave Transit**, and that by authority duly given and as the act of the Authority, the foregoing instrument was signed in its name by its Chairman, sealed with its seal and attested by herself as its Secretary.

Witness my hand and official seal, this the ____ day of _____, 2015.

____ (Seal)

Notary Public

My Commission Expires: _____.

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, _____, a Notary Public in and for the State and County aforesaid, certify that _____ personally came before me this day and acknowledged that s/he is the Secretary of the **North Carolina Department of Transportation** and that by authority duly given and as the act of the Authority, the foregoing instrument was signed in its name by its Chairman, sealed with its seal and attested by herself as its Secretary.

Witness my hand and official seal, this the ____ day of _____, 2015.

____ (Seal)

Notary Public

My Commission Expires: _____.

CITY OF WILMINGTON, NORTH CAROLINA
By:

Sterling B. Cheatham, City Manager

APPROVED AS TO FORM:

William E. Wolak, City Attorney

STATE OF NORTH CAROLINA

COUNTY OF NEW HANOVER

I, _____, a Notary Public in _____ County, North Carolina certify that Sterling B. Cheatham personally appeared before me this day and acknowledged that he is the City Manager of the City of Wilmington, a North Carolina Municipal Corporation, and that by authority duly given and as the act of the City of Wilmington, the foregoing instrument was signed in its named by him as its Manager.

WITNESS my hand and notarial seal, this the ____ day of _____, 20____.

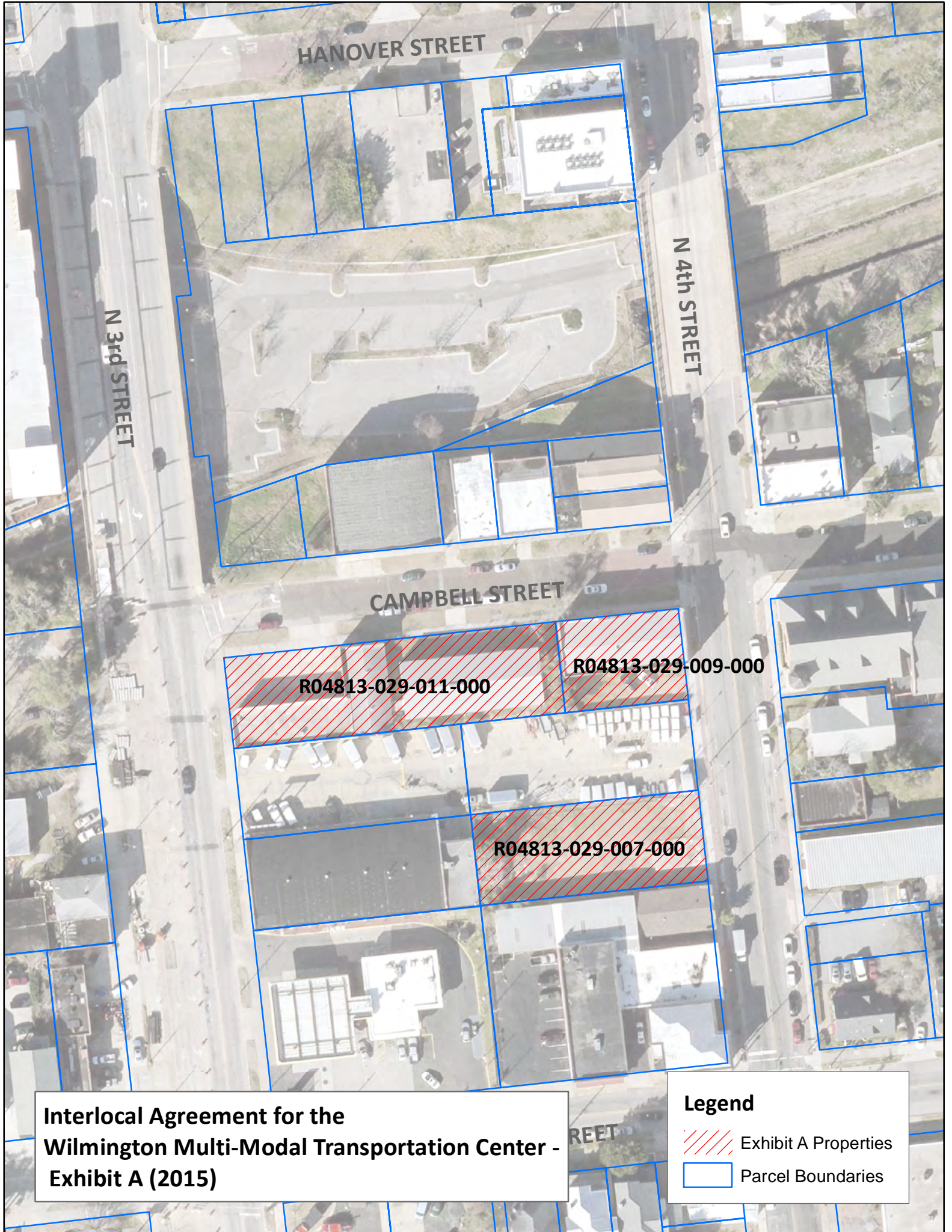
Notary Public
My Commission Expires:
[SEAL]

FINANCE OFFICER'S CERTIFICATION STATEMENT

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act this the ____ day of _____, 20__.



Debra H. Mack, Finance Director

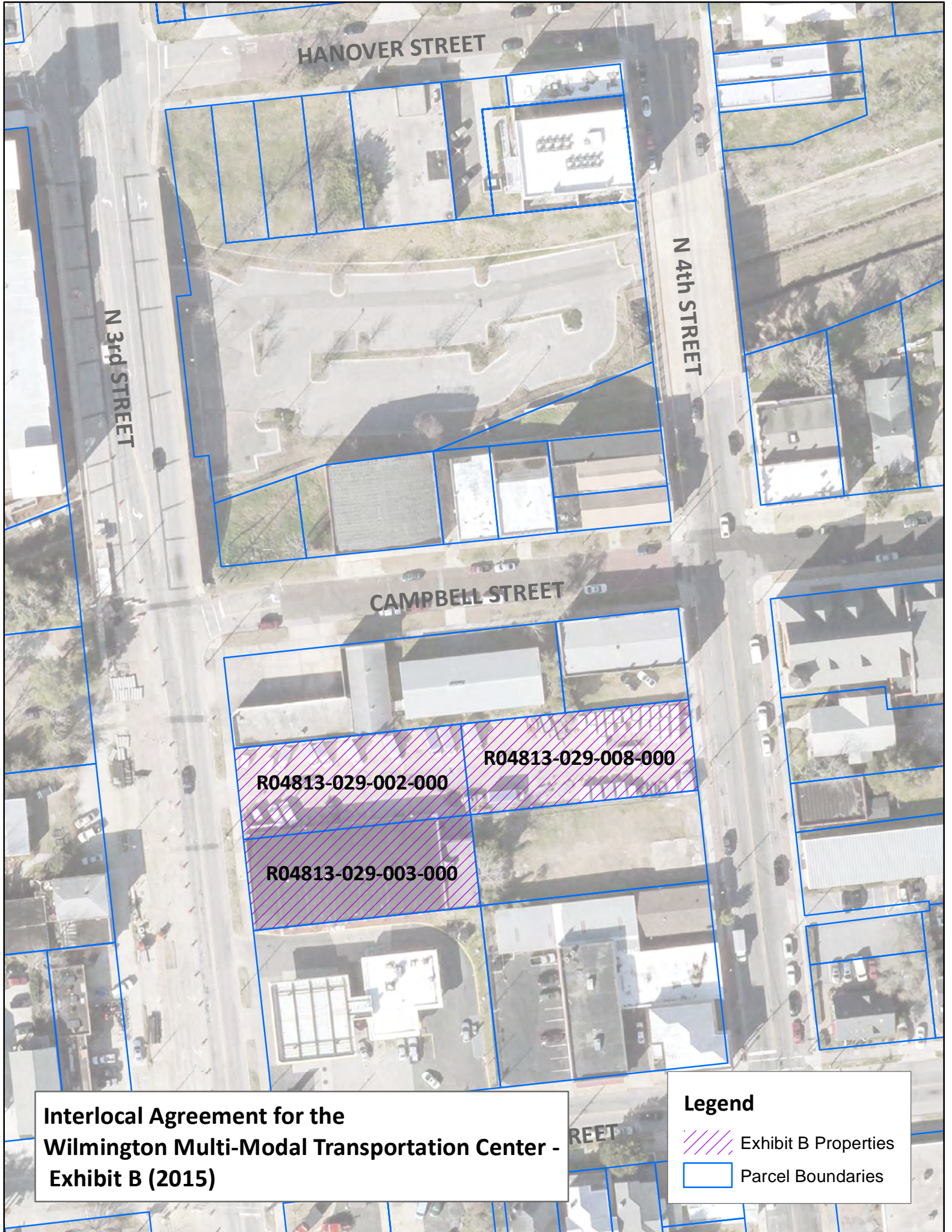
Project No. _____
Account No. _____
Amount \$ _____
PO# _____
Federal ID # 56-6000239



**Interlocal Agreement for the
Wilmington Multi-Modal Transportation Center -
Exhibit A (2015)**



Legend

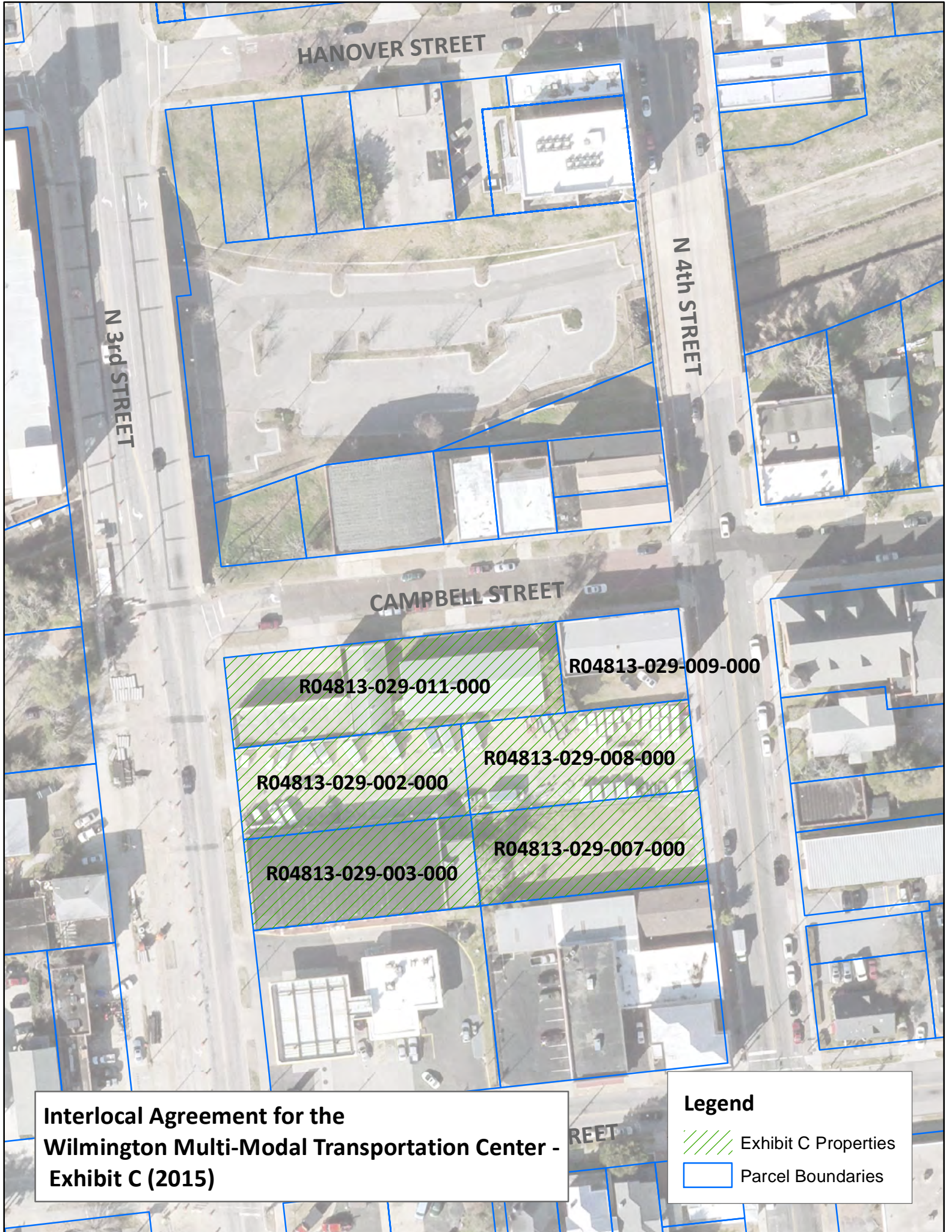
-  Exhibit A Properties
-  Parcel Boundaries



**Interlocal Agreement for the
Wilmington Multi-Modal Transportation Center -
Exhibit B (2015)**



Legend

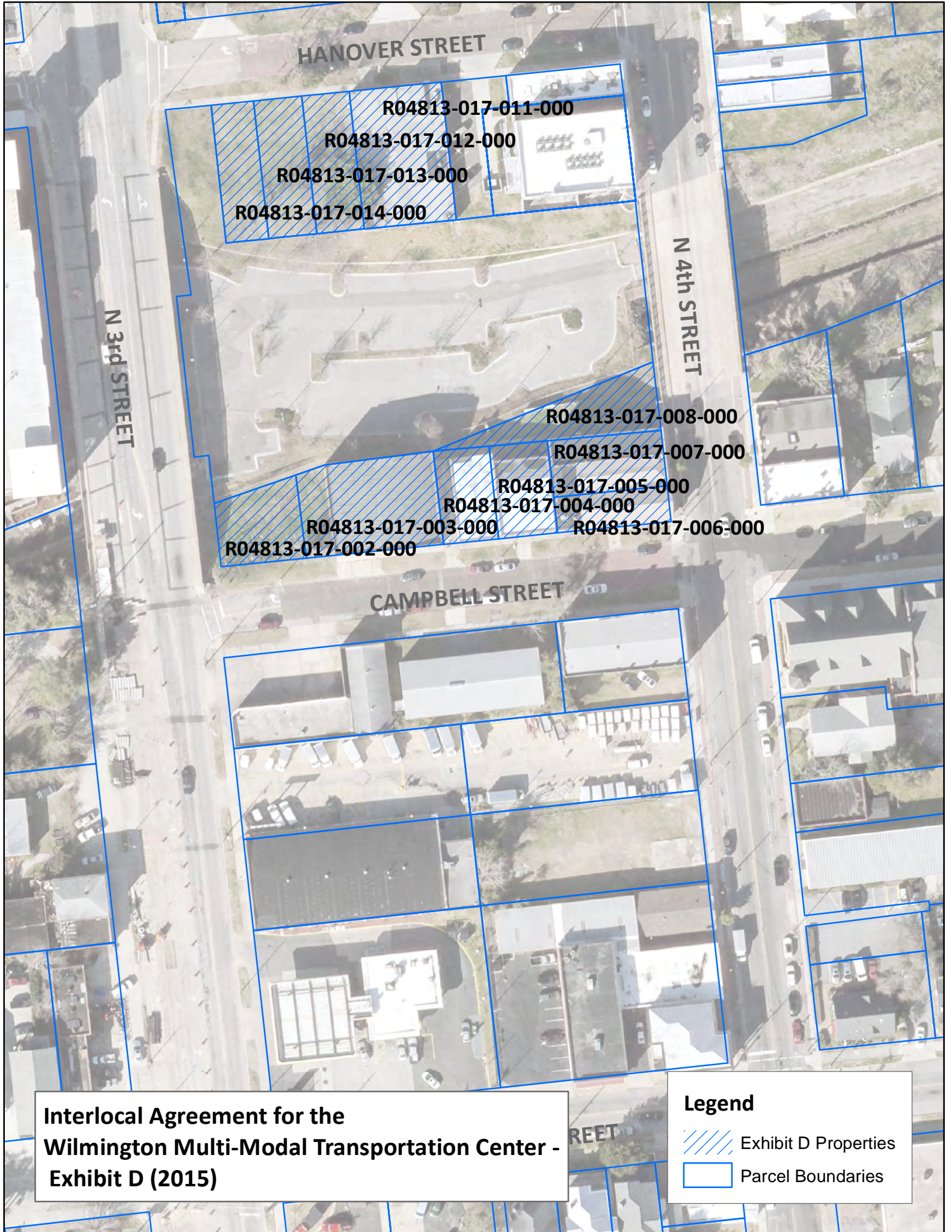
-  Exhibit B Properties
-  Parcel Boundaries



**Interlocal Agreement for the
Wilmington Multi-Modal Transportation Center -
Exhibit C (2015)**



Legend

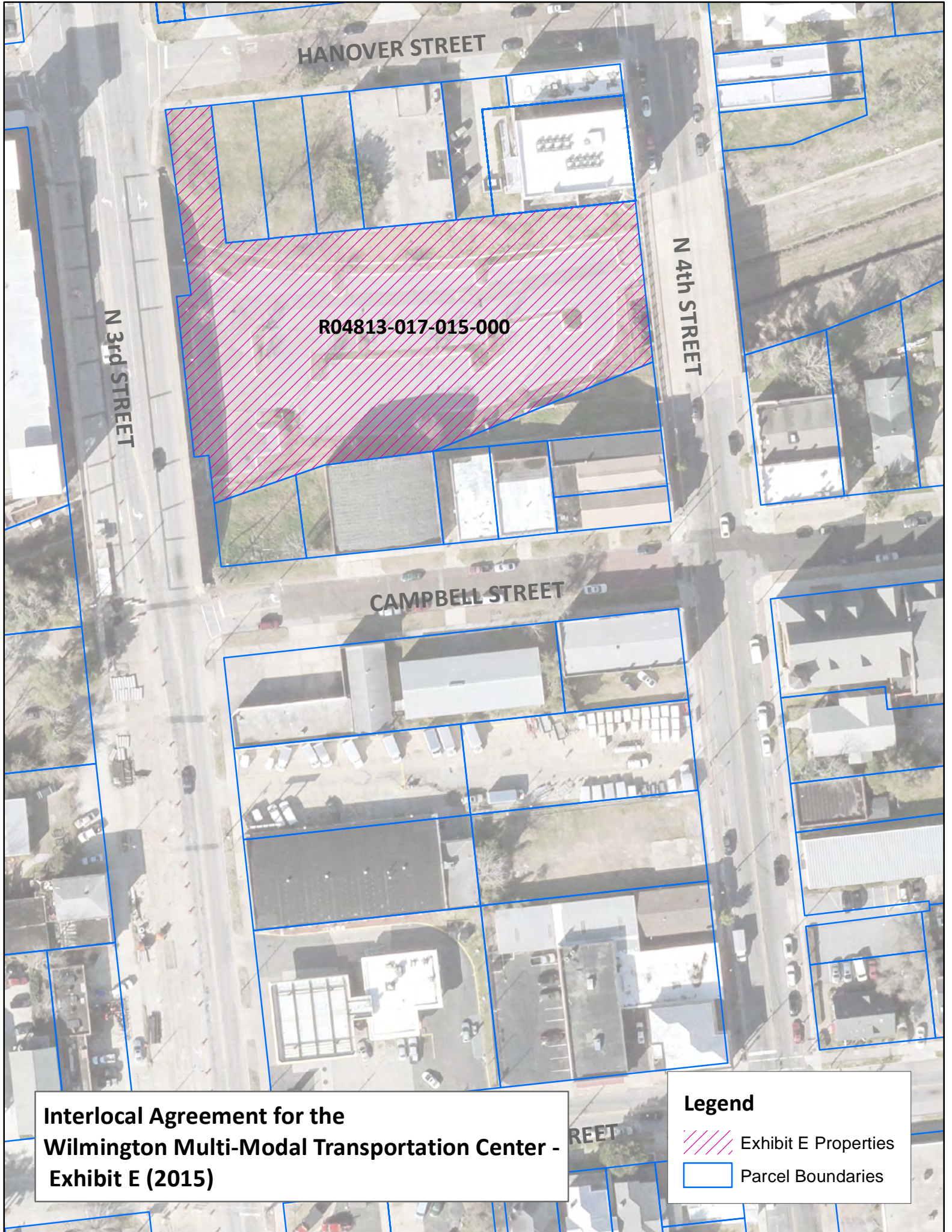
-  Exhibit C Properties
-  Parcel Boundaries



**Interlocal Agreement for the
Wilmington Multi-Modal Transportation Center -
Exhibit D (2015)**



Legend

-  Exhibit D Properties
-  Parcel Boundaries



**Interlocal Agreement for the
Wilmington Multi-Modal Transportation Center -
Exhibit E (2015)**

Legend

-  Exhibit E Properties
-  Parcel Boundaries

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

**RESOLUTION AUTHORIZING THE MPO TO ENTER INTO A MEMORANDUM OF
UNDERSTANDING BETWEEN THE CITY OF WILMINGTON, WILMINGTON MPO, NORTH
CAROLINA DEPARTMENT OF TRANSPORTATION AND CAPE FEAR PUBLIC
TRANSPORTATION AUTHORITY FOR THE FUTURE DEVELOPMENT OF THE
WILMINGTON MULTI-MODAL TRANSPORTATION CENTER**

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 Wilmington Multi-modal Transportation Center will be located between North 3rd Street and North 4th Street and between Red Cross Street and Hanover Street; and

WHEREAS, the Wilmington Multi-modal Transportation Center is anticipated to bring together local bus service; the downtown trolley; taxis; other public, private and tourist transportation facilities; pedestrian and bike path connections and connections to inter-city and Amtrak buses; and

WHEREAS, the Wilmington Multi-modal Transportation Center will also serve as the downtown station for future passenger rail service to/from Wilmington; and

WHEREAS, Martin/Alexiou/Bryson completed the Transit Needs Study for the Wilmington Multi-modal Transportation Center in 2009 that evaluated the current and future service needs at the Multi-modal Transportation Center site; and

WHEREAS, the Transit Needs Study recommended an option for a transit portion, which is expected to be constructed first and a passenger rail service that is expected to be constructed in the future; and

WHEREAS, the study also included a recommended site layout for the transportation center; and

WHEREAS, the North Carolina Department of Transportation in partnership with the City of Wilmington have acquired or are in the process of taking ownership of all of the properties necessary to construct the Wilmington Multi-modal Transportation Center; and

WHEREAS, City of Wilmington, North Carolina Department of Transportation, Cape Fear Public Transportation Authority and Wilmington Urban Area MPO desire for the transportation center to progress forward toward construction and each entity proposes to take certain steps toward the completion of the transit portion of the transportation center; and

WHEREAS, the Memorandum of Understanding outlines the responsibilities for each party in the progression and development of the transit portion of the transportation center.

NOW, THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby authorizes the Chairman to enter into a Memorandum of Understanding with the City of Wilmington, North Carolina Department of Transportation and Cape Fear

Public Transportation Authority for the future development of the Wilmington Multi-modal Transportation Center.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on November 18, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

***Wilmington Urban Area Metropolitan Planning
Organization
Transportation Planning Work Program***

Fiscal Year 2016-2017



DRAFT

**FY 2016-2017 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON, NORTH CAROLINA URBAN AREA**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a “cooperative, comprehensive, and continuing....” transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2016-2017. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

The PWP for the Wilmington Urban Area identifies four separate funding sources for Urban Area transportation planning. A brief description of these funding sources follows:

- Statewide Planning and Research Programs (SPR)-These funds are used by NCDOT to conduct work for the Wilmington Urban Area MPO.
- Federal Highway Administration Section 104(f) Funds-These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.
- Federal Transit Administration Section 5303 Funds-These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.
- Surface Transportation Program-Direct Attributable Funds- These funds are dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. They require a 20% local match.

The local match requirements will be shared by all members of the Wilmington Urban Area MPO in direct proportion to population as defined in the Wilmington Urban Area MPO Memorandum of Understanding.

Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 2016-2017

(Primary work to be performed by lead planning agency staff except where noted.)

Line Item Code

II-A1 Traffic Volume Counts- Wilmington MPO staff maintains an ongoing traffic counting program. An annual summary of the urban area traffic counts and accident data will be prepared and uploaded to the WMPO website.

II-A2 Vehicle Miles of Travel- Establish VMT as measure of effectiveness of transportation system. Measure the VMT with the new travel demand model.

II-A3 Street System Changes- No tasks foreseen.

II-A4 Traffic Accidents-Currently MPO staff conducts an ongoing effort to summarize traffic accident data for specific projects. MPO staff also utilizes accident data for specific inquiries.

II-A5 Transit System Data- Update of transit system database as needed.

II-A6 Dwelling Unit, Population, Employment Changes- Will measure land use changes by Transportation Analysis Zone between 2010 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington planning area boundary.

II-A7 Air Travel- Assistance to Wilmington International Airport as needed.

II-A8 Vehicle Occupancy Rate Counts- Monitor VOC as needed.

II-A9 Travel Time Studies- No tasks foreseen.

II-A10 Mapping- Keep Geographic Information System files current and produce maps to support the TCC and TAC, transportation plans, programs, and projects.

II-A11 Central Area Parking Inventory- No tasks foreseen.

II-A12 Bicycle and Pedestrian Facilities Inventory- Update bicycle suitability assessment of federal-aid functionally classed roadways.

II-B1 Collection of Base Year Data- No tasks foreseen.

II-B2 Collection of Network Data- No tasks foreseen.

II-B3 Travel Model Updates- No tasks foreseen.

II-B4 Travel Surveys- No tasks foreseen.

II-B5 Forecast of Data to Horizon Year-No tasks foreseen.

II-B6 Community Goals and Objectives- Monitor public input as it pertains to goals and objectives set forth in the adopted Metropolitan Transportation Plan. Implementation of the Performance Measures from MAP-21.

II-B7 Forecast of Future Year Travel Patterns- No tasks foreseen.

II-B-8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model for further analysis as potential long range transportation improvement projects.

II-B9 Highway Element of Metropolitan Transportation Plan (MTP)- Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations in the MTP. Implementation of the Performance Measures from MAP-21.

II-B10 Transit Element of Metropolitan Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions for inclusion in the update of the MTP. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21.

II-B11 Bicycle and Pedestrian Element of the Metropolitan Transportation Plan- Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21.

II-B12 Airport/Air Travel Element of the Metropolitan Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21.

II-B13 Collector Street Element of Metropolitan Transportation Plan- Develop regionally acceptable collector street policies and program recommendations for inclusion in the update of the MTP. Implementation of the Performance Measures from MAP-21.

II-B14 Rail, Waterway and Other Elements of Metropolitan Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21.

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the MTP. Ensure fiscal constraint in the update of the MTP. Implementation of the Performance Measures from MAP-21.

II-B17 Congestion Management Strategies- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate strategies developed for the Congestion Management Process. Document process and solutions in the update of the MTP and CMP report. Implementation of the Performance Measures from MAP-21.

II-B-18 Air Quality Planning/ Conformity Analysis- No tasks foreseen.

III-A Planning Work Program- Evaluation of FY 2015 PWP and development of FY 2016 PWP.

III-B Transportation Improvement Program-Review and amend the 2016-2025 Transportation Improvement Program on an as needed basis.

III-C1 Title VI Compliance-Work to insure compliance with the requirements of Title VI in urban area policies and practices.

III-C2 Environmental Justice- Analysis and outreach to insure that transportation plans and projects comply with Environmental Justice policies.

III-C3 MBE Planning- Activities to encourage participation of minority-owned business enterprises in contractual and supply opportunities.

III-C4 Planning for the Elderly and Disabled- Ensure the special needs of the elderly and disabled are addressed in all transportation planning projects.

II-C5 Safety/Drug Control Planning- No tasks foreseen by the MPO.

III-C6 Public Involvement- Extensive Public Participation effort will be carried out to solicit input and reaction to the completion of planning studies within the Wilmington MPO's planning area boundary.

III-C7 Private Sector Participation- Activities to encourage private sector participation in planning and project activities.

III-D1 Transportation Enhancement Planning- Prepare and submit applications for potential transportation enhancement funding in the Wilmington Urban Area.

II-D2 Environmental and Pre-TIP Planning- Conduct environmental analysis and planning for the development of transportation projects in the Wilmington Urban Area.

III-D3 Special Studies- Consultant will be contracted to assist in the completion of the Metropolitan Transportation Plan and other studies completed by the MPO. These special studies include a feasibility study for the relocation of the rail line, a street design manual for the Town of Leland and a future transportation network for northeastern New Hanover County.

III-D4 Statewide and Regional Planning- Coordination of urban area activities with statewide and regional initiatives.

III-E Management and Operations- Required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

| | |
|--------------------------------------|--|
| MPO | Wilmington |
| FTA Code | 442100- |
| Task Code | II-A-5 |
| Title | Transit System Data |
| Task Objective | Collect and analyze data for route planning and submission to NTD |
| Tangible Product Expected | Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements |
| Expected Completion Date of Products | June 2016 |
| Previous Work | Collection of data and submission to NTD |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 1,200 |
| Section 5303 NCDOT 10% | 1,200 |
| Section 5303 FTA 80% | 9,600 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|---|
| MPO | Wilmington |
| FTA Code | 442100- |
| Task Code | II-B-6 |
| Title | Community Goals & Objectives |
| Task Objective | Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives |
| Tangible Product Expected | Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region |
| Expected Completion Date of Products | June 2016 |
| Previous Work | Communication of goals and objectives to decision makers and the public |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 400 |
| Section 5303 NCDOT 10% | 400 |
| Section 5303 FTA 80% | 3,200 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|---|
| MPO | Wilmington |
| FTA Code | 442100- |
| Task Code | II-B-10 |
| Title | Transit Element of the LRTP |
| Task Objective | Provide input to CAC, TCC and TAC regarding long range transit plans for the region |
| Tangible Product Expected | Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region |
| Expected Completion Date of Products | June 2016 |
| Previous Work | Provided input and educated decision makers regarding the federal and state public transportation program |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 400 |
| Section 5303 NCDOT 10% | 400 |
| Section 5303 FTA 80% | 3,200 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|--|
| MPO | Wilmington |
| FTA Code | 442100- |
| Task Code | II-B-16 |
| Title | Financial Planning |
| Task Objective | Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service |
| Tangible Product Expected | Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods |
| Expected Completion Date of Products | June 2016 |
| Previous Work | Financial planning of the public transportation program |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 800 |
| Section 5303 NCDOT 10% | 800 |
| Section 5303 FTA 80% | 6,400 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|---|
| MPO | Wilmington |
| FTA Code | 442100- |
| Task Code | II-C-1 |
| Title | Title VI |
| Task Objective | Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program |
| Tangible Product Expected | Compliance with the Title VI circular and adopted Title VI program |
| Expected Completion Date of Products | June 2016 |
| Previous Work | Title VI program development and compliance efforts |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 800 |
| Section 5303 NCDOT 10% | 800 |
| Section 5303 FTA 80% | 6,400 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|--|
| MPO | Wilmington |
| FTA Code | 442100- |
| Task Code | II-C-3 |
| Title | Minority Business Enterprise |
| Task Objective | Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach |
| Tangible Product Expected | MBE participation that is equal to or greater than the adopted and approved MBE goal |
| Expected Completion Date of Products | June 2016 |
| Previous Work | MBE program oversight |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 800 |
| Section 5303 NCDOT 10% | 800 |
| Section 5303 FTA 80% | 6,400 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|--|
| MPO | Wilmington |
| FTA Code | 442100- |
| Task Code | II-C-6 |
| Title | Public Involvement |
| Task Objective | Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents. |
| Tangible Product Expected | Make recommendations to appropriate parties from comments made to the Authority by members of the community |
| Expected Completion Date of Products | June 2016 |
| Previous Work | Public comment |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 800 |
| Section 5303 NCDOT 10% | 800 |
| Section 5303 FTA 80% | 6,400 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|---|
| MPO | Wilmington |
| FTA Code | 442100- |
| Task Code | III-E |
| Title | Management & Operations |
| Task Objective | MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies. |
| Tangible Product Expected | Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community |
| Expected Completion Date of Products | June 2016 |
| Previous Work | Collection of data and submission to NTD |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 2,800 |
| Section 5303 NCDOT 10% | 2,800 |
| Section 5303 FTA 80% | 22,400 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| TASK CODE | TASK DESCRIPTION | SPR Highway | | SEC. 104 (f) PL | | SECTION 5303 | | | SECTION 5307 | | | Additional Funds | | TASK FUNDING SUMMARY | | | | | | |
|--------------|-------------------------------------|----------------|-------------|-----------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------|--------------|----------------------|---------|-------|---------|---------|---------|---------|
| | | NCDOT 20% | FHWA 80% | Local 20% | FHWA 80% | Transit | Local 10% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 20% | NCDOT 80% | LOCAL | STATE | FEDERAL | TOTAL | | |
| II-A | Surveillance of Change | | | | | | | | | | | | | | | | | | | |
| II-A-1 | Traffic Volume Counts | | | 8,800 | 35,200 | | | | | | | | | | 8,800 | | 35,200 | 44,000 | | |
| II-A-2 | Vehicle Miles of Travel | | | 50 | 200 | | | | | | | | | | 50 | | 200 | 250 | | |
| II-A-3 | Street System Changes | | | 0 | 0 | | | | | | | | | | - | | - | - | | |
| II-A-4 | Traffic Accidents | | | 600 | 2,400 | | | | | | | | | | 600 | | 2,400 | 3,000 | | |
| II-A-5 | Transit System Data | | | 100 | 400 | 1,200 | 9,600 | | | | | | | | 1,300 | 1,200 | 10,000 | 12,500 | | |
| II-A-6 | Dwelling Unit, Pop. & Emp. Change | | | 400 | 1,600 | | | | | | | | | | 400 | | 1,600 | 2,000 | | |
| II-A-7 | Air Travel | | | 50 | 200 | | | | | | | | | | 50 | | 200 | 250 | | |
| II-A-8 | Vehicle Occupancy Rates | | | 50 | 200 | | | | | | | | | | 50 | | 200 | 250 | | |
| II-A-9 | Travel Time Studies | | | 0 | 0 | | | | | | | | | | - | | - | - | | |
| II-A-10 | Mapping | | | 600 | 2,400 | | | | | | | | | | 600 | | 2,400 | 3,000 | | |
| II-A-11 | Central Area Parking Inventory | | | 0 | 0 | | | | | | | | | | | | | | | |
| II-A-12 | Bike & Ped. Facilities Inventory | | | 50 | 200 | | | | | | | | | | 50 | | 200 | 250 | | |
| II-B | Long Range Transp. Plan | | | | | | | | | | | | | | | | | | | |
| II-B-1 | Collection of Base Year Data | | | 0 | 0 | | | | | | | | | | | | | | | |
| II-B-2 | Collection of Network Data | | | 0 | 0 | | | | | | | | | | | | | | | |
| II-B-3 | Travel Model Updates | | | 0 | 0 | | | | | | | | | | | | | | | |
| II-B-4 | Travel Surveys | | | 0 | 0 | | | | | | | | | | | | | | | |
| II-B-5 | Forecast of Data to Horizon year | | | 0 | 0 | | | | | | | | | | | | | | | |
| II-B-6 | Community Goals & Objectives | | | 4,000 | 16,000 | 400 | 3,200 | | | | | | | | 4,400 | 400 | 19,200 | 24,000 | | |
| II-B-7 | Forecast of Future Travel Patterns | | | 0 | 0 | | | | | | | | | | | | | | | |
| II-B-8 | Capacity Deficiency Analysis | | | 400 | 1,600 | | | | | | | | | | 400 | | 1,600 | 2,000 | | |
| II-B-9 | Highway Element of th LRTP | | | 2,000 | 8,000 | | | | | | | | | | 2,000 | | 8,000 | 10,000 | | |
| II-B-10 | Transit Element of the LRTP | | | 400 | 1,600 | 400 | 3,200 | | | | | | | | 800 | 400 | 4,800 | 6,000 | | |
| II-B-11 | Bicycle & Ped. Element of the LRTP | | | 2,000 | 8,000 | | | | | | | | | | 2,000 | | 8,000 | 10,000 | | |
| II-B-12 | Airport/Air Travel Element of LRTP | | | 450 | 1,800 | | | | | | | | | | 450 | | 1,800 | 2,250 | | |
| II-B-13 | Collector Street Element of LRTP | | | 600 | 2,400 | | | | | | | | | | 600 | | 2,400 | 3,000 | | |
| II-B-14 | Rail, Water or other mode of LRTP | | | 800 | 3,200 | | | | | | | | | | 800 | | 3,200 | 4,000 | | |
| II-B-15 | Freight Movement/Mobility Planning | | | 200 | 800 | | | | | | | | | | 200 | | 800 | 1,000 | | |
| II-B-16 | Financial Planning | | | 200 | 800 | 800 | 6,400 | | | | | | | | 1,000 | 800 | 7,200 | 9,000 | | |
| II-B-17 | Congestion Management Strategies | | | 500 | 2,000 | | | | | | | | | | 500 | | 2,000 | 2,500 | | |
| II-B-18 | Air Qual. Planning/Conformity Anal. | | | 0 | 0 | | | | | | | | | | | | | | | |
| III-A | Planning Work Program | | | 200 | 800 | | | | | | | | | | 200 | | 800 | 1,000 | | |
| III-B | Transp. Improvement Plan | | | 200 | 800 | | | | | | | | | | 200 | | 800 | 1,000 | | |
| III-C | Civil Rgts. Cmp./Otr. Reg. Reqs. | | | | | | | | | | | | | | | | | | | |
| III-C-1 | Title VI | | | 200 | 800 | 800 | 6,400 | | | | | | | | 1,000 | 800 | 7,200 | 9,000 | | |
| III-C-2 | Environmental Justice | | | 200 | 800 | | | | | | | | | | 200 | | 800 | 1,000 | | |
| III-C-3 | Minority Business Enterprise | | | 100 | 400 | 800 | 6,400 | | | | | | | | 900 | 800 | 6,800 | 8,500 | | |
| III-C-4 | Planning for the Elderly & Disabled | | | 50 | 200 | | | | | | | | | | 50 | | 200 | 250 | | |
| III-C-5 | Safety/Drug Control Planning | | | 0 | 0 | | | | | | | | | | | | | | | |
| III-C-6 | Public Involvement | | | 600 | 2,400 | 800 | 6,400 | | | | | | | | 1,400 | 800 | 8,800 | 11,000 | | |
| III-C-7 | Private Sector Participation | | | 50 | 200 | | | | | | | | | | 50 | | 200 | 250 | | |
| III-D | Incidental Ping./Project Dev. | | | | | | | | | | | | | | | | | | | |
| III-D-1 | Transportation Enhancement Ping. | | | 50 | 200 | | | | | | | | | | 50 | | 200 | 250 | | |
| III-D-2 | Enviro. Analysis & Pre-TIP Ping. | | | 50 | 200 | | | | | | | | | | 50 | | 200 | 250 | | |
| III-D-3 | Special Studies | | | 28,000 | 112,000 | | | | | | | | | | 28,000 | | 112,000 | 140,000 | | |
| III-D-4 | Regional or Statewide Planning | | | 100 | 400 | | | | | | | | | | 100 | | 400 | 500 | | |
| III-E | Management & Operations | | | 22,000 | 88,000 | 2,800 | 22,400 | | | | | | | | 84,800 | 2,800 | 350,400 | 438,000 | | |
| TOTALS | | | | 74,050 | 296,200 | 8,000 | 64,000 | | | | | | | 60,000 | 240,000 | | 142,050 | 8,000 | 600,200 | 750,250 |

Anticipated DBE Contracting Opportunities for FY 2016-2017

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky Telephone Number: 910-342-2781

| Prospectus Task Code | Prospectus Description | Name of Agency Contracting Out | Type of Contracting Opportunity (Consultant, etc.) | Federal Funds to be Contracted Out | Total Funds to be Contracted Out |
|----------------------|------------------------|--------------------------------|--|------------------------------------|----------------------------------|
| III-D-3 | Special Studies | City of Wilmington | Consultant | \$ | \$ |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

RESOLUTION
APPROVING THE FY 2016-2017 PLANNING WORK PROGRAM
OF THE WILMINGTON URBAN AREA

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Wilmington Urban Area;

WHEREAS, the City of Wilmington has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303) funds and Federal Highway Administration Metropolitan Planning (Section 104(f)) funds;

WHEREAS, members of the Wilmington Urban Area Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2016-2017;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee hereby endorses the FY 2016-2017 Planning Work Program for the Wilmington Urban Area.

I, Laura Padgett, Chair of the Wilmington Urban Area Transportation Advisory Committee do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Wilmington Urban Area Transportation Advisory Committee, duly held on this the ____ day of _____ 2016.

Chair
Wilmington Urban Area TAC

Subscribed and sworn to me this the ____ day of _____, 2016.

Notary Public

My commission expires_____.

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2016

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607;

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38);

WHEREAS, the Transportation Plan has a planning horizon year of 2040, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the Wilmington Urban Area Transportation Advisory Committee certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the ____th day of _____, 2016.

Chair, Transportation Advisory Committee

Mike Kozlosky
Secretary, Wilmington Metropolitan Planning Organization

Proposed Revisions to 2016-2025 STIP/MTIP Program

| STIP/MTIP Modifications (November) | | | |
|---------------------------------------|---|--------------|--------------------------------------|
| AV-5702 | WILMINGTON INTERNATIONAL (ILM), | CONSTRUCTION | FY 2016 - \$500,000 (T) |
| NEW HANOVER | REHABILITATE GA APRON NORTH. | | FY 2016 - \$3,000,000 (O) |
| PROJ.CATEGORY | DELAY CONSTRUCTION FROM FY 15 TO FY 16 TO | | <u>\$3,500,000</u> |
| STATEWIDE | COINCIDE WITH LOCAL FEDERAL AVIATION GRANT. | | |



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

November 1, 2015

Project Description

Roadway extending from the vicinity of US 17 Bypass and I-140 in Brunswick County to US 421 in New Hanover County, including a crossing of the Cape Fear River.

Current Status

The following list includes completed and ongoing tasks during the month of October:

- The project team continues to coordinate and correspond with project stakeholders.
- Functional Design Plans for the 12 detailed study alternatives (DSAs) have been reviewed by NCDOT; the project team is currently working on revising the designs.
- Hydraulic analysis of the DSAs is ongoing.
- Hurricane evacuation modeling of the DSAs is ongoing.
- The Historic Architecture Eligibility Report has been accepted by NCDOT and reviewed by the North Carolina State Historic Preservation Office (SHPO). NCDOT is currently working with SHPO to determine what resources within the project study area are eligible for listing on the National Register of Historic Places.
- Studies for the Traffic Noise Analysis and Air Quality Analysis are ongoing.
- The Community Impact Assessment was finalized on October 29, 2015. A copy of this finalized report will be placed on the project website.
- The revised Draft Red-cockaded Woodpecker Aerial and Ground Survey Report is under review by NCDOT.
- An update to the Draft Natural Resources Technical Report is ongoing.
- NCDOT is currently evaluating an additional alternative proposed by the WMPO near the Port of Wilmington. There are currently 12 alternatives being designed and evaluated for inclusion in the draft environmental document. NCDOT is coordinating with the NCSPA regarding the feasibility of this alternative; if it is determined this alternative is reasonable, studies may need to be redone to include this alternative.
- The Cape Fear Crossing project is programmed in the 2016-2025 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.
- The WMPO TAC passed a resolution on October 28, 2015 to dissolve the Cape Fear Crossing Workgroup. NCDOT and AECOM will provide periodic updates to the TAC in lieu of the workgroup. This monthly status report will continue to be distributed at the first of the month, with technical documents posted on the website as they are finalized.

Contact Information

NCDOT – Charles Cox, ccox@ndcot.gov, 919.707.6016

AECOM – Joanna Rocco, joanna.rocco@aecom.com, 919.461.1434

Website: <http://www.ncdot.gov/projects/capefear/>

Email: capefear@ncdot.gov

Hotline: 1.800.233.6315

WILMINGTON MPO
TRANSPORTATION PLANNING
NOVEMBER 2015

CONGESTION MANAGEMENT PROCESS

Project Description/Scope: Comply with a Federal mandate to create and adopt a process to evaluate the region's most congested corridors through locally-defined multi-modal performance measures in an effort to suggest improvements that would alleviate traffic congestion in the region. The CMP was adopted by the TAC on December 11, 2013. Data collection procedures have been developed. A schedule for collection logistics has been drafted and data collection will continuously be monitored and updated as needed.

Next Steps:

- Continue data collection and monitoring of congestion

COLLEGE ROAD UPGRADES (U-5702), (U-5704) and (U-5792)

Project Description/Scope: The Strategic Transportation Investments is a new formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. The Strategic Transportation Investment Formula allocates funding at the statewide, regional and division tiers. Prioritization 3.0 was the process used to determine the projects that are to be funded in the State's Transportation Improvement Program (STIP). The adopted 2016-2025 State Transportation Improvement Program includes several projects on College Road.

U-5704: Construction of an interchange at College Road and Oleander Drive

U-5702: Construction of Access Management Improvements on College Road between Gordon Road and Carolina Beach Road. The Department has several spot safety and intersection improvements that are anticipated would be completed under this project. This project may also include median modifications, access management strategies, etc. to improve traffic flow and safety on College Road. Another project that may be funded in the Statewide Mobility Category is an Upgrade of College Road between New Centre Drive and Gordon Road to include an additional through lane and an interchange at College Road and the Martin Luther King Jr. Parkway.

U-5792: Convert at-grade intersection to interchange

Next Steps:

- Complete Planning, Environmental Review and Design for the projects

METROPOLITAN TRANSPORTATION PLAN

Project Description/Scope: Update the Federally-mandated Metropolitan Transportation Plan/Long-Range Transportation Plan for the Wilmington Urban Area Metropolitan Planning Organization. The draft plan was finalized by the Transportation Advisory Committee on July 22, 2015. . The plan has now been adopted by all Wilmington Urban Area Metropolitan Planning Organization member jurisdictions.

Next Steps:

- TAC adoption November 18, 2015

MILITARY CUTOFF ROAD/EASTWOOD ROAD (U-5710)

Project Descriptions/Scope: The adopted 2016-2025 State Transportation Improvement Program identified funding to upgrade the intersection of Military Cutoff Road/Eastwood Road to an interchange. HDR has been selected by NCDOT to complete this work. The Department hosted a small group meeting with adjacent property owners and held a public workshop on September 29th. There were over 140 people that attended this meeting.

Next Steps:

- Complete Planning, Environmental Review and Design for the project

17TH STREET STREETScape

Project Descriptions/Scope: The 17th Street streetscape project will include upgrades to 17th Street between Wrightsville Avenue and Princess Place Drive. The project will provide for a more efficient transportation system by reduced travel speeds, removal of the lateral shift, improved pedestrian crossings, improved safety and enhance the aesthetics of the area. The project may also include aesthetic improvements that will enhance the entryway into Carolina Heights and provide a pocket park. The project had a bid opening planned on September 24th. The bid exceeded the budget.

Next Steps:

- Rebid the project in January
- Award and Construct the streetscape enhancements

Pender County Collector Street Plan

The Wilmington MPO and Pender County have partnered to update the Coastal Pender County Collector Street Plan and to create a collector street plan for the area that was not previously part of the MPO. The project team provided the Pender County Board of Commissioners a project update on October 26, 2015. Staff are making strong efforts on community outreach and stimulation participation by completing surveys in both paper and electronic format. The online survey can be found on the project website. (www.pendercollector.com)

Next Steps:

- Review two collector street scenarios.
- Hold 3rd Steering Committee meeting on December 3rd at 3PM in the Hampstead Annex in the second floor conference room 214.
- Analyze citizen feedback from online and paper surveys.

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington MPO assists with site development and transportation impact analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Development Plan Reviews: 2 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 2 reviews
- Town of Leland Formal Reviews: 2 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews

- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 15 total (New Hanover County 3, City of Wilmington 5, Carolina Beach 1, Brunswick County 1, Belville 2, and Pender County 3) new 2 and ongoing 13
- Pender County Development Plan Reviews: 5 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 27 (17 new, 10 on-going)
- City of Wilmington Informal Reviews: 24 (7 new, 17 on-going)
- City of Wilmington Concept Reviews: 14 (14 new concept reviews-0 on-going concept)
- COW Project Releases: 11 Full releases

STP-DA/TAP-DA FY 2013 and 2014 Project Status

STP-DA

U-5534A - TOWN OF NAVASSA – MAIN STREET BICYCLE LANES

Project Descriptions/Scope: This project will include planning, design, and construction of an additional 4 feet on either side of Main Street for bike lanes starting at the existing Navassa bike path east of Brooklyn Street to Old Mill Road. The Letter of Interest (LOI) has been advertised.

Next Steps:

- Revisions to the project need to be made to accommodate funding
- Awaiting resolution for redefining the scope

U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE

Project Descriptions/Scope: This project consists of construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide for a safe crossing for cyclists and pedestrians across US 74 (Wrightsville Avenue) on the mainland side of the drawbridge in Wilmington.

Next Steps:

- Construction funds are being authorized
- Letting date anticipated November 2015.

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE

Project Descriptions/Scope: The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Next Steps:

- Right of Way funds are being authorized
- Letting anticipated November 2015

U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP

Project Descriptions/Scope: This project is for design and construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

Next Steps:

- ROW documents submitted October 2, 2015
- Awaiting NCDOT Encroachment Agreement

U-5534E - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path that begins at Mike Chappell Park and winds along the existing cleared fire path and terminates at Greenville Avenue and the Harper Avenue bike lanes will consist of a bicycle boulevard on existing pavement on each side of Harper Avenue from Dow Road to Lake Park Boulevard. The Town desires to combine the project with the awarded 2014 STP-DA project.

Next Steps:

- PCE Submitted August 2015- Awaiting NCDOT Approval

U-5534S (Formerly U-5534M)– Coral Drive Sidewalks

Project Descriptions/Scope: The construction of sidewalks along coral drive will install approximately 954 feet of 5 foot wide sidewalk on Coral Drive adjacent to Wrightsville Beach Elementary.

Next Steps:

- Awaiting NCDOT agreement
- R/W Plans complete: February 2017
- Let Date: April 2017
-

U-5534H – HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Next Steps:

- Survey and Preliminary Design is Underway
- Right of Way Plans complete November 30, 2015
- Anticipated Let Date of January 26, 2016

U-5534G –HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Next Steps:

- Survey and Preliminary Design is Underway
- Right of Way Plans anticipated to be complete: November 30, 2015
- Anticipated Let Date: January 26, 2016

U-5534K –LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Rd to the Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Next Steps:

- Right of Way Plans anticipated to be complete: January 15, 2016
- Anticipated Let Date: March 26, 2016

U-5534J –OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: The construction of 5 foot wide sidewalks in three locations: along Village Road from Town Hall Drive going southeast to the existing sidewalk in front of the apartment complex, along Town Hall Drive from Village Road NE to the sidewalk currently under construction by the new Town Hall, and along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE

Next Steps:

- Right of Way Plans anticipated to be complete: January 15, 2016
- Let Date: March 26, 2016

U-5534I –VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: The construction of a 10 foot wide asphalt multi-use path routed across Perry Ave, behind the library, out to Village Road, down Village Road ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge

Next Steps:

- Right of Way Plans complete: September 25, 2016
- Anticipated Let Date: March 26, 2016

SHIPYARD BOULEVARD SIDEWALK-

Project Description/Scope: The construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive. This will be a partnership between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO.

Next Steps:

- McKim and Creed is providing Surveying
- R/W plans anticipated December 2015

TAP-DA

CITY OF WILMINGTON – MILITARY CUTOFF ROAD MULTI-USE PATH

Project Descriptions/Scope: This project is for the design and construction of a 10-foot wide, asphalt multi-use path on Military Cutoff Road from Gordon Road to Eastwood Road.

Next Steps:

- McKim & Creed providing surveying and design'
- R/W plans anticipated December 2015

U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES

Project Descriptions/Scope: This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

Next Steps:

- City of Wilmington is preparing plans for the project
- Anticipated Let Date: September 26, 2016

U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE

Project Descriptions/Scope: This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village driveway

Next Steps:

- Finalize preliminary easements
- Right of Way Plans anticipated to be complete: November 30, 2015
- Anticipated Let Date: April 26, 2016

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO established 2 park and ride lots in Brunswick County and a ridesharing program that began on January 5th. The MPO adopted “Work Cape Fear: Expanding Commuter Options in the Cape Fear Region” TDM Short Range Plan on January 28th and also authorized staff to apply for a TDM grant through NCDOT that if approved would fund a full-time TDM Coordinator position. The Agreement with NCDOT for the full-time TDM Coordinator position was approved on November 4, 2015.

Next Steps:

- Promote 2 Park & Ride Lots in Brunswick County
- Hire a full-time TDM Coordinator

US 17 BUSINESS CORRIDOR STUDY

Project Description/Scope: In 2007 the Wilmington MPO, in cooperation with NCDOT and the City of Wilmington completed the US 17 Business Corridor Study. The Corridor Study recommended the implementation of a “road diet.” This recommendation included a requirement to construct Independence Boulevard Extension prior to implementation. Citizens have continued to request the implementation of the “road diet,” however the construction of Independence Boulevard extension is now many years off. The City of Wilmington and Wilmington MPO requested an update of this study to re-examine the feasibility of implementing the road diet without first constructing Independence Boulevard extension. PB presented the preliminary findings to the Wilmington City Council on July 21st and TAC on July 22nd. PB has provided the final documentation.

Next Steps:

- Present to the TCC/TAC for acceptance of the final report



Cape Fear Public Transportation Authority

Project Update

November 2015

1. **Bus fleet replacement & conversion to CNG** - (no significant change) identifying state and federal funding opportunities to replace 19 thirty-five foot buses. Bid awarded to Gillig, LLC on June 26, 2014. Four buses scheduled for delivery in January 2016. One CNG shuttle delivered in August 2015.
2. **Shuttle fleet replacement** - two shuttles delivered in summer of 2015. One additional shuttle on order. Funding for two shuttles identified. Request to City of Wilmington to fund 80% of two additional new shuttles. Funding also requested of the City of Wilmington to fund two used shuttles from the City of Durham.
2. **FTA §5310 Program** - mobility manager hired and scheduled to begin December 01, 2015. Program development to begin immediately thereafter.
3. **Wilmington Multimodal Transportation Center** - Interlocal Agreement between Authority, City of Wilmington, WMPO and NCDOT finalized. Individual board approval of agreement underway.

November 10, 2015

TIP Projects:

R-3601 (US 17/74/76): Widening across the “CAUSEWAY”, between Leland/Belville and the Cape Fear River. Replacing the bridges over the Brunswick River and one of the bridges over Alligator Creek.

Estimated Contract Completion Date November 15, 2016

R-2633 BA – (Wilmington Bypass) construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).

Estimated Contract Completion Date April 30, 2018

Open to traffic on November 1, 2017

R-2633 BB – (Wilmington Bypass: Bridge over Cape Fear River) construct a 4-lane divided highway from SR 1430 (Cedar Hill Road) to US 421 (where I-140 currently ends in New Hanover County...this includes the large bridge over the Cape Fear River).

Estimated Contract Completion Date April 30, 2018

Open to traffic on November 1, 2017

R-3324 – Long Beach Road Extension construct a 2-lane, 2-way roadway from NC 133 (near Jump & Run Creek) to NC 87. Most of this roadway will be on new location.

Estimated Contract Completion Date May 13, 2016

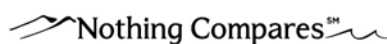
R-3432 – SR 1163 (Georgetown Road) extend from SR 1184 (Ocean Isle Beach Road) to NC 179.

Open to traffic

Estimated Contract Completion Date May 13, 2016

B-5103: replace bridge #35 over the abandoned railroad on SR 1627 (3rd Street), in Wilmington.

Estimated Contract Completion Date September 28, 2016



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

Let Date November 17, 2015

B-5236: replace bridge #19 over Lords Creek on SR 1100 (River Road)

Let Date September 20, 2016

B-4929: Bridge @ Surf City NC 50/210 - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure.

Let Date February 21, 2017

U-4751: Military Cutoff Road Extension: extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass.

Let Date October 17, 2017

R-5021 (NC 211): widening to a 4-lane divided highway from NC 87 (near Southport) to SR 1500 (Midway Road).

Let Date March 20, 2018

B-4590: replace bridge #29 over Smith Creek on NC 133 (Old Castle Hayne Road)

Let Date October 16, 2018

R-5701: construct a roundabout at the intersection of US 117 Business, Walker Street & Wilmington Street

Let Date January 2020

U-5729: US 421 (Carolina Beach Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway

Let Date January 2020

B-5156: replace bridge #28 over Long Creek on NC 210

Let Date October 15, 2020

U-5790: US 421 (Carolina Beach Road) widen existing US 421 from Sanders Road to NC 132 (College Road) and construct fly-overs at Monkey Junction intersection

Construction 2020

U-5732: US 17 (Ocean Highway in Hampstead)

Convert to superstreet from SR 1582 (Washington Acres Road) to SR 1563 (Sloop Point Loop Road).

Construction 2021

U-5792: NC 132 (College Road) from SR 1272 (New Center Drive) to SR 2048 (Gordon Road) widen to multi-lanes and upgrade at-grade intersection at College & Martin Luther King Parkway to an interchange

Construction 2022

U-5710: US 74 (Eastwood Road) upgrade at-grade intersection at Eastwood Road & Military Cutoff Road to an interchange

Construction 2022

B-5644: replace bridge #15 over Sill's Creek on NC 11

Construction 2022

U-4902 C&D: US 17 Business (Market Street) construct a "super-street" (median) from SR 2734 (Marsh Oaks Drive) to Lendire Drive & from Station Road to US 74 (MLK Parkway/Eastwood Road).

Construction 2020

W-5306 Castle Hayne Roundabout: construct a roundabout at the intersection of US 117, NC 132 & NC 133.

Work Complete

Greenfield Lake Culvert: replace the large culvert under 3rd Street and US 421 Truck/Front Street...Utility relocation work will begin late 2013 and finish

prior to let date

November 2015

Resurfacing Contracts:

Resurfacing Contract: C-203480 3CR.10101.150, 3CR.20101.150, 3CR.10651.150, 3CR.20651.150 & 3CR.10711.150 Barnhill Contracting

Brunswick County primary routes:

US 17 Business – mill & resurface from US 17 (south end of US 17 Bus.) to US 17 (@ nose of concrete island)...Bolivia area

US 17 Bypass (Southbound lanes) – patch, mill & resurface from 0.17 miles north of SR 1401 (Galloway Road) to 0.09 miles south of SR 1401

Brunswick County secondary routes:

SR 1104 (Beach Drive) – patching, milling, resurface & leveling from beginning of curb & gutter section to end of SR 1104

SR 1828 (Kings Lynn Drive) – patching, mill & resurface from SR 1104 (West Beach Drive) to SR 1828

SR 1401 (Galloway Road) – resurface from US 17 to SR 1402 (Randolphville Road)

SR 1435 (North Navassa Road) – patching, mill & resurface from SR 1472 (Village Road Northeast) to SR 1432 (Old Mill Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from SR 1435 (North Navassa Road) to 0.58 miles south of SR 1431 (Royster Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from 0.54 miles north of SR 1431 (Royster Road Northeast) to SR 1426 (Mount Misery Road)

Mill & resurface the following primary routes in New Hanover County:

US 421 (Carolina Beach Road) – from 0.26 miles south of Independence Blvd. (non-system portion) to west of Lake Shore Drive (non-system)

US 117 Northbound Lanes (Shipyard Blvd) – from US 421 to 0.05 miles east of US 421 (Carolina Beach Road)

US 117 Southbound Lanes (Shipyard Blvd) – from 0.20 miles east of US 421 to US 421 (Carolina Beach Road)

US 421 Southbound Lanes (South 3rd Street) – from US 76 (Dawson Street) to Greenfield Street (non-system)

US 421 Northbound Lanes (South 3rd Street) – from Greenfield Street (non-system) to US 76 (Dawson Street)

US 17 Business (South 3rd Street) – from US 76 eastbound lanes to US 76 westbound lanes

Mill & resurface the following secondary routes in New Hanover County:

SR 1218 (16th Street) – from US 76 westbound lanes (Wooster Street) to US 76 eastbound lanes (Dawson Street)

SR 1371 (16th St.) - from Grace Street (non-system) to US 17 Business (Market Street)

SR 2816 (16th St.) - from US 17 Business (Market Street) to US 76 westbound lanes (Wooster Street)

SR 1301 (17th Street) - from US 17 Business (Market Street) to Grace Street (non-system)

SR 2817 (17th Street) - from US 76 eastbound lanes (Dawson Street) to US 17 Business (Market Street)

SR 1411 (Wrightsville Avenue) - from Dawson Street Extension (non-system) to SR 1209 (Independence Blvd.)

Resurface the following secondary routes in New Hanover County:

SR 2699 (Amsterdam Way) - from SR 2700 (Old Dairy Rd.) to SR 2048 (Gordon Rd.)

SR 2701 (Antilles Ct.) - from SR 2698 (Netherlands Dr.) to end maintenance

SR 2698 (Netherlands Dr.) - from SR 2048 (Gordon Rd.) to SR 2700 (Old Dairy Rd.)

SR 2700 (Old Dairy Rd.) - from US 17 Bus. (Market St.) to SR 2699 (Amsterdam Way)

SR 2220 (Windmill Way) - from SR 2219 (N. Green Meadows Dr.) to SR 2700 (Old Dairy Rd.)

SR 2183 (Spring Rd) - from NC 133 (Castle Hayne Rd.) to SR 2184 (Fairfield Rd.)

SR 2184 (Fairfield Rd.) - from SR 2183 (Spring Rd) to SR 1318 (Blue Clay Rd)

Widen & resurface following routes in New Hanover County:

SR 1940 (Covil Farm Rd) - from SR 1409 (Military Cut-Off Rd) to SR 1916 (Red Cedar Rd)

SR 2717 (Torchwood Blvd.) - from US 17 Bus. (Market St.) to SR 2718 (Beacon Dr.)

Mill & resurface a section & just resurface another section of SR 1363 (Bayshore Dr.) from US 17 Bus. (Market St.) to SR 1393 (Biscayne Dr.)

Pender County primary routes:

US 117 - mill & resurface from 0.30 miles north of NC 210 to 0.026 miles north of

US 117 Business

NC 11/53 - mill & resurface from begin curb & gutter @ western city limits of Town of Atkinson to end curb & gutter @ the eastern city limits.

NC 53 - Patch ONLY from I-40 to US 117 (Town of Burgaw).

Estimated Contract Completion Date December 2015

Resurfacing Contract: DC-00090 3CR.10101.165

Brunswick County:

NC 211 – mill & resurface from NC 87 to end of system at Fort Fisher Ferry Terminal.

Estimated Contract Completion Date December 2015

Resurfacing Contract: C203630 WBS #46176.3.FS1

New Hanover & Pender Counties:

I-40 – milling & resurfacing from Gordon Road interchange to NC 210 interchange

I-40 – milling & resurfacing from US 117 interchange to mile post 393 (approximately 3.5 miles east of US 117 interchange)

Estimated Contract Completion Date December 2016

Resurfacing Contract: 3CR.10651.174 & 3CR.20651.174 & 3SP.20655.003

New Hanover County:

US 421 (Fort Fisher Blvd) milling & resurfacing from “E” Ave to end of system

SR 1402 (Porter’s Neck Road) milling & resurfacing from back of shopping center to SR 1401 (Bald Eagle Lane)

SR 1565 (Jasmine Cove Way) resurfacing from NC 132 (South College Road) to end of system

SR 2578 (Wood Ridge Road) resurfacing from SR 1704 (Hidden Valley Road)

to

SR 2573 (Woods Edge Road)

SR 2589 (Turtle Dove Court) resurfacing from SR 1565 (Jasmine Cove Way) to end of system

SR 2590 (Song Sparrow Court) resurfacing from SR 1565 (Jasmine Cove Way) to end of system

SR 2591 (White Ibis Court) resurfacing from SR 1565 (Jasmine Cove Way) to end of system

Estimated Contract Completion Date November 2015

Resurfacing Contract: 2016CPT.03.04.10711 & 2016CPT.03.04.20711

Pender County:

US 117 Bypass milling & resurfacing from southern city limits of Burgaw to SR 1504 (Murphy Road).

NC 53 milling & resurfacing from US 117 Bypass to US 117 Business

SR 1104 (Canetuck Road) resurfacing from bridge #20 over Lyon Creek to Bladen County line

SR 1301 (Bay Road) resurfacing from SR 1300 (Englishtown Road) to SR 1001 (Willard Road)

SR 1411 (Old River Road) resurfacing from US 117 to SR 1412 (New Road)

Estimated Contract Completion Date June 2016

Resurfacing Contract: 2016CPT.03.07.20651

New Hanover County:

SR 1335 (Parmele Road) resurfacing from NC 133 (Castle Hayne Road) to US 117/NC 132 (North College Road)

SR 1276 (Cathay Road) resurfacing from US 421 (Carolina Beach Road) to SR 1281 (Ventura Drive)

SR 1524 (Golden Road) resurfacing from US 421 (Carolina Beach Road) to SR 1492 (Myrtle Grove Road)

SR 1544 (Friendly Lane) resurfacing from SR 1492 (Masonboro Loop Road) to end of system

SR 1616 (Pelican Point) resurfacing from SR 1492 (Masonboro Loop Road) to end of system

SR 1386 (Hall Drive) resurfacing from SR 1318 (Blue Clay Road) to SR 1312 (Trask Drive)

SR 1311 (Gardner Drive) resurfacing from SR 1312 (Trask Drive) to SR 1312 (Trask Drive)

SR 1312 (Trask Drive) resurfacing from SR 1311 (Gardner Drive) to SR 1311 (Gardner Drive)

State Port Roadway resurfacing

Estimated Contract Completion Date June 2016

Resurfacing Contract: 2016CPT.03.08.10101 & 2016CPT.03.08.20101

Brunswick County:

NC 87/NC 133 (River Road) resurfacing from project limits of
R-3324 (Long Beach Road Extension) to SR 1526 (Jabbertown Road)

SR 1100 (Caswell Beach Road) milling & resurfacing from
SR 1190 (Oak Island Drive) to end of system

SR 1101 (Fish Factory Road) resurfacing from NC 133 (Long Beach Road) to
end of system

SR 1194 (West Street) resurfacing from NC 211 to end of system, in Southport

SR 1209 (9th Street) resurfacing from NC 211 to end of system, in Southport

SR 1210 (Old Bridge Road) resurfacing from NC 133 (Long Beach Road) to
end of system

SR 1526 (Jabbertown Road) resurfacing from NC 87 to
SR 1527 (Leonard Street), in Southport

SR 1528 (Moore Street) resurfacing from NC 211 to end of system, in Southport

Estimated Contract Completion Date May 2016

If you have any questions, please contact Patrick Riddle at the Division 3 Office:

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