



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR PUBLIC
Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: January 22, 2009
SUBJECT: January 27th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, January 27th at 4pm. The meeting will be held in the Lord Spencer Compton Conference Room at City Hall.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 12/16/09
- 3) Public Comment Period
- 4) Presentations
 - a. College Road Upgrade Feasibility Study
 - b. Wake County Corridor Preservation
- 5) Old Business
- 6) Public Hearing
 - a. Resolution supporting the MTIP/STIP Amendment for Public Transportation Program
- 7) New Business
 - a. Opening of the 30-day Public Comment Period for EB-5118, ER-5100 and U-5200
 - b. Resolution supporting an administrative modification for TO-4751
 - c. Resolution supporting painting of the Cape Fear Memorial Bridge FS 34670 and FS 34325
 - d. Election of Officers
- 8) Discussion
 - a. Wilmington MPO Legislative Agenda
- 9) Updates
 - a. Cape Fear Commutes
 - b. City of Wilmington/Wilmington MPO
 - c. Cape Fear Public Transportation Authority
 - d. NCDOT
- 10) Announcements
 - a. Citizen Advisory Committee meeting January 27th at 3 pm
 - b. Bike/Pedestrian Committee meeting- February 11th at 4:15pm
- 11) Next meeting –February 24, 2010

Attachments:

- Minutes 12/16 meeting
- MTIP/STIP Amendments for the Public Transportation Program
- Resolution supporting the MTIP/STIP Amendment for Public Transportation Program
- MTIP/STIP Amendments for EB-5118, ER-5100 and U-5200
- Resolution supporting an administrative modification for TO-4751
- Resolution supporting painting of the Cape Fear Memorial Bridge 34670 and FS 34325
- City of Wilmington Project Update (January)
- NCDOT Project Update

Meeting Notes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: December 16, 2009

Members Present:

Lanny Wilson, Chairman, NCBOT
Jim Dugan, Town of Kure Beach
Mike Ballard, Town of Navassa
Bill Blair, Town of Wrightsville Beach
Bill Saffo, City of Wilmington
Jason Thompson, New Hanover County
Bill Sue, Brunswick County
Jack Batson, Town of Belville
George Brown, Pender County
Tommy Wallace, Town of Leland
Laura Padgett, City of Wilmington

Staff Present:

Mike Kozlosky, Executive Director

1. Call to Order

Mr. Wilson called the meeting to order at 4:03 PM.

2. Approval of Minutes:

Minutes for the meetings of September 30th, October 14th and October 28th were approved unanimously.

3. Public Comment Period

Ms. Stephanie Ayers, Director of Planning for the NC State Ports Authority, spoke regarding the addition of marked bicycle lanes on South Front Street. South Front Street is heavily used by truck traffic. On any given day you could have anywhere from 600 to 800 trucks coming in and out of the Port and a large number of those trucks use South Front Street. She stated that it is the position of the State Ports that South Front Street should not be designated with a bike lane and with the repaving, they would recommend that the TAC not allow for a specific paving for a bike lane there.

Mr. Tom Rivers, Vice Chairman of the Bicycle/Pedestrian Committee, told members that the Bicycle/Pedestrian Committee is in support of bike lanes on South Front Street. It is currently designated as State Routes 3 and 5. There is not a large amount of bicycle traffic that uses that road. If we could connect downtown through Burnett Boulevard to access to bike lanes on River Road, it would be a great help. He said the Bicycle/Pedestrian Committee would ask members to support the resolution.

4. Presentations

a. Recognitions of Outgoing Transportation Advisory Committee Members

Mr. Lanny Wilson thanked all the out-going members of the TAC and presented a Certification of Appreciation to Mr. Tommy Wallace and Mayor Mac Montgomery for their dedication to the organization.

b. Federal Transportation Rescission – John Sullivan, FHWA Division Administrator

Mr. John Sullivan, Division Administrator at Federal Highway Administration (FHWA), told members he wanted to clarify information regarding the rescission that occurred at the end of Highway Authorization, commonly referred to as SAFETEA-LU, which was passed in 2005 and expired September 30th of this year. The main point of the presentation is to discuss a rescission that occurred at the end of the Federal Fiscal Year. It was about \$8.5 billion nationally and North Carolina's share was about \$269 million. That rescission was written into

law and the prescribed manner in which the Federal Highway Administration took the funds from each state was also prescribed by law. One of the reasons is because when Congress passed SAFETEA-LU, it recognized that there was not going to be sufficient revenue to cover the authorized amount that they established in SAFETEA-LU. So at the end of SAFETEA-LU, they had a rescission of the unobligated balance of federal-aid funds. One point he would like the members to understand is that even though there was a rescission of apportionments, it did not affect North Carolina's ability to program Federal funds or projects and it really doesn't impact us as we move forward. When we have a Highway Bill, Federal Highway distributes the apportionments every year on October 1st of that year. The funds are really a line-of-credit; the funds never leave the Highway account but it appears as a designation of the funds to North Carolina. Each year Congress passes an Appropriation Act that tells us how much funding we can actually commit to projects. SAFETEA-LU guaranteed a certain obligation limit that states could count on as they are advancing projects. The Federal Highway Administration and the leadership at USDOT is working with Congress to look at what is going to be the future of the next Highway Bill. FHWA has put forward an 18-month extension to allow for discussions and debate on what is the appropriate level of Federal funding in the future versus how do we get to that level.

Congress knew that revenue was less than the programmed amount and so over the life of SAFETEA-LU there were 10 other rescissions that occurred. Many of the urban areas did not hear about these because NCDOT took the rescissions out of "state-wide" programs such as the Interstate Maintenance Program, the National Highway System Program and the Bridge Replacement Program.

Mr. Sullivan next presented information on the core programs where most of the money is distributed. He told members that each program has eligibility criteria. Each state tries to look at the eligibility criteria for different programs and match each project to the best use of the dollars in each category. When FHWA came out with an estimate of rescission, one of the areas of concern expressed by many of the MPOs was the August 31st notice that showed a number that was going to be rescinded from each of the programs. When the rescission was calculated on September 30th, a lot of the areas did not have unobligated balances and so FHWA had to adjust the calculations. At the end of re-calculation, Metro-Planning Funds had increased over five-times.

Mr. Kozlosky asked why the SPR funds were not rescinded. Mr. Sullivan said that they were not because the rescission applies to Chapter 1, which are Core Programs.

Ms. Padgett asked why doesn't the rescissions plus the obligated balances equal the apportionments. Mr. Sullivan told members Congress sets the apportionments higher than the obligation and when FHWA apportion funds to a state, the funds are generally available that year and then three years. That applies to many programs, but not all of them, so what's happening is over time unused funds are building up. That may include some funds that may not have been apportioned by SAFETEA-LU. Ms. Padgett asked if the \$8.5 billion dollars really existed anywhere. Mr. Sullivan said in his mind there is no guarantee that we could have used that \$8.5 billion in the beginning. The unobligated balance is just a line-of-credit that if Congress doesn't reauthorize future legislation, then we may not be able to get to that money. He said his point has been that it's really money that the state could not have used to program projects because we weren't given the authority.

Mr. Wilson asked how much does North Carolina get back today for each dollar sent to Washington. Mr. Sullivan said the way they calculate it, North Carolina is getting 92½% of what is distributed to the states. Mr. Wilson asked if it is actually less than that. Mr. Sullivan said before Congress distributes the funds to the states, they take off a certain amount for the administrative costs for FHWA and certain elements in USDOT. Then they take off the

research total dollar amount and then some of the congressional priority projects (earmarks) are taken off. There are certain programs that are taken off the top before they distribute the funds to the states and so the way Congress wrote the bill is each state is guaranteed 92½% of what is distributed to the states, not the 92½% of the total operational. Mr. Mark Foster, CFO for NCDOT told members that figure is typically 85% to 90%.

Mr. Sullivan told members one of the areas that has been a concern to Mr. Kozlosky is the Metro-Planning Funds. The dollar amount rescinded in this area is showing a big difference compared to the dollar amounts rescinded in the other MPOs across the state. The difference is because Greensboro did not have any of its planning funds left. They used it all prior to the rescission. Mr. Wilson stated that it appears that if you are running a fund balance then you are penalized.

Ms Padgett asked who made the decision on how the funds were allocated. Mr. Kozlosky told members the MPO gets \$130,000 and we get a percentage based on our population. We use that money to fund our budget. It is important to point out that we lost \$188,000 in Planning Funds which is going to impact the way we operate next year and years to come. We used that \$188,000 as a savings account and that is the money we use to do projects like the Dow Road Corridor Study, the Wrightsville Beach Bike Plan and some of the collector street plans we have done in Brunswick County. For us to continue to operate and do some of these important studies, we're going to need to have discussion about how we move forward. It is going to have an impact on how we operate and conduct day-to-day business.

Mr. Wilson asked if there were any notice regarding the rescission. Mr. Kozlosky stated that the MPO was notified that there was going to be a rescission of \$1.4 million in planning funds across the state. When the final decision came out a month later, that amount had increased to \$5.4 million. What that did was to zero out each MPO's fund balance. Mr. Wilson asked if the state made that decision. Mr. Sullivan said the state did not do the calculation. The formula was prescribed by law. The first step in the process was to look at what the apportionment of each category was to the total amounts distributed to the states. With everything being equal, the apportionment would be calculated based on this number compared to what was distributed to the state. What happened was that funds were obligated in different categories at different amounts based on the TIP, so there was a large emphasis on building loop projects and other major highways. The National Highway System (NHS) and the Interstate Maintenance (IM) categories were the funds that were used first so there was very little unobligated balance in NHS; so when we came across that situation, what we had to do is then look at what was the remaining balance in each category and then do proportion that way. That is why in some of the categories, the unobligated balance was rescinded to zero. NCDOT had been taking funds out of Interstate Maintenance and Bridge Replacement so that reduced the amount of available funds. But if you compare the total, you can see that Congestion Mitigation and Air Quality (CMAQ) and Bridge Replacement were the number 1 & 2 categories of funds rescinded over the life of the SAFETEA-LU, and then Interstate Maintenance, based on percentages. Mr. Sullivan said he thought part of the frustration as explained to FHWA was that they sent out an estimate on August 31st and it gave everybody an idea on what the rescission would be and it wasn't based on these calculations. What had happened was that on September 30th we looked at what was in the accounting system and when based on live-data, some of the numbers changed very dramatically. Mr. Kozlosky told members that state of North Carolina is covering for some of the other states that didn't have balances in some of these line items. Mr. Foster said that was Nevada.

Mr. Sullivan said when SAFETEA-LU ran out on September 30th of this year, if we look at the trends of the Highway Account and the Highway Trust Fund, in August of 2008 you will see a sharp increase in revenue that is attributed to Congress transferring about \$8 billion into the Highway Account to cover estimated expenditures. The same thing happened in July of 2009.

We enacted some things at FHWA to help us better forecast revenue based on travel trends that have been collected from the states. In July, Congress transferred \$7 billion from the general fund into the Highway Account. What is really happening is the expenditures outlay account are exceeding the revenue. Expenditures in 2009 were \$37 billion and revenue was \$30 billion. Currently the travel trends are indicating that the travel revenue is continuing to decline about 1% and our expenditures are increasing at about 1½%. As Congress deliberates the next highway bill, they are also deliberating what to do with the revenue. If you look at it from two practical standpoints, you can either increase revenue or you can down size the program.

Mr. Wilson asked Mr. Sullivan if he could see any radical changes coming with respect to recommendations that the Federal Highway Administration will be making to Congress in how they fund transportation. Mr. Sullivan said for right now the policy is being formulated and what will happen is FHWA will submit any proposals that come through the office of their Secretary. Currently they are still formulating what FHWA would like to see in the Highway Bill.

Mr. Wilson said he would like to invite Mr. Foster, the Chief Financial Officer (CFO) for the Department of Transportation to follow-up the presentation with a few observations regarding funding for the State. Mr. Foster told members it has been a tough economy for the last year. He attended a CFO conference the day before and they had North Carolina's lead economist come in and talk about the future. The only advise he gave the group was that the economy was going to be less-bad than it was this year, which means most economist feel we have hit rock-bottom. If you look at transportation funding, we were down about 9 to 10% last year, which equated to about \$250 million less than we received in highway transportation funds. The forecast for this year is actually a little worse and we are tracking that very close to the actual performance in the first five months. One thing that has helped this year is the Stimulus funding. We authorized \$735 million Highway and Bridge and another \$103 million for funding for our transit operations. To date, we have obligated over 90% of those funds in Highway and Bridge. 100% of those funds will be obligated by February of 2010. Mr. Foster said it is interesting that Congress has looked at how the ARRA funds have been used across the county and you are starting to hear conversations about a second stimulus. They are looking at transportation as one of the vehicles for getting infrastructure spending out into the community. As of last night, the word on the street was that we are looking at a stimulus of similar magnitude to what we just had this year. Because of repayment of the TARP funds from the banks, Congress is looking at recycling those payments back into infrastructure and transportation. We used \$800 million on over 400 projects across the State. If a second stimulus comes about we will be back at the planning table very quickly because we expect it will be very similar to what we experienced in the first stimulus. We expect the second stimulus to require more coordination than the first and obviously we did learn lessons from the first. We want to make sure for every dollar we get, we put it to the highest priority use possible across the State.

Mr. Wilson asked Mr. Foster to give this board a brief update on the Wilmington Bypass, which is the number one project across the region and is loop-fund eligible. . Mr. Foster told members the ability to deliver projects outside of ARRA down-sized significantly. Only about half of the TIP projects could have been delivered in the first five years and the large loop-programs were a good portion of those projects. We are in the midst of a prioritization process in looking to determine the cost-benefit for funding those loops. That is suppose to be done in the first quarter of 2010. Mr. Wilson asked how much loop fund money will be available next year. Mr. Foster said it will probably be less than projected because we were hit the worst in terms of revenue in the Highway Use Tax and Titling fees.

c. Cape Fear Memorial Bridge Preservation Project – Allen Pope, NCDOT Division Engineer

Mr. Allen Pope told members the bridge was opened in 1969. The lift structure was last painted 1985 but the fixed structure steel has never been painted. The Department is proposing to clean and paint the lift-span, as well as the lift towers, the control house, the machinery house, the weight house and all ladders and steel frame work around the tower. They also plan to rehabilitate the span guide rollers. They will replace the lighting systems on both the fixed structure and the lift span and also replace the HVAC system in the control house. Because the bridge structure contains lead and other hazardous materials that must be contained, the work area must be encapsulated. The project will require a total closure for vehicle traffic during the hours of 7 PM to 6 AM and is scheduled to take place between April 15th and June 15th. The projected cost is \$8 million. Mr. Pope told members the Department recommended painting the bridge light gray or pale green to match the existing system. Mr. Pope suggested forming a committee to select a color and then bring it back to this committee for final determination. Mr. Thompson told members he would chair the color committee. Mr. Sue and Ms Padgett agreed to serve on the committee.

5. Old Business

none

6. New Business

a. Opening of 30-day Public Comment Period for MTIP/STIP Amendment for Public Transportation Program

Mr. Kozlosky told members there are several MTIP/STIP amendments that the North Carolina Public Transportation Division is proposing for Division 3 and Cape Fear Public Transportation Authority. Based on the Public Comment Policy, staff is required to provide a 30-day public comment period. The Public Comment Period was opened December 16th and will end on January 15th. Ms. Padgett asked if they are amendments or new additions and what is the difference. Mr. Eby told member there is one addition for a vehicle to be funded with ARRA money. The others are to specify that stimulus money will be used for a project.

b. Resolution Opposing Changes to the Transportation Equity Formula

Mr. Kozlosky told member the NC Metro Mayor's Association is circulating a resolution to municipalities, MPOs and RPOs in the state requesting that North Carolina study, evaluate and change the Transportation Equity Formula. Mr. Kozlosky told members that Division 2 and 3 receives about \$1,200 per person. Mr. Wilson told members what is deceiving is that it doesn't take into account public transportation dollars is misleading. Ms. Padgett said another thing this doesn't show is the spending in those areas prior to 2007. If you look at 2007, we were down at the bottom and we gave up money out of our equity formula to build other projects in these highly-funded urban areas. Mr. Wilson reminded members that it took years for them to give back what they had borrowed from us. To go and change the rules now doesn't seem right. Mr. Kozlosky told member the resolution is in opposition to any changes to the equity formula. Mr. Saffo told members that not all the Mayors are in favor of the request. Mr. Sue made the motion to approve the resolution opposing any changes to the Transportation Equity Formula. Ms. Padgett seconded the motion and it carried unanimously.

c. Resolution Supporting Bicycle Lanes of Princess Place Drive and South Front Street (US 421 Truck)

Mr. Kozlosky told members NCDOT is working on a resurfacing program. Included in the resurfacing program are Princess Place Drive and South Front Street. Princess Place Drive is a parallel route to Market Street. South Front Street is a parallel route to 3rd Street. South Front Street is also identified by the North Carolina Department of Transportation as Bicycle Routes 3 and 5. Staff is proposing to work with the North Carolina Department of Transportation, both the Division, as well as the Bicycle and Pedestrian Division through their resurfacing project to modify the pavement marking plan to designate bike lanes on those two

corridors. He stated that it is important to point out that South Front Street was identified as Bicycle Routes 3 and 5 prior to it being identified as US 421 Truck.

Ms. Padgett told members it is important to recognize the amount of truck traffic on that road. She said she has ridden that street on her bicycle. Without some kind of designated markings, it's really scary. The condition of the pavement makes it worse. She suggested adding that the pavement should be widened to the resolution.

Mr. Kozlosky pointed out that there are no funds to widen the road. The amount of funding the state has allocated to the project is just for the resurfacing within the existing right-of-way. Staff is proposing to narrow the lane where the two-way left turn lane and the railroad tracks currently exists to accommodate bicycle users in the appropriate space. Mr. Wilson asked how the complete street program approved by the Board of Transportation relates in conjunction to this project. Mr. Kozlosky told members conversion to add the bicycle lanes is consistent with the Department's "Complete Streets Initiative" that was adopted in July.

Mr. Sue suggested including the Port in the group developing the pavement marking plan so that it will meet the needs of the organization. Mr. Kozlosky said he would contact them. Mr. Ballard told members he felt that the Ports should be involved in this decision. He suggested tabling the item for further study.

Mr. Kozlosky told members this project is under a very tight time frame. Mr. Pope stated that as soon as Mr. Kozlosky gets the pavement marking plan, the Division can determine if it is an acceptable means of moving forward. Mr. Kozlosky told members staff is asking for support from this organization before moving forward with developing the pavement marking plan. Mr. Sue asked how much time Mr. Pope had before resurfacing was to begin. Mr. Pope said probably until March 15th. Mr. Sue made the recommendation that the item be tabled for at least a month to allow the Port the opportunity to be involved in the discussions.

Ms. Padgett said she would like to make a substitute motion that the committee move forward with this with the addition the Mr. Kozlosky and Mr. Pope sit down with the Ports and work out a way to make it safer for this to be a designated bike route. Mr. Saffo seconded the motion. Mr. Saffo told members that people are going to use the road anyway. We should make it as safe as possible for citizens. We should take the Port comments into consideration but this is a safety issue.

Mr. Sue asked Ms. Padgett to restate the substitute motion. Ms Padgett stated the she would like to make a substitute motion that we move the resolution forward with the stipulation that Mr. Kozlosky and Mr. Pope will meet with the State Ports and work out marking for the bicycle path that will improve the safety of the situation by allowing marked space so that truckers will know there are bicyclist in that space. Mr. Saffo seconded the motion and it carried unanimously.

d. Resolution Adopting the Filing of a Transportation Corridor Official Map for the Interchange at Kerr Avenue and Martin Luther King, Jr. Parkway (US 74)

Mr. Kozlosky told members the City of Wilmington has received plans for a six-lot subdivision at the intersection of Martin Luther King, Jr. Parkway and Kerr Avenue. The Kerr Avenue widening project (U-3338) is funded in the State's Transportation Improvement Program and the 5-Year Work Plan; however, the interchange is not. Staff is proposing to request that the City of Wilmington file a Transportation Corridor Official Map Act to preserve this property for three years from the time the applicant submits a building permit. Ms Padgett made the motion to approve the resolution requesting the City of Wilmington to file a Transportation Corridor Official Map to preserve the property for the future interchange at Kerr Avenue and Martin Luther King, Jr. Parkway. Mr. Saffo seconded the motion and it carried unanimously.

e. Adoption of a 2010 Meeting Calendar

Mr. Ballard made the motion to approve the 2010 meeting calendar. Mr. Sue seconded the motion and it carried unanimously.

Mr. Wilson told Mr. Kozlosky he would like to add discussions of the Top 25 Projects ranking list to the agenda for the next meeting. He told members because a Loop-Fund eligible project was included on the list, it may result in an incorrect ranking on the number one project in the area. He said he would also like to include the new feasibility study on widening College Road from New Center Drive to Gordon Road on the agenda. The new study has developed numerous alternatives and this committee should review these alternatives. Mr. Kozlosky said staff will include both items on the agenda.

7. Updates

- a. **Cape Fear Commutes**
- b. **City of Wilmington/Wilmington MPO**
- c. **Cape Fear Public Transportation Authority**
- d. **NCDOT**

8. Announcements

Mr. Kozlosky announced the upcoming meetings for next month.

4. Adjournment

With no further business, the meeting was adjourned at 5:43 PM

Respectfully submitted

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

**PUBLIC TRANSPORTATION PROGRAM
STIP ADDITIONS**

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

**PUBLIC TRANSPORTATION PROGRAM
STIP MODIFICATIONS**

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

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

**RESOLUTION SUPPORTING THE AMENDMENT OF THE
2009-2015 METROPOLITAN AND STATE TRANSPORTATION IMPROVEMENT
PROGRAMS- PUBLIC TRANSPORTATION IMPROVEMENTS**

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

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

WHEREAS, the North Carolina Board of Transportation adopted the 2009-2015 State Transportation Improvement Program on June 5, 2008; and

WHEREAS, the North Carolina Department of Transportation proposes to utilize FUZST funds in Fiscal Year 2010 for Expansion bus 35' (TA-5119), Replacement buses (2) 35' (TA-4907), Expansion vans (2) vanpool fleet (TA-5102), Facility-transfer/admin facility-Cando Street extension (TD-4917), Facility- new operations center- environmental review and design (TD-4942), Routine capital: automated fuel system, radio system upgrade, shelter and bus stop improvements, computer replacement (TG-4796), Routine capital: expansion service vehicles (2 hybrids (TG-4796) and Routine Capital: replace service vehicle-hybrids).

WHEREAS, the Wilmington Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these transportation projects.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports amending the 2009-2015 Metropolitan and State Transportation Improvement Programs to fund to Expansion bus 35' (TA-5119), Replacement buses (2) 35' (TA-4907), Expansion vans (2) vanpool fleet (TA-5102), Facility-transfer/admin facility-Cando Street extension (TD-4917), Facility- new operations center- environmental review and design (TD-4942), Routine capital: automated fuel system, radio system upgrade, shelter and bus stop improvements, computer replacement (TG-4796), Routine capital: expansion service vehicles (2 hybrids (TG-4796) and Routine Capital: replace service vehicle-hybrids) utilizing FUZST funds in Fiscal Year 2010.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 27, 2010.

Laura Padgett, Vice-Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

STIP/MTIP Amendments- February 2010

STATEWIDE

- EB-5118 Various Routes, Statewide Bike and Pedestrian Construction FFY 10 \$2,000,000 (STE)
facility development. Added construction in
FFY 10 not previously programmed.
- ER-5100 Various Locations. Landscaping and tree Construction FFY 10 -\$5,500,000 (ST)
planting. Added construction in FFY 10 not
previously programmed.
- U-5200 Wilmington, 3rd Street, south of Bridge Construction FFY 10 - \$650,000 (ST)
No. 35 over abandon Railroad to US 17
Business (Market Street), New Hanover County.
Resurface roadway.

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

**RESOLUTION OF SUPPORT FOR AN ADMINISTRATIVE MODIFICATION TO THE STIP AND
MTIP IN THE AMOUNT OF \$139,000 IN OPERATING ASSISTANCE FUNDS TO TO-4751**

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 City of Concord unallocated a portion of their stimulus Operating Assistance funds; and

WHEREAS, the Cape Fear Public Transportation Authority was able to secure \$139,000 of these Operating Assistance funds; and

WHEREAS, in order to meet the timelines in the stimulus legislation, the funds have to be obligated quickly and FTA requested approval from the Transportation Advisory Committee at their next meeting; and

WHEREAS, since operating assistance is currently in future year projects in the Metropolitan Transportation Improvement Program (MTIP) and Statewide Transportation Improvement Program (STIP), the public has had an opportunity to comment; and

WHEREAS, therefore the change can be made by an administrative modification which does not require a 30 day public comment period.

NOW, THEREFORE, BE IT RESOLVED the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee supports an administrative modification to the STIP and MTIP in the amount of \$139,000 in Operating Assistance funds to TO-4751.

ADOPTED at a regular meeting of the Transportation Advisory Committee on January 27, 2010.

Laura Padgett, Vice-Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE PAINTING THE CAPE FEAR MEMORIAL BRIDGE
FS 34670 AND FS 34325**

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, construction began on the Cape Fear Memorial Bridge in December 1965 and was dedicated by Highway Commission Chairman D. M. Faircloth on October 20, 1969; and

WHEREAS, the total cost of the bridge and approaches was \$15 million and was the single largest appropriation in one place in the State of North Carolina; and

WHEREAS, the Cape Fear Memorial Bridge serves to honor the memory of the heroic men and women of North Carolina who gave their lives in service of the United States of America; and

WHEREAS, the North Carolina Department of Transportation last painted the Cape Fear Memorial Bridge's lift span and towers in 19895 and plans to repaint the lift span and towers beginning in April 2010 ; and

WHEREAS the Transportation Advisory Committee has appointed a sub-committee to evaluate potential colors for the Cape Fear Memorial Bridge; and

WHEREAS, the sub-committee has reviewed potential colors and recommends painting the Cape Fear Memorial Bridge FS 34670 and FS 34325.

NOW, THEREFORE, BE IT RESOLVED the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee supports painting the Cape Fear Memorial Bridge FS 34670 and FS 34325.

ADOPTED at a regular meeting of the Transportation Advisory Committee on January 27, 2010.

Laura Padgett, Vice-Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

JANUARY 2010
WILMINGTON MPO/CITY OF WILMINGTON

TRANSPORTATION PLANNING

AMERICAN RECOVERY AND REINVESTMENT ACT (No Significant Changes)

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

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

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

CAPE FEAR COMMUTES 2035 TRANSPORTATION PLAN

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

Current Status: NCDOT is analyzing the proposed congestion mitigation roadway projects in order to determine their effectiveness.

Next Step: NCDOT will provide the committee with the results of its analysis using the WMPO Travel Demand Model. Staff has begun to draft several chapters of the plan.

CROSS-CITY TRAIL

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

Current Status: Construction contracts have been awarded for Phase I and Phase II. The design contract for Phase III has been awarded to Kimley-Horn Associates, Inc. Design kicked-off on January 7th with a joint meeting between city and university staff. Surveying is being done the week of January 11th.

Next Step: Pre-construction meetings for Phase I and Phase II are scheduled for the weeks of January 11th and January 18th.

FIT COMMUNITY 2009 GRANT (No significant change)

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

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

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

INDEPENDENCE BOULEVARD WIDENING (No Significant Change)

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

Current Status: . The contractor is working to complete the major improvements on underground utilities and is building the road base between Shipyard and 17th Street. The curbing in this section is expected to be installed soon with paving to be placed near late January. The project is currently 30% complete.

Current Status: Completion is anticipated in August 2010.

KERR AVENUE/MARTIN LUTHER KING JR. PARKWAY CORRIDOR PRESERVATION

Project Description/Scope: The North Carolina Department of Transportation plans to widen Kerr Avenue to a 4-lane divided facility from Randall Parkway to the Martin Luther King, Jr. Parkway (U-3338B) and construct an interchange at the intersection of Kerr Avenue and the Martin Luther King, Jr. Parkway (U-3338C). NCDOT has completed the engineering designs and is currently preparing an Addendum to the Categorical Exclusion which is expected to be complete by January 2011. The construction of the widening project (U-3338B) is funded by NCDOT, however the construction of the interchange (U-3338C) is currently unfunded.

Smith Creek Land Subdivision, a six lot subdivision, is planned on the northwest quadrant with the entire six lots lying within the interchange location. On December 16, 2009 the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee endorsed a resolution requesting the City of Wilmington file a Transportation Corridor Official Map for the interchange at this location.

Current Status: A resolution will be considered by the Wilmington City Council on January 19th to supporting for filing a Transportation Corridor Official Map for the interchange at this location.

Next Step: If approved by the Wilmington City Council, staff will prepare a map and follow the requirements outlined in NC General Statute 136-44.50 to record the map with the New Hanover

County Register of deeds. If recorded with the New Hanover County Register of Deeds, the map will restrict development on the parcels for 3 years from the denial of the building permit.

LANE IMPROVEMENTS – MARKET AT NEW CENTER DRIVE:

Project Description/Scope: Increase capacity and decrease delay exiting Target Shopping Center with the addition of a dedicated right turn lane and conversion of the existing right turn to an additional through lane. Developer contribution will also install a right turn lane on Market entering the Dunkin Donuts/Red Roof Inn. City forces will install signal modifications.

Current Status: Preconstruction meeting held 12/8. Construction begins 1/11/10 with a 90 day construction window.

Next Step: Field locate and verify any utility conflicts.

MARKET STREET CORRIDOR PLAN (No significant change)

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

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

Next Step: The plan is anticipated to be adopted by the MPO and local municipalities in spring 2010.

MULTI-MODAL TRANSPORTATION CENTER

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

Current Status: NCDOT has appropriated \$10 million to purchase the properties for the Multi-Modal Transportation Center. The City's local match is \$1 million. NCDOT has reached a settlement with all property owners except U-Haul. NCDOT and the City of Wilmington hired Martin/Alexiou/Bryson to complete a Long Range Transit Needs Analysis and functional design for the future transportation center. The Transit Needs Study for the Wilmington Multi-modal Transportation Center recommends the acquisition of the U-Haul property. At the November Board of Transportation meeting, NCDOT appropriated the additional funds to acquire the U-Haul properties. **The Cape Fear Public Transportation Authority is soliciting qualification statements to complete the environmental documents for the Operation/Maintenance facility and Multi-modal Transportation facility using Section 5307 funds.**

Next Step: Begin the acquisition process for the U-Haul properties and begin the environmental document.

NEIGHBORHOOD TRAFFIC STUDIES

Project Description/Scope: The City of Wilmington operates a neighborhood traffic management program to focus on the installation of neighborhood traffic calming devices that reduce speed and improve

safety along neighborhood streets. The City has currently completed neighborhood traffic studies to develop immediate and long-term solutions in 17 Wilmington neighborhoods. The LPA Group has submitted final construction drawings for long-term improvements in 10 neighborhoods.

Current Status: The City's Engineering Division is working with GS Engineering Services to modify the existing designs and also working to complete new designs for the additional improvements in the Pine Valley East neighborhood. The City has collected the topographic data and the designs are underway by the by GS Engineering Services to complete the modifications to the existing designs. These designs are expected to be completed by the end of February. Based on funding, staff has prioritized the locations for installation for installation in Pine Valley East.

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

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

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

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

Current Status: The consultant has developed the 60% design plans. City staff has reviewed the designs and the consultant is incorporating the City's comments in the 90% design plans. Staff is working with NCDOT to develop a municipal agreement that would outline the transfer of maintenance and outline the funding for the resurfacing of the street. On November 17th Council endorsed a resolution supporting an amendment to the design contract with Kimley-Horn & Associates to complete the water and sewer design work. CFPUA will reimburse the City for the designs. **On January 12th, KHA held a 65% design review meeting with the CFPUA.** The streetscape project is being delayed for 6 months to ensure CFPUA has the necessary time for these improvements to be completed.

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

PEDESTRIAN CROSSING: ANN STREET AT SOUTH 3RD STREET

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

Current Status: All bids and quotes far exceeded project budget. Hardscape elements of the project will be completed by the Streets Division and Stormwater Division. Signs and pavement markings will be installed by contractors.

Next Step: Begin construction in late January or early February. Complete construction by March 31, 2010.

PEDESTRIAN CROSSING: EASTWOOD ROAD AT MILITARY CUTOFF ROAD (No significant change)

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

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

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

PRINCESS PLACE DRIVE AND SOUTH FRONT STREET PAVEMENT MARKING PLANS

Project Description/Scope: Princess Place Drive and South Front Street (US 421 Truck) are part of a resurfacing package that was let by the North Carolina Department of Transportation in late 2009. Princess Place Drive is an important bicycle corridor parallel to Market Street and South Front Street (US 421 Truck) is an important bicycle corridor parallel to South 3rd Street. South Front Street (US 421 Truck) is currently designated as part of North Carolina Bicycling Highways 3 and 5. With adjustments to the pavement markings, the existing pavement on both Princess Place Drive and South Front Street (US 421 Truck) should accommodate two motor vehicle lanes, two bicycle lanes, and intermittent left-turn lanes. On December 16, 2009 the Wilmington MPOs Transportation Advisory Committee supported a resolution requesting the City of Wilmington and NCDOT work cooperatively to add on-road bicycle lanes to Princess Place Drive and South Front Street (US 421 Truck) as part of the resurfacing project. The TAC also requested the MPO consult with the NC Port Authority on the design.

Current Status: Staff has negotiated a contract with Ramey Kemp & Associates to complete the pavement marking plans. These plans are anticipated to be completed by the end of January.

Next Step: Implement the pavement marking plans for Princess Place Drive and South Front Street as designed by Ramey Kemp & Associates.

RANDALL PARKWAY WIDENING (No Significant Changes)

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

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

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

SAFE ROUTES TO SCHOOL: BRADLEY CREEK ELEMENTARY

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

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

Next Step: Let project for bid in late January or early February.

SAFE ROUTES TO SCHOOL: PARK AVENUE AT INDEPENDENCE BOULEVARD

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

Current Status: Right Angle Engineering, PC has submitted draft plans to City staff for review.

Next Step: Complete design by March 31, 2010

WILMINGTON BYPASS/CAPE FEAR SKYWAY

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

Current Status: On January 24, 2006 the City of Wilmington filed a Transportation Official Corridor map to preserve the Cape Fear Skyway corridor from the encroaching Madison Place Apartment complex. The 3-year preservation period for the proposed Madison Place Apartment complex is set to expire in October 2009. On December 17, 2008 the Wilmington Urban Area MPO's Transportation Advisory Committee endorsed a resolution strongly encouraging the NC Turnpike Authority (NCTA), NCDOT, City of Wilmington and/or Wilmington MPO work collaboratively to acquire the property for the proposed Madison Place Apartment complex and work to preserve the future Cape Fear Skyway corridor. The reservation period on the Madison Place Apartment complex expired on October 11, 2009. The City received the appraisal on May 29th for the Madison Place Apartment properties in the amount of \$1.5 million. **City staff is negotiating an option and offer to purchase the Madison Place Apartment tracts.**

On October 28th the Wilmington MPO's Transportation Advisory Committee endorsed a resolution supporting the northern alignment and encouraging New Hanover County, City of Wilmington, Brunswick County and the Town of Leland to utilizing the land use planning tools available to preserve a corridor for the future Cape Fear Skyway.

Next Step: NCDOT, NCTA and Wilmington MPO staffs will meet with the Town of Leland on January 22nd to answer questions regarding the Cape Fear Skyway. Work with New Hanover and Brunswick counties, Town of Leland and City of Wilmington to preserve a corridor for the future Cape Fear

Skyway from Independence Boulevard/Carolina Beach Road intersection to a location in the vicinity of US 17 and the Wilmington Bypass in Brunswick County. Continue to work towards identifying funds to purchase the Madison Place Apartment properties.

WRIGHTSVILLE AVENUE BICYCLE LANES (No significant change)

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

Current Status: Staff anticipates completing the pavement marking plan by early 2010.

Next Step: NCDOT will resurface the roadway in winter 2009 and utilize the City's pavement marking plan to stripe the roadway.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

January 22, 2010

TIP Projects:

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

Majority of Work Complete awaiting short punch list of items

R-2245: Second bridge to Oak Island over the intercoastal waterway. Under construction

Estimated Contract Completion Date of August 2010

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

Estimated Contract Completion Date December of 2010

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

Estimated Contract Completion Date Spring/Summer 2010 (delays)

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

Estimated Contract Completion Date Nov. 2010

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

Estimated Contract Completion Date June 2011

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

Estimated Contract Completion Date Jan. 2011

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

Estimated Contract Completion Date Dec. 2010

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

Estimated Contract Completion Date June 2011

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

Estimated Contract Completion Date 12/31/2010

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

Letting Date January 19, 2010

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

Letting Date September 14, 2010

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

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

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

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

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

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

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

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

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

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

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

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

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

Division Projects:

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

Estimated Contract Completion Date December 2009

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

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

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

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

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

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

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

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

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

Resurfacing Projects:

These roads are in this Brunswick County contract:

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

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

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

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

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

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

Estimated Contract Completion Date May 2010

This is the Pender County contract:

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

Estimated Contract Completion Date May 2010

These are in this New Hanover County contract:

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

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

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

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

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

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

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

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

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

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

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

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

Estimated Contract Completion Date June 2010

This contract was let on November 16, 2009:

Brunswick County:

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

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

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

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

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

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

New Hanover County:

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

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

Estimated Contract Completion Date November 12, 2010