



## 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:** April 7, 2010  
**SUBJECT:** April 14, 2010 meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, **April 14<sup>th</sup>** at 10:00 am. The meeting will be held in the Traffic Conference Room on the fourth floor of 305 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
  - a. 3/17/10
- 3) Presentation
  - a. Presentation Cape Fear Commutes 2035 Transportation Plan
- 4) Old Business
- 5) New Business
  - a. Resolution Amending the 2010-2011 Unified Planning Work Program
- 6) Updates
  - a. City of Wilmington/Wilmington MPO
  - b. Cape Fear Public Transportation Authority
  - c. NCDOT
- 7) Announcements
  - a. Cape Fear Commutes meeting April 14<sup>th</sup> at 3pm
- 8) Next meeting –May 12, 2010

### Attachments:

- Minutes 3/17 meeting
- Cape Fear Commutes 2035 Transportation Plan
- Amended 2010-2011 Unified Planning Work Program
- Wilmington MPO/City of Wilmington Project Update (March))
- NCDOT Project Update

**Wilmington Urban Area  
Technical Coordinating Committee  
Meeting Notes for March 17, 2010**

**Members Present:**

Mike Kozlosky, City of Wilmington  
Sam Burgess, New Hanover County  
Robert Waring, Town of Leland  
Shane York, NCDOT  
Allen Pope, NCDOT  
Eryn Moller, Town of Wrightsville Beach  
Don Bennett, City of Wilmington  
Katie Hite, NCDOT  
Travis Barnes, Town of Navassa  
Ken Vafier, Pender County  
Stephanie Ayers, NC State Ports  
Jill Stark, FHWA

**Others Present:**

Joshuah Mello, City of Wilmington  
Bill McDow, City of Wilmington

**1. Call to Order**

Mr. Kozlosky called the meeting to order at 10:03 am.

**2. Approval of Minutes**

The motion to approve the minutes for the February 10, 2010 meeting carried unanimously.

**3. Old Business**

No items

**4. New Business**

**a. Resolution Supporting MTIP and STIP Amendments for Public Transportation**

Mr. Kozlosky told members these are administrative modifications in anticipation of the jobs bill. Mr. Pope made the motion to support the MTIP/STIP amendments and forward to the TAC for consideration. Mr. Burgess seconded the motion and it carried unanimously.

**b. Resolution Adopting the 2010 Wilmington MPO Legislative Agenda**

Mr. Kozlosky told members at the last TAC meeting Mayor Futch asked that the items included on the legislative agenda be prioritized. With no questions regarding the prioritization of the list, Ms. Ayers made the motion to support the 2010 Wilmington MPO Legislative Agenda and forward to the TAC for consideration. Mr. Barnes seconded the motion and it carried unanimously.

**c. Resolution Amending the 2009-2010 Unified Planning Work Program**

Mr. Kozlosky told members that the MPO has until March 31<sup>st</sup> to amend the adopted Unified Planning Work Program. Staff evaluated each of the line items that have funding allocated and identified if the MPO was on target to meet the funding in these line items. Based on the analysis, staff is proposing to reduce funding in traffic accidents, transit data, transit systems data, community goals and objectives, the forecast for future travel patterns, the transit element of the LRTP, the airport element of the LRTP, the collector street element of the LRTP, the waterway element of the LRTP, the freight element of the LRTP and financial planning of the

L RTP, condition management strategies, the environmental justice and the transportation enhancement projects line items.

Staff is proposing to increase funds in the travel model updates and the special studies line item. Mr. Kozlosky stated that a consultant can assist with special elements of the L RTP rather than using staff time by utilizing the special studies funding.

Mr. Pope made the motion to support amending the 2009-2010 Unified Planning Work Program and forward to the TAC for consideration. Mr. Bennett seconded the motion and it carried unanimously.

**d. Resolution Adopting the 2010-2011 Unified Planning Work Program**

Mr. Kozlosky told members the draft Unified Planning Work Program (UPWP) was presented to the TAC and the 30-day public comment period was opened. The program includes \$75,000 for consultant services to complete a city wide collector street plan, as well as an organizational analysis. Mr. Pope made the motion to support adopting the 2010-2011 Unified Planning Work Program. Mr. Burgess seconded the motion and it carried unanimously.

Mr. Kozlosky told members the Transportation Planning Process must be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State. Staff has prepared a resolution that certifies that the Wilmington MPO is conducting transportation planning in a continuous, cooperative, and comprehensive manner which meets all the requirements for an adequate Transportation Plan. Mr. Vafier made the motion to move the resolution forward. Mr. Pope seconded the motion and it carried unanimously.

**5. Discussion**

**a. Draft Cape Fear Skyway Resolution**

Mr. Kozlosky told members staff has been in discussion with the elected state representatives regarding the Cape Fear Skyway. He said he has prepared a draft resolution that he is requesting each of the municipalities endorse for the project. It supports the filing of a corridor protection map for the northern alignment and requests the legislature provide the "gap" funding for the Skyway in the amount of \$49 million per year. We are asking the legislature to do what they have done with the other four turnpike authority projects, which is to allocate those funds in out-years.

Ms. Ayers asked what is considered an out-year. Mr. Kozlosky responded that they are looking at 2013 for the "gap" funding. Mr. Kozlosky said they would like to begin acquiring the right-of-way with the "gap" funding if it is available.

Mr. Pope said his only concern is the fact that we don't have a completed bypass. He asked if the Turnpike Authority is building the remainder of the bypass. Mr. Kozlosky told members that staff is still going through the comments regarding the *Urban Loop Prioritization Process* but he would like to at least get in line to get our share of funds. Mr. Pope said he did not disagree with that and it doesn't hurt to be designated. Mr. Kozlosky said it would probably be 2017 before the Cape Fear Skyway and the Wilmington bypass could be built. He said he felt it's important that we preserve a corridor because development in that area is occurring so rapidly, if we don't, all the corridors will be closed. Ms. Stark asked about the distance of the northern route. Mr. Kozlosky said it was about the same, between 9.5 and 10 miles.

Ms. Ayers said she would be happy to present a resolution to her boards. She said she is not comfortable designating a northern alignment when they haven't completed the environmental studies but would be happy to make the resolution in support of the "gap" funding.

Mr. Pope suggested separating the issues into two separate resolutions, the corridor preservation and the northern alignment separate from the funding issue. Mr. Kozlosky agreed and said he would present them to the TAC as two resolutions.

**6. Updates**

**a. Cape Fear Commutes 2035 (Citizen Advisory Committee)**

**b. Cape Fear Public Transportation Authority**

**d. Wilmington MPO/City of Wilmington**

**e. NCDOT Project Update**

**7. Announcements****8. Adjournment**

With no further items, the meeting was adjourned at 10:33 am

# Cape Fear Commutes 2035 Transportation Plan

prepared by

the Cape Fear Commutes 2035 Committee of the  
Wilmington Urban Area Metropolitan Planning Organization

Public Review Draft

March 24, 2010



Visit [CapeFearCommutes.org](http://CapeFearCommutes.org) for full plan

---

## Acknowledgements

### Cape Fear Commutes 2035 Committee Members

Howard T. Capps, Cape Fear Public Transportation Authority

Eric Coffey, New Hanover County

A. Scott Cromartie, City of Wilmington

Al Freimark, Pender County

Dorsey Jones, Town of Navassa

Howard H. Loving, Jr., NC Board of Transportation

Paul Martinez, Town of Kure Beach

John F. Melia, City of Wilmington

Ryan T. Rhodenhiser, Town of Wrightsville Beach

Mike Roberts, Town of Leland

Donald M. Sellers, Brunswick County

Stuart Smith, Town of Belville

Steven J. Stanton, Town of Carolina Beach

### WMPO Transportation Advisory Committee

### WMPO Technical Coordinating Committee

### WMPO Staff Members

### Consultants

Martin/Alexiou/Bryson, PC

## About the Cape Fear Commutes 2035 Committee and Transportation Plan

The Cape Fear Commutes 2035 Committee was appointed by the WMPO Transportation Advisory Committee to create a comprehensive transportation plan for the greater Wilmington area, which includes all of New Hanover County and portions of Brunswick County and Pender County. The committee members took this charge very seriously. Better transportation planning has been cited by many as a critical need for our region and Wilmington has struggled in the past to address the negative results of unplanned growth on the area's transportation system. From the beginning, the Cape Fear Commutes 2035 Committee sought to craft this new plan in an open and transparent fashion, using data and scientific analysis to drive the decision-making process. The committee began with a vision statement which stressed safety, efficiency, appropriateness, responsibility, integration and multi-modalism. In order to incorporate ideas, goals and values from the community into the plan, the committee created a survey, which was completed by thousands of area residents. This survey data was used to refine the regional priorities over the next 25 years and identify specific transportation projects for study by the committee. Using a matrix, the transportation projects were ranked based on criteria established by the committee. These criteria evolved directly from the adopted vision statement and survey data collected from the public. We have completed our analysis and project ranking and present this draft plan for your review and comment. Over the next two months, we plan to visit all area governing boards and host public open houses throughout the county in order to further refine this regional plan.

Yours Truly,

Cape Fear Commutes 2035 Committee Members

## What is Cape Fear Commutes 2035?

### Plan Background

The *Cape Fear Commutes 2035 Transportation Plan* is the long range transportation plan for the urbanized area of Wilmington, 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 in this area. Federal law requires the preparation of this plan, and also specifies issues which the plan must consider.

*Cape Fear Commutes 2035 Transportation Plan* details how transportation needs should be addressed over the next twenty-five years. The plan establishes the goals and objectives for the improvement of travel conditions within the WMPO planning area and makes specific recommendations for transportation projects and funding sources. In accordance with federal regulations, the plan must be fiscally-constrained. In other words, the plan must identify funding sources for all of the proposed projects. The plan considers all modes of transportation, including automobiles, trucks, buses, trains, airplanes, ferries, bicycles, and walking.

Over the past decade, the WMPO area has experienced a significant amount of change,

### Table of Contents

What is Cape Fear Commutes 2035? . . . . .	1
Public Involvement . . . . .	4
Identifying Tomorrow's Needs Today . . . . .	5
The Plan's Vision . . . . .	6
Overview of Projects . . . . .	6
Paying for the Plan . . . . .	13
Project List . . . . .	16

Figure 1 - Cape Fear Commutes 2035 Transportation Plan Study Area





both economically and demographically. Such changes are expected to continue into the near future. To accommodate the changes in our society and to meet federal requirements, the WMPO will regularly update the plan to meet the community's needs.

## Study Area

WMPO is a metropolitan planning organization (MPO). MPOs are local agencies that are responsible for regional transportation planning. In order to be part of the federal transportation planning process and to receive federal transportation funds, an urban area with a population over 50,000 must have an MPO. Each MPO has a range of duties including the production of the long range transportation plan for its area. The overall aim of these Federal requirements is to ensure continuing, cooperative, and comprehensive transportation planning for urban areas, and MPOs are central to that process. Figure 1 shows the area covered by the WMPO.

## Plan Requirements

Federal law specifies the elements and processes that must feed into each long range transportation plan. The law changes periodically. The most recent law is the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA LU).

SAFETEA-LU requires each long range transportation plan to:

- Cover a minimum 20-year period,
- Be updated at certain intervals,
- Be 'fiscally constrained' – that is, plan on the basis of likely funding levels rather than unlimited funding levels,
- Use up-to-date planning assumptions, and
- Identify major facilities that should function as an integrated regional system.

SAFETEA-LU also specifies the planning factors that must be addressed in the planning process. The process must:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency,
- Increase the safety of the transportation system for motorized and non-motorized users,
- Increase the security of the transportation system for motorized and non-motorized users,
- Increase the accessibility and mobility of people and freight,
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns,



photo credit: WMPO

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
- Promote efficient system management and operation, and
- Emphasize the preservation of the existing transportation system.

## Public Involvement

WMPO's adopted Public Involvement Policy creates "an open decision-making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process" and is designed to "ensure that transportation decisions will reflect public priorities." Public involvement has been a critical component in developing *Cape Fear Commutes 2035 Transportation Plan*, and these activities helped shape the plan:

### Cape Fear Commutes 2035 Committee

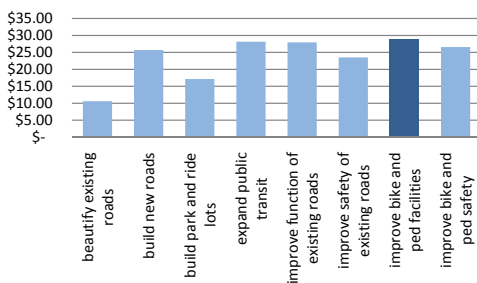
The Cape Fear Commutes 2035 Committee was formed at the outset to guide development of *Cape Fear Commutes 2035*. The committee is comprised of 13 members appointed from each of the WMPO member municipalities and counties, as well as the North Carolina Department of Transportation and the Cape Fear Public Transportation Authority. The committee was instrumental in researching, developing and analyzing projects, and shaping the guiding policies of the plan.

### Community Survey and Open Houses

The *Cape Fear Commutes 2035 Transportation Plan* process kicked-off on March 20, 2009 with a press conference at the New Hanover County Public Library Northeast Regional Branch. Over 60 people and various media outlets attended the event, where they heard comments from Wilmington Mayor Bill Saffo, Pender County Commissioner Jimmy Tate, Belville Mayor Chuck Thurlow and North Carolina Board of Transportation Member Lanny Wilson.

This event marked the opening of the *Cape Fear Commutes 2035 Survey*, which was posted on-line and published in the Wilmington Star News as a 1/4 page display advertisement for over one month. The survey was also included in the various weekly regional newspapers in the three-county region. WMPO staff and members of the Cape Fear Commutes 2035 Committee attended various meetings and events to publicize the survey and also appeared on several radio and television shows.

#### If I had \$100 to spend on transportation, I would...



From May 11 to May 21, 2009, six public open houses were held throughout the three-county region. These open houses provided the public an opportunity to meet with WMPO staff and members of the *Cape Fear Commutes 2035* Committee and outline their vision for transportation in the Wilmington area over the next 25 years. The open houses were also used to route additional traffic to the survey.

The survey was officially closed on June 17, 2009, three months after it opened. Over 3,200 residents of the Cape Fear region responded to the survey in both English and Spanish. The data collected through the survey was used by the *Cape Fear Commutes 2035* Committee to develop and vision and set of guiding principles for the plan. The results also identified a large number of new transportation projects that the committee was able to analyze and evaluate.

## Website

The WMPO's website devoted a page to *Cape Fear Commutes 2035 Transportation Plan*, allowing members of the public to stay abreast of the plan's development, access meeting agendas and minutes, view documents, and provide input. Visit [CapeFearCommutes.org](http://CapeFearCommutes.org) for more information.

## Identifying Tomorrow's Needs Today

### Growth

As the region continues to grow, more people and more jobs will undoubtedly mean more congestion and less mobility throughout the region. Keeping up with the anticipated growth while not neglecting today's issues is the key challenge addressed by the Cape Fear Commutes 2035 Transportation Plan. The plan's approach to mitigating the impacts of growth is multi-faceted, recognizing the importance of developing alternative modes of transportation and becoming less dependent of automobiles for our daily travel needs.

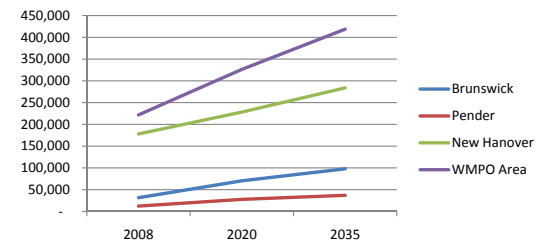
Recent statistics rank the Wilmington Metropolitan Statistical Area (MSA) as the 24th fastest growing urban area in the United States. The Wilmington MSA includes more than 347,000 residents, more than a 26 percent increase in population since 2000. Projections for population and household growth within the WMPO area were completed for 2020 and 2035, and are shown in the charts to the right. Brunswick and Pender County populations are projected to more than triple by 2035, while New Hanover County's population is projected to increase by nearly two-thirds, from approximately 178,000 people today to approximately 284,000 in 2035. Employment growth is also projected to be significant, especially in Brunswick and Pender counties compared to their current employment levels.

### Challenges

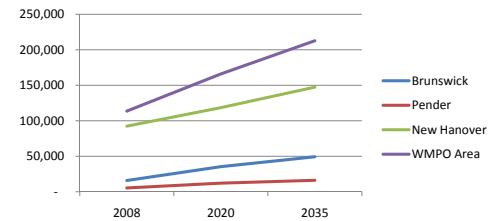
The Cape Fear Commutes 2035 Transportation Plan recognizes the many transportation challenges facing the region. These include:

- Coordinating land use and transportation planning to ensure orderly development that does not overburden transportation infrastructure
- Developing in a way that is sustainable in the long-term and sensitive to the region's many important environmental, cultural and historic features
- Finding alternative funding sources to pay for the many transportation needs
- Promoting the use of alternative modes of transportation to provide viable transportation choices to the region's travelers, and
- Working cooperatively as regional partners to address regional and local transportation issues

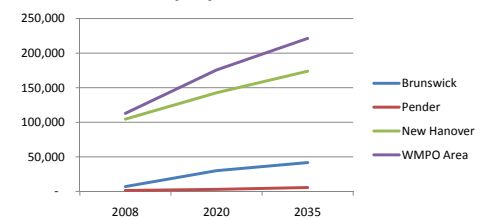
**Population Growth**



**Household Growth**



**Employment Growth**



## The Plan's Vision

*Cape Fear Commutes 2035 Transportation Plan* will plan for a safe, efficient, appropriate, responsible, integrated, multimodal transportation system throughout the Wilmington Urban Area over the next 25 years. The transportation system will be:

- Safe: reduces injuries and improves the sense of safety for all users
- Efficient: moves the most people and goods in a cost effective manner, while using the least amount of resources
- Appropriate: contributes to the quality of life and character of the region through proper design
- Responsible: protects existing investments and limits environmental and social impacts
- Integrated: links with other transportation and land use plans as well as future infrastructure investments
- Multimodal: provides a choice of modes for most trips

## Overview of Cape Fear Commutes 2035 Projects

The *Cape Fear Commutes 2035 Transportation Plan* is a multimodal plan that addresses current and future roadway, transit, bicycle, pedestrian, and other transportation needs. Projects were identified through a variety of sources, analyzed thoroughly, and ranked according to relevant and quantifiable factors.

The following provides descriptions of specific elements of the plan. Individual projects are listed in Table 1, located in the final section of this report. More detail about these plan elements, as well as project development and detail, can be found in the appendices.

## Aviation

Both commercial and general aviation make distinct contributions to the transportation system, as well as having particular impacts on other aspects of the transportation system and the wider environment. Commercial aviation allows citizens to travel to other states and internationally for business, personal business or leisure. Commercial freight operations, including major parcel companies, provide a means of delivering commercial goods across the nation. Aviation is the fastest mode of transportation for traveling substantial distances. General aviation supports business travel needs, as well as providing for recreational flying

Larger airports, such as Wilmington International Airport (ILM), are significant generators of travel demand, not only for air travelers but also for commercial vehicles and the commuting needs of airport employees. They can act as intermodal nodes not only between air and surface transportation, but between modes of surface transportation for which the airport is simply a convenient meeting place. *Cape Fear Commutes 2035 Transportation Plan* supports development of the aviation sector, and in particular plans for improved transit connections to the airport to give travelers and employees other options besides driving to the airport.

## Bicycle Facilities

Bicycling can be a viable alternative to driving if the facilities and amenities are in place to make bicycle travel convenient and accessible. While many people bicycle for recreation, *Cape Fear Commutes 2035* focuses on improving bicycling conditions for commuters and people making non-recreational trips. The committee received significant input from the bicycling community for development of this plan, including detailed input from the community survey, open houses, and the ongoing work of the WMPOs Bicycle/Pedestrian Committee. The City of Wilmington and other member jurisdictions and partners (such as UNCW) have found success working together to improve the regional bicycle network.

Over 200 individual bicycle improvement projects were identified. These include striping bicycle lanes on new and existing roadways, developing bicycle boulevards, and constructing multi-use paths. Projects were prioritized based on a series of criteria to assist in applying limited funding opportunities to the most needed projects. These projects are detailed in the appendix to this report.

Of the over 200 bicycle projects identified, the top 10 projects are:

- Heide-Trask Bridge (bicycle lane restriping)
- S 18th Street (bicycle boulevard)
- Bethel Road (bicycle lane restriping)
- Isabel Holmes Bridge (bicycle lane restriping)
- Mercer Avenue (bicycle lane restriping)
- Oleander Drive (bicycle lane restriping)
- S Front Street (bicycle lane restriping)
- Central Boulevard (bicycle lane restriping)
- Harper Avenue (bicycle lane restriping)
- 41st Street (bicycle lane restriping)



photo credit: WMPO

## Freight

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 traffic has suitable routes to/from the national highway or rail networks and ports, avoiding established residential areas.

A key focus of improving freight movement in the WMPO area is promoting intermodal connections between the ports, highways, and rail networks. This focus includes making improvements to the US 74 highway corridor and the CSX rail line connecting the proposed North Carolina International Terminal at Southport to Charlotte, as well as restoration of the rail line between Castle Hayne and Wallace to provide rail access to Raleigh

and the Northeast. It also may include upgrades to Independence Boulevard in Wilmington and development of the Cape Fear Skyway as an important connector. Because freight travel is impacted by roadway congestion, freight movement was a factor in ranking the Congestion Mitigation roadway projects.

## Mass Transportation Improvements

The *Cape Fear Commutes 2035 Transportation Plan* aims to improve mobility throughout the region by employing a variety of approaches and improvements to all modes of travel. As the region continues to grow and the population becomes more dispersed, transit will play a more central role in moving people throughout the region.

Public transportation has several roles in the transportation system. At the personal level, it provides mobility for people who are unable to drive, and an additional mobility for people who prefer not to drive. At a more strategic level, it can contribute to economic competitiveness, provide an alternative to congested highways, and assist with meeting air quality and other sustainability and quality-of-life goals.

Historically, public transportation has taken a low profile in long-range planning, with greatest attention and funding being given to highway projects. This will need to change as it is increasingly recognized that a highway-led approach is neither financially feasible nor the best way to achieve a region's overall goals. In addition, land use patterns are an important determinant of whether transit service can be made attractive or even feasible, requiring forward-thinking policy development and regulatory standards. Higher density, mixed-use developments, for example, that are designed to incorporate transit infrastructure and amenities have been shown to boost transit ridership.

This plan will improve transit through enhancing the local bus system, adding new express routes to capture regional commuters, and developing a bus rapid transit network in the urban area. These projects are shown on Figures 3 and 5, toward the end of this report.

### Local Bus

The Wilmington community has worked to develop a successful local bus system, WAVE Transit. WAVE Transit buses provide an affordable and convenient way to access jobs, shopping, and other destinations in Wilmington without a car. As the city and region continue to grow, WAVE Transit will be relied on more as an alternative means of travel. This plan will add or modify five WAVE Transit routes. These routes will connect key destinations, such as UNCW and the airport, with the downtown, and will reach out to growing parts of the urban area. The new routes, and improvements to existing routes, will take advantage of the Central and Downtown Stations.

### Express Bus Routes

More and more of the region's residents are living outside of the Wilmington urban area and commuting into the downtown, UNCW, the regional medical center, and other major employment centers. Today, their only real option is to drive. This plan creates 13 express bus routes that will give these commuters a



photo credit: WMPO



viable and attractive option to driving. Many of these routes will access park-and-ride lots that are strategically located along major corridors, allowing commuters to drive a short distance from their home to the park-and-ride lot and ride the express bus into Wilmington. These routes will operate during the peak travel times and will have shorter travel times than local buses.

Many of these express routes are intended to serve destinations outside of the WMPO area. Development and implementation of these routes will require planning and coordination with regional partners. Funding from *Cape Fear Commutes 2035 Transportation Plan* only covers the project lengths within the WMPO area.

### *Bus Rapid Transit*

Supplementing the local bus service, *Cape Fear Commutes 2035 Transportation Plan* establishes five corridors for the development of bus rapid transit, commonly referred to as BRT. Cities the size of Wilmington across the United States and throughout the world are developing BRT systems to provide efficient mass transit service in urban areas without the extremely high cost of commuter rail or light rail. BRT systems are cost-effective because they are developed on existing city streets with only moderate improvements to the infrastructure. They utilize modern, low-floor bus vehicles that provide many of the amenities that attract commuters who have a choice as to how they travel.

Corridors in Wilmington identified for bus rapid transit improvements are:

- Market Street (starter segment)
- Oleander Drive
- South 17th Street
- Carolina Beach Road, and
- Corridor between downtown and UNCW

### *Other Regional Priorities*

As mass transportation projects were developed for *Cape Fear Commutes 2035 Transportation Plan*, a number of regional priorities were identified as needs, but not designated for funding. The regional priority projects would provide important connections to key destinations outside of the WMPO area, such as Raleigh, Fayetteville, and Jacksonville. Key destinations could be accessed by heavy rail, inter-city bus, ferries, or potentially water taxis. A rail feasibility study was completed approximately nine years ago.

Specific unfunded recommendations include adding ferry service between Southport and downtown Wilmington, and reconstructing the rail line between Castle Hayne and Wallace.

### **Pedestrian Facilities**

WMPO members have been aggressively planning for pedestrian improvements outside the planning framework of *Cape Fear Commutes 2035 Transportation Plan*. In 2009, the City of Wilmington adopted *Walk Wilmington: A Comprehensive Pedestrian Plan*.



photo credit: WMPO

With this plan, the City of Wilmington and NCDOT hope to meet the demands for safer and more extensive pedestrian facilities, including greenways, sidewalks, and crosswalks. The comprehensive pedestrian plan guides local, regional and state efforts to improve conditions for walking in the City of Wilmington and enhance the City's reputation as one of the premier tourism and recreation destinations in the southeast. Wilmington and other communities within the MPO area have completed other, more localized pedestrian planning efforts.

*Cape Fear Commutes 2035 Transportation Plan* includes specific pedestrian improvements, such as sidewalks, crosswalks, and pedestrian signalization, as part of many of the roadway improvement projects. In many cases, they are included as part of the roadway projects to promote the development of complete streets and also provide opportunities to make connections between different modes of travel.



photo credit: WMPO



Photo credit :WMPO

## Roadway Improvements

While a major emphasis of the plan's development is creating a balanced, multimodal transportation system, *Cape Fear Commutes 2035 Transportation Plan* recognizes that automobile use is, and will continue to be, the predominant mode of transportation for many people. The roadway improvement projects in the plan fall into one of three categories: Congestion Mitigation (projects that relieve traffic congestion), Safety (projects that promote safe travel for all modes of travel), and Quality of Life (projects that enhance the streetscape and add to the urban fabric).

### Congestion Mitigation

One of the major byproducts of the significant regional growth in the Wilmington area is increased traffic congestion. Congestion Mitigation projects are roadway improvement projects that address significant existing and projected capacity issues. In some cases that means widening existing roads, in others it means building new roads, and in still others it means providing congestion relief at major intersections.

The highest priority Congestion Mitigation projects have been planned for years and are currently programmed in the State's Transportation Improvement Program (TIP). Among the highest priority projects are:

- Completion of the Wilmington Bypass (TIP: R-2633B)
- North and South Kerr Avenue improvements (TIP: U-3338)
- US 17/74/76 improvements, from US 421 to River Road (TIP: R-3601)
- Extension of Independence Boulevard (U-4434)
- Extension of Military Cutoff Road (TIP: U-4751)

### Roadway Safety

Another critical factor in improving the region's transportation system is enhancing the safety of the region's roads. Often, safety is closely tied to capacity



issues on major corridors, but safety issues can also arise along roads and at intersections that were not originally designed and built to handle today's traffic.

Many of the Safety projects in the plan are intersection improvement projects. These may entail realigning roads leading into the intersection, improving sight distances, upgrading or adding signalization, and other similar improvements. The plan also calls for constructing a number of roundabouts to replace existing traditional intersections. Under the right circumstances, roundabouts have been shown to be an effective way to both improve traffic flow and enhance safety.

Safety projects also include other types of improvements, such as access management. Like roadway widenings and intersection improvements, access management improvements can enhance capacity (and reduce congestion). But access management improvements, such as installing medians and restricting turning movements, can also make corridors safer by prohibiting dangerous turning movements and eliminating potential conflict points.

### *Quality of Life*

Our streets are a key component of our community's fabric. They help establish a meaningful sense of place and add value to our community. The Quality of Life projects in this plan aim to enhance urban design, mainly through streetscape improvements. Streetscape improvements could include adding curb and gutter, landscaping, bicycle lanes, sidewalks, landscaped medians, curb bulbouts, and decorative crosswalks. These projects would mainly be funded through local funds (not competing directly for funds with the Congestion Mitigation and Safety projects), except where they have demonstrable potential to improve roadway capacity.

### *Other Regional Priorities*

The Cape Fear Commutes 2035 Committee recognizes that there are other roadway projects of regional importance that fall outside the parameters of this plan for funding purposes. The highest profile project that is not funded through this plan is the Cape Fear Skyway, which is anticipated to be funded principally by tolls. If built, the Skyway would significantly alter travel patterns in the region. The next update of this plan five years from now will be a new opportunity to study the impacts of the Skyway and determine any other future projects that should be identified to support mobility in the region.

## Transportations Systems and Demand Management

The roadway improvements that are part of this plan will not be enough to relieve congestion and provide the level of mobility that travelers throughout the region need and desire. The emphasis in this plan on developing alternative modes of travel, such as transit, bicycling, and walking, will enhance mobility. Another effective tool is to improve the efficiency of the overall transportation system by better managing system components (for example, by improving traffic signal coordination and providing real-time traffic information), and by implementing programs and policies to reduce the demand for car-focused transportation.

Key elements of this plan are:

- Constituting a Regional Transportation Commission that in addition to having the authority to levy taxes to support transportation improvements, will promote new technologies across the region to enhance mobility

- Creating a full-time Transportation Demand Management Coordinator position to work with regional transportation partners
- Promoting better access management
- Coordinating transportation needs with the schools and UNCW
- Encouraging land uses that support transportation mode choice
- Integrating park and ride lots into new development along major transit corridors and highways
- Encouraging the redevelopment of downtown Wilmington to provide a dense, walkable, transit-supportive regional center, and
- Working with the region's employers to develop programs that incentive use of alternative modes for employees
- Standardizing speed limits and design speeds on collector and arterial roadways

## Paying for the Plan

### Revenue

Revenue projections for the *Cape Fear Commutes 2035 Transportation Plan* were based upon an analysis of historical data. Revenues were identified by funding source and grouped by primary mode. In most cases, current year revenues were assumed to grow at the forecast rate of population growth. Over the 25 year period of the plan, the average forecast population growth for the WMPO is approximately 2.4 percent per year. All dollars are reported in constant present year dollars.

#### *Roadway Revenues*

Roadway revenues were based on analysis of past MTIPs, with a focus on funded amounts over programmed amounts. Excluding loop projects, the WMPO has received approximately \$25 million per year for capacity related projects. Additionally, the WMPO has averaged approximately \$660,000 per year for safety-related improvements and roughly \$1 million per year in federal bridge aid. Future revenues were assumed to grow with population. Loop funding (funding from the State's Highway Trust Fund for major interstates) is set aside for the Wilmington Bypass and Independence Boulevard Extension projects.

Maintenance is performed both by the division as well as locally. While division funds have fluctuated wildly in recent years given the current financial climate, the average for the WMPO area has been approximately \$3.5 million. Additionally, municipalities have received an average of roughly \$3.3 million per year in Powell Bill receipts. Additional local maintenance is roughly \$1 million per year. State and local expenditures were assumed to increase with population. As Powell Bill receipts have been flat for the past five years, no increase is assumed in these funds.

#### *Bicycle and Pedestrian Revenues*

State enhancement money is the primary non-local source of revenue for non-motorized projects. This has averaged approximately \$175,000 per year. Additionally, the City of Wilmington has budgeted an average of roughly \$600,000 per year for sidewalk construction and repair. For bikes and multiuse paths, the amount is roughly \$320,000 per year. These are all assumed to grow with population.

#### *Mass Transportation Revenues*

Transit in the region is funded from a variety of sources. In addition to farebox revenue, the transit agencies receive state and federal assistance. There is also a substantial contribution from a variety of state and local health and welfare agencies. WAVE Transit also receives a sizeable amount of its budget directly from UNCW for rides it provides to students. Currently, WAVE Transit receives nearly \$1.8 million in operating assistance from the Federal Transit Administration under the Section 5307 program. Current rules prohibit such assistance for agencies serving areas with populations in excess of 200,000, a designation that is essentially certain following the 2010 census. It was assumed that this lost revenue would be replaced through a combination of increased fares and local assistance. Given that transit revenues are not tied directly to the population of the region, but of the service area and other service factors, growth rates based on historical data were used to predict the growth of the farebox

revenue and local, state and federal operating assistance. These rates ranged from -1 to 5.5 percent per year.

## Costs

For each of the identified projects, an order-of-magnitude cost estimate was developed in current year dollars.

### *Roadway Costs*

Including programmed MTIP projects, the committee identified over \$2.5 billion in Congestion Mitigation roadway projects and nearly \$40 million in Roadway Safety projects. Additionally, the committee identified over \$100 million in projects aimed primarily at improving quality of life.

As maintenance is ongoing, specific roadway projects were not identified. As federal bridge-aid projects are primarily maintenance projects, no specific projects were identified in this category either.

### *Bicycle and Pedestrian Costs*

Over 200 bicycle improvements were identified with an estimated cost of nearly \$106 million dollars. Specific sidewalk projects were not identified.

### *Mass Transportation Costs*

Continued operation of the existing WAVE Transit system will be approximately \$170 million over the lifetime of the plan. The identified projects would add roughly \$224 million in operations and maintenance over the lifetime of the plan and require a capital investment of roughly \$128 million. Operation of the Brunswick Transit System will be roughly \$21 million over the course of the plan.

## Fiscally Constraining the Plan

The *Cape Fear Commutes 2035 Transportation Plan* must be fiscally constrained, meaning that total proposed expenditures do not exceed anticipated revenues over the lifetime of the plan. While the plan deals in current year dollars, the cost of construction has exceeded the overall rate of inflation in recent years. For this plan, a moderate rate of 3 percent per year of cost escalation, beyond inflation, was assumed. In order to escalate costs, however, it was important to estimate the time horizon of the project construction. For this reason, projects are listed as happening in one of three time periods: 2010-2015; 2016-2025; or 2026-2035. In some cases, projects are so large their construction will span multiple periods and thus may be reported as occurring in multiple time periods. In these cases costs were divided among the time periods and escalated accordingly.

### *Roadway Projects*

The NCDOT 5-Year Work Program and 2009-2015 MTIP were used to ascertain Congestion Mitigation roadway revenues and work order for the 2010-2015 program. After that period, historical revenues were assumed. Overall, a total of \$1,093 million was estimated to be available for Congestion Mitigation roadway projects. Additionally, the WMPO has identified approximately \$90 million worth of local projects that would be constructed using local bonds. The total escalated cost of the roadway projects primarily listed as Congestion Mitigation is \$1,127 million. Additionally, roughly \$47 million worth of projects identified as primarily Quality of Life roadway projects by the committee were identified as addressing

capacity issues and selected for inclusion in the plan.

Approximately \$23.5 million was estimated to be available for Roadway Safety projects over the lifetime of the plan. The total escalated cost of the identified projects is roughly \$23 million.

Given the limited funds available for enhancement-type projects, nearly \$30 million in additional Quality of Life roadway projects were identified for local bonding within the WMPO.

### *Bicycle and Pedestrian Projects*

Given the great number of identified non-motorized projects, a specific plan for these items was not developed. Projects will be built based on local needs and available funds. In particular, the list identifies nearly 24 miles of bicycle lanes that can be marked for only about \$250,000 worth of restriping.

### *Mass Transportation Projects*

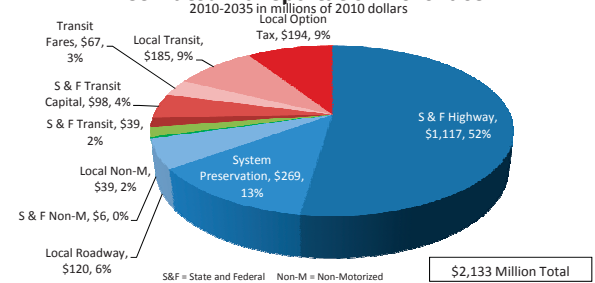
Total operating costs over the life of the plan, including new service, is \$415 million. Escalated capital costs total \$168 million, of which roughly \$98 million would be eligible for federal reimbursement. Total local revenues and other operating assistance is estimated at \$289 million, leaving a funding gap of roughly \$194 million. Current law allows for an optional sales tax and vehicle registration tax which could generate \$270 and \$37 million, respectively, in New Hanover County alone over the life of the plan. The *Cape Fear Commutes 2035 Transportation Plan* assumes that some combination of this funding is passed to satisfy the additional revenue needs.

### *New funding sources*

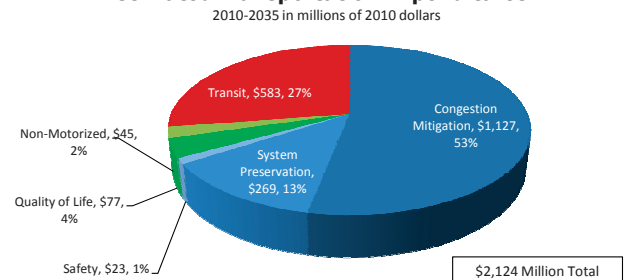
The list of identified needs, greatly outstrips the available funds. While few additional revenue sources are available, the WMPO recognizes that the area will need to develop additional funding mechanisms in the future, many of which would require changes in state law.

- *Regional Transportation Commission* - regional partners should investigate forming a regional transportation commission that would have the authority to generate revenue from taxes and transportation user charges, such as tolls, to pay for future transportation projects of regional importance. Commission membership would be comprised of representatives from the three counties in the region.
- *Tax Increment Financing (TIF)/District Improvement Financing (DIF)* - TIFs and DIFs are innovative financing tools that target districts or specific projects for redevelopment through use of tax increments. A tax increment is the difference between the beginning assessed value of the targeted property in its underdeveloped state and the assessed value going forward, as the planned improvements develop. The Market Street bus rapid transit project, for example, could be financed in part if a TIF were established along Market Street. The TIF would help fund a needed transit project and have the added benefit of encouraging good development.

#### **Estimated Transportation Revenues**



#### **Estimated Transportation Expenditures**



- *General transportation-focused sales tax* – current law allows for a ¼ percent sales tax to support new transit initiatives, but none of this money can go toward roadway or non-motorized improvements. A local-option sales tax could generate hundreds of millions of dollars in available funds across the three-county MPO area.
- *Local toll facilities* – many of the identified improvements have current-year costs in the hundreds of millions of dollars. These amounts vastly outstrip the available resources. Another option for funding would be the creation of a local tolling network overseen by a regional toll authority. Few such models exist in the country, though, often as the appetite for local (shorter distance) toll roads is more limited. Tolling these facilities could speed up their construction and ensure that a greater portion of the roadway was borne directly by the users.
- *Impact fees/adequate public facilities requirements* – while impact fees and adequate public facilities requirements often address localized deficiencies, the monies can often be pooled to fund larger projects beyond the scope of a single developer. The monies raised from these requirements also have the potential to free up funds for other projects.
- *Bicycle sales excise tax* - some communities are implementing a point-of-sale excise tax on the purchase of adult bicycles. Funds collected from these taxes are used exclusively to enhance bicycle transportation. Given the comprehensive list of bicycle projects identified and the general lack of funds to make the improvements, this kind of tax could be considered.

## Unfunded Projects

The Cape Fear Commutes 2035 Committee identified more projects than can be funded. These projects, while unfunded, are nevertheless important pieces in completing the overall transportation puzzle and should be referred to as new funding sources and opportunities are identified and should be a central part of future discussions. They include projects for all modes and are listed in their entirety in the appendix.

## Cape Fear Commutes 2035 Project List

Each *Cape Fear Commutes 2035* project is listed in Table 1 and illustrated on Figures 2,3, and 4. Projects in Table 1 are generally grouped by the plan element categories described previously, and are prioritized within each category. Estimated costs are given for each project to demonstrate that the projects are financially balanced with projected revenues. The table also identifies the jurisdiction where the project is located.

The project list assumes that the projects in the current State Transportation Improvement Program (STIP) receive the highest priority for funding.



Figure 3 - Transit Projects

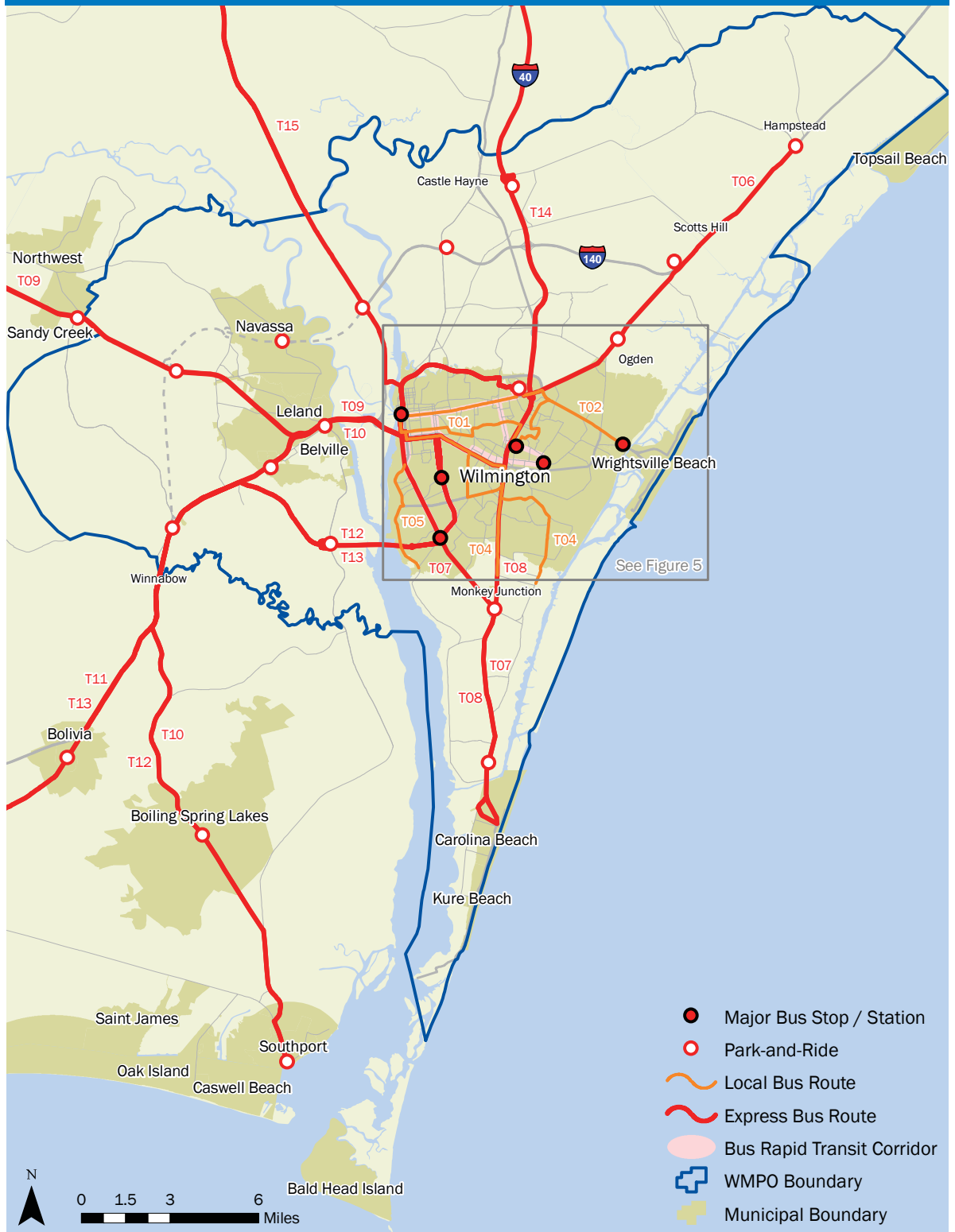




Figure 4 - Roadway Projects (Wilmington Inset)

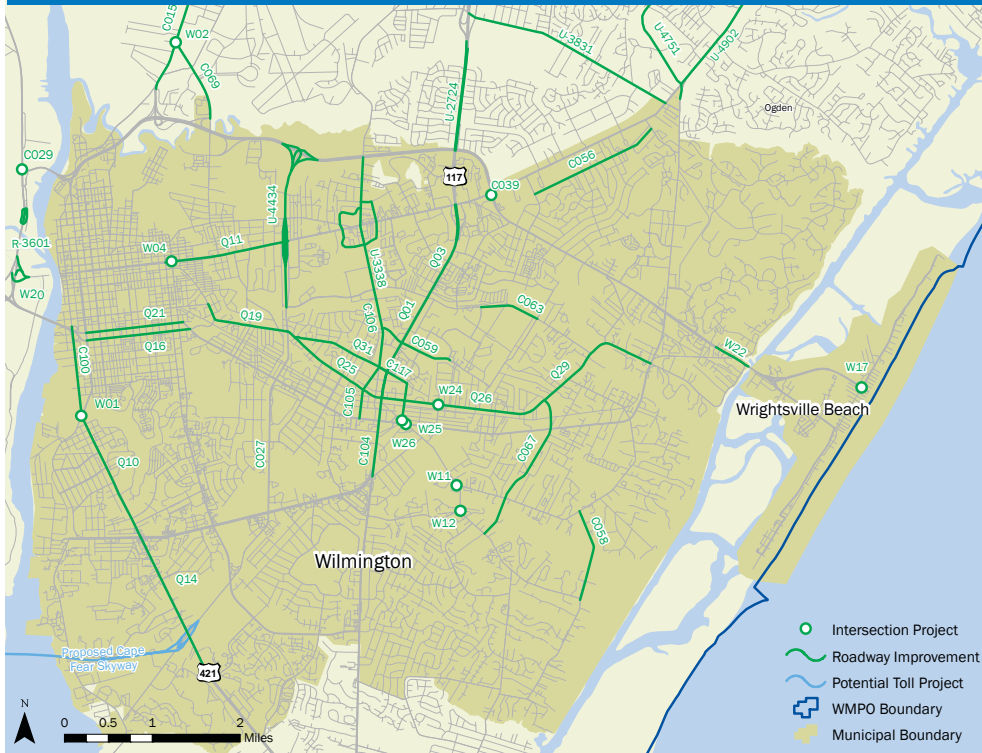
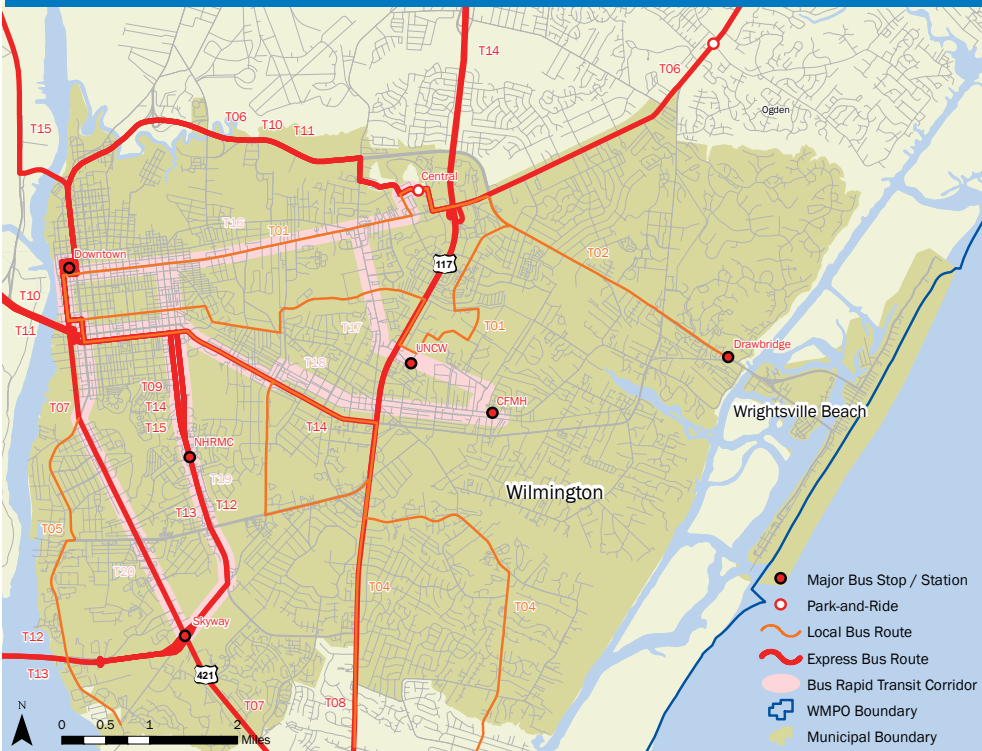


Figure 5 - Transit Projects (Wilmington Inset)



**Table 1: Cape Fear Commutes 2035 Projects**

Project Number	Rank	Project Name	Jurisdiction	Horizon Period	Potential Funding Source	Cost (Escalated)
<b>Roadway Projects</b>						
<b>Current TIP Projects</b>						
R-2633B		Wilmington Bypass Section B - US 74-76 to US 421	Multiple	2010-2025	STIP: Loop	\$203,700,000
U-3338		North and South Kerr Avenue widen between Martin Luther King, Jr Parkway and Kerr Avenue (Sections B and C)	New Hanover	2010-2025	STIP	\$82,700,000
R-3601		US 17-74-76 widen from US 421 to River Road SE (NC 133)	Brunswick	2010-2025	STIP	\$25,100,000
U-4434		Independence Boulevard Extension	New Hanover	2016-2025	STIP: Loop	\$50,000,000
U-4751		Extend Military Cutoff Road to Wilmington Bypass (US 17)	New Hanover	2010-2025	STIP	\$60,700,000
R-4063		Village Road widen from South Navassa Road to Lanvale Road	Brunswick	2010-2025	STIP	\$18,900,000
R-3300		Hampstead Bypass	Multiple	2010-2025	STIP	\$202,800,000
U-3337		Convert grade separation at US 74/76 at Old Fayetteville Road to an interchange	Brunswick	2010-2035	STIP	\$13,300,000
U-4902		Market Street access management	New Hanover	2010-2035	STIP	\$12,100,000
U-3831		Gordon Road widen from North College Road (NC 132) to Market Street (US 17B)	New Hanover	2010-2035	STIP	\$24,800,000
R-4732		Ocean Highway (US 17) access management (WMPO component)	Brunswick	2010-2025	STIP	\$2,200,000
U-2724		North College Road (US 117/NC132) upgrade to freeway between I-40 and north of Martin Luther King, Jr. Parkway (US 74) ("Interim Solution") Alternative	New Hanover	2010-2025	STIP	\$48,000,000
U-4436		Wilmington Bypass (I 140-US 17) at Blue Clay Road interchange	Brunswick	2016-2025	STIP: Loop	\$25,600,000
Total Cost: TIP Projects:						\$770,000,000
<b>Congestion Mitigation</b>						
C059	1	Hurst Drive extend to South Kerr Avenue and Reigel Road	New Hanover	2016-2025	Bond	\$12,000,000
C055A	2	Cape Fear Riverway between Independence Boulevard and Snows Cut Bridge (US 421)	New Hanover	2026-2025	STIP	\$112,800,000
C056	3	Saint Nicholas Road extend to Cardinal Drive and Station Road	New Hanover	2016-2025	Bond	\$19,600,000
C067	4	Dogwood Lane extend to Wrightsville Avenue and Pine Grove Drive	New Hanover	2016-2025	Bond	\$23,300,000
C058	5	Head Road extend to Masonboro Sound Road	New Hanover	2016-2025	Bond	\$14,500,000

**Table 1: Cape Fear Commutes 2035 Projects****Congestion Mitigation (continued)**

<b>Project Number</b>	<b>Rank</b>	<b>Project Name</b>	<b>Jurisdiction</b>	<b>Horizon Period</b>	<b>Potential Funding Source</b>	<b>Cost (Escalated)</b>
C015	6	Castle Hayne Road (NC 133) widen between Wilmington Bypass (I 40-US 17) and Division Drive	Multiple	2026-2035	STIP	\$4,000,000
C100	7	South Front Street (US 421 Truck) widen between Cape Fear Memorial Bridge (US 17 Business-76-421) and Burnett Boulevard (US 421)	New Hanover	2026-2035	STIP	\$20,500,000
C039	8	Martin Luther King, Jr. Parkway (US 74) at Market Street (US 17 Business) flyovers	New Hanover	2026-2035	STIP	\$25,600,000
C069	9	North 23rd Street widen between Castle Hayne Road (NC 133) and Martin Luther King, Jr. Parkway (US 74)	New Hanover	2026-2035	STIP	\$21,900,000
C010	10	Carolina Beach Road (US 421) at South College Road (NC 132) flyovers	New Hanover	2026-2035	STIP	\$25,600,000
C117	11	Wilshire Boulevard extend to MacMillan Avenue	New Hanover	2016-2025	Bond	\$10,800,000
C063	14	Randall Drive extend to Hooker Road	New Hanover	2016-2025	Bond	\$9,500,000
C029	19	Isabel Holmes Bridge (US 74-NC 133) at US 17-421 interchange	New Hanover	2026-2035	STIP	\$12,800,000
C105	20	South Kerr Avenue extend to Oleander Drive (US 76)	New Hanover	2026-2035	STIP	\$14,300,000
C104	21	South College Road (US 117/NC132) from Wilshire Boulevard to Shipyard Boulevard (US 117) widen	New Hanover	2026-2035	STIP	\$13,900,000
C106	22	South Kerr Avenue widen between Patrick Avenue and Wrightsville Avenue	New Hanover	2026-2035	STIP	\$16,400,000
<b>Total Cost: Congestion Mitigation</b>						<b>\$357,400,000</b>
<b>Quality of Life</b>						
Q03	1	South College Road (NC 132) improvements between Market Street (US 17 Business) and Randall Parkway	Wilmington	2016-2025	Bond	\$2,300,000
Q10	2	Carolina Beach Road (US 421) streetscape between Burnett Boulevard and Shipyard Boulevard	Wilmington	2016-2025	Bond	\$4,000,000
Q14	3	Carolina Beach Road (US 421) streetscape between Shipyard Boulevard and George Anderson Drive	Wilmington	2016-2025	Bond	\$4,300,000
Q11	4	Market Street (US 17 Business) road diet between North and South 17th Street and Covil Avenue	Wilmington	2016-2025	Bond	\$850,000
Q01	5	South College Road (NC 132) improvements between Randall Parkway and Oleander Drive (US 76)	Wilmington	2016-2025	Bond	\$3,100,000
Q28	6	River Road (NC 133) streetscape between US 17-74-76 and Old River Road	Multiple	2026-2035	STIP	\$3,600,000
Q16	7	Dawson Street (US 76) streetscape between South 3rd Street (US 17 Business) and Oleander Drive (US 76)	Wilmington	2016-2025	Bond	\$330,000

**Table 1: Cape Fear Commutes 2035 Projects**

## Quality of Life (continued)

Project Number	Rank	Project Name	Jurisdiction	Horizon Period	Potential Funding Source	Cost (Escalated)
Q06	8	Market Street (US 17 Business) improvements between New Centre Drive and Gordon Road	Wilmington	2016-2025	Bond	\$14,200,000
Q26	12	Wrightsville Avenue improvements between South College Road (US 117-NC 132) and Hawthorne Drive	Wilmington	2026-2035	STIP	\$7,400,000
Q29	13	Wrightsville Avenue improvements between Hawthorne Drive and Oleander Drive	Wilmington	2026-2035	STIP	\$11,900,000
Q19	14	Wrightsville Avenue road diet between Castle Street and Independence Boulevard	Wilmington	2016-2025	Bond	\$150,000
Q25	17	Wrightsville Avenue improvements between Independence Boulevard and South College Road (US 117-NC 132)	Wilmington	2026-2035	STIP	\$7,400,000
Q21	19	Wooster Street (US 76) streetscape between South 3rd Street (US 17 Business) and Oleander Drive (US 76)	Wilmington	2016-2025	Bond	\$330,000
Q20	21	Castle Hayne Road (NC 133) streetscape between Northeast Cape Fear River and North College Road (US 117-NC 132)	New Hanover	2026-2035	STIP	\$8,000,000
Q07	22	Ocean Highway (US 17) improvements between Lanvale Road and Andrew Jackson Highway (US 74-76)	Multiple	2016-2025	Bond	\$160,000
Q31	23	Wilshire Boulevard improvements between Wrightsville Avenue and dead end	Wilmington	2026-2035	STIP	\$6,800,000
Q34	24	MacMillan Avenue improvements between Cedar Avenue and Pine Grove Drive	Wilmington	2026-2035	STIP	\$2,300,000
Total Cost: Quality of Life						\$77,120,000
Roadway Safety						
W15	1	River Road roundabout at Sanders Road	New Hanover	2010-2015	STIP: Safety	\$230,000
W25	2	Oleander Drive (US 76) improvements at Pine Grove Drive	Wilmington	2010-2015	STIP: Safety	\$2,100,000
W04	3	Market Street (US 17 Business) improvements at North & South 17th Street	Wilmington	2010-2015	STIP: Safety	\$580,000
W08	4	North College Road (US 117-NC 132) roundabout at Castle Hayne Road (NC 133)	New Hanover	2010-2015	STIP: Safety	\$530,000
W14	5	River Road (NC 133) improvements between US 17-74-76 and WMPO Boundary	Multiple	2010-2015	STIP: Safety	\$450,000
W17	6	Salisbury Street (US 74) roundabout at Lumina Avenue	Wrightsville Beach	2010-2015	STIP: Safety	\$230,000
W26	7	Pine Grove Drive improvements at MacMillan Avenue	Wilmington	2016-2025	STIP: Safety	\$2,800,000
W24	8	Wrightsville Avenue roundabout at Wallace Avenue	Wilmington	2010-2025	STIP: Safety	\$340,000

**Table 1: Cape Fear Commutes 2035 Projects**

Roadway Safety (continued)						
Project Number	Rank	Project Name	Jurisdiction	Horizon Period	Potential Funding Source	Cost (Escalated)
W03	9	Dow Road improvements between North Lake Park Boulevard (US 421) and K Avenue	Multiple	2016-2025	STIP: Safety	\$960,000
W06	10	Navassa Road roundabout at Old Mill Road	Navassa	2016-2025	STIP: Safety	\$2,400,000
W02	11	Castle Hayne Road (NC 133) roundabout at North 23rd Street	New Hanover	2016-2025	STIP: Safety	\$300,000
W12	13	Pine Grove Drive roundabout at Holly Tree Road	Wilmington	2016-2025	STIP: Safety	\$500,000
W11	14	Pine Grove Drive roundabout at Greenville Loop Road	Wilmington	2016-2025	STIP: Safety	\$500,000
W07	15	NC 210 improvements between WMPO boundary and US 17	Pender	2016-2025	STIP: Safety	\$300,000
W22	16	Wrightsville Avenue (US 74-76) improvements between Pavillion Place and Heide-Trask Drawbridge	Wilmington	2016-2025	STIP: Safety	\$2,100,000
W19	17	US 17 improvements at Factory Road & Peanut Road	Pender	2026-2035	STIP: Safety	\$1,400,000
W01	18	Burnett Boulevard (US 421) improvements at Carolina Beach Road (US 421) & South Front Street (US 421 Truck)	Wilmington	2026-2035	STIP: Safety	\$3,800,000
W20	19	US 17-74-421-NC 133 access management at USS North Carolina Road	Brunswick	2026-2035	STIP: Safety	\$1,000,000
W23	20	Wrightsville Avenue roundabout at MacMillan Avenue	Wilmington	2026-2035	STIP: Safety	\$460,000
W16	23	Salisbury Street (US 74) roundabout at Causeway Drive (US 76)	Wrightsville Beach	2026-2035	STIP: Safety	\$1,100,000
W13	26	Piner Road improvements at Grissom Road	Wilmington	2026-2035	STIP: Safety	\$870,000
Total Cost: Roadway Safety						\$22,950,000
Total Cost: All Roadway Projects						\$1,227,470,000
Transit Projects						
Current TIP Projects						
TD-4721 A/B		Wilmington Multimodal Transportation Center	Wilmington	2010-2015	STIP/Local	\$10,000,000
TD-4942		WAVE Maintenance and Operations Facility	Wilmington	2010-2015	STIP/Local	\$7,500,000
Total Current TIP Projects:						\$17,500,000
Local Bus						
T01	1	UNCW to Downtown Station Local	Wilmington	2010-2015	STIP/Local	\$10,972,000

**Table 1: Cape Fear Commutes 2035 Projects**

Local Bus (continued)						
Project Number	Rank	Project Name	Jurisdiction	Horizon Period	Potential Funding Source	Cost (Escalated)
T02	2	Central Station to Wrightsville Beach (or Drawbridge) Local	Multiple	2010-2015	STIP/Local	\$10,972,000
T03	3	Modify existing route 207 (Castle Hayne) to serve ILM Airport	Wilmington	2010-2015	STIP/Local	\$10,972,000
T04	4	Masonboro Loop Road local	Multiple	2010-2015	STIP/Local	\$10,972,000
T05	5	River Road to Downtown Station local	Multiple	2010-2015	STIP/Local	\$10,972,000
Total Cost: Local Bus						\$54,860,000
Express Bus						
T06	1	Hampstead to Wilmington Express (serving Scotts Hill and Porters Neck to Downtown Station via Central Station)	Multiple	2010-2015	STIP/Local	\$10,972,000
T07	2	Pleasure Island to Wilmington Express (to Downtown Station)	Multiple	2010-2015	STIP/Local	\$10,972,000
T08	3	Pleasure Island to Wilmington Express Alternate (to Central Station via UNCW Station)	Multiple	2010-2015	STIP/Local	\$10,972,000
T09	4	Riegelwood to Wilmington Express (serving Acme, Delco, and Leland to New Hanover Medical Center via Downtown Station)	Multiple	2010-2015	STIP/Local	\$15,234,000
T10	5	Southport to Wilmington Express (serving Boiling Springs Lakes and Winnabow to Central Station via Downtown Station)	Multiple	2016-2025	STIP/Local	\$15,234,000
T11	6	Shallotte to Wilmington Express (serving Supply, Bolivia, and Winnabow to Central Station via Downtown Station)	Multiple	2016-2025	STIP/Local	\$15,234,000
T12	7	Southport to Wilmington Express Alternate (serving Boiling Springs Lakes and Winnabow via I-140/Cape Fear Skyway)	Multiple	2016-2025	STIP/Local	\$15,234,000
T13	8	Shallotte to Wilmington Express Alternate (serving Supply, Bolivia, and Winnabow to New Hanover Regional Medical Center via I-140/Cape Fear Skyway to New Hanover Regional Medical Center)	Multiple	2016-2025	STIP/Local	\$15,234,000
T14	9	Burgaw to Wilmington Express (serving Rocky Point and Castle Hayne to New Hanover Regional Medical Center via Central Station and UNCW Station)	Multiple	2026-2035	STIP/Local	\$5,778,000
T15	10	Western Pender County to Wilmington Express (serving US421 to New Hanover Regional Medical Center via Downtown Station)	Multiple	2026-2035	STIP/Local	\$5,778,000
Total Cost: Express Bus						\$149,122,000
Bus Rapid Transit (BRT)						
T16	1	Market Street BRT between Downtown Station and Central Station	Wilmington	2010-2015	STIP/Local	\$25,372,000
T17	2	UNCW BRT between Downtown Station and Cape Fear Memorial Hospital	Wilmington	2016-2025	STIP/Local	\$33,004,000

**Table 1: Cape Fear Commutes 2035 Projects****Bus Rapid Transit (continued)**

<b>Project Number</b>	<b>Rank</b>	<b>Project Name</b>	<b>Jurisdiction</b>	<b>Horizon Period</b>	<b>Potential Funding Source</b>	<b>Cost (Escalated)</b>
T18	3	Oleander Drive BRT between Downtown Station and Cape Fear Memorial Hospital	Wilmington	2016-2025	STIP/Local	\$28,504,000
T19	4	South 17th Street BRT between Downtown Station and Skyway Station	Wilmington	2016-2025	STIP/Local	\$25,804,000
T20	5	Carolina Beach Road BRT between Downtown Station and Skyway Station	Wilmington	2026-2035	STIP/Local	\$17,968,000
				Total Cost: Bus Rapid Transit		\$130,652,000
				Total Cost: All Transit Projects		\$334,634,000

# *Wilmington Urban Area Transportation Planning Work Program*

**Fiscal Year 2010-2011**



**ADOPTED  
March 24, 2010**



**FY 2010-2011 UNIFIED PLANNING WORK PROGRAM  
FOR THE  
WILMINGTON, NORTH CAROLINA URBAN AREA**

**TABLE OF CONTENTS**

<b><u>Subject</u></b>	<b><u>Page</u></b>
Table of Contents .....	2
Introduction .....	3
Narrative of Section 104(f) Work Tasks to be Performed in FY 2010-2011 .....	4
Tables of UPWP FTA Section 5303 Work Tasks to be Performed in FY 2010-2011 .....	7
Planning Work Program Funding Sources FY 2010-2011 .....	8
Anticipated DBE Contracting Opportunities for FY 2010-2011 .....	9
Resolution of Approval .....	10

## **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 2010-2011. 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 three 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.

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 2010-2011**

(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.

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- Update of street system database as needed.

II-A4 Traffic Accidents-Currently MPO staff conducts an ongoing effort to summarize traffic accident data for specific projects and for the public. 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. Staff will review and 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- Conduct key travel time studies for travel demand model and development of the Long Range Transportation Plan.

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

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

II-A12 Bicycle and Pedestrian Facilities Inventory- Update ride 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 update of the Long Range Transportation Plan.

II-B7 Forecast of Future Year Travel Patterns- Test alternative roadway network improvements for system benefit.

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

II-B9 Highway Element of Long Range Transportation Plan (LRTP)- Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations.

II-B10 Transit Element of Long Range Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions and strategies.

II-B11 Bicycle and Pedestrian Element of the Long Range Transportation Plan- Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies.

II-B12 Airport/Air Travel Element of the Long Range Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies.

II-B13 Collector Street Element of Long Range Transportation Plan- Develop regionally acceptable collector street policies and programs.

II-B14 Rail, Waterway and Other Elements of Long Range Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates for projects included in the LRTP.

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

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

III-A Planning Work Program- Evaluation of FY 2010 PWP and development of FY 2011 UPWP.

III-B Transportation Improvement Program-Review and amend the 2009-2015 Transportation Improvement Program on an as needed basis. Assist NCDOT with the development of the 5, 10 and 20 year work programs.

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.

III-C6 Public Involvement- Extensive Public Participation effort will be carried out to solicit input and reaction to planning efforts within the Wilmington MPO 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- A consultant will be contracted to assist in the completion of the City of Wilmington Collector Street Plan and Organization Analysis for the Wilmington MPO.

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	44.26.07
Task Code	III-E
Title	Management & Operations
Task Objective	Administration, operations, and maintenance planning
Tangible Product Expected	Transit system operations and maintenance management
Expected Completion Date of Products	June 2011
Previous Work	Ongoing management of the system
Relationship	This is a collaborative effort of the City of Wilmington and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA, in coordination with the City of Wilmington
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	<b>5,912</b>
Section 5303 NCDOT 10%	<b>5,912</b>
Section 5303 FTA 80%	<b>47,296</b>
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

Wilmington MPO		SPR		SEC. 104 (f) PL		SECTION 5303			SECTION 5307			ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	Highway NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 100%	TE 100%	DO 100%	LOCAL	STATE	FEDERAL	TOTAL
<b>II-A</b>	<b>Surveillance of Change</b>																	
II-A-1	Traffic Volume Counts			14,400	57,600										14,400	0	57,600	72,000
II-A-2	Vehicle Miles of Travel			50	200										50	0	200	250
II-A-3	Street System Changes			50	200										50	0	200	250
II-A-4	Traffic Accidents			600	2,400										600	0	2,400	3,000
II-A-5	Transit System Data			100	400										100	0	400	500
II-A-6	Dwelling Unit, Pop. & Emp. Change			1,000	4,000										1,000	0	4,000	5,000
II-A-7	Air Travel			50	200										50	0	200	250
II-A-8	Vehicle Occupancy Rates			50	200										50	0	200	250
II-A-9	Travel Time Studies			50	200										50	0	200	250
II-A-10	Mapping			1,600	6,400										1,600	0	6,400	8,000
II-A-11	Central Area Parking Inventory			0	0										0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory			50	200										50	0	200	250
<b>II-B</b>	<b>Long Range Transp. Plan</b>														0	0	0	0
II-B-1	Collection of Base Year Data			0	0										0	0	0	0
II-B-2	Collection of Network Data			0	0										0	0	0	0
II-B-3	Travel Model Updates			0	0										0	0	0	0
II-B-4	Travel Surveys			0	0										0	0	0	0
II-B-5	Forecast of Data to Horizon year			0	0										0	0	0	0
II-B-6	Community Goals & Objectives			500	2,000										500	0	2,000	2,500
II-B-7	Forecast of Future Travel Patterns			200	800										200	0	800	1,000
II-B-8	Capacity Deficiency Analysis			1,000	4,000										1,000	0	4,000	5,000
II-B-9	Highway Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-10	Transit Element of the LRTP			400	1,600										400	0	1,600	2,000
II-B-11	Bicycle & Ped. Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-12	Airport/Air Travel Element of LRTP			50	200										50	0	200	250
II-B-13	Collector Street Element of LRTP			400	1,600										400	0	1,600	2,000
II-B-14	Rail, Water or other mode of LRTP			200	800										200	0	800	1,000
II-B-15	Freight Movement/Mobility Planning			200	800										200	0	800	1,000
II-B-16	Financial Planning			200	800										200	0	800	1,000
II-B-17	Congestion Management Strategies			500	2,000										500	0	2,000	2,500
II-B-18	Air Qual. Planning/Conformity Anal.			0	0										0	0	0	0
<b>III-A</b>	<b>Planning Work Program</b>			200	800										200	0	800	1,000
<b>III-B</b>	<b>Transp. Improvement Plan</b>			200	800										200	0	800	1,000
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														0	0	0	0
III-C-1	Title VI			100	400										100	0	400	500
III-C-2	Environmental Justice			200	800										200	0	800	1,000
III-C-3	Minority Business Enterprise			100	400										100	0	400	500
III-C-4	Planning for the Elderly & Disabled			50	200										50	0	200	250
III-C-5	Safety/Drug Control Planning			0	0										0	0	0	0
III-C-6	Public Involvement			1,200	4,800										1,200	0	4,800	6,000
III-C-7	Private Sector Participation			50	200										50	0	200	250
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														0	0	0	0
III-D-1	Transportation Enhancement Plng.			400	1,600										400	0	1,600	2,000
III-D-2	Enviro. Analysis & Pre-TIP Plng.			50	200										50	0	200	250
III-D-3	*Special Studies			17,000	68,000										17,000	0	68,000	85,000
III-D-4	Regional or Statewide Planning			50	200										50	0	200	250
<b>III-E</b>	<b>Management &amp; Operations</b>			20,000	80,000	5,912	5,912	47,296							25,912	5,912	127,296	159,120
<b>TOTALS</b>		<b>0</b>	<b>0</b>	<b>63,250</b>	<b>253,000</b>	<b>5,912</b>	<b>5,912</b>	<b>47,296</b>							<b>69,162</b>	<b>5,912</b>	<b>300,296</b>	<b>375,370</b>

### Anticipated DBE Contracting Opportunities for FY 2010-2011

Name of MPO: Wilmington Urban Area MPO

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

<b>Prospectus Task Code</b>	<b>Prospectus Description</b>	<b>Name of Agency Contracting Out</b>	<b>Type of Contracting Opportunity (Consultant, etc.)</b>	<b>Federal Funds to be Contracted Out</b>	<b>Total Funds to be Contracted Out</b>
III-D-3	Special Studies	City of Wilmington	Consultant	\$60,000	\$75,000



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

**RESOLUTION AMENDING THE FY 2010-2011 PLANNING WORK PROGRAM  
OF THE WILMINGTON URBAN 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**, 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; and

**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; and

**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 2010-2011; and

**WHEREAS**, the Transportation Advisory Committee adopted the FY 2010-2011 Planning Work Program on March 24, 2010.

**NOW THEREFORE**, be it resolved that the Transportation Advisory Committee hereby amends the FY 2010-2011 Planning Work Program for the Wilmington Urban Area.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 28, 2010.

---

Jonathan Barfield, Chairman  
Transportation Advisory Committee

---

Mike Kozlosky, Secretary

**WILMINGTON MPO/CITY OF WILMINGTON**  
**MARCH 2010**

**TRANSPORTATION PLANNING**

**AMERICAN RECOVERY AND REINVESTMENT ACT**

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

**Current Status:** The University of North Carolina-Wilmington, City of Wilmington, New Hanover County and Town of Wrightsville Beach submitted a joint TIGER grant application in the amount of approximately \$15 million for completion of the Cross-City Trail and major improvements to the River-to-the Sea Bikeway (Historic Beach Car Line) on September 15. **The application was not selected for funding by the USDOT. Announcements were made on February 17.**

**Next Step:** Continue to work to secure American Recovery and Reinvestment Act funding for projects in the City of Wilmington.

**CAPE FEAR COMMUTES 2035 TRANSPORTATION PLAN**

**Project Description/Scope:** Cape Fear Commutes 2035 is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area. Cape Fear Commutes 2035 will create a long range transportation plan with recommendations for how those needs should be addressed over the next 25 years. The plan will establish the goals and objectives for the improvement of mobility within the Wilmington MPO planning area and make specific recommendations for transportation projects and funding sources. The plan will consider all modes of transportation, including automobiles, trucks, buses, trains, airplanes, ferries, bicycles, and even walking.

**Current Status:** The committee charged with crafting the Cape Fear Commutes 2035 Transportation Plan has finalized the first draft of the plan and plans to present it to the WMPO Transportation Advisory Committee on March 24.

**Next Step:** The committee will present the plan to the governing boards of all WMPO member organizations and host three public open houses throughout the region.

**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 ARRA 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 ARRA funds from NCDOT. Phase IIIA is the section between South College Road and Mallard Street, most of which is located on the UNCW campus.

**Current Status:** Construction on Phase I began on February 1 and will be completed in 120 days. Construction on Phase II began on March 1 and will be completed in 180 days. A groundbreaking ceremony for Phases I and II was held on February 18. Kimley-Horn Associates, Inc. has submitted 60% design plans for Phase IIIA to the City and UNCW for review.

**Next Step:** The City and UNCW will comment on the 60% design plans for Phase IIIA.

### **FIT COMMUNITY 2009 GRANT**

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

**Current Status:** The City of Wilmington has been awarded \$60,000 in grant funds from the North Carolina Health and Wellness Trust Fund Commission. These funds will be used to complete portions of the proposed bicycle boulevard along Ann Street connecting the Bottom neighborhood to downtown and the riverfront. **The sharrow pavement markings along the Ann Street Bicycle Boulevard have been installed between South 15th Street and South Water Street. The bicycle wayfinding signs have been delivered to the City.**

**Next Step:** Return Ann Street between South 3rd Street and South 5th Avenue to two-way operation. Install bicycle wayfinding signs between South 15th Street and South Water Street. Install bicycle parking at South Front Street at Orange Street, South Front Street at Dock Street, and Market Street at North Water Street. Promote bicycle events scheduled for the Martin Luther King, Jr. Center.

### **KERR AVENUE/MARTIN LUTHER KING JR. PARKWAY CORRIDOR PRESERVATION**

**Project Description/Scope:** NCDOT plans to widen Kerr Avenue to a 4-lane divided facility from Randall Parkway to the Martin Luther King, Jr. Parkway and construct an interchange at the intersection of Kerr Avenue and the Martin Luther King, Jr. Parkway. 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 is funded by NCDOT; however the construction of the interchange is currently unfunded.

Smith Creek Land Subdivision, a six-lot subdivision, is planned on the northwest quadrant lying within the interchange location.

**Current Status:** 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. On January 19, 2010 the Wilmington City Council adopted a resolution to support filing a Transportation Corridor Official Map for the interchange at this location.

**Next Step:** A draft map has been prepared in accordance with NC General Statute 136-44.50 to be recorded at the New Hanover County Register of deeds. **The map will be displayed at the New Hanover County Register of deeds and an advertisement will be placed in the Wilmington Morning Star on March 23rd. Staff anticipates Council to hold a public hearing on the item at the April 20<sup>th</sup> Council meeting. The map is anticipated to be recorded by the end of May.** The map will restrict development on the parcels for 3 years from the denial of the building permit.

### **MARKET STREET CORRIDOR PLAN**

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

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

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

#### **MULTI-MODAL TRANSPORTATION CENTER (No significant change)**

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

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

**Next Step:** Begin the acquisition process for the U-Haul properties and hire a consultant to begin the environmental document.

#### **NEIGHBORHOOD TRAFFIC STUDIES (No significant change)**

**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 in Pine Valley East. Staff is also working to complete new designs for the additional improvements for this 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 March.** 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. 3<sup>RD</sup> STREET CORRIDOR STREETScape IMPROVEMENTS**

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

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

**Current Status:** The consultant has developed the 90% design plans. Staff reviewed the 90% plans on February 25<sup>th</sup>. The consultant will incorporate those comments into the 100% final design plans.

Staff is working with NCDOT to develop a municipal agreement that would outline the transfer of maintenance and outline the funding for the resurfacing of the street. **The agreement has been finalized and is being routed for signatures.**

**Next Step: Completion of the 100% final design plans in March. The City anticipates beginning construction of the streetscape corridor enhancements in July 2010.**

**PEDESTRIAN CROSSING: ANN STREET AT SOUTH 3RD STREET (No significant change)**

**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: Project is under construction. The rapid flash pedestrian beacons have been delivered to the operations center.**

**Next Step: Complete construction by April 15, 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 3<sup>rd</sup> Street. South Front Street (US 421 Truck) is also 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: Ramey Kemp & Associates has finalized the pavement marking plans.**

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

#### **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

**Next Step:** Let project for bid in April or May.

#### **SAFE ROUTES TO SCHOOL: PARK AVENUE AT INDEPENDENCE BOULEVARD (No significant change)**

**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 (No Significant Change)**

**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, 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. City staff is negotiating an option and/or offer to purchase the Madison Place Apartment tracts.

On October 28<sup>th</sup> 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. NCDOT, NCTA and Wilmington MPO staffs meet with the Town of Leland on January 22<sup>nd</sup> to answer questions regarding the Cape Fear Skyway.

**Next Step:** 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. Receive resolutions of support from the MPO local jurisdictions. 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:** The City has completed the pavement marking plan for Wrightsville Avenue.

**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

April 7, 2010

**TIP Projects:**

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

**Open to traffic at the end of September 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 Summer/Fall 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**

**Currently, Contractor is ahead of schedule for all three projects**

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

**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.

**Availability Date March 1, 2010**

**Estimated Contract Completion Date 7/1/2012**

**Memorial Bridge** – painting of the Memorial Bridge.

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

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

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

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

**Availability Date March 1, 2010**

**Estimated Contract Completion Date September 30, 2010**

**B-5215** – SR 1115 (Stone Chimney Road) replace bridge #49 over branch of Lockwood Folly River. **Anticipated Letting Date April 2010 (utility issues)**

**B-5217** – SR 1115 (Stone Chimney Road) replace bridge #59 over branch of Lockwood Folly River. **Anticipated Letting Date April 2010 (utility issues)**

**B-5216** – SR 1115 (Stone Chimney Road) replace bridge #58 over branch of Lockwood Folly River. **Anticipated Letting Date April 2010 (utility issues)**

**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 21, 2010**

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

**Availability Date March 29, 2010**

**Estimated Contract Completion Date July 3, 2013**

**U-3338 B:** Widening of Kerr Ave. from 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:** Work Complete

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. Signal materials for this project will be coming from U-4733 (Independence/Wrightsville intersection project), which is delayed due to contractor's bankruptcy.

**All work complete except pavement markings and signal**

**SR 1448 (Middle River Road):** full depth patching from NC 211 to the paved end of system. Schedule to be under contract in the Spring 2010

**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 Spring 2010

**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). **Letting Date March 9, 2010**

**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.

**Letting Date March 9, 2010**

**SR 1492 (Pine Grove Road):** redesign intersection at SR 1492 (Pine Grove Rd) and Masonboro Loop Road. (City is responsible for design & construct)

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

### **Resurfacing Projects:**

Brunswick County contract (C202142):

**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**

Pender County contract (C202184):

**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**

New Hanover County contract (C202188):

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

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

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

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

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

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

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

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

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

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

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

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

**Estimated Contract Completion Date June 2010**

Brunswick & New Hanover Counties contract (C202476):

Brunswick County:

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

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

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

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

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

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

New Hanover County:

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

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

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

Pender County contract (C202475):

**NC 11** resurface from US 421 to US 117, including spiral widening at various locations.

**Estimated Contract Completion Date November 2010**

Brunswick County contract (C202562):

**US 17** mill & resurface from US 17 Business (southside of Bolivia) to US 17 Business (northside of Shallotte).

**Estimated Contract Completion Date December 2010**

Pender County contract:

**SR 1002 (Island Creek Road)** resurface from NC 210 to New Hanover County line.

**SR 1209 (Shiloh Road)** mill patch from US 421 to Sampson County line.

**SR 1216 (Piney Woods Road)** mill patch from US 421 to SR 1336(Mary Slocum Road)

**SR 1332 (Penderlea Highway)** mill patch from SR 1328 (Raccoon Road) to SR 1209

**SR 1333 (Lamb Road)** mill patch from NC 11 to SR 1332

**SR 1340 (New Savannah Rd)** mill patch from SR 1345 (Coras Grove Road) to SR1332

**SR 1345A** mill patch from SR 1347 to SR 1344 (East Wallace Street)

**SR 1347 (Old Savannah Road)** mill patch from SR 1345 to US 117

**SR 1509 (Stag Park Road)** mill patch from I-40 to NC 53

**SR 1701 (McKoy Road)** mill patch from end of system to SR 1509

**SR 1569 (Hoover Road)** overlay from US 17 to end of system

**Estimated Contract Completion Date June 2010**