



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

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.

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: December 9, 2010
SUBJECT: December 15th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, December 15th at 4pm. The meeting will be held in the Lord Spencer Compton Conference Room at Wilmington City Hall.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 10/27/10
- 3) Public Comment Period
- 4) Presentations- Wilmington MPO Comprehensive Transportation Plan
- 5) Old Business
- 6) New Business
 - a. Resolution supporting the Kerr Avenue/Market Street Quadrant design
 - b. Resolution adopting Cape Fear Commutes 2035 Transportation Plan
 - c. Resolution adopting the 2011 Legislative Agenda
 - d. Resolution requesting NCDOT consider acceleration of the Wilmington Bypass (R-2633B)
 - e. Adoption of the 2011 Meeting Calendar
- 7) Discussion
 - a. North Carolina Mobility Fund
- 8) Updates
 - a. City of Wilmington/Wilmington MPO
 - US 17/NC 210 Corridor Study in Pender County
 - Market Street Corridor Plan
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 9) Announcements
 - a. Wilmington MPO Bike/Ped Meeting- December 15th
 - b. US 17NC 210 Corridor Study Public Workshop- December 16th
 - c. Election of Officers at the next TAC meeting

10) Next Meeting – January 26, 2011

Attachments:

- Minutes 10/27
- Draft State Transportation Improvement Program
- Top 25 Priorities for the Wilmington MPO
- Resolution supporting the Kerr Avenue/Market Street Quadrant design
- *Cape Fear Commutes 2035 Transportation Plan* (found at www.wmpo.org)
- Resolution adopting *Cape Fear Commutes 2035 Transportation Plan*
- 2011 Legislative Agenda
- Resolution adopting 2011 Legislative Agenda
- Resolution requesting NCDOT accelerate the Wilmington Bypass (R-2633B)
- 2011 Meeting Calendar
- NC Mobility Fund Project Criteria Fact Sheet
- City of Wilmington/Wilmington MPO Project Update (November)
- NCDOT Project Update

Meeting Notes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: October 27, 2010

Members Present:

Jonathan Barfield, Chairman, Cape Fear Public Transportation Authority
Jack Batson, Town of Belville
Walter Futch, Town of Leland
Mike Ballard, Town of Navassa
Kristi Tomey, City of Wilmington
Bill Sue, Brunswick County
Mike Alford, NC Board of Transportation
Bob Lewis, Town of Carolina Beach
David Williams, Pender County

Staff Present:

Mike Kozlosky, Executive Director
Joshuah Mello, Associate Transportation Planner

1. Call to Order

Mr. Barfield called the meeting to order at 4:02 PM. He asked everyone to take a moment to review the TAC mission statement.

2. Approval of Minutes:

Minutes for the meeting on August 18th were approved unanimously.

3. Public Comment Period

Mr. Ricky Meeks told members he is a frequent rider of WAVE Transit buses. He said the bus stop in front of the Arboretum needs to have a shelter and bench installed for riders. He also asked that the green light with the arrow for left turns on to Greenville Loop Road be returned to replace the currently blinking-yellow for the left turns. Traffic is backing up while waiting to make the turn with the new blinking-yellow light and it's become more dangerous for pedestrians trying to cross the intersection.

Mr. Andy Koeppel told members he sent an email last week regarding the prioritization processes in place for transportation projects for the area. He said in 2009 the group worked on a list of the Top 25 projects. Then late in the summer, Mr. Kozlosky introduced the Mobility Fund which the final report will be prepared by the end of next month for presentation to the state transportation board. Now he has received an email regarding Prioritization 2 announcing an upcoming meeting in Kinston. He said he is trying to understand that with the different priority, just how the whole thing is going to affect us in terms of how the needs of this division are going to be addressed. It seems we are making a lot of lists. How are they going to be unified into one procedure to give us a real guideline as to what the future may hold?

Mr. Barfield stated that Mr. Alford would speak to the item later in the meeting.

4. Old Business

None

5. Public Hearing – Resolution adopting *Cape Fear Commutes 2035 Transportation Plan*

Mr. Barfield asked if there was anyone at the meeting who wished to speak during the public hearing on the *Cape Fear Commutes 2035 Transportation Plan*. No one wished to speak.

Mr. Barfield told members that staff is waiting on a couple elements to be added to the plan before this board considers a resolution adopting the plan. He suggested tabling the resolution until the information can be provided.

Mr. Kozlosky asked if any TAC members had any comments or concerns with regard to the plan before it's finalized. Mr. Williams told him everything he has heard from his constituency has been very positive.

6. New Business

a. Resolution supporting the Diverging Diamond Interchange Design at US 17/US 74/ US76 and NC 133 in Brunswick County

Kristine O'Connor and BenJetta Johnson from NCDOT is Project Development and Environmental Analysis Branch gave a presentation on the design alternative for the US 17- US 74-76 and NC 133 project in Brunswick County.

Ms. O'Connor told members that the original project scope was to add an auxiliary lane on the causeway in each direction (Alternative A). The current scope now includes an alternative that would widen the causeway and make improvements at the US 17- US 74-76 and NC 133 interchange to address heavy congestion (Alternative B). Due to the budget concerns regarding the right-of-way acquisition needed for Alternative B, they presented another alternative to the committee for consideration. Alternative C is a Diverging Diamond Interchange (DDI).

Ms. BenJetta Johnson told members the DDI offers safety improvements with fewer conflict points and better sight distance at turns for drivers. It also has operation benefits with simple left and right turns from all directions and the DDI will increase left-turn capacity without adding lanes. The two-phase signal cycle in the design will offer reduced delays. Ms. Johnson said the cost/benefit for Alternative C will use the existing bridge in the retrofit. She stated that additional right-of-way is rarely needed and construction time is reduced. In a cost comparison of the three alternatives, the DDI is expected to come in just under \$20.4 million and offer improved traffic operations at the US 17- US 74-76/ NC 133 interchange. She told members NCDOT recommends Alternative C as the preferred alternative.

Mr. Barfield told members when traveling in Reno, Nevada he encountered the new DDI and found it to flow quiet well. Mr. Sue asked what changing to Alternative C would do to the project schedule. Mr. Pope said it should not affect the schedule. Mr. Jeffery Teague, with NCDOT's Roadway Design Unit, told members there may be a two or three month delay but no more if this is decision is made quickly.

Mr. Futch said in the 2035 plan there is a line that shows that the NC 133 corridor should be widened to eight lanes. If it goes to 8 lanes, will the DDI still work? Ms. Johnson said yes. Mr. Futch asked what will the DDI, plus the addition of an extra lane in both directions do to the capacity to the causeway. Mr. Pope said the capacity "rule of thumb" is somewhere around 6,000 cars per lane is an acceptable level of service. Above that, you will typically see more congestion issues. Mr. Futch asked if once you add a lane on the causeway, won't you still be at a level-F. If you're going to construct one lane, why not construct two and then you end up with enough to handle the traffic. Ms. O'Connor pointed out that adding another lane on the causeway in each direction will significantly increase the environmental impacts and there would be difficulty in getting it permitted. There would also be stability issues with the sub-grade that would need to be addressed. The cost of that would increase significantly. Right now, the lane addition is being done in the median. Mr. Pope said you could make the improvements in that short distance, but you still have the same problem on both ends. Mr.

Pope said at least by adding the 3rd lane from ramp to ramp, you would have a full lane and don't have to merge into traffic. Mr. Futch said he understood that, he just thinks two is better than one. Mr. Pope said he would not disagree. It probably needs to be an eight-lane causeway, but you are only helping it between those two interchanges; you are not helping the problem beyond those two interchanges.

Mr. Batson told members the Town of Belville is trying to figure out what to do and the developer is ready to move forward with their plans at the intersection. He asked Ms. O'Connor and Ms. Johnson if they would attend the meeting on November 4th with town officials and the developers for the projects to answer questions. She said they will be happy to come.

Mr. Lewis told members the DDI seemed to move traffic pretty well when he was traveling in France and the concept makes a lot of sense in this instance. He said the Town of Carolina Beach just did the "road-diet" that caused problems mainly because signage was not up quick enough. If this project goes forward, make sure signs are up before opening to traffic.

Mr. Lewis made the motion to move forward with Alternative C, which is the DDI, for the US 17-74-76/NC 133 project in Brunswick County. Ms. Tomey seconded the motion and said she agreed that the signage will be key in avoiding confusion by drivers using the DDI. The motion carried unanimously.

b. Resolution encouraging the consideration of bicycle and pedestrian facilities on the proposed Cape Fear Skyway

Mr. Kozlosky told members the *Cape Fear Commutes 2035 Transportation Plan* calls for increased safety and security for all modes of transportation. The plan creates a vision for safe, efficient, appropriate, responsible, integrated multi-modal transportation system for the next 25 years. The Cape Fear Skyway is in its early planning stages with several different alternatives being studied. This resolution is to request that the Turnpike Authority give consideration to the addition of bicycle and pedestrian facilities during their early planning stages as they evaluate the project.

Ms Tomey made the motion to request consideration of bicycle and pedestrian facilities on the proposed Cape Fear Skyway. She told members she did think we should not be building any facility that does not have bicycle and pedestrian access on it. Mr. Ballard seconded the motion.

Mr. Batson asked if this is just a resolution to encourage consideration of the bicycle and pedestrian access. He said he hoped one thing to be taken into consideration will be the cost to build these facilities.

Mr. Futch asked if the Cape Fear Skyway is going to be part of the I-140 loop. Mr. Kozlosky said it is part of the loop system. Mr. Futch stated if it is part of the I-140 loop, then it's going to be up to interstate standards and he was under the impression that interstate standards did not allow bicycle and pedestrian facilities. Mr. Mello told members that the *Cape Fear Commutes 2035 Transportation Plan* is recommending a multi-use path that will be separate from the roadway. The Windrow Wilson Bridge in Virginia and Maryland has a multi-use path adjacent to it and that is designated as I-95.

Mr. Barfield called for a vote on the motion made by Ms. Tomey. The motion carried with eight members voting in favor of the resolution and Mr. Futch voting against it.

c. Resolution supporting the Town of Belville for the NCDOT Bicycle/Pedestrian Planning Grant Initiative

Mr. Batson told members the resolution supporting the Town of Belville's grant initiative is a good opportunity for the town to get a bicycle path that will coordinate with the plans in place for Leland and Navassa. A comprehensive plan that can connect the towns in Brunswick County will be outstanding.

Mr. Futch made the motion to support the resolution for the Town of Bellville for the NCDOT Bicycle/Pedestrian Planning Grant Initiative. Mr. Lewis seconded the motion and it carried unanimously.

d. Resolution supporting Airlie Road to be considered as a North Carolina Scenic Byway

Mr. Futch made the motion to support Airlie Road to be considered as a North Carolina Scenic Byway. Mr. Ballard seconded the motion and it carried unanimously.

7. Discussion

a. Draft Wilmington MPO Ethics Policy

Mr. Kozlosky told members he sent the draft MPO Ethics Policy to the Institute of Government for feedback as the board suggested at the last meeting. Staff received an email from Mr. Fleming Bell, with the Institute of Government stating to the extent that the policy involves local elected officials, and prohibits those officials from taking action that are not prohibited under the general statute, they think that this is un-enforceable under North Carolina law and therefore probably not worth adopting in its current form. He also went on to say that the only remedies available to the board of local elected officials, if it thinks that one of its members has behaved unethically, is adopting a non-binding resolution of censure. Mr. Kozlosky asked for direction from board members on how they would like to proceed with the draft ethics policy.

Mr. Williams stated that all elected officials are annually participating in ethics training and asked if that doesn't cover this issue. Mr. Barfield agreed that it did and our local governing boards, as well as the citizens in the respected towns and counties would also hold members accountable for what we say we are doing or not doing. Mr. Futch said he thought we could do without an ethics policy but we have seen lack of ethics on this board in a number of cases. While we may not want to have a policy, when there is a conflict of interest among us we should have the guts to stand up and say we have a conflict of interest and not abdicate for whatever it is that we own or whatever it is that is a conflict of interest for us. We should ask for this board to excuse us. He said he was amazed because he never knew that Mr. Thompson owned any land on the Cape Fear Skyway route. He never mentioned it in all his advocacy on the Skyway.

Mr. Barfield told members that Mr. Thompson did not realize that his property would be affected. Mr. Barfield said he didn't feel it would directly affect Mr. Thompson's property, but with him thinking it might he told Mr. Barfield he would pull himself out of the equation. To that end, Mr. Thompson was being more pro-active as opposed to being re-active in the process. Mr. Barfield stated for that he did commend him for making that step before anyone came and made any allegations that were unfounded or untrue. Mr. Barfield suggested that until Mr. Futch had a conversation with Mr. Thompson, he would ask that he refrain from making any unfounded comments on what you think he thought until he had actually had a conversation with Mr. Thompson. That way, there will be no kind of misunderstanding. It's important that we have good communication. Please don't come here with innuendos thinking that someone did something out-of-line when you haven't confirmed that, we're not going to have that in this meeting.

Mr. Williams suggested that the record needs to show that in this meeting so far there has been one person that has claimed that members of the board have acted unethically. He said he did not have that feeling. Mr. Futch said he did. Mr. Williams said he knew that and we all knew it from the first meeting Mr. Futch attended. Mr. Williams stated he doesn't feel that way and he feels that the board has acted openly for years. He said the record needs to reflect that there is one member at the table who thinks that, and if others feel that way, then he will certainly stand corrected. He pointed out that Mr. Thompson is not here to defend himself either.

Ms. Tomey told members that she read through this and her first thought was that it was repetitive. All members are elected officials and we all have to deal with issues and conflicts of interest constantly in our ever day jobs. It seems like we are doing this just because there has been some discord and in her opinion this ethics policy is not necessary.

Mr. Batson told members he agreed with Ms. Tomey, but perhaps a statement somewhere that says that we recognize that we made these commitments in other places and that we will abide by those commitments. Mr. Barfield told members he has the oath that he took hanging on his office wall and for him the oath says it all. He has sworn before a judge and a body of people and in his opinion we are fine. Mr. Barfield asked if there was a motion to move ahead with the ethics policy. With there being no motion made to proceed with formulating an ethics policy, the matter was concluded.

b. North Carolina Mobility Fund

Mr. Kozlosky told members in 2010, the General Assembly created the North Carolina Mobility Fund to help relieve congestion and enhance mobility across the state. The General Assembly directed the Department of Transportation to establish the project criteria and selection process for the mobility fund. They identified the Yadkin River Bridge as the first project; however, have requested that a preliminary report be submitted to the joint Legislative Transportation Oversight Committee by October 1st and the final report by December 15th. Mr. Kozlosky stated that he submitted initial comments to NCDOT prior October 1st. Staff received the draft proposal and the Department has requested feedback. There were two possible options for the fund, a cost/benefit analysis approach and a needs-based approach. The Department is accepting additional feedback until October 29th. Staff wanted to see if the TAC members had any additional comments. He told members Cape Fear Public Transportation Authority has submitted comments that will be incorporated into a letter being sent to the Department by the end of the week.

Mr. Barfield asked what the comments were. Mr. Kozlosky said the comments related to the congestion and intermodal fund and how this fund could assist in funding the multi-modal transportation center. They also encouraged funding to be broken down by all modes of transportation so that the Department identifies how each funding allocation is going to be provided to bicycle, pedestrian, rail and other business units within the department.

Mr. Kozlosky said the needs-based approach addresses a weighted factor based on congestion, safety, infrastructure health, economic vitality and attractiveness, the multi-modal ability, funding leveraged (funding outside the Department of Transportation's funding) and then how it is consistent with the inter-modal bill. The cost/benefits approach is based on the cost and benefit and how it interacts with the congestion and inter-modal bill.

Mr. Kozlosky again stated that he will be preparing a letter to the Department by the end of the week and anyone wishing to provide addition comments should get them to him as quickly as possible.

c. Wilmington Multi-modal Transportation Facility

Mr. Kozlosky told members the Department of Transportation is currently undertaking an environmental assessment on the Multi-Modal Transportation Center. They are requesting feedback on any permits or anything the TAC would see pertinent to provide as part of their environmental assessment.

The board offered no feedback or comments for submittal to the Department.

b. Consensus Building

Mr. Barfield told members he requested that a consensus building item be added to the agenda. His thought process behind this is that as we move forward in this region, New Hanover, and parts of Pender and Brunswick Counties, we should speak with one voice so that it's clear to those in Raleigh. He said last month he was part of a contingent that went up to have lunch with the Governor. His job was to speak on transportation initiatives for this region. There were about 20 community leaders that spoke on various issues. He said that the one comment that Governor Perdue made to him that really struck a nerve was that she was very disappointed with what's happening in Brunswick County in their obstinance to moving forward with transportation initiatives. This is coming from a lady who leads the state of North Carolina in her observations. He said he finds that those in the General Assembly are looking at this part of our state, in particular Brunswick County as if Brunswick County does not know what it's doing. They are just a bunch of folks that are just not with it. It's making what we're trying to accomplish hard and impossible. What I see happening in the future if we're not on the same page is Brunswick County to become pretty much a non-issue. In other words, you won't be seeing anything happening in your county because folks are looking at Brunswick County as the laughing-stock of our State. There is no other way to put it. When the Governor of our State makes a comment like that, I took it very seriously. I truly believes we all need to be on one page. If we come here saying things about one of our members, we need to make sure we have facts backing those things up. Just not coming here saying things just to say them because it's what we think. We need to find ways to build consensus. He stated that one of the things he talk about when asking to be allowed to be chairman of the TAC was building consensus among all in the region. Mr. Barfield asked Mr. Alford if he was saying anything "out-of-school" in terms of his comments.

Mr. Alford told members the more we can speak with one voice, the easier it is to get things done. We're here to promote sound infrastructure, mobility and safety. We are also here to look forward and anticipate the needs of this area. Some of the rhetoric and some of the accusations are disheartening and don't represent the area the way it deserves to be represented. If you've got something you want to address, address it to the individual face to face and then deal with it accordingly. He said he would encourage this MPO to get on the same page as much you possibly can to promote this area as well as we can. We need to have a plan we can all agree with and work the plan because dollars are tight and not easily accessible. Any opportunity for someone to point at fragmentation and not deploy capital to an area due to that fragmentation, someone else is going to get those proceeds. Fortunately, it's more of a data driven approach and it's much more of a formula equation. The Governor has done a phenomenal job of focusing on key issues that are data driven with public response and asking for more and more public response going forward. You still need to have a plan and you need to work that plan. If it looks like you're disjointed or not together, it's very easy for those dollars to be deployed elsewhere.

Mr. Barfield told members the reason he made his comments is because he knows that some of the members have been copied on some of the emails Mr. Futch has been sending out. He has been sending those emails to everyone in our General Assembly for the most part, which again allows those folks to look at this part of our state and say that those are just a bunch of

bumbling you-know-what's down there in the southeastern part of the state. Why should we send our resources there? Mr. Barfield stated that the comment he made to the Governor was that we've got one person on our board that's really causing a ruckus. That person reminds him of the preacher in Florida that wanted to burn the Quran. Just one person in a small church; but, he caused a ruckus for the whole country. He said he would hate for what's happening with the one individual to affect what Pender County is trying to do, what Brunswick County is trying to do, what Navassa, Carolina Beach, Kure Beach, Belville, New Hanover County and Wilmington is trying to do in terms of moving forward with transportation initiatives here.

Mr. Lewis told members the TAC board is ever-changing. The board is going to continue to change so it's a little difficult to always have consensus. He said he thought that when we work out a plan and everybody agrees on upon a plan, we're going to move forward with that plan. He said he thought that we should be one voice but you're not always going to have consensus on every issue.

Mr. Barfield said he understood there is not always have consensus on every issue, but with his board of county commissioners, we may agree to disagree, but we're all on the same page because we are a "Board". That's what we're talking about in building consensus; but, at the end of the day when we come to a conclusion, that is what we need to go forward.

Mr. Williams told members no matter if he is elected at the up-coming election or not, or if someone else follows him on the TAC, they were not here to vote on things we were voting on years ago or involved in a process where we set priorities, but Pender County was at the table. Once the vote is taken, our job is to move on and do the best we can with the plan that we have. Whoever follows him on this board has to understand that. We are representing our constituents as best we know and he hopes the person following him will understand. They might not agree with some of the ways he voted but that's the process.

Ms. Tomey said she purposely did not read emails. She told members that they may call it consensus; she calls it professional respect in that we all have a job to do. We have to do that job to the best of our ability once the path has been laid out. You get to have your comments and then you move forward. This is the second time during the meeting that members have talked about stuff that has happened prior to this meeting. We need to move forward. Let's agree to have professional respect for each other and let's move forward together.

Mr. Batson told members his opinion about this is that a board where all the votes are unanimous, is a board you don't need. That's because you should have discussions and there is going to be disagreements. He said we should then hash the things out and come up with a common compromise that everybody is happy with.

Mr. Futch told members this is one small part of the North Carolina Department of Transportation and one small part of North Carolina. If this board thinks that they are so important that they are going to tell his city that we're going to do something that we don't want to do and that the state of North Carolina is going to have to put in \$49 million dollars a year for 40 years, and if you think I'm going to sit here and argue with you, you're crazy. I'm taking it to everybody in North Carolina. If that's your consensus problem, then he said he would suggest that you drop the Cape Fear Skyway from this entire thing and then we can be consensus all the way because the contention here is the Cape Fear Skyway.

He stated that it was drawn up, in his opinion, by people who have special interest and had conflict of interest and who said they had conflict of interest after they drew it up. They drew it up through his town and did not consult with his town. They never asked him about it and they

never showed his representative. If this board thinks that they are God, they're wrong. People in North Carolina are going to decide this issue. If it means that we don't get one penny for any project, then that's your decision. He told members that if you drop the Cape Fear Skyway, he will help in every way he can to complete the loop to help Mr. Ballard. He said he has tried numerous times to get the loop completed. We have lost funds for the loop all because the Cape Fear Skyway has taken up funds and put us in a position where we go to the Legislature and ask for money for a project that is not even our number one project. We go to the Governor and we ask for money for a project that's not our number one project. Now, when we are willing to do that, then we are making a mistake as a board. He stated that if you guys think I'm going to sit back here and not do something for my town that I can do, then you're mistaken. If everyone of you don't do that for your town or your county, then you're making a mistake for your people. He said he just wants to let the members know where he stands. He found that this board is going to shut him out and not let him talk. He had cases where they changed the agenda and cases where he had to use the public comment period. Had it not been for the Federal Highway Administrator, he would not have been able to speak at all. He told members he was asked to sit down in the middle of a presentation and voted by members to sit him down. He has never seen that kind of thing. You guys have made a decision on the Cape Fear Skyway and you know very little about it. You know very little about the money or the route and you have been sold a bill-of-goods. If you think I'm going to sit back and let the people of North Carolina suffer for that and the people of Leland suffer, you're sadly mistaken. He informed members a public hearing will be held on October 30th on a transportation corridor which somebody drew. That's the way the law reads so we're going to have a public comment and everyone is invited.

Mr. Barfield thanked Mr. Futch for his comments and stated that first of all as an elected official he does not own this county, he just lives here. It's the citizen's county and his job as an elected official for New Hanover County is to give people a fair and balanced view of what is happening in government. He told members he visited the Town of Leland website and there were two things on it concerning the TAC. One was the minutes from the April 24th meeting where he and Mr. Saffo had words and the other was the eight PowerPoint's on his view of the Cape Fear Skyway.

Mr. Barfield said his goal is to make government as transparent as possible, which means he is not giving his view, but he is giving the entire view and trusting that the citizens of his community can make an informed and educated decision. He stated that when we give our limited view, we're robbing the citizens of their ability to participate in their government and that's wrong. The goal for media in New Hanover County is to make government more open, more accessible and more transparent. When you have limited information based on your personal views on your town's website, then you are blinding the eyes of the people who live in the Town of Leland. As a realtor selling property in the community of Leland, he hears from the folks living in Waterford and Brunswick Forest that they are fed up with transportation. Mr. Barfield told Mr. Futch that he did not believe he is speaking for all the folks there and as he said it is "my opinion". He would like to encourage him to survey the entire community of Leland and find out what citizens are looking for. He said he would like to see correct information on the Town of Leland website and give the people all the information, not just his limited view. Citizens in the community could give some great insight if you would open up the process.

Mr. Futch told members on October 14th when NCDOT came here and presented the northern corridor, they only presented one side. They have not presented both sides. They have not been open about the process. They have not answered questions. It took them 4 months to answer his questions. We have those questions on the website that anyone can read and see what the Turnpike Authority's ideas are on these questions. Mr. Futch said they have made

some huge mistakes on the questions and he thinks it's inherent upon the leader of a town to let everybody know the other side of the argument. He said he assumes NCDOT will be at the public hearing and if they wish to give their side of the story, they are more than welcome. If they think it is only going to be their side that's being told, they are sadly mistaken.

8. Updates

a. City of Wilmington/Wilmington MPO

Mr. Kozlosky updated members on projects within the City of Wilmington and the Wilmington MPO. He told members the consultant has been selected for the US 17/NC 210 Corridor Study. Martin/Alexiue/Bryson was chosen for the project and their contract will go before the Wilmington City Council, who serves the lead planning agency for the MPO, at their November 2nd meeting.

Mr. Williams distributed a summary of challenges and opportunities for the Hampstead Bypass from concerned citizens in his community.

Mr. Kozlosky told members that the Market Street Corridor Study draft plan has been presentation to the City of Wilmington Planning Commission and the New Hanover County Planning Board on October 26th. They have received feedback and staff will be taking it to each planning board. Once they receive a recommendation, staff will present the plan to the Wilmington City Council and the New Hanover County Commissioners for adoption. It will then come back to the TCC and TAC for final adoption.

b. Cape Fear Public Transportation Authority

Mr. Barfield told members last month the Cape Fear Public Transportation Authority received concurrence from FTA on their environmental document for the station headquarters. They received a \$6 million grant awarded from FTA and will be making a formal announcement tomorrow at their board meeting.

c. NCDOT

Mr. Pope updated members on the Department's activities. Mr. Futch suggested that a sign be added to direct traffic on US Hwy 421 South at the Isabel Holmes Bridge and eliminate confusion for drivers in the south bound lanes. Mr. Pope said he will find out if the structure design can handle the additional wind-load.

Mr. Alford addressed Mr. Koeppl's questions from the public comment period. He said the 5-year work plan was submitted to the Transportation Board in August. The board will vote on that \$23 billion dollars of funding and that does not include the NC Mobility Fund. The NC Mobility Fund is a separate fund that the Legislature has established with a different prioritization process for that money. Public input is being requested for both the NC Mobility Fund, as well as the 5-Year Work Program. The goal of the 5-Year Work Program is to complete 95% of those projects within that 5-years plan.

Mr. Futch asked Mr. Alford if there are projects on the list that a certain municipality didn't want, who would they contact? Mr. Alford suggested starting with this MPO. He told members that the plan right now is a draft to be voted on by the Board of Transportation in June 2011. Between now and next June, anyone can submit comments.

Mr. Kozlosky said the prioritization and input won't be changed until this board inputs it into the next prioritization process which is Prioritization Process 2.0. NCDOT will be explaining that process at several work sessions. The next one is in Kinston on November 10th. During the next project prioritization, TAC members will go through and reprioritize all the projects. Based

on that prioritization, it is anticipated that we will have a quantitative and qualitative analysis again based on what has been done in version 1.0. The input from the MPO, NCDOT and infrastructure mobility and safety will all be input into a modal and it will develop a priority. Mr. Barfield encouraged all members to attend the upcoming meeting in Kinston.

9. Announcements

Mr. Kozlosky reviewed the upcoming meeting taking places for the next month. He introduced Ms. Tara Murphy to the board and informed members that Mr. Joshua Mello has accepted a new position in Atlanta, Georgia. He will be leaving on December 3rd.

10 Adjournment

With no further business, the meeting was adjourned at 5:40 PM

Respectfully submitted

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization



Draft STIP Supplement

Wilmington Urban Area Metropolitan Planning Organization

2011 – 2020

August 2010

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM																			UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM					FUTURE YEARS						
							FUNDS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020											
INTERSTATE PROJECTS																												
DUPLIN NEW HANOVER PENDER SAMPSON	I-40	I-5203	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 3.		5230		IMPM	C	523	C	523	C	523	C	523	C	523	C	523	C	523	C	523					
NEW HANOVER PENDER	I-40	I-5357	SOUTH OF NC 210 (MILE MARKER 408.6) IN PENDER COUNTY TO END OF I-40 (MILE MARKER 420) IN NEW HANOVER COUNTY. PAVEMENT REHABILITATION.	11.3	8600		IMPM																					
NEW HANOVER	I-140	I-5301	MARKET STREET TO I-40. PAVEMENT REHABILITATION.	6.0	2000		IMPM																					
NEW HANOVER	I-140	I-5325	I-40 TO US 421. PAVEMENT REHABILITATION.	6.0	2000		IMPM																					
RURAL PROJECTS																												
BRUNSWICK	US 17-74-76	R-3601	NC 133-SR 1472 INTERCHANGE TO THE US 421-NC 133 INTERCHANGE. ADD ADDITIONAL LANES ON NORTH AND SOUTHBOUND LANES AND WIDEN BRIDGE NO. 107 AND BRIDGE NO. 108.	1.5	18931	372	NHS			R	200																	
							NHS			U	100																	
							NHS			M	359																	
							NHS						C	17900														
PLANNING/DESIGN IN PROGRESS																												
NEW HANOVER PENDER	US 17	R-3300*	HAMPSTEAD BYPASS, US 17 TO US 17 NORTH OF HAMPSTEAD. CONSTRUCT MULTI-LANE FACILITY ON NEW LOCATION.	14.0	219000		T																					
							T																					
PLANNING/DESIGN IN PROGRESS																												
BRUNSWICK	SR 1472 VILLAGE DRIVE	R-4002	WEST OF SR 1437 (OLD FAYETTEVILLE ROAD) TO EAST OF US 17 INTERCHANGE RAMP WITH DUAL LEFT TURN LANES ON NORTH RAMP TO US 17. WIDEN TO MULTI-LANES.	0.9	11285	11285																						
UNDER CONSTRUCTION																												
BRUNSWICK	SR 1472 VILLAGE DRIVE	R-4063	WEST OF SR 1437 (OLD FAYETTEVILLE ROAD) TO SR 1438 (LANVALE ROAD). WIDEN TO MULTI-LANES.	3.4	21548	536	STP			R	3850																	
							STP			U	1500																	
							STP					M	162															
							STP																					
PLANNING/DESIGN IN PROGRESS																												

* INDICATES INTRASTATE PROJECT

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS	
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
URBAN PROJECTS																			
NEW HANOVER	WILMINGTON	U-3338	SR 1175 (KERR AVENUE), RANDALL PARKWAY TO SR 2649 (MARTIN LUTHER KING, JR. PARKWAY). WIDEN TO MULTI-LANES.	3.2	74982	2666	STP	R	17810	B									
							STP	U	774										
							STP			M	67								
							STP				C	16300	B						
							STP										R	4057	
							STP										U	152	
							STP										C	29100	
							B RANDALL PARKWAY TO SR 2649 (MARTIN LUTHER KING, JR. PARKWAY).												
							C SR 1175 (KERR AVENUE) INTERCHANGE AT SR 2649 (MARTIN LUTHER KING, JR. PARKWAY).												
							PLANNING/DESIGN IN PROGRESS												
NEW HANOVER	WILMINGTON	U-4718	US 76 (OLEANDER DRIVE) AND NC 132 (COLLEGE ROAD). INTERSECTION IMPROVEMENTS.		40543	1842	S	C	250	B									
							NHS											R	24000
							NHS											M	1
							NHS											U	350
							NHS											C	14100
							A RESURFACING - UNDER CONSTRUCTION.												
							B DRAINAGE WORK - UNDER CONSTRUCTION.												
							PLANNING/DESIGN IN PROGRESS												
BRUNSWICK	WILMINGTON	U-4738*	US 17 TO INDEPENDENCE BOULEVARD-CAROLINA BEACH ROAD INTERSECTION. CONSTRUCT A NEW FACILITY WITH STRUCTURE OVER THE CAPE FEAR RIVER.	9.5	1108119	4219	O											R	222700
NEW HANOVER	NEW ROUTE						O											M	18000
							O											C	863200
							PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - PROJECT CURRENTLY UNDER STUDY BY THE NORTH CAROLINA TURNPIKE AUTHORITY												
NEW HANOVER	WILMINGTON	U-4920	RANDALL PARKWAY, INDEPENDENCE BOULEVARD-COVIL AVENUE TO SOUTH COLLEGE ROAD.		7643	7643	UNDER CONSTRUCTION BY CITY												
FEASIBILITY STUDIES																			
BRUNSWICK	US 17	FS-0803A	PROPOSED I-140 TO NC 133 (VILLAGE ROAD). ADD ADDITIONAL LANES.	6.0			FEASIBILITY STUDY IN PROGRESS												
NEW HANOVER	US 17	FS-0803B	I-140 TO NC 50 IN ONSLOW COUNTY. ADD ADDITIONAL LANES.	18.5			FEASIBILITY STUDY IN PROGRESS												
ONSLow							FEASIBILITY STUDY IN PROGRESS												
PENDER							FEASIBILITY STUDY IN PROGRESS												
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	FS-1003B	SANDERS ROAD TO NC 132 (COLLEGE ROAD). WIDEN ROADWAY.				SCHEDULED FOR FEASIBILITY STUDY												

* INDICATES INTRASTATE PROJECT

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					UNFUNDED					
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
MITIGATION PROJECTS																		
BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON	VARIOUS	EE-4903	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 3 PROJECT MITIGATION.		5022	5022												
IN PROGRESS																		
BICYCLE AND PEDESTRIAN PROJECTS																		
NEW HANOVER	WILMINGTON	EB-5121	EAST COAST GREENWAY. CONSTRUCT GREENWAY.		2000	2000												
A 17TH STREET - JOHN D. BARRY ROAD TO HALYBURTON PARK AND GEORGE ANDERSON DRIVE TO MUSEUM DRIVE - UNDER CONSTRUCTION B INDEPENDENCE BOULEVARD, CONVERSE DRIVE TO PARK AVENUE; ROSEMONT AVENUE, WILSHIRE BOULEVARD TO END OF ROSEMONT - UNDER CONSTRUCTION																		
ENHANCEMENT PROJECTS																		
NEW HANOVER	CAROLINA BEACH	E-4914	CAROLINA BEACH AVENUE, HARPER AVENUE TO SANDPIPER LANE AND CANAL DRIVE, SEAGULL LANE TO VIRGINIA AVENUE. CONSTRUCT MULTI-USE FACILITY.		270	270												
UNDER CONSTRUCTION																		
NEW HANOVER	WILMINGTON	E-4749	CONSTRUCT A BIKE PATH CONNECTING THE RIVER TO SEA BIKEWAY TO THE EASTWOOD ROAD PATH.		185	185												
UNDER CONSTRUCTION																		
NEW HANOVER	WILMINGTON	E-4516	US 74 (EASTWOOD ROAD), SR 1409 (MILITARY CUTOFF ROAD) TO CARDINAL LANE. CONSTRUCT MULTI-USE TRAIL.		435	435												
UNDER CONSTRUCTION																		
FERRY PROJECTS																		
BRUNSWICK CARTERET NEW HANOVER	VARIOUS	F-5301	CEDAR ISLAND, SOUTHPORT AND FORT FISHER DOCKS. REPLACE DOLPHINS.		1150		NHS							C	1150			
HAZARD ELIMINATION PROJECTS																		
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	W-5103	GEORGE ANDERSON ROAD TO SR 1100 (RIVER ROAD). VARIOUS SAFETY IMPROVEMENTS.	7.8	2519	2519												
UNDER CONSTRUCTION																		

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
INTERSTATE PROJECTS																	
STATEWIDE	I-95	M-0412	CORRIDORS OF THE FUTURE PROGRAM. INTERSTATE MAINTENANCE DISCRETIONARY FUNDS (IMD) FOR IMPROVEMENTS TO I-95 FROM FLORIDA TO VIRGINIA. NORTH CAROLINA TO PROVIDE FUNDS TO ADJOINING STATES UNDER TERMS OF AN AGREEMENT.		16800	16800											
IN PROGRESS																	
STATEWIDE	VARIOUS	I-9999	IM BALANCE.	0.0													
STATEWIDE	VARIOUS	I-9998	INTERSTATE PREVENTATIVE MAINTENANCE.														
RURAL PROJECTS																	
STATEWIDE	VARIOUS	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.		1372	372	S	N	100	N	100	N	100	N	100	N	100
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT	0.0	1500	1500											
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		15980	5980	S	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.		14900	5900	S	PE	900	PE	900	PE	900	PE	900	PE	900
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITIATIVES.		3000	3000											
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS		6978	2978	S	PE	400	PE	400	PE	400	PE	400	PE	400
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		2800	1200	S	PE	160	PE	160	PE	160	PE	160	PE	160
IN PROGRESS																	
STATEWIDE	VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		375230	175230	STP	C	20000	C	20000	C	20000	C	20000	C	20000
IN PROGRESS																	

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FUNDS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
RURAL PROJECTS																			
STATEWIDE	VARIOUS	R-4500	ECONOMIC DEVELOPMENT.		10000		S	C	5000	C	5000								
IN PROGRESS																			
STATEWIDE	VARIOUS	R-2929	NATIONAL PARKS SERVICE SPOT SAFETY AND SIGN REHABILITATION.	0.0	1000		FLPP	C	100	C	100	C	100	C	100	C	100	C	100
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																			
STATEWIDE	VARIOUS	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.		41878	16878	STP	N	2500	N	2500	N	2500	N	2500	N	2500	N	2500
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT)		103412	63412	STP	C	4000	C	4000	C	4000	C	4000	C	4000	C	4000
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4066	WETLAND RESTORATION PROGRAM. COMPLETION OF WATERSHED ASSESSMENT PLANS IN ALL SEVENTEEN (17) RIVER BASINS TO IDENTIFY WETLAND AND STREAM RESTORATION PROJECTS FOR MITIGATION.		17500	17500													
IN PROGRESS																			
STATEWIDE	VARIOUS	R-8888	STATEWIDE PLANNING FOR TRAFFIC FORECASTING, PRE-TIP PLANNING AND PURPOSE AND NEED STUDIES.		1494	494	S	F	100	F	100	F	100	F	100	F	100	F	100
IN PROGRESS																			
STATEWIDE	VARIOUS	R-2930	NATIONAL PARKS SERVICE EMERGENCY PAVEMENT REHABILITATION.	0.0	700		FLPP	C	70	C	70	C	70	C	70	C	70	C	70
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																			
STATEWIDE	VARIOUS	R-4454	IMPROVEMENT PROJECTS THAT FURTHER ECONOMIC GROWTH AND DEVELOPMENT IN SMALL URBAN AND RURAL AREAS.		47000	47000													
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC)	0.0	230792	100792	IM	C	9750	C	9750	C	9750	C	9750	C	9750	C	9750
							NHS	C	3250	C	3250	C	3250	C	3250	C	3250	C	3250
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.		22632	12632	STP	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000
IN PROGRESS																			

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED											
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS										
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020												
FEDERAL BRIDGE PROJECTS																													
STATEWIDE	VARIOUS	BR-5100	REHABILITATE BRIDGES AT SELECTED LOCATIONS.		150000		FA								C	25000	C	25000	C	25000	C	25000	C	25000					
SCHEDULED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY																													
STATEWIDE	VARIOUS	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860																							
UNDER CONSTRUCTION																													
STATEWIDE	VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100																							
IN PROGRESS																													
BICYCLE AND PEDESTRIAN PROJECTS																													
STATEWIDE	VARIOUS	EB-5130	BICYCLE MAPS AND ROUTES. REVISE, UPDATE, REPRINT MAPS AND SIGN ROUTES.		600		STPEB	MP	5	A	MP	5	A	MP	5	A	MP	5	A	MP	5	A	MP	5	A	MP	5	A	
								STPEB	MP	5	B	MP	5	B	MP	5	B	MP	5	B	MP	5	B	MP	5	B	MP	5	B
								STPEB	MP	50	C	MP	50	C	MP	50	C	MP	50	C	MP	50	C	MP	50	C	MP	50	C
								A NORTH CAROLINA BICYCLE HIGHWAY MAPS. B LOCAL BICYCLE MAPS. C URBAN, REGIONAL AND COUNTY BICYCLE MAPS.																					
STATEWIDE	VARIOUS	EB-2956	STATEWIDE BICYCLE PROGRAM.	0.0	13645	8645	STPEB	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500		
IN PROGRESS																													
STATEWIDE	VARIOUS	EB-2966	SAFETY-EDUCATION PROJECTS.	0.0	670	420	STPEB	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25		
IN PROGRESS																													
STATEWIDE	VARIOUS	EB-4012	NORTH CAROLINA BICYCLING HIGHWAYS NO. 10 (SANDHILLS SECTOR): MAPPING AND SIGNING.	0.0																									
DELETED - WORK TO BE ACCOMPLISHED UNDER EB-3120																													
STATEWIDE	VARIOUS	EB-4013	SPOT IMPROVEMENTS: SHORT PAVEMENT SECTIONS, BICYCLE RACKS AND SIGNING NEEDS.	0.0	3830	2830	STPEB	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100		
IN PROGRESS																													
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.		9880	7880	STPEB	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200		
IN PROGRESS																													
STATEWIDE	VARIOUS	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	0.0	5600	4100	STPEP	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150		
IN PROGRESS																													
STATEWIDE	VARIOUS	EB-5118	STATEWIDE BIKE AND PEDESTRIAN FACILITY DEVELOPMENT.		3331	3331																							
IN PROGRESS																													

* INDICATES INTRASTATE PROJECT

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

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED								
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS								
BICYCLE AND PEDESTRIAN PROJECTS																										
STATEWIDE	VARIOUS	EB-9999	BIKE-PEDESTRIAN BALANCE		30000		STPEB							C	5000	C	5000	C	5000	C	5000	C	5000			
STATEWIDE	REGIONAL	EB-4410	AREA-WIDE BICYCLE IMPROVEMENTS FEASIBILITY STUDIES.		200	150	STPEB	F	5	F	5	F	5	F	5	F	5	F	5	F	5	F	5			
IN PROGRESS																										
CONGESTION MITIGATION PROJECTS																										
STATEWIDE	NC RAILROAD	C-4901	RAIL DIVISION, CONSTRUCT A SECOND MAIN LINE BETWEEN THOMASVILLE AND LEXINGTON IN DAVIDSON COUNTY.		52295	7776	STHSR	PE	1119	PE	1135	PE	1154													
							STHSR	R	2749	R	5852	R	5951													
							STHSR	C	4475	C	12045	C	7789													
							O	C	750	C	750	C	750													
A NCRRIP - RESTORE DOUBLE TRACK, BOWERS TO LAKE - UNDER CONSTRUCTION.																										
STATEWIDE	VARIOUS	C-3600	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	0.0	6702	6702																				
IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES																										
STATEWIDE	VARIOUS	C-4982	TRANSPORTATION OPERATIONS CENTER TO ALLOW COORDINATED STATE AND REGIONAL TRANSPORTATION FUNCTIONS IN CONJUNCTION WITH THE STATE HIGHWAY PATROL COMMUNICATIONS CENTER AND OTHER EMERGENCY SERVICES PROVIDERS.		6900	6900																				
IN PROGRESS																										
STATEWIDE	NON-ATTAINMENT AND MAINTENANCE AREAS	C-5100	SCHOOL BUS DIESEL PARTICULATE FILTER AND CLOSED CASE VENTILATION SYSTEM RETROFITS.		2000	2000																				
IN PROGRESS BY DEPARTMENT OF AIR QUALITY																										
STATEWIDE	NORTH CAROLINA DIVISION OF AIR QUALITY	C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		1500	500	CMAQ	N	80	N	80	N	80	N	80	N	80	N	80	N	80	N	80			
							O	N	20	N	20	N	20	N	20	N	20	N	20	N	20	N	20			
IN PROGRESS BY DEPARTMENT OF AIR QUALITY																										
STATEWIDE	STATEWIDE	C-9999	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS		123000		CMAQ																			

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
CONGESTION MITIGATION PROJECTS																		
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	C-4902	NCSU, NORTH CAROLINA SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL-ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL CMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.		10378	1600	CMAQ					N	1384	N	1386	N	1411	
							O					N	346	N	347	N	353	
												N	1413	N	1428			
												N	353	N	357			
IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY																		
ENHANCEMENT PROJECTS																		
STATEWIDE	VARIOUS	E-4603	ECOSYSTEMS ENHANCEMENT PROGRAM. STRUCTURED MITIGATION FOR PROTECTION, ENHANCEMENT AND RESTORATION OF ECOLOGICAL FUNCTIONS AS COMPENSATION FOR PROJECT IMPACTS AT THE WATERSHED LEVEL.		625	625												
PROGRAMMED FOR PLANNING AND PROGRAM DEVELOPMENT ONLY																		
STATEWIDE	VARIOUS	E-4599	INSTALL RIVER BASIN HIGHWAY SIGNS.		187	187												
IN PROGRESS																		
STATEWIDE	VARIOUS	E-4018	NATIONAL RECREATIONAL TRAILS.		12645	645	NRT	C	1200	C	1200	C	1200	C	1200	C	1200	
IN PROGRESS																		
STATEWIDE	VARIOUS	E-3821	PRESERVE HISTORIC BRIDGES FROM DEMOLITION.	0.0	250	250												
IN PROGRESS																		
STATEWIDE	VARIOUS	E-4602	GIS ARCHAEOLOGICAL DATABASE. STATEWIDE DATABASE TO CALCULATE ARCHAEOLOGICAL SITES LOCATED WITHIN OR NEAR NCDOT PROJECTS.		750	750												
IN PROGRESS																		
STATEWIDE	STATEWIDE	E-9999	ENHANCEMENT BALANCE.		3000		STPE	C	1000	C	1000	C	1000					
ENHANCEMENT PROJECTS (ROADSIDE)																		
STATEWIDE	VARIOUS	ER-3611	COLOR CANOPY AND TREE PLANTING STATEWIDE.	0.0	5727	3227	STPEL	L	250	L	250	L	250	L	250	L	250	
IN PROGRESS																		
STATEWIDE	VARIOUS	ER-5100	ROADSIDE ENVIRONMENTAL PROJECTS AND TREE PLANTINGS.		7605	7605												
IN PROGRESS																		
STATEWIDE	VARIOUS	ER-3419	NORTH CAROLINA STATE BYWAYS BOOKLET PRINTING.	0.0	50	50												
IN PROGRESS																		

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS							
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM												
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020								
ENHANCEMENT PROJECTS (ROADSIDE)																								
STATEWIDE	VARIOUS	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	0.0	1781	1031	STPEL	N	75	N	75	N	75	N	75	N	75	N	75	N	75			
							IN PROGRESS																	
STATEWIDE	VARIOUS	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	0.0	13429	9429	STPEL	L	400	L	400	L	400	L	400	L	400	L	400	L	400			
							IN PROGRESS																	
STATEWIDE	VARIOUS	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.	0.0	17849	11849	STPEL	L	600	L	600	L	600	L	600	L	600	L	600	L	600			
							IN PROGRESS																	
STATEWIDE	VARIOUS	ER-2973	ROADSIDE BEAUTIFICATION PROJECTS IN ALL FOURTEEN HIGHWAY DIVISIONS.	0.0	62993	32993	STPEL	L	3000	L	3000	L	3000	L	3000	L	3000	L	3000	L	3000			
							IN PROGRESS																	
STATEWIDE	VARIOUS	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	0.0	27358	13358	STPER	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400			
							IN PROGRESS																	
STATEWIDE	BLUE RIDGE PARKWAY	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION.	101.4	2200	2200																		
							IN ACQUISITION																	
HAZARD ELIMINATION PROJECTS																								
STATEWIDE	VARIOUS	SI-4902	FREEWAY SIGNING INITIATIVE. INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.		200	200																		
							UNDER CONSTRUCTION																	
STATEWIDE	VARIOUS	SI-4901	NO NEED 2 SPEED SAFETY INITIATIVE. SIGNING, EVALUATION, AND IMPLEMENTATION.		280	280																		
							IMPLEMENTATION IN PROGRESS																	
STATEWIDE	VARIOUS	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.		250	250																		
							UNDER CONSTRUCTION																	
STATEWIDE	VARIOUS	SI-4735	SAFETY MANAGEMENT INITIATIVES.		1107	1107																		
							IN PROGRESS																	
STATEWIDE	VARIOUS	W-4715	POSITIVE MEDIAN BARRIER PROJECTS.		9000		HES	C	500	C	500	C	1000	C	1000	C	1000	C	1000	C	1000			
STATEWIDE	VARIOUS	W-9999	HIGH HAZARD BALANCE, FISCAL YEARS 11-15.	0.0	117000		HES									C	19500	C	19500	C	19500	C	19500	

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED		
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
HAZARD ELIMINATION PROJECTS																				
STATEWIDE	VARIOUS	W-5301	LANE DEPARTURE SYSTEMIC IMPROVEMENTS.		50000		HES	C	5000	C	5000	C	5000	C	5000	C	5000			
STATEWIDE	VARIOUS	W-4716	MEDIAN INLET REPLACEMENT PROJECT.																	
UNDER CONSTRUCTION																				
STATEWIDE	VARIOUS	W-4714	RUMBLE STRIPS, SHOULDERS, ROADSIDE SAFETY IMPROVEMENTS, AUXILIARY TURN LANES, RAISED PAVEMENT MARKERS AND PROFILE PAVEMENT MARKINGS.		10050	50	HES	C	1000	C	1000	C	1000	C	1000	C	1000			
STATEWIDE	VARIOUS	W-4447	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		75829	23829	HES	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200			
IN PROGRESS																				
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		10000		HES	C	1000	C	1000	C	1000	C	1000	C	1000			
SAFE ROUTES TO SCHOOLS																				
STATEWIDE	VARIOUS	SR-5000	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.		1925	925	SRTS	N	100	N	100	N	100	N	100	N	100			
IN PROGRESS																				
STATEWIDE	VARIOUS	SR-5001	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL COMSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		45307	1307	SRTS	R	400	R	400	R	400	R	400	R	400			
							SRTS	C	4000	C	4000	C	4000	C	4000	C	4000			
IN PROGRESS																				
PASSENGER RAIL PROJECTS																				
STATEWIDE	VARIOUS	P-3809	RAILROAD SAFETY INSPECTIONS IN ALL FOURTEEN (14) DIVISIONS.		5810	4310	RR	I	50	I	50	I	50	I	50	I	50			
							T2001	I	100	I	100	I	100	I	100	I	100			
IN PROGRESS																				
STATEWIDE	VARIOUS	P-4702	MAINTENANCE OF RAILROAD TRACK AND SIGNAL IMPROVEMENTS.		14130	5730	T2001	C	840	C	840	C	840	C	840	C	840			
IN PROGRESS																				
STATEWIDE	VARIOUS	P-5202	ENVIRONMENTAL STUDIES FOR RAIL CAPITAL PROJECTS.		19251		T2001	C	1750	C	1787	C	1824	C	1863	C	1902			
STATEWIDE	VARIOUS	P-4701	CAPACITY AND TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS, NEW EQUIPMENT AND MATCH FOR FEDERAL FUNDS.		173118	98518	T2001	C	7460	C	7460	C	7460	C	7460	C	7460			
							A RESTORE DOUBLE TRACK TO HOSKINS - UNDER CONSTRUCTION.													
PART UNDER CONSTRUCTION																				

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
PASSENGER RAIL PROJECTS																	
STATEWIDE	VARIOUS	P-4700	RAILROAD STATION REHABILITATION PROJECTS.		6900	6900											
IN PROGRESS																	
STATEWIDE	VARIOUS	P-4404	SOUTHEAST HIGH SPEED RAIL CORRIDOR. UPDATE RAIL CROSSING INVENTORY FROM SOUTH CAROLINA STATE LINE TO THE VIRGINIA STATE LINE VIA RALEIGH AND CHARLOTTE AND THE APEX/CARY BYPASS SEGMENT.		150	150											
IN PROGRESS																	
STATEWIDE	VARIOUS	P-4001	RAIL INDUSTRIAL ACCESS PROGRAM.	0.0	19000	9000	T2001	C	1000	C	1000	C	1000	C	1000	C	1000
IN PROGRESS																	
STATEWIDE	VARIOUS	P-3814	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN SOUTH END SEHSRC TRAFFIC SEPARATION STUDY. RIGHT OF WAY TO BE ACQUIRED BY MUNICIPALITIES.	0.0	597	597											
UNDER CONSTRUCTION																	
STATEWIDE	VARIOUS	P-3419	SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.	0.0	12307	12307											
UNDER CONSTRUCTION																	
STATEWIDE	VARIOUS	P-5003	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA FAYETTEVILLE.		132357	2356	T2001										C 130001
RIGHT OF WAY IN PROGRESS																	
STATEWIDE	VARIOUS	P-5004	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA GOLDSBORO.		192087	3086	T2001										C 189001
RIGHT OF WAY IN PROGRESS																	
STATEWIDE	VARIOUS	P-3418	PLANNING, MANAGEMENT AND RESEARCH STUDIES.	0.0	14367	6367	T2001	F	800	F	800	F	800	F	800	F	800
IN PROGRESS																	
STATEWIDE	VARIOUS	P-3309	AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	0.0	9452	6452	RR	C	150	C	150	C	150	C	150	C	150
IN PROGRESS																	

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS																		
STATEWIDE	VARIOUS	P-3815	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN NEWTON-HICKORY-CONOVER MPO TRAFFIC SEPARATION STUDY.	0.0	1620	1620												
UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	Y-4100	HIGHWAY-RAIL CROSSINGS SAFETY IMPROVEMENTS AND INVENTORY PASSENGER ROUTES.		15384	5384	RR	C	1000	C	1000	C	1000	C	1000	C	1000	
UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	Y-9999	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS, PASSENGER ROUTES.		13215	8315	RR	C	490	C	490	C	490	C	490	C	490	
IN PROGRESS																		
STATEWIDE	VARIOUS	Y-4415	HIGHWAY-RAIL CROSSING INVENTORY.		3075	2575	RR	C	50	C	50	C	50	C	50	C	50	
IN PROGRESS																		
STATEWIDE	VARIOUS	Y-4800	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		17285	17285												
IN PROGRESS																		
STATEWIDE	VARIOUS	Z-4100	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.		9000	9000												
IN PROGRESS																		
STATEWIDE	VARIOUS	Z-5200	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.															
IN PROGRESS																		
STATEWIDE	VARIOUS	Z-9999	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS.		90511	25511	RR	C	6500	C	6500	C	6500	C	6500	C	6500	
IN PROGRESS																		
STATEWIDE	CSX	P-5005	HIGH PRIORITY NORTH-SOUTH RAIL CORRIDOR OF THE FUTURE.		25975	950	STHSR	PE	425	A								
							STHSR	R	503	A								
							STHSR	C	5326	A								
							STHSR	PE	430	B								
							STHSR	R	400	B								
							STHSR	C	5941	B								
							T2001	C	4000									
							O	C	8000									
<p>A PIEDMONT CORRIDOR - CSXT MP A 101.0 (ENFIELD CROSSING).</p> <p>B PIEDMONT CORRIDOR - CSXT MP A 115.9 (ARMSTRONG CROSSING).</p>																		
STATEWIDE	NCRR	P-3414	TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.	0.0	71500	61500	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	
IN PROGRESS																		

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS																			
STATEWIDE	NCRR-CSX	P-3819	FEDERALLY-DESIGNATED HIGH SPEED RAIL CORRIDOR BETWEEN CHARLOTTE AND VIRGINIA STATE LINE, ENVIRONMENTAL STUDY, PRELIMINARY ENGINEERING, RIGHT OF WAY, DESIGN AND CONSTRUCTION.	260.0	16894	8746		T2001	R	1695									
								O	R	3955									
								STHSR	PE	12	A	PE	12	A	PE	12	A		
								STHSR	R	5	A	R	11	A	R	11	A		
								STHSR	C	478	A	C	967	A	C	990	A		
								A FAIRGROUNDS CROSSING.											
								IN PROGRESS											
STATEWIDE	STATEWIDE	Z-5100	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.					IN PROGRESS											
ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)																			
STATEWIDE	VARIOUS	K-4704	INTERSTATE REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.		6700	2700		IMPM	C	400	C	400	C	400	C	400	C	400	
								IN PROGRESS											
ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)																			
STATEWIDE	VARIOUS	L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0.0	3303	2403		PLF	L	90	L	90	L	90	L	90	L	90	
								IN PROGRESS											
STATEWIDE	VARIOUS	L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0.0	26960	15960		PLF	L	1100	L	1100	L	1100	L	1100	L	1100	
								IN PROGRESS											
STATEWIDE	VARIOUS	L-2500	COLOR AND CANOPY AND TREE PLANTING.	0.0	5743	743		PLF	L	500	L	500	L	500	L	500	L	500	
								IN PROGRESS											
STATEWIDE	VARIOUS	S-5001	NORTH CAROLINA SCENIC BYWAYS LAND CONSERVATION INITIATIVE TO IMPLEMENT RESOURCE PROTECTION AND HERITAGE TOURISM DEVELOPMENT TO ENHANCE AND PRESERVE SCENIC VISTAS AND TOURISM CORRIDORS ALONG 26 OF NORTH CAROLINA'S SCENIC BYWAYS.		316	316		IN PROGRESS											

* INDICATES INTRASTATE PROJECT

*The Prioritized List of Top 25 Highway Projects
for the Wilmington Metropolitan Planning Area
Boundary (2009)*



Wilmington Urban Area Metropolitan Planning
Organization

Adopted
September 30, 2009

Top 25 Highway Projects

Project by Rank	Project Description
1. Wilmington Bypass (R-2633B)	<i>Construct a new interstate route between US 74/74 to US 421</i>
2. Cape Fear Skyway	<i>Construct new interstate route and bridge between US 17 near Spring Hill in Brunswick County and Independence Boulevard /Carolina Beach Road in the City of Wilmington</i>
3. Independence Boulevard	<i>Construct a new route from Randall Parkway to the Martin Luther King, Jr. Parkway</i>
4. Military Cutoff Extension – Market Street to Martin Luther King, Jr. Parkway	<i>Construct a new route from Market St/US 17 Business to I-40/US 17 Bypass</i>
5. Village Road widening (Navassa Road to Lanvale Road)	<i>Widen from Navassa Road to Lanvale Road</i>
6. Dow Road Widening	<i>Widen from Lake Park Boulevard/US 421 to K Avenue</i>
7. Hampstead Bypass	<i>Construct a new route from I-140/US 17 Bypass east to a point east of Hampstead – terminates at US Hwy 17 in Pender County</i>
8. Old Fayetteville Road	<i>Construct an interchange at Old Fayetteville Road and US 74/76</i>
9. Upgrade College Road from Gordon to Martin Luther King, Jr. Parkway (U-3831)	<i>Upgrade College Road between Murrayville/Gordon Road and Martin Luther King, Jr. Parkway</i>
10. Kerr Avenue interchange	<i>Construct an interchange at Martin Luther King, Jr. Parkway</i>
11. Market Street improvements – C-section:	<i>Median improvements form Eastwood Road to Military Cutoff Road</i>
12. Market Street improvements – D-section	<i>Median improvements from Military Cutoff Road to Porters Neck Road</i>
13. Northbound through lane on College to Shipyard	<i>Construct a northbound through lane from Shipyard Boulevard to Wilshire Boulevard</i>
14. Castle Hayne Roundabout	<i>Construct a roundabout at US 117 an NC 133</i>

15. Castle Hayne Road/NC 133 Widening	<i>Widen from the Martin Luther King, Jr. Parkway to I-140</i>
16. Gordon Road widening (U-3831)	<i>Widen from College Rd/I-40 to Market Street</i>
17. River Road Widening(NC 133)	<i>Widen from the Cape Fear Skyway to US 17/74/76</i>
18. Scientific Park Drive Extension	<i>Construct extension of Scientific Park Drive into Creekwood and closure of Kornegay Drive</i>
19. Caroling Beach Road (US 421) Widening	<i>Widen from Sanders Road to College Rd/NC 132/Piner Road</i>
20. Masonboro Loop Road Connection	<i>Construct a new route from Carolina Beach Road to Piner Road</i>
21. Blue Clay Road Interchange	<i>Construct an interchange at the intersection of Blue Clay Road and the Wilmington Bypass</i>
22. River Road Relocation	<i>Relocate River Road south of Shipyard Boulevard</i>
23. North 23 rd Street Widening	<i>Widen from the Martin Luther King, Jr. Parkway to Castle Hayne Road/NC 133</i>
24. Plantation Road Improvements	<i>Construct a new route from Military Cutoff Road extension east to Market Street at Porters Neck Road</i>
25. Wide Way Connector	<i>Construct a new route between Mt. Misery Road and Cedar Hill Road</i>

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

**RESOLUTION SUPPORTING THE QUADRANT DESIGN AT THE INTERSECTION OF
MARKET STREET AND KERR AVENUE AND SUPPORTING THE UTILIZATION OF
FUNDS FROM THE MARKET STREET ACCESS MANAGEMENT PROJECT (U-4902) TO
CONSTRUCT THE QUADRANT DESIGN**

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

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

WHEREAS, Kerr Avenue is designated as an urban minor arterial on in the Wilmington MPO's long range transportation plan and currently carries approximately 17,000-23,000 vehicles per day between Randall Parkway and the Martin Luther King, Jr. Parkway; and

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

WHEREAS, the Market Street Corridor Study recommends and supports the quadrant design at this intersection; and

WHEREAS, NCDOT requested the quadrant design be included as an alternative to the conventional widening in the environmental document; and

WHEREAS, the conventional design will improve operations by adding additional capacity and signals and add dual left-turn lanes, exclusive right-turn lanes and an additional through lane at Kerr Avenue/Market Street intersection; and

WHEREAS, the quadrant alternative will improve operations by adding additional capacity and signals and removes left-turn movements from Kerr Avenue onto Market Street thus re-routing these left-turns through roadways in the 2 intersection quadrants; and

WHEREAS, with the conventional intersection design the intersection operates at an acceptable level of service D until 2029; and

WHEREAS, with the quadrant design the intersection operates at an acceptable level of service D until 2041; and

WHEREAS, the cost of the quadrant designed intersection is approximately \$9.5 million more expensive than the conventional intersection design; and

WHEREAS, the North Carolina Department of Transportation has funding programmed in the draft State Transportation Improvement Program for access management improvements on Market Street (U-4902) in FY 2012, 2017 and 2019.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee supports the quadrant design at the intersection of Market Street and Kerr Avenue and supports the utilization of funds from the Market Street Access Management project (U-4902) to construct the quadrant design at the intersection of Kerr Avenue and Market Street.

NOW THEREFORE, also be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee encourages the Wilmington MPO to try to secure alternative funding to construct the access management improvements along Market Street (U-4902).

ADOPTED at a regular meeting of the Transportation Advisory Committee on December 15, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

RESOLUTION ADOPTING *CAPE FEAR COMMUTES 2035 TRANSPORTATION PLAN*

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

WHEREAS; the Wilmington Metropolitan Planning Organization has established a comprehensive, cooperative and continuing (3-C) transportation planning process to develop an annual unified planning work program, 25-year long range transportation plan and Transportation Improvement Program to facilitate the expenditure of federal funds; and

WHEREAS, the Wilmington Metropolitan Planning Organization has developed Cape Fear Commutes 2035 Transportation Plan to satisfy the requirements of the safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) as well as other federal state and local laws mandating a continuing, cooperative and comprehensive transportation planning activities ; and

WHEREAS, *Cape Fear Commutes 2035 Transportation Plan* is a product of a multi-modal, 3-C transportation planning process, compatible with the Metropolitan Planning Organizations long range vision; and

WHEREAS, *Cape Fear Commutes 2035 Transportation Plan* is fiscally constrained; and

WHEREAS, *Cape Fear Commutes 2035 Transportation Plan* was developed by the Cape Fear Commutes Citizen Advisory Committee in coordination with local elected and appointed officials, local municipal and county staff, service organizations, and the general public; and

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

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts *Cape Fear Commutes 2035 Transportation Plan*.

ADOPTED at a regular meeting of the Wilmington Urban Area MPO Transportation Advisory Committee on December 15, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

Wilmington Metropolitan Planning Organization *Legislative Agenda 2011*

Accelerate funding for B Section of Bypass

The Wilmington MPO requests the North Carolina Department of Transportation and local delegation provide funding to accelerate the completion of the Wilmington Bypass (Section B) from US 74/76 in Brunswick County to US 421 in New Hanover County.

The Wilmington Bypass begins at US 17 near Scotts Hill in New Hanover County and when complete will terminate at US 17 near Town Creek in Brunswick County. Approximately 12-miles from US 17 in New Hanover County to US 421 in New Hanover County has been completed and is open to traffic. The Wilmington Bypass from US 17 to US 74/76 (Section A) is funded by ARRA, GARVEE and traditional state funds and has been bid.

Secure Gap Funding for the Cape Fear Skyway

The Wilmington MPO requests the North Carolina General Assembly provide the gap funding for the Cape Fear Skyway.

The Cape Fear Skyway is a proposed 9-5 mile facility crossing the Cape Fear River that will provide a future connection from US 17 in Brunswick County to US 421 in New Hanover County. The proposed Cape Fear Skyway is a regional transportation project that will provide increased benefits to the community that include: an additional access to the Port for commercial deployments, direct access to the west side of the Cape Fear River, reduction of future traffic demand on the Cape Fear Memorial Bridge, allow for uninterrupted travel across the Cape Fear River, allow for emergency response vehicles to travel across the Cape Fear River without the possibility of delay, decrease evacuation times during natural disasters, improve access to the Military Ocean Terminal at Sunny Point and provide for improved access to the Port facilities for military deployments. The estimated cost of the project is \$1.1 Billion. A Traffic and Revenue Forecast indicates that tolls would support roughly half of the project cost and an annual gap of funding in the amount of \$49 million would be required for 40 years to construct this project.

Corridor Preservation

The Wilmington MPO requests the General Assembly modify NCGS 136-44.50 to permit the Wilmington MPO to file Transportation Corridor Official Maps for any project within the Wilmington MPO planning area boundary.

North Carolina General Statute 136-44.50 (Transportation Corridor Official Map Act) permits municipalities, counties, North Carolina Board of Transportation, regional transportation authorities, the North Carolina Turnpike Authority and the Wilmington MPO to file Transportation Corridor Official Maps to preserve corridors from encroaching developments for any project within the urbanized boundary and identified in NCGS 136-179. NCGS 136-179 limits this ability to only the Hampstead Bypass. The Wilmington MPO is considering policy changes to protect and preserve other corridors within the Wilmington MPO's planning jurisdiction.

Support the North Carolina Mobility Fund

The Wilmington MPO supports the establishment of the North Carolina Mobility Fund and recommends a fair distribution of the fund by the development of the selection process and project criteria.

The North Carolina Mobility Fund has been established to fund projects of statewide and regional significance that enhance the movement of people and freight, but currently place an unrealistic funding burden on regional transportation plans. These funds would be available across all transportation modes – including highway and bridge, aviation, transit, rail and port projects. NCDOT has developed the proposed selection process and project criteria.

Transportation Financing

The Wilmington MPO supports the recommendations outlined by the 21st Century Transportation Committee and encourages the North Carolina General Assembly to implement the necessary recommendations to address the numerous transportation challenges and improve the network in North Carolina for years to come.

The 21st Century Transportation Committee was established by the President Pro Tempore of the Senate and the Speaker of the House of Representatives. In accordance with the charge, the committee studied the following: (1) Ways to improve the transportation systems of the State in order to promote economic growth and ensure that the State can compete and participate in the global economy, (2) Innovative methods to fund the transportation needs of the State, including an examination of traditional and nontraditional methods of financing transportation infrastructure, (3) Priorities of the Department of Transportation, including methods to ensure adequate funding for corridors and projects of statewide significance, (4) Methods to use new and innovative technology to improve the transportation system, (5) Local funding options for transportation, (6) Ways to adequately fund road construction to address urban congestion and to improve mobility, (7) Methods to spend transportation funds in the most effective and cost efficient manner, including ways to use recycled materials, and reuse and recycle road materials, (8) Ways to maintain the continued safety of the current transportation system, including an analysis of the safety and reliability of bridges in the State, (9) The appropriate division of responsibility for transportation infrastructure between State and local government and any federal role in providing transportation infrastructure needs, (10) An examination of the role of ports, airports, mass transit, rail, and pedestrian and cycling access in providing the transportation needs of the State, (11) A review of public transportation needs in urban areas and (12) Methods to encourage fuel conservation and energy conservation in North Carolina.

The goals of the Committee are to improve North Carolina's road transportation system from a "D" rating to a "B" rating over the next 10 years and to establish an effective multimodal transportation system that will reduce congestion, improve efficiency and productivity, increase safety, improve the environment, and support economic development throughout the state. Reaching these goals will require a new investment of \$1 billion per year for the next 10 years, tolling of interstate highways, the creation of dedicated funding source for intermodal solutions, additional local options to implement the right solutions for each area, improved long-term planning, and improved management and execution by the NCDOT and other involved agencies.

The 21st Century Transportation Committee developed a menu of policy options for new funding for transportation that included:

Eliminate Transfers. The Committee recommends eliminating all remaining transfers of funds from the Highway Trust Fund and the Highway Fund to the General Fund.

Highway Use Tax. The Committee recommends increasing the Highway Use Tax from 3% to 4% over two years. Several other Southeastern states already have taxes at this rate or higher.

Vehicle Miles Traveled {VMT} Fee. The Committee recognizes the State needs an alternative or supplement to the motor fuels tax. This fee would be a true user-fee independent of type or amount of fuel consumed. With the VMT fee the consumers would pay taxes proportionately to the number of miles driven.

Vehicle Registration Fees. The Committee recommends increasing the passenger vehicle registration fee (currently \$28) by \$30 over three years. This would provide additional revenues of \$195 million annually. The Committee also recommends increasing other staggered registration fees by 25%. This would provide additional revenues of \$50 million annually.

Vehicle Registration Fees based on weight. The Committee recommends the General Assembly consider charging registration fees based on vehicle weight for passenger vehicles.

Bonds. The Committee recommends that the General Assembly authorize a referendum for general obligation bonds to accelerate construction on high traffic, high congestion roadways.

Special Federal Funding. The Committee recommends that the State seek special federal funding for the Yadkin River Bridge Project and that NCDOT take needed actions to clear regulatory hurdles and prepare for letting to construction of this project.

Local Option Sales Tax. The Committee recommends that the General Assembly authorize a local option sales tax of up to 1% for transportation for counties, cities, and metropolitan regions. The Committee recommends requiring voter approval for the local option tax and granting the taxing entity the ability to set priorities between roads, transit, and other transportation modes.

Indexing Fees. The Committee recommends that the General Assembly index all fixed fees (such as registration, title, drivers license, etc.) to the consumer price index so that the fees would automatically change without legislative action. Based on an inflation rate of 3%, this would yield an additional \$20 million annually in the first year alone.

Tolls. The Committee recommends increasing the use of toll roads. Specifically, the Committee recommends tolling I-95 border to border to support 180 miles of widening by an additional two lanes in each direction, tolling I-77 from the South Carolina border to I-40 (Statesville) to increase capacity a minimum of two lanes in each direction, and seeking federal approval to toll all interstates at the borders.

Differential Fuel Tax Rates. The Committee recommends that the General Assembly consider adopting differential fuel tax rates for diesel and gasoline.

Intermodal Recommendations. The Committee recommends dedicating \$ 170 million per year to fund the Intermodal Initiative recommended in the Interim Report of the 21st Century Transportation Committee.

Other policy objectives

Mobility and Connectivity

- Create a *Congestion Reduction* program focused on the Strategic Highway Corridors and the 7% of the highway system miles that carries 45% of the traffic.
- Maximize capacity and utilization of rail freight movement consistent with the recommendations of Intermodal Committee and the North Carolina Railroad long range plans.
- Enhance mobility within all areas of the state by continued investment and the completion of Intrastate System Projects and the Strategic Highway Corridors and by allowing regions to re-prioritize and re-program existing funding consistent with changing transportation demands and economic growth patterns within each region.
- Enhance mobility and reduce congestion by accelerated investment and completion of all planned urban loops with priorities established based on measurable transparent criteria.
- Expand use of tolling and congestion pricing to include High Occupancy Tolls (HOT) lanes consistent and complimentary with current North Carolina Turnpike Authority projects and any newly authorized tolling projects.

Preservation

Well-maintained roads are essential for safe, efficient transportation, for both automobiles and public transit. Potholes, cracks in the roads, and age related deterioration all contribute to less safe driving conditions and exact a significant financial toll on auto-users.

- Recommend adoption of a *Fix-it-First* policy within NCDOT. A *Fix-it-First* transportation policy would ensure that we protect past investments in transportation systems and would also help reduce the long-term costs of repair by slowing the deterioration of existing roads, bridges and other infrastructure. A *Fix-it-First* strategy is not a *Fix-it-Only* strategy. A *Fix-it-First* strategy is fiscally responsible with respect to maximizing investment dollars and in regards to support of our economy; will result in a balanced state transportation program; and will result in increased confidence regarding how state transportation dollars are spent.
- Fully fund existing bridge replacement needs in North Carolina
- Create an effective Bridge Maintenance and Rehabilitation Program within existing maintenance funds.
- Create an annual Interstate Resurfacing Program from federal interstate maintenance funds within each Highway Division with interstates and remove interstate maintenance expenditures from equity calculations.
- Implement a measurable system preservation and maintenance program with quantitative measures of performance and measures of effectiveness

Safety

- Focus external safety and enforcement programs with adequate metrics to reduce fatal accidents and serious injuries on transportation facilities.
- Fully fund spot safety programs but hold program accountable for accident and injury reduction.
- Focus collaborative enforcement efforts within all enforcement agencies on top priority locations for accident and injury reduction based on frequency and severity of occurrence. Of particular interest are coordinated efforts focused on rural secondary roads which account for 34% of all fatal accidents.

Performance and Accountability

- Increase the policy, strategic planning, and governmental coordination focus of the Secretary and Board of Transportation with any safeguards and ethics reforms required to restore public trust and confidence in the delivery of transportation services.
- Reduce transportation administrative costs that do not directly improve road, bridge, or other key infrastructure within the State.

- Examine existing and recently proposed Department of Transportation organizational structure for opportunities to consolidate policy and programming responsibilities, decentralize project delivery to the greatest extent feasible to Highway Divisions, and reduce redundancy.
- Complete the implementation of planned measured performance objectives across the Department of Transportation for all key personnel and offices

Increased Cooperation and Collaboration at all levels of Government.

The Department of Transportation should work to develop a closer relationship with local government to leverage state/local resources and better coordinate land use with transportation planning through empowerment of decision making responsibilities and accountability to Division Engineers working closely with Board of Transportation Members and Municipalities. The Department of Transportation should assist local governments in coordination of land-use and transportation planning while integrating pedestrian, bicycle, and transit improvements as appropriate. The General Assembly and NCDOT should work with the League of Municipalities, the Metropolitan Coalition, and the Association of County Commissioners to explore opportunities for improved delivery and efficiency of existing transportation services and, adequate and secure revenue sources for those current responsibilities, including increased Powell Bill funding to better address the increased cost of road construction and maintenance.

Other Policy Considerations

As the State moves forward with improving our transportation system, all affected parties should seek to incorporate the following considerations in their actions:

- 1) The provision of sustainable source of funding for transportation using a new 21st century economic model not tied primarily to petroleum use.
- 2) The provision of incentives to reduce dependence on petroleum based motor fuel.
- 3) The provision of new markets for alternative energy sources which support the development of a new energy economy in North Carolina.
- 4) The provision of incentives for a reduction in vehicle miles traveled.
- 5) The positioning of the State positively as a recipient of federal infrastructure/economic stimulus funds.
- 6) The reduction of congestion in urban areas and the promotion mobility with improved land use planning.
- 7) Enhance mobility and connectivity through the implementation of the intermodal recommendations.
- 8) Enhance mobility through integrating the inclusion of pedestrian, bicycle and transit improvements in all transportation projects as appropriate.

Opposition to Transfer of State Road Maintenance

The Wilmington MPO respectfully and urgently requests the North Carolina General Assembly reject proposals such as those in Senate Bill 1001, House Bill 881, and Senate Bill 758 which would transfer responsibility for large portions of the state's road system to local governments, and weaken or dismantle municipal Powell Bill street maintenance funding.

Senate Bill 1001, House Bill 881, and Senate Bill 758 are pending in the North Carolina General Assembly. These bills are an attempt to shift the financial responsibility for thousands of miles of state roads from the State of North Carolina to local governments, reversing the state policy adopted by the General Assembly in the 1930s under which the State assumed control of the state highway system from local governments. This would merely shift the state's responsibility back to local governments which lack the capacity to maintain the system.

Opposition to Evaluating and Revising the Transportation Equity Formula

The Wilmington MPO opposes to re-evaluate, revise, and modify the North Carolina Transportation Equity Formula.

The North Carolina legislature implemented its Transportation Equity Formula twenty years ago as a result of the 1989 Highway Trust Fund Law. The North Carolina Metropolitan Mayors Coalition is advocating for the North Carolina General Assembly to evaluate and revise the North Carolina Transportation Equity Formula.

Transportation Re-Authorization

The Wilmington MPO requests Congress consider Metropolitan Planning Organization and Transportation Management Area thresholds, direct allocation to Metropolitan Planning Organizations and develop additional revenue sources to construct important transportation projects and further important transportation initiatives.

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expired on September 30, 2009. Congress is currently operating on an extension of the expired authorization and will be considering a new Transportation Re-authorization Bill.

Secure Earmark for the Wilmington Multi-modal Transportation Center

The Wilmington MPO requests Congress consider providing an earmark in the next transportation re-authorization for the construction of the Wilmington Multi-modal Transportation Center.

The Wilmington Multi-modal Transportation Center is planned to be constructed between N. 3rd, N. 4th, Hanover and Red Cross Streets. This facility is planned to include local bus service (WAVE Transit), paratransit and other transit services operated by human service agencies, regional/other county transit services, rural transit, inter-city bus service (Greyhound), taxis, offices and the future passenger rail station for the City of Wilmington. The North Carolina Department of Transportation and City of Wilmington are in the process of completing the purchase of the final properties necessary to construct the center. The next steps are to complete the environmental document and design of the facility.

Increase NCDOT Operations/Maintenance Budgets

The Wilmington MPO requests the North Carolina Department of Transportation and local delegation provide additional funding for operations and maintenance .

Counties have experienced issues with standing water on state-maintained roadways. Increased standing water on our state-maintained roadways during periods of heavy rainfall amplifies the need to improve ditch and drainage maintenance. This increases the need for additional funding to be allocated to NCDOT for operations and maintenance of these existing facilities.

Provide Dedicated Funding to NCDOT Divisions for Bicycle and/or Pedestrian Improvements

The Wilmington MPO requests the North Carolina Department of Transportation provide a dedicated funding source to NCDOT Division 3 for the construction of bicycle/pedestrian improvements.

The Wilmington MPO supports all modes of transportation within the planning area boundary. The construction of bicycle and pedestrian improvements provides an alternative means of transportation and helps to reduce congestion on our already busy streets. However, there is not a sufficient amount of funding available within the Division to construct the necessary bicycle and pedestrian improvements within the Wilmington MPO.

Enact a Law to Provide a Safe Distance for Passing Bicyclists and other Non-motorized Vehicles

The Wilmington MPO requests the North Carolina General Assembly consider enacting a law that provides a safe distance of not less than 3 feet when the driver of a vehicle is overtaking a bicyclist or other non-motorized vehicles.

Traveling by bicycle and/or other non-motorized vehicle can be dangerous. There are currently no laws in the state of North Carolina that requires a vehicle to provide a safe distance when overtaking a bicyclist or other non-motorized vehicles.

Change Stormwater Correctional Standards

The Wilmington MPO requests the NC Department of Environmental and Natural Resources Division of Water Quality (NCDWQ) amend the Coastal Stormwater Regulations to require the "other permit" for the construction of sidewalks, trails and greenways.

The Coastal Stormwater Regulations are the method used to implement the law passed by the state legislature. These regulations developed by the NC Department of Environmental and Natural Resources Division of Water Quality (NCDWQ) became effective in October 2008. The new regulations have made the development of sidewalks, greenways and trail much more difficult for the City of Wilmington and other coastal communities. NCDWQ's policy is that any project disturbing more than one acre of land or creating >10,000SF of impervious surface requires a stormwater permit. Their interpretation of "public road" excludes sidewalks, trails and greenways, thus requiring a "low-density permit" and/or "high-density permit" in lieu of the much more favored "other permit" (used for public roads). This interpretation dramatically increases the cost of sidewalks, trails and greenway projects.

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

RESOLUTION ADOPTING THE 2011 WILMINGTON MPO LEGISLATIVE AGENDA

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

WHEREAS, in an effort to maintain and enhance the quality of life enjoyed by the citizens and visitors of the Wilmington Metropolitan Planning Area, the Wilmington MPO's Transportation Advisory Committee is committed to working in partnership with our colleagues, other governmental entities and local and state delegation; and

WHEREAS, the North Carolina General Assembly and the United States Congress both play essential roles in helping the region provide efficient transportation systems; and

WHEREAS, to facilitate these productive relationships with our federal and state partners, the Wilmington Metropolitan Planning Organization established a legislative agenda to share with our delegation in the North Carolina General Assembly and Congress; and

WHEREAS, the North Carolina General Assembly is scheduled to reconvene on January 26, 2011 and Congress is already considering several items that are of significant importance to our community.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the 2011 Wilmington MPO Legislative Agenda.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 15, 2010.

Jonathan Barfield Jr., Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION ENCOURAGING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION TO EXPLORE FUNDING OPTIONS TO ACCELERATE
CONSTRUCTION OF THE WILMINGTON BYPASS (R-2633B)**

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

WHEREAS; the Wilmington Bypass (R-2633) has been identified as the #1 priority in the Wilmington MPO for several years; and

WHEREAS, the Wilmington Bypass (R-2633) has been identified as a “strategic highway corridor” on the North Carolina Board of Transportation’s vision plan for southeastern North Carolina; and

WHEREAS, the Wilmington Bypass (R-2633) will alleviate existing and projected congestion in the region by separating through-traffic from local traffic and provides an additional crossing over the Cape Fear River; and

WHEREAS, the Wilmington Bypass has been constructed from US 17 in New Hanover County to US 421 in New Hanover County; and

WHEREAS, the North Carolina Department of Transportation is currently constructing the Wilmington Bypass (R-2633A) from US 17 to US 74/76 as a design build project with an expected completion date of 2013; and

WHEREAS, the Wilmington Bypass is identified as one of the 10 Urban Loops in the state of North Carolina; and

WHEREAS, the North Carolina Department of Transportation recently prioritized the 10 Urban Loops in the state of North Carolina and identified funding for the Wilmington Bypass (R-2633B) in fiscal years 2013-2020.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee hereby supports the North Carolina Department of Transportation’s efforts to be more transparent and provide a data-driven process and encourages the North Carolina Department of Transportation to explore funding options to accelerate construction of the Wilmington Bypass (R-2633B) from US 17 in Brunswick County to US 421 in New Hanover County.

ADOPTED at a regular meeting of the Wilmington Urban Area MPO Transportation Advisory Committee on December 15, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

TO: TAC Members
FROM: Mike Kozlosky, Executive Director
DATE: December 9, 2010
SUBJECT: **Proposed 2011 WMPO Meeting Calendar**

Technical Coordinating Committee	Transportation Advisory Committee
January 12	January 26
February 9	February 23
March 16	March 30
April 13	April 27
May 11	May 25
June 15	June 29
July – no meeting scheduled	July – no meeting scheduled
August 17	August 31
September 14	September 28
October 12	October 26
November 30	November – no meeting scheduled
December –No meeting	December 14

Mobility Fund Project Criteria and Selection Process

December 8, 2010

Minimum Eligibility Requirements

- Projects must be on Statewide or Regional Tier facilities (“Tier” designation is defined by the Department). Light rail, bus rapid transit and commuter rail are eligible for Mobility Funds.
- Projects must be ready to have funds obligated for construction within 5 years.
- Projects must be consistent with MPO/RPO transportation planning efforts; Projects must be included in an adopted transportation plan and must be found to be consistent with local land-use plans where available.
- If the Project is in a maintenance or non-attainment area, it must be included in a conforming air quality plan.
- Only Project capital costs will be eligible for the Mobility Fund, not maintenance, operation, or planning costs.
- No minimum Project capital cost will be established as a threshold for funding.

Project Criteria

Projects will be scored on a 0-to-100 scale for each weighted factor below.

Criterion	Weight
Mobility/Congestion – measured by the estimated travel time savings the project will provide.	60%
Multimodal – measured by whether the project provides an improvement to more than one mode of transportation and thus improves the efficiency of the overall transportation system.	20%
Congestion and Intermodal Fund – measured by whether the project meets the requirements cited in the Mobility Fund legislation.	20%

In the spring of 2011, the Department expects to score and evaluate Mobility Fund candidate projects according to the final project criteria and selection process. Projects will be programmed as soon as funds are available.

STATUS REPORT

City of Wilmington/Wilmington MPO

November 2010

WILMINGTON BYPASS (No significant change)

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

Current Status: NCDOT has let the design and construction of the Wilmington Bypass Section “A” from US 17 to US 74/76 as a “design-build” project. They anticipate completing this section of the Bypass in 2013. NCDOT prepared an “*Urban Loop Prioritization Process*” that prioritized the 10 urban loops across the state. NCDOT released the results of the Urban Loop Prioritization Process in August. The Wilmington Bypass “Section B” is funded from FY 2013 through 2020.

Next Step: Work to identify potential funding to expedite construction of the Wilmington Bypass Section “B”. The project’s expected completion date is 2020.

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. The *Cape Fear Commutes 2035 Transportation Plan* will create a long range transportation plan with recommendations for how those needs should be addressed over the next 25 years.

Current Status: The MPO committee charged with crafting the *Cape Fear Commutes 2035 Transportation Plan* has finalized the draft plan. The MPO completed the final draft on October 8th. The TCC recommended approval on October 13th.

Next Step: The MPO will hold a public hearing and consider adoption of the plan on December 15th. Staff anticipates presenting the final plan to Council in January.

CAPE FEAR SKYWAY

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

Current Status: The NHC Board of Commissioners, Brunswick County Board of Commissioners and Wilmington City Council passed resolutions supporting the preservation of the potential northern route and directed staff to work with the MPO to file a map for the potential northern alignment. The Leland Town Council held a public hearing on October 30th.

Next Step: Work with the City of Wilmington, New Hanover County, Brunswick County and Town of Leland to file a transportation corridor official map for the proposed Cape Fear Skyway’s potential northern alignment. Work with North Carolina delegation to provide the necessary “gap” funding for the construction of the Cape Fear Skyway.

CITY OF WILMINGTON COLLECTOR STREET PLAN (No significant change)

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

Current Status: The Wilmington MPO has selected Stantec to complete the City of Wilmington Collector Street Plan. [Staff has developed a scope of services and fee.]

5TH AVENUE PAVEMENT MARKING PLAN

Current Status: Kimley-Horn and Associates was hired to complete the design. The City has received and commented on the 90% design plans. Staff completed the data collection and a signal warrant analysis at the intersections of 5th Avenue/Grace, 5th/Princess, 5th/Chestnut and 5th/Red Cross. **It has been determined the signals do not meet the signal warrants; however a sight distance analysis needed to be completed prior to a determination on the removal of the t signals. The sight distance analysis has been completed and there are sight distance concerns. The comments have been forwarded to the consultant for inclusion in the 100% design plans.**

Next Step: Receive the 100% design plans. Bid and construct the revised pavement markings.

GARY SHELL CROSS-CITY TRAIL

Current Status: Construction on Phase I will be completed by the end of **December**. Construction on Phase II will be completed by the end of **December**. (A recommended cross-section and alignment along Mallard Street, Rill Road and Teal Street was approved by City Council on August 3). Kimley-Horn Associates, Inc. has completed design and permitting for Phases IIIA and IIIG.

Next Step: The City has bid Phases IIIA and IIIG. The bid opening will be held on November 23rd. The projected completion date has been extended to September 30, 2011.

MARKET STREET CORRIDOR PLAN

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

Current Status: The MPO held a joint City/County Planning Commission meeting on October 26th. The MPO will present the plan to the City of Wilmington Planning Commission and County Planning Board for consideration in January.

Next Step: Present the corridor plan to City Council, County Commissioners and Transportation Advisory Committee in **February**.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM – PINE VALLEY EAST

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

Current Status: The improvements will be made at eight locations and will help improve safety and reduce speeds in the neighborhood. In October, the City began construction of the long-term devices in Pine Valley East. Several neighbors voiced concerns regarding the designs. Staff has worked to re-design several of these devices to accommodate the concerns of the neighbors. On November 15th the City began to lay out the new intersection designs.

Next Step: The construction is expected to be complete by February.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

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

Current Status: The City has received the 100% final design plans and the 100% opinion of probable costs. Staff has worked with Cape Fear Public Utility Authority (CFPUA) to develop an Inter-local Agreement for the construction of the improvements along North 3rd Street.

Next Step: Bid the construction of the North 3rd Street improvements in **January**.

SAFELIGHT

Current Status: All sites have been upgraded and are fully operational.

Next Step: Resolve invoicing issues. Adjust camera sensitivity to prevent false triggers of the system. The equipment was installed to assure that all possible violations were captured to assess equipment performance. Adjustments will prevent infractions that would be dismissed at the approval level from being captured. This will reduce the approval workload and make the process more efficient.

TRAFFIC SIGNAL UPGRADES: NORTH 3RD STREET STREETScape:

Project Description/Scope: Upgrade the signals on N. 3rd Street from span-wire and wood pole support to metal poles and mast arms.

Current Status: Plans are prepared and ready for inclusion in project bidding.

Next Step: Bid and construct.

TRAFFIC SIGNAL SYSTEM UPGRADE/EXPANSION 08TS10

Current Status: Final connections complete. TE needs to install some jumpers to bring Rogersville and Eastwood on line as well as the camera at Eastwood and Cavalier. Negotiations on upgrading of the Central software are complete and the final proposal should be forwarded by Econolite. The current Pyramids software was replaced by Centracs. Econolite will no longer make enhancements to Pyramids, only fix bugs. Centracs will be fully supported and enhanced to accommodate technology upgrades.

Next Steps: Begin process of closing out project and completing NCDOT reimbursement requests. Complete upgrade of central control software. The Central Software has been upgraded and the savings from the annual maintenance cost will pay for the upgrade over 3 years. The current annual support cost is \$18,500, the annual support cost for the upgraded software is \$4,000.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

December 9, 2010

TIP Projects:

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

Open to traffic two-lane two-way pattern

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

Open to traffic

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

Final Inspection being held today

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 December 2010

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

Estimated Contract Completion Date July 1, 2012

Memorial Bridge – painting of the Memorial Bridge.

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

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

Contractor will be allowed to completely close the bridge for the following times:
April 13, 2010 to June 11, 2010 from 7:00 PM to 5:00 AM.

Estimated Contract Completion Date Spring 2011

B-5215 – SR 1115 (Stone Chimney Road) replace bridge #49 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

B-5217 – SR 1115 (Stone Chimney Road) replace bridge #59 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

B-5216 – SR 1115 (Stone Chimney Road) replace bridge #58 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

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 November 16, 2010

Public Information Meeting October 19, 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

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

Let Date of February 2013

U-4902 C: 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-2633 BA scope is construct structures and rough grading from US 74/76 to SR 1430 (Cedar Hill Road).

R-2633 BB scope is construct structure over Cape Fear River and rough grade the approaches.

R-2633 BC scope is to pave the entire length from US 421 to US 74/76.

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

Let in 2019

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

Let in 2015

Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300): extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. 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.

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

Division Projects:

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

Work complete

Resurfacing Projects:

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

Work Complete

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 Fall 2010/Winter 2011

Pender County contract (C202475):

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

Work Complete

Brunswick County contract (C202562):

US 17 milling the outside lane and resurfacing the full width, from US 17 Business (southside of Bolivia) to US 17 Business (northside of Shallotte).

Estimated Contract Completion Date December 2010

Pender County contract:

NC 53 (Burgaw Highway) mill & resurface approaches to Bridge #34 (over the Cape Fear River), Bridge #37 (over Angola Creek just west of NC 50) & Bridge #39 (over Moores Creek just east of NC 50).

Estimated Contract Completion Date September 2010

Brunswick County contract:

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

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

Estimated Contract Completion Date August 2011

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