



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
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The mission of the Wilmington MPO is to develop and implement a comprehensive multi-modal transportation plan that supports the existing and future mobility needs and economic vitality of the Wilmington Urban Area. This shall be accomplished by protecting the environment, safe guarding the social equity, improving the quality of life for the citizens of the community, improving the local economy and providing for the safe and efficient mobility throughout the region. This is achieved through the long range transportation planning process which includes a comprehensive, continuous and cooperative approach from citizens and participating members.

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: January 7, 2011
SUBJECT: January 12, 2011 meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, January 12th at 10:00 am. The meeting will be held in the Traffic Conference Room on the fourth floor of 305 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 12/1/10
- 3) Old Business
- 4) New Business
 - a. Resolution supporting corridor preservation for the Hampstead Bypass
 - b. Resolution of re-appointment to the Citizen Advisory Committee
 - c. Election of Officers
- 5) Discussion
 - a. Local Project Prioritization
 - b. Unified Planning Work Program Development
 - c. Strategic Business Plan
- 6) Updates
 - a. City of Wilmington/Wilmington MPO
 - a. US 17/NC 210 Corridor Study in Pender County
 - b. Market Street Corridor Plan
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 7) Announcements
 - a. Wilmington MPO Bike/Ped meeting- January 13, 2011
- 8) Next meeting –February 9, 2011

Attachments:

- Minutes 12/1/10 meeting
- Proposed Hampstead Bypass (R-3300) Maps
- Resolution supporting corridor preservation for the Hampstead Bypass
- Citizen Advisory Committee Membership
- Resolution re-appointing the Citizen Advisory Committee
- Memorandum outlining *Cape Fear Commutes 2035 Transportation Plan* Project Prioritization
- NCDOT Project Prioritization 1.0
- City of Wilmington/Wilmington MPO Project Update (December)
- NCDOT Project Update

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for December 1, 2010**

Members Present:

Mike Kozlosky, City of Wilmington
Sam Burgess, New Hanover County
Ken Vafier, Pender County
Albert Eby, Wave Transit
Shane York, NCDOT
Katie Hite, NCDOT
Stephanie Ayers, NCSPA
Pat Walsh, Town of Belville
Patrick Riddle, NCDOT
Allen Pope, NCDOT
Tim Owens, Town of Carolina Beach
Don Bennett, City of Wilmington
Don Eggert, Cape Fear RPO

Others Present:

Tara Murphy, City of Wilmington
Bill McDow, City of Wilmington
Nicole Bennett, Mulkey Engineers
Paddy Jordan, Mulkey Engineers
Andrew Topp, Martin/Alexei/Bryson
Rob Hanson, NCDOT

1. Call to Order

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

2. Approval of Minutes

The motion to approve the minutes for the October 13, 2010 meeting carried unanimously.

3. Presentation

a. Kerr Avenue/Market Street Intersection Improvements

Mr. Kozlosky told members the intersection improvements concept for the Kerr Avenue intersection was developed through the Market Street Corridor Study. The Department of Transportation developed a conventional intersection design for the Kerr Avenue widening project in 2008. The Kerr Avenue project had approximately 28 approach lanes at the intersection of Kerr Avenue and Market Street. Consultants who were hired for the Market Street Corridor Study decided to look at using quadrants at the intersection at Kerr Avenue and Market Street. They were able to identify an opportunity to remove the left turns from Kerr Avenue onto Market Street and reassign them using Cinema Drive and a new facility that would be constructed to connect McClelland Drive over to Market Street. The changes will add about \$9.5 million to the project if the quadrant design is chosen.

Ms. Nicole Bennett, Project Manager from Mulkey Engineers told members they had the approved environmental document for the conventional widening alternative complete in May of 2008. The Market Street Corridor Study began right about at the time when NCDOT was wrapping up the Kerr Avenue planning study. She said they were asked to delay holding public hearings until the Market Street study was completed. As a result of that coordination, the quadrant intersection alternative came to life. She said they reopened their planning studies and they are doing an addendum to the environmental document for the quadrant intersection design and compare it to the conventional intersection design from 2008. The project is divided into two sections. Section-B is primarily

widening the portion that starts just south of Randal Parkway and goes to New Center Drive. Section-C is from New Center Drive to just north of Allendale Drive which is the interchange area. The presentation today focuses on the B-section.

Mr. Andrew Topp, with Martin/Alexei/Bryson, told members the 2-quadrant approach will offer more benefits by allowing travelers to bypass the “bottle-neck” by turning left before the Kerr/Market intersection. It improves the phasing at the center intersection and also reduces the traffic volumes. The only difference between the alternatives is the level of service at the center intersection. The conventional widening will get to about 2028-2029 before it reaches an “E” level of service at the intersection and by 2035 it will reach an “F”. With the quadrant option, the intersection is able to get out to 2040 before it starts to break down. It will buy an acceptable level of service for a longer period of time.

Ms. Bennett told members the quadrant intersection option offers less widening at the key-intersection and less pavement for pedestrians and cyclists to cross. The impacts for the quadrant widening have three more residential relocations and an additional commercial relocation than the conventional widening. The total cost for the conventional widening is \$55 million and the quadrant widening is \$64 million. The breakdown of the \$9.5 million increase is primarily in right-of-way costs. The next steps are to select the recommended alternative and complete the environmental document. NCDOT plans to have a workshop in the spring to present the recommended alternative and get citizen feedback. They will go to final-design after the preferred alternative is selected and begin acquiring right-of-way in 2012 with construction beginning in 2014 for the B-section.

Ms. Ayers asked if the cost estimate included the money needed should the Army Corps of Engineers force mitigations for the drainage ditched in the quadrant approach. If so, how high could the cost be? Ms. Bennett said if they consider it as a stream, then it would be figured by linear foot impact and would not significantly impact the total cost.

Mr. Kozlosky told members the Market Street Corridor Study’s market analysis looked to see where growth was expected and identified nodes and locations where growth could survive. One of the locations identified as part of the planning effort was Market Street and Kerr Avenue. We’ve seen some redevelopment already. The quadrant design will help with the transition and make the area more pedestrian friendly by condensing the intersection. Mr. Kozlosky said we have to make the decision on what is best for the region and take a hard look at the STIP to find funding for the additional \$9.5 million.

Ms. Ayers suggested that Mr. Kozlosky create a list of projects for consideration in pulling funds to make up the shortfall. It would also be helpful if the committee had a list of prioritized projects and how much funding was associated with each project so the committee could see possible candidates.

Mr. Kozlosky said the only project that could possibly be considered to pull funds from is the Market Street median project (U-4902) from Colonial Drive out to Porters Neck. It’s funded in 2012 and 2017 and it would fit in with the schedule for this project.

Mr. Pope told members to keep in mind that the Market Street project is 9-miles of median installation, new signal systems and right-of-way for the bulb-outs. There is only \$11 million programmed and that’s probably about a 1/10 of the funds needed for the project. He said their intent was to go as far possible until money runs out and as redevelopment comes, they would be working toward the same goal. There has never been enough money on the project.

Mr. Owens asked if the 20% cost difference worth the improvements and is it worth delaying another project.

Mr. Kozlosky said that was the crux of the question. He told members based on the conversations here today, he feels the quadrant approach is the best solution and this committee should suggest that we recommend moving money from the Market Street median project, recognizing that it's not sufficiently underfunded at this time. We should try to secure high-hazard mitigation funds in order to fund the Market Street project from a safety standpoint.

Mr. Eggert made the motion that the preferred alternative be the quadrant approach using money that is presently allocated for the Market Street plan (U-4902) and forward to the TAC for consideration. Ms. Ayers seconded the motion and it carried unanimously.

b. Wilmington Comprehensive Transportation Plan

Mr. York told members the comprehensive transportation plan (CTP) picks up where the long-range transportation plan (LRTP) leaves off. The main difference is the LRTP is financially constrained. The CTP takes all the projects that didn't make the LRTP's list and adds them to the comprehensive transportation plan. The purpose of the CPT is to identify existing and future transportation deficiencies and generate information to guide future transportation decisions. The primary objectives are to reduce traffic congestion and improve safety. The CTP is developed cooperatively between NCDOT, the Wilmington MPO, and representatives from the counties and municipalities. Mr. York said thanks to the efforts of the MPO's Citizen Advisory Committee, most of the work to develop the CPT has been done and he anticipates a short turn-around to complete the CTP.

4. Old Business

No items

5. New Business

a. Adoption of the 2011 meeting calendar

Mr. Burgess made the motion to adopt the proposed 2011 meeting calendar and forward to the TAC for consideration. Mr. Eby seconded the motion and it carried unanimously.

b. Resolution adopting the 2011 Legislative Agenda

Mr. Kozlosky told members the 2011 Legislative Agenda is very similar to the one prepared in 2010. He suggested adding language to the agenda in support of the NC Mobility Fund. The mobility fund was created in 2010 to look at projects of regional/statewide significance and includes all modes of transportation. Mr. Pope said the draft process and selection criteria will be presented to the Board of Transportation next week and it will become public. They will vote on it next month.

Mr. Eby made the motion to recommend adoption of the 2011 Legislative Agenda with the addition of language to supporting the NC Mobility Fund and recommend a fair distribution of funds based on the development of the selection criteria and selection process and forward to the TAC for consideration. Mr. Owens seconded the motion and it carried unanimously.

c. Resolution requesting NCDOT consider acceleration of the Wilmington Bypass (R-2633B)

Mr. Kozlosky told members the bypass has been the top priority for the region for several years. It is currently identified in the draft STIP. The "A" section is funded through design/build. The "B" section is identified in three different phases. We would ask the Department to consider accelerating the loop-funding for the project through the use of mobility fund or the consideration of GARVEE Bonds.

Ms Ayers asked why the language about transparency was included in the resolution. Mr. Kozlosky said it was based on the Urban Loop Prioritization Process in which the Department prioritized the

10 urban loops in the state and the Wilmington Bypass ranked very high. Staff wanted to acknowledge that project ranking in the request to accelerate the project.

Mr. Burgess made the motion to encourage NCDOT to explore funding options to accelerate the Wilmington Bypass (R-2633B) and forward to the TAC for consideration. Ms. Ayers seconded the motion and it carried unanimously.

d. Resolution for the Cape Fear Public Transportation Authority seeking exemption from NCGS §95-98

Mr. Eby requested to table the resolution. Mr. Pope made the motion to table and Mr. Owens seconded it. The motion carried unanimously.

6. Updates

a. Wilmington MPO/City of Wilmington

Mr. Kozlosky updated members on projects within the City of Wilmington. He told members Martin/Alexiou/Bryson is the consultant selected for the US 17/NC 210 Corridor Study. The kick-off meeting for the project was held earlier in the week. They are looking at access management by integrating transportation and land-use planning and also looking at mobility and safety. They are currently working to establish a steering committee and the first public meeting will be held December 16th at Topsail High School. The Department has already made some significant improvements with the reduction of speeds and also installing dura-curb at Washington Acres. The study will be a long-term vision for the US 17 and NC 210 corridor.

Mr. Kozlosky told members that the draft Market Street Corridor Study was presented to the City of Wilmington Planning Commissions and the New Hanover County Planning Board on October 6th. The next step will be to 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 approval.

b. Cape Fear Public Transportation Authority

Mr. Eby told members the design for the maintenance facility was “kicked-off” last month and it will take about 10 months to complete the design. They are wrapping up construction of the new transfer facility and it should be complete in 6 to 8 weeks. Next week they should have the new hybrid-buses on the streets.

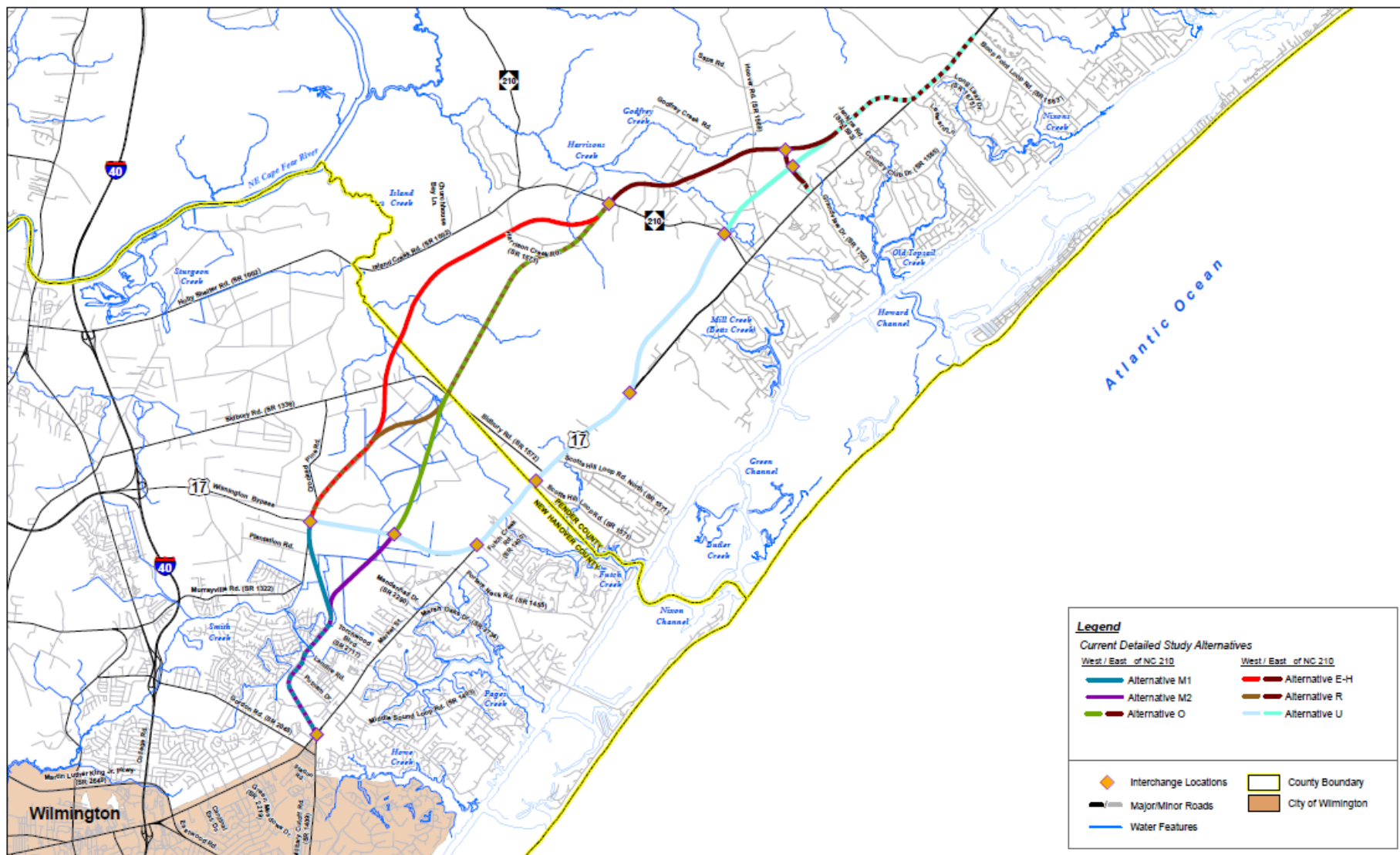
c. NCDOT Project Update

Mr. Pope updated members on the projects for NCDOT.

8. Announcements

9. Adjournment

With no further items, the meeting was adjourned at 11:25am



Prepared by: MULKEY

Prepared for:



Current Detailed Study Alternatives

US 17 Corridor Study
NCDOT TIP Project Numbers U-4751 & R-3300
New Hanover & Pender Counties, NC

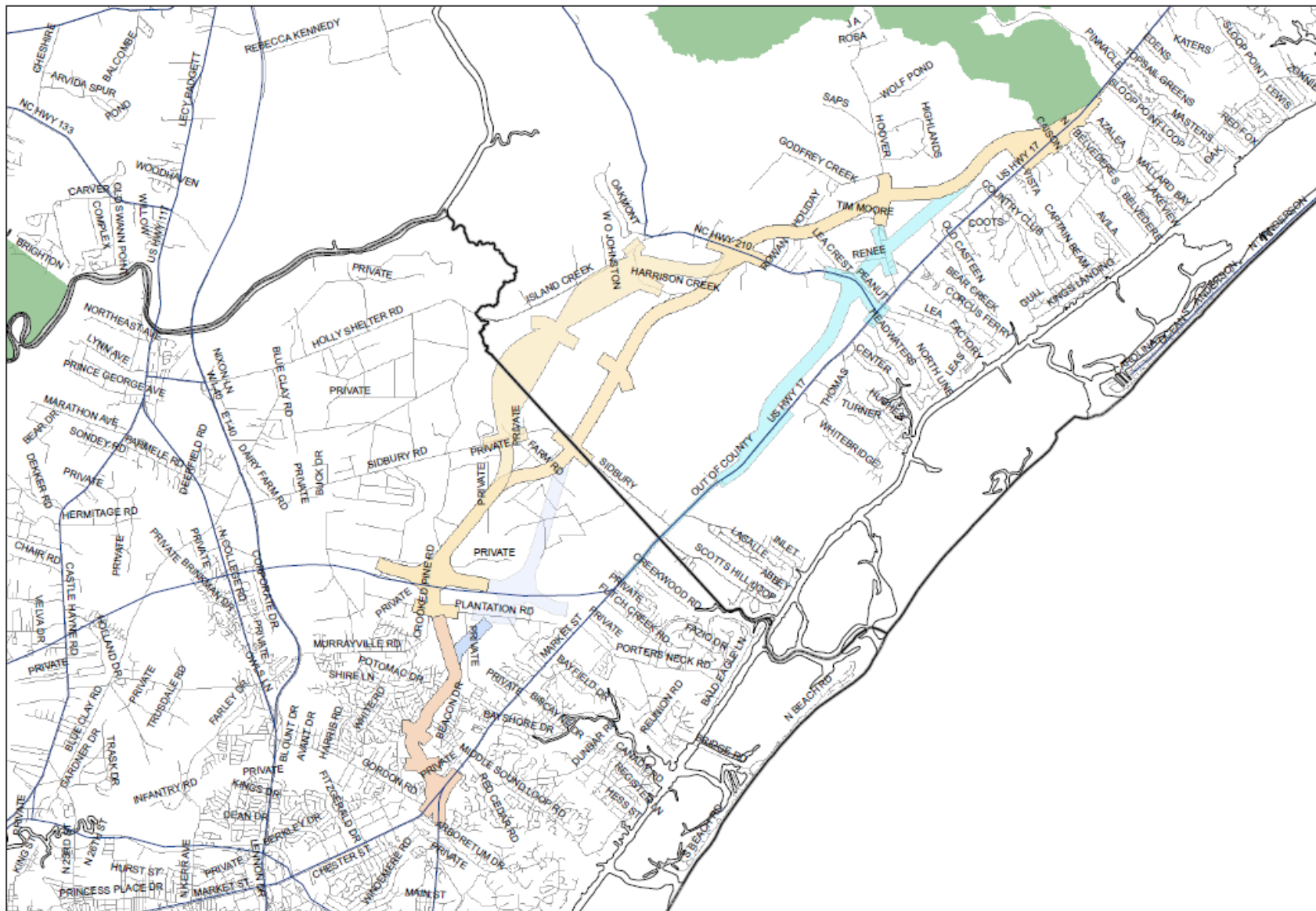
0 3,500 7,000 14,000 Feet

Data Sources: NCDOT and Mulkey GIS
Figure Prepared: 10/21/10



Figure No.

9



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS BRANCH

HAMPSTEAD BYPASS
NEW HANOVER & PENDER COUNTIES
TIP PROJECT U-4751/R-3300



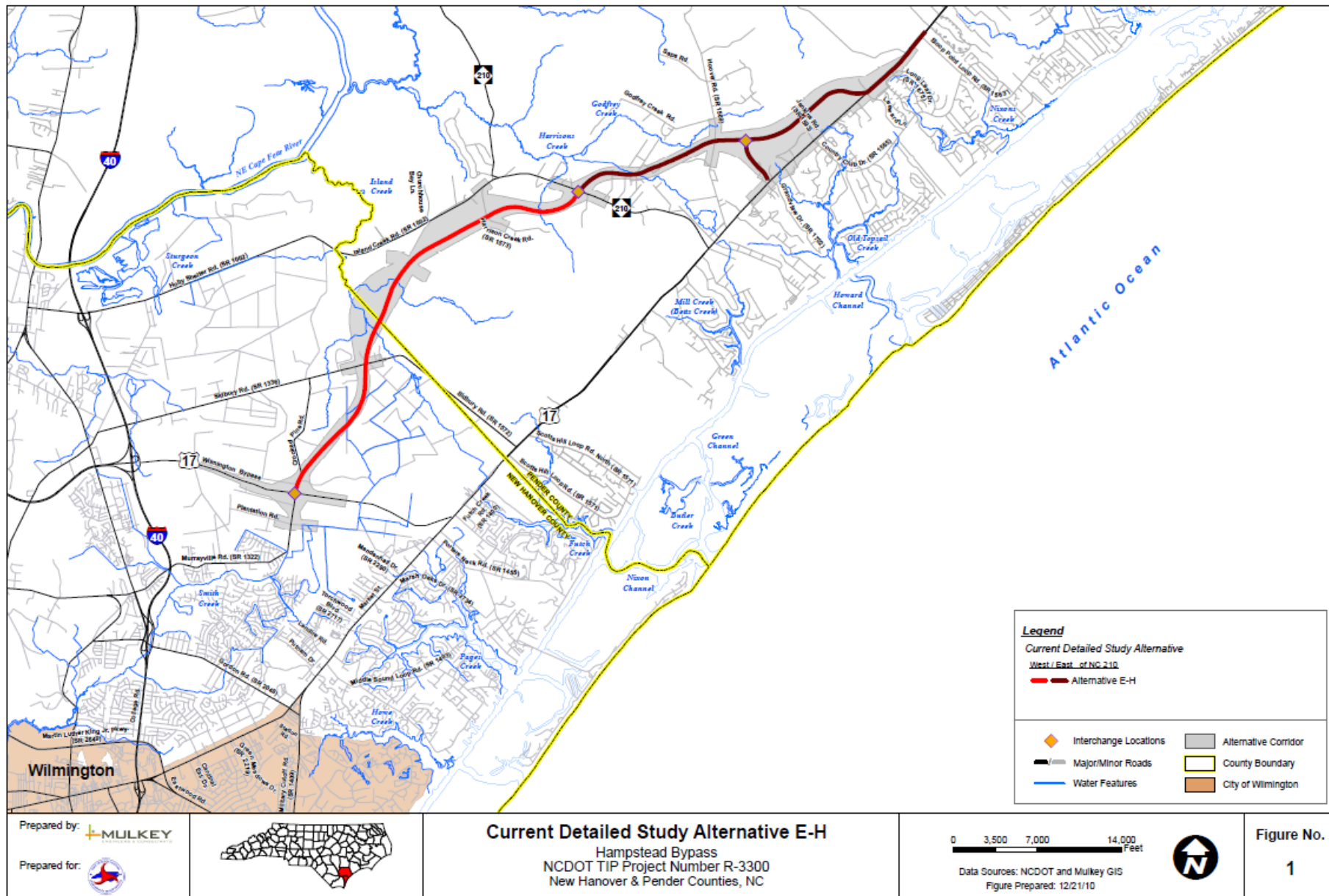
County: NEW HANOVER
& PENDER

Div: 3 TIP: U-4751/
R-3300

WBS: 40191.1.1

Date: January 2011

Figure



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

**RESOLUTION SUPPORTING CORRIDOR PRESERVATION FOR THE FUTURE
HAMPSTEAD BYPASS (R-3300)**

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 NC Board of Transportation; and

WHEREAS, the US 17 Corridor Study includes the Hampstead Bypass (R-3300) and Military Cutoff extension (U-4751); and

WHEREAS, the US 17 Corridor study has been underway for several years and is part of the NC Strategic Highway Corridor Initiative to preserve and maximize long-term interconnectivity of core transportation corridors in North Carolina; and

WHEREAS, the proposed Hampstead Bypass (R-3300) extends from the Wilmington Bypass in New Hanover County to US 17 in Pender County; and

WHEREAS, various alternatives have been studied and opportunities for public input into the process have been extensive; and

WHEREAS, the number of alternatives under consideration has been reduced from thirteen to six with only two options extending beyond the Topsail High School; and

WHEREAS, due to the possibility of encroaching development it is critical to protect and preserve a transportation corridor; and

WHEREAS, North Carolina General Statutes 136.44-50 provides authority for local governments, North Carolina Department of Transportation, North Carolina Turnpike Authority, regional transportation agencies and the Wilmington MPO to preserve and protect transportation corridors.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee recognizes the need to preserve and protect corridors and hereby supports filing a transportation corridor official map for the Hampstead Bypass (R-3300) from the Wilmington Bypass in New Hanover County to US 17 in Pender County.

ADOPTED at a regular meeting of the Transportation Advisory Committee on January 26, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

Cape Fear Commutes 2035 Committee Members

Jurisdiction	CAC Appointee
Cape Fear Public Transportation Authority	Capps, Howard T.
New Hanover County	Coffey, Eric
City of Wilmington	Cromartie, A. Scott
Pender County	Freimark, Al
Town of Navassa	Jones, Dorsey
NC Board of Transportation	Loving, Howard H., Jr.
Town of Kure Beach	Martinez, Paul
City of Wilmington	Melia, John F.
Town of Wrightsville Beach	Rhodenhiser, Ryan T.
Town of Leland	Roberts, Mike
Brunswick County	Sellers, Donald M.
Town of Belville	Smith, Stuart
Town of Carolina Beach	Stanton, Steven J.

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

**RESOLUTION RE-APPOINTING THE MEMBERSHIP OF THE WILMINGTON
METROPOLITAN PLANNING ORGANIZATION CITIZEN ADVISORY COMMITTEE**

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 Transportation Advisory Committee created the Wilmington Metropolitan Planning Organization's Citizen Advisory Committee in December 2007; and

WHEREAS, the Citizen Advisory Committee was created in December 2007 and a member was appointed by the active representative of the Transportation Advisory Committee to assist in the development of the Long Range and Comprehensive Transportation Plans; and

WHEREAS, the Citizen Advisory Committee worked diligently and thoroughly and prepared *Cape Fear Commutes 2035 Transportation Plan* for the Wilmington Urban Area; and

WHEREAS, the Citizen Advisory Committee members have indicated a willingness to serve to assist in guiding the Technical Coordinating Committee and Transportation Advisory Committee for the Wilmington Urban Area.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee re-appoints the current members of the Citizen Advisory Committee to serve and help guide the Wilmington Metropolitan Planning Organization's Technical Coordinating Committee and Transportation Advisory Committee in their decision making process.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 26, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



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North Carolina
BOARD OF
TRANSPORTATION

TO: TCC Members

FROM: Mike Kozlosky, Executive Director

DATE: January 7, 2010

SUBJECT: **Potential Wilmington MPO Local Project Ranking Criteria**

Below please find the ranking criteria for the Cape Fear Commutes 2035 Transportation Plan:

Congestion Mitigation Projects (100 points)

Efficiency (25 points)

- Reduces mean travel time for people and freight- 10 pts.
- Maximizes throughput of Roadway (people and freight per lane)- 5 pts.
- Maximizes the number of people and freight served per public dollar- 5pts.
- Reduces Cumulative Peak Hour Delay- 5 pts.

Safety (25 points)

- Project to reduce the number of crashes 5 pts.
- Project to reduce the severity of crashes 5 pts.
- Reduces potential conflict points- 5 pts.
- Includes bicycle and pedestrian safety improvements- 5 pts.
- Improves ease of use/navigability through design- 5 pts.

Multi-modal (20 points)

- Includes bicycle and pedestrian accommodations- 5 pts.
- Includes transit accommodations- 5pts.
- Increase mode choice for trips along the corridor- 5 pts.
- Improves convenience for alternative modes along the corridor- 5 pts.

Appropriateness (10 points)

- Minimizes the number of homes and businesses impacted- 2.5 pts.
- Minimizes the amount of new right-of-way (increases ADT per lane)- 2.5 pts.
- Consistent with the character of surrounding communities- 2.5 pts
- Incorporates aesthetic amenities (landscaping, decorative elements)- 2.5 pts.

Integrated (10 points)

- Consistent with local land use plans - 2.5 pts.
- Consistent with NC Transportation Plan and Strategic Highway Corridors- 2.5 pts.
- Consistent with future infrastructure investments- 2.5 pts.
- Consistent with local transportation plan- 2.5 pts.

Responsible (10 points)

- Incorporates roadways and rights of way - 2.5 pts.
- Minimize environmental impacts- 2.5 pts.
- Minimize community impacts- 2.5 pts.
- Demonstrates Community Support- 2.5 pts.

Quality of Life Projects (100 points)

Average Daily Traffic-15 pts.

Aesthetics (ditches, lack of trees, excessive signs, utility poles)- 15 pts.

Existing or planned transit services- 0= No, 7=Planned, 15=Yes

Gateway to region- 0=No, 15=Yes

Identified in adopted plans- 0=No, 15=Yes

Within Incorporated Municipality- 0=No, 7=Partial, 15=Yes

Safety (100 points)

Crashes (2005-2009) Per million miles traveled

Final Scoring Matrix for Highway Projects

Quantitative

Qualitative

<u>GOAL</u>	<u>TIER</u>	<u>Weighted Condition Data Percentage</u>	<u>Weighted Division Rank Percentage</u> <i>Top 25 Projects</i>	<u>Weighted Local Rank Percentage</u> <i>Top 25 Projects</i>
MOBILITY	Statewide	70% ← { CONG = 80% PVMT = 10% SAFE = 10%	20%	10%
	Regional	50% ←	25%	25%
	Subregional	0	40%	60%
SAFETY	Statewide	70% ← { CONG = 10% PVMT = 10% SAFE = 80%	20%	10%
	Regional	70% ←	15%	15%
	Subregional	50% ← { PVMT = 20% SAFE = 80%	20%	30%
INFRASTRUCTURE HEALTH	Statewide	70% ← { CONG = 10% PVMT = 80% SAFE = 10%	20%	10%
	Regional	70% ←	15%	15%
	Subregional	50% ← { PVMT = 80% SAFE = 20%	20%	30%



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

January 7, 2011

TIP Projects:

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

Open to traffic two-lane two-way pattern
Completion Date February 2011

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

Completion Date April 2011

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

Work Complete

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

Completion Date July 2011

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

Estimated Contract Completion Date June 2011

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

Work Complete

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. **Completion Date March 2011, utility delays**

B-5217 – SR 1115 (Stone Chimney Road) replace bridge #59 over branch of Lockwood Folly River. **Completion Date March 2011, utility delays**

B-5216 – SR 1115 (Stone Chimney Road) replace bridge #58 over branch of Lockwood Folly River. **Work 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.

Estimated Contract Completion Date December 2011

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

Availability Date March 29, 2010

Estimated Contract Completion Date July 3, 2013

U-3338 B: Widening of Kerr Ave. from 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.
Under construction

SR 1345 (Royal Oak Road): mill patch the rutted section of SR 1345 (Royal Oak Road), due to increased truck traffic. **Under construction**

SR 1513 (Danford Road): patch and widen from NC 87 to city limits of Bolivia.
Under construction

Resurfacing Projects:

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 April 2011

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).

Resurfacing complete lacking pavement markings

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).

Work Complete

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

Wilmington MPO/City of Wilmington

Project Update

December 2010

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 TCC recommended approval on October 13th.

Next Step: The MPO's Transportation Advisory Committee adopted *Cape Fear Commutes 2035 Transportation Plan* on December 15th. Staff will present the *Cape Fear Commutes 2035 Transportation Plan* to the local jurisdictions in January/February.

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. **On November 18th, the Town of Leland voted to decline to approve a transportation official corridor map for the Cape Fear Skyway within the Town of Leland.**

Next Step: Work with the City of Wilmington, New Hanover County and Brunswick County 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

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. **The Wilmington MPO held a kick-off meeting with the consultant on November 16th. Staff will conduct focus groups meetings in January. The plan is expected to be completed in July.**

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 and County Commissioners in February and Transportation Advisory Committee in March.

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. **During the December 7th Wilmington City Council meeting a resident spoke in opposition to the long-term devices.**

Next Step: Staff was requested to provide a presentation to the Wilmington City Council on January 11, 2011 regarding the neighborhood traffic management program and multi-way stops. The installation of the long-term devices in Pine Valley East have been placed on hold pending the direction from the Wilmington City Council.

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 **April 2011.**

WILMINGTON BYPASS

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. **On December 15th, the Wilmington MPO’s Transportation Advisory Committee adopted a resolution encouraging 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. It was recommended that this resolution be presented to each of the respective boards to demonstrate unity in this support.**

Next Step: Present a resolution to the various municipalities and counties **encouraging 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.
Work to identify potential funding to expedite construction of the Wilmington Bypass Section “B”. The project’s expected completion date is 2020.