



WILMINGTON URBAN AREA Metropolitan Planning Organization

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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: March 9, 2011
SUBJECT: March 16, 2011 meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, March 16th 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. 2/9/11
- 3) Presentation
 - a. Causeway Upgrade (R-3601) Presentation- Kristine O'Conner, NCDOT
 - b. Carolina Beach Safety Improvements Presentation- Allen Pope, NCDOT
- 4) Old Business
- 5) New Business
 - a. 2011-2012 Unified Planning Work Program
 - b. Eastwood Road Preferred Access Plan
 - c. Resolution Opposing Change to the Equity Formula
 - d. Resolution Opposing Changes to Senate Bill 214 (Transportation Corridor Official Map Act)
- 6) Discussion
 - a. Local Project Prioritization
 - b. Policy to Add items by a TCC/TAC Board member
 - c. Strategic Prioritization Results
- 7) Updates
 - a. City of Wilmington/Wilmington MPO
 - a. US 17/NC 210 Corridor Study in Pender County
 - b. Market Street Corridor Plan
 - c. Wilmington Multi-modal Transportation Center
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 8) Announcements
 - a. Wilmington MPO Bike/Ped meeting-April 14, 2011
- 9) Next meeting –April 13, 2011

Attachments:

- Minutes 2/9/11 meeting
- 2011-2012 DRAFT Unified Planning Work Program
- Resolution adopting the 2011-2012 Unified Planning Work Program
- Resolution Certifying the Wilmington MPO Transportation Planning Process for 2011
- Eastwood Preferred Access Plan
- Resolution Adopting the Eastwood Preferred Access Plan
- Per-capita funding by Division
- Resolution Opposing a Change to the Equity Formula
- Legislation- SB 214 (Transportation Corridor Official Map Act)
- Resolution Opposing Changes to SB 214 (Transportation Corridor Official Map Act)
- Draft Policy to Add items by a TCC/TAC Board member
- Strategic Prioritization Results
- City of Wilmington/Wilmington MPO Project Update (March)
- NCDOT Project Update



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 2A: APPROVAL OF MINUTES FROM FEBRUARY 9, 2011 MEETING

ATTACHMENTS: MINUTES FEBRUARY 9, 2011 MEETING

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for February 9, 2011**

Members Present:

Mike Kozlosky, City of Wilmington
Sam Burgess, New Hanover County
Ken Vafier, Pender County
Albert Eby, Wave Transit
Shane York, NCDOT
Pat Walsh, Town of Belville
Helen Bunch, Brunswick County
Patrick Riddle, NCDOT
Don Eggert, Cape Fear RPO
Bill McDow, City of Wilmington
Tim Owens, Town of Caroling Beach
Eryn Moller, Town of Wrightsville Beach
Robert Waring, Town of Leland

Others Present:

Tara Murphy, City of Wilmington

1. Call to Order

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

2. Approval of Minutes

The motion to approve the minutes for the January 12, 2011 meeting carried unanimously.

3. Presentation – Cape Fear Skyway

Ms. Jennifer Harris with the NC Turnpike Authority told members they will be discussing the project study area, the purpose and need statement, the process in developing the alternative concepts, and the process used to evaluate those alternatives to come up with a short-list to study in detail. Ms. Harris told members the feasibility study for the project began in 2003 and has been expanded twice during the process. The purpose of the project is to improve traffic flow and enhance freight movement. It will also provide improved hurricane evacuation time.

Mr. David Griffin, from URS, told members because federal funding will be used for the project the studies must go through the National Environmental Policy Act (NEPA) process. It's important that we establish the need for the project, the purpose for the project and that we look at a full range of alternatives. A 3-phase screening approach was developed. The first-step was a qualitative screening to determine if the concepts meet the purpose and need. They looked at all the alternatives and asked if they will improve traffic flow; enhance freight movement by providing better connectivity to the Port; and meet the goals in the Strategic Highway Corridor, the NC Intrastate System and the WMPO long-range transportation plan's vision.

Mr. Griffin told members that the second step is the quantitative screening. He said they looked at the GIS database of environmental features to create preliminary segments and corridor locations in which a roadway could be constructed. The environmental screening criteria included cost, human environment and natural environment. They used the criteria in evaluating the potential corridors and segments. After careful screening, 10 corridors were retained for further screening.

Mr. Griffin said the third step of the process was to develop conceptual alignments, layouts of each of the alternatives looking at ramp movements and interchange configurations to find what a more realistic

alignment might take in terms of location, and calculate the impacts based on more detail design drawings. That will help narrow it down from corridors to a foot print of the actual roadways. They will also look at travel-time and volume to capacity ratio to see if there is any further elimination that could be done to narrow down the detailed study alternatives.

Mr. Griffin told members the current project schedule has the draft Environmental Impact Statement (EIS) completed in the 1st quarter of 2013 with the final EIS in the 3rd quarter of 2013. The Record of Decision is scheduled for the 4th quarter of 2013. He said the financial feasibility and the environmental planning with final alignment and design details will also be completed in 2013. Mr. Griffin said public workshops will be held in March to solicit comments on the purpose and need and the alternatives selection process.

Ms. Harris told members the NC Turnpike Authority has a project specific email address at capefear@ncturnpike.org if anyone has questions or comments on the project.

Mr. Kozlosky asked Ms. Harris if there had been any updates to the cost estimates for any of the alternatives. Ms. Harris said there have been some cost estimates developed and as they move further in the process with the short-list of alternatives and the engineering is done, they will get better cost estimates. She told members the most recent rough-cost estimate for the northern alignment is around \$980 million. She stated that replacement of the Cape Fear Memorial Bridge structure alone is around \$400 million and that does not including all the other work that would be in association with it. That is also a very rough estimate.

Ms. Harris reminded members the Turnpike Authority is working through the environmental study process to comply with NEPA. They are looking for the best transportation solution given what has been identified as the transportation needs. She said there has been a lot of debate about tolling and how much this is going to cost and if tolling existing roads will be considered. That's all a parallel issues that will ultimately be decided locally after the environmental process is complete. This process will not make recommendation or decisions on tolling. They are evaluating the environmental impacts associated with various alternatives, and in the end, if they have to be funded using tolls, it will be a determination outside of this process. Mr. Kozlosky told members it is also important to point out that if we were to look at tolling on existing facilities, there would have to be a change to the statutes.

Ms. Harris said they will be sending newsletters to the people on their mailing list to notify them of the upcoming workshops on March 22nd in Brunswick County and March 24th in New Hanover County.

4. Old Business

No items

5. New Business

a. Resolution Requesting Re-design of Village Road Phase II

Mr. Kozlosky told members at the last TAC meeting, Mayor Futch from the Town of Leland requested that this item be placed on the agenda for the upcoming meeting. The resolution is requesting that NCDOT down-size the Village Road Phase II to a more compatible project with their long-range development plans for the town, as well as be consistent with the traffic demands on this corridor. There was a resolution that was adopted by the Town of Leland in January of 2011. They are requesting that the project be scaled down by taking the 4-lane cross section and reduce it to 2-lanes and incorporate bicycle lanes and sidewalks into the project.

Mr. Eggert told members that based on the fact that Mayor Futch in Town of Leland has requested this redesign, he will move to recommend adoption to the TAC. Mr. Burgess seconded the motion.

Ms. Bunch told members she is concerned that the request has gotten this far when obviously the need is there. That need was based on statistical data that supported the road widening and to now

back off concerns her. We should be looking more into the future. If the need has already been documented, why would we want to lessen what is there?

Mr. Kozlosky told members the project began in 2007. The proposal was to widen it to a 4-lane divided facility. The thought is before additional funds are spent to continue on with the process, the town would request that the TAC remove this project and remove the funding for the project but to include funds for bicycle lanes and sidewalks. The estimated cost of the widening project is a little over \$21 million. Between Town Hall Drive and South Navassa there are 10,012,057 vehicles. As you get farther to the west, it reduces down to 6,000 and then at Mt. Misery it drops to 3,800. This project was prioritized as part of the TAC's Prioritization Process and it ranked high in the process.

Ms. Murphy asked if the ADTs were current. Mr. Kozlosky told members he was not sure because the information was provided by the town. Ms. Murphy asked if we have projected data. Mr. Kozlosky said there are projected volumes as part of the feasibility study but those were not included in the resolution so he cannot say if they were included by the town or not.

Mr. Owens asked if the Town of Leland looked at all the projections and future build out. Mr. Waring told members the town's master plan was considered when they discussed it and the fact that the further west you go, the less development is seen in the area. He said he believes the future traffic projections were included in the master plan that was done for the town, but he was not sure how far they projected out.

Mr. Eggert's motion carried with 9 members voting in favor of the motion. Mr. Kozlosky and Ms. Bunch voted against the motion and two members abstained from the vote.

b. Military Cutoff Road Extension Funding Alternatives

Mr. Kozlosky told members in 2003 a feasibility study was completed for the project. The study identified a right-of-way acquisition cost of \$18 million. A new right-of-way acquisition cost has been identified by the Department and the cost has increased to \$68 million. With the dramatic cost increase, the Department and the MPO are required to find the funds to complete the project or it will be delayed. Three potential scenarios have been developed to identify funding for the additional \$50 million necessary for the right-of-way acquisition. They are:

Scenario 1 - Total Savings - \$51.2 Million

U-4751 - Military Cutoff Extension - Keep ROW in 2014, delay construction 2 FY to 2019 - cost savings \$30 Million. R-3300 - Hampstead Bypass - delay ROW 2 FY to 2019 - cost savings \$21.2 Million

Scenario 2 - Total Savings - \$50.3 Million

U-4751 - Military Cutoff Extension - Keep ROW in 2014, delay construction 2 FY to 2019 - cost savings \$30 Million. R-3300 - Hampstead Bypass - Delay ROW 1 FY to 2018 and cashflow over 2 years - cost savings \$10.6 Million. U-3338 B - Kerr Avenue - Keep ROW in 2012, delay construction 4 FY and cashflow over 2 years - cost savings - \$9.7 Million

Scenario 3 - Total Savings \$55.5 Million

U-4751 - Military Cutoff Extension - Keep ROW in 2014, delay construction 1 FY to 2018 - cost savings \$15 Million. R-3300 - Hampstead Bypass - Delay ROW 2 FY to 2019 - cost savings \$21.2 Million. U-3338 B - Kerr Avenue - Keep ROW in 2012, delay construction 5 FY - cost savings - \$19.3 Million

Mr. Kozlosky told members he would like to have a recommendation from the TCC to take to the TAC. He said outside the urban loop prioritization process, we must recognize that Military Cutoff

extension was the number one project for the MPO and the Division. The TIP Development Unit told Staff that a decision must be made immediately.

Mr. Riddle told members he spoke with Mr. Pope yesterday. Mr. Pope told him that a decision was critical. Mr. Riddle said he is waiting on that call before he could vote on which scenario to recommend.

Mr. Burgess told members he prefers Scenario 3. Mr. Vafier told members he realizes that the Military Cutoff extension and the Hampstead Bypass are separate TIP projects but they really go together. He is a little concerned about moving one forward and in effect delaying the other. Mr. Kozlosky said the estimated cost for the right-of-way for the Hampstead Bypass will exceed the amount that has been identified for funding. Based on what we have seen with the right-of-way costs for Military Cutoff extension, we are talking about a significantly larger amount than projected.

Mr. Owens asked what the numbers for the new right-of-way costs for Military Cutoff extension were based on. He pointed out that real estate numbers have declined over the past few years. Mr. Kozlosky said it is possible that the \$18 million had not been updated from the feasibility study done several years ago.

Mr. Vafier asked why the decision must be made today. Mr. Kozlosky stated that the Department is coming out with the Final STIP that they plan to adopt in June. They are preparing the document right now and must have it finalized within the next few weeks. He said he would welcome any recommendations that members would like to suggest in addition to the scenarios developed by the Department. Mr. Vafier told members as the representative from Pender County, he could not support anything that would delay the Hampstead Bypass.

Mr. Kozlosky told members the Hampstead Bypass right-of-way acquisition funding is only \$20 million and that is not a significant amount of money for the property acquisition. Looking at each of the three proposals, they all include delaying the Hampstead Bypass either by one or two years. They also include delaying the construction Military Cutoff extension. He said Scenarios 2 and 3 will delay the Kerr Avenue widening and Scenario 1 does not. Members of the committee must decide how importation is the Kerr Avenue widening compared to the Hampstead Bypass and Military Cutoff extension.

Mr. Burgess told members he preferred Scenario 3 based on the interest of New Hanover County and the fact that we need that extension in addition to the fact of the significant cost savings of \$55.5 million.

Mr. Kozlosky told members one of the ideas he has been working on is to work with New Hanover County's hired lobbying group in DC. There is also an appropriations bill and he will try to submit those projects at the request of the Commissioners for their lobbying group. The projects he is looking at are Kerr Avenue, Wilmington Bypass, the Multi-modal Center, and the Cross City Trail. One of the issues with Military Cutoff extension and the Hampstead Bypass is that they do not have a federal environmental document. Only a state environmental document has been completed for these projects and so those are only eligible for state funds.

Ms. Bunch asked what staff's recommendation was. Mr. Kozlosky said he would recommend Scenario 1. Mr. Riddle reminded members that if any other possible scenarios are developed, they will be presented to the TAC for consideration along with the selection chosen by the TCC.

Ms. Bunch made the motion to recommend Scenario 1 and forward to the TAC for consideration. Mr. Owens seconded the motion. The motion failed in a tie vote with five members voting in favor of the motion and 5 members voted against the motion. Three members abstained from voting.

c. Resolution Amending the 2010-2011 Unified Planning Work Program

Mr. Kozlosky told members staff evaluated the existing program and then modified the program based on our anticipated expenditures over the fiscal year. The line items modified were the future forecast travel patterns; the collector street element in the long range plan; the rail, waterway and other elements of the long range plan; congestion management strategies and the special studies.

Mr. Riddle made the motion to amend the 2010-2011 Unified Planning Work Program and forward to the TAC for consideration. Ms. Bunch seconded the motion. The motion carried unanimously.

d. Strategic Planning Exercise

Mr. Kozlosky told members he is conducting a strategic planning exercise within the MPO. The exercise will be used in the development to the strategic business plan for the MPO. The *Cape Fear Commutes 2035 Transportation Plan* will serve as a comprehensive plan for the region and staff is proposing to develop a strategic business plan to focus our energies. The elements in the appendices of the plan were used for the planning exercise. Staff asked members to select the five most important areas that they would like to see included as a focus area over the next few years. Staff will ask the Citizen Advisory Committee (CAC) to develop performance measures. That will allow staff to track the implementation of long range planning effort. The focus elements from the plan are: Mass Transit, Roadway, Pedestrian, Freight, Bicycle and Aviation.

6. Discussion

a. Local Project Prioritization

Mr. Kozlosky told members the prioritization committee held its first meeting. They decided that they would evaluate the existing projects based on the *Cape Fear Commutes 2035 Transportation Plan* matrix. Mr. York will be running each of the projects through the model to develop the travel demand criteria. Based on *Cape Fear Commutes 2035 Transportation Plan*, the projects were broken up into three different types. They are Congestion Mitigation, Quality of Life and Safety. The committee will determine how to consolidate them into one matrix after they receive the travel time information. They will schedule the next meeting following the receipt of that information.

b. Process for Items to be Placed on the TAC Agenda

Mr. Kozlosky told members the Chairman of the TAC asked that the process for placing items on the meeting agenda be reviewed. Based on the bylaws, additional items may be placed on the regular agenda following discussion on the last item on the regular agenda, as long as there is a majority of concurrence from the present and eligible voting members. Mr. Kozlosky said he wanted to make this committee aware of that request.

7. Updates

a. Wilmington MPO/City of Wilmington

Mr. Kozlosky updated members on projects within the City of Wilmington.

- **US 17/NC 210 Corridor Study in Pender County** - Mr. Kozlosky told members that the MPO held separate focus group meetings this week with the business community and residents. The next focus group meeting will be held later in the month with the development community. The next public meeting is scheduled for March 3rd at Topsail High School. Staff anticipates a June competition date for the project.
- **Market Street Corridor Study** - Mr. Kozlosky told members the study is looking at mobility and safety, land use and transportation for the Market Street corridor. The plan was recommended by both the City Planning Commission and County Planning Board. Staff will

be making a presentation on the plan to the New Hanover County Board of Commissioners on February 21st and the Wilmington City Council on February 28th and March 1st.

- **Multimodal Transportation Center** – Mr. Kozlosky told members staff is working with the Department to complete the environmental assessment. The Department is also trying to secure an option on the U-Haul property. They anticipate completion of the environmental assessment by June.

b. Cape Fear Public Transportation Authority

Not available

c. NCDOT Project Update

Mr. Riddle updated members on the projects for NCDOT.

8. Announcements

9. Adjournment

With no further items, the meeting was adjourned at 11:18am



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 5A: 2011-2012 UNIFIED PLANNING WORK PROGRAM

ATTACHMENTS: 2011-2012 DRAFT UNIFIED PLANNING WORK PROGRAM
RESOLUTION ADOPTING THE 2011-2012 UNIFIED PLANNING
WORK PROGRAM
RESOLUTION CERTIFYING THE WILMINGTON MPO
TRANSPORTATION PLANNING PROCESS FOR 2011

DRAFT

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

Fiscal Year 2011-2012



**FY 2011-2012 UNIFIED PLANNING WORK PROGRAM
FOR THE
WILMINGTON, NORTH CAROLINA URBAN AREA**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a "cooperative, comprehensive, and continuing...." transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2011-2012. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

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

- Statewide Planning and Research Programs (SPR)-These funds are used by NCDOT to conduct work for the Wilmington Urban Area MPO.

- Federal Highway Administration Section 104(f) Funds-These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.

- Federal Transit Administration Section 5303 Funds-These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

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

Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 2011-2012

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

Line Item Code

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

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

II-A3 Street System Changes- Update of street system database as needed.

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

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

II-A6 Dwelling Unit, Population, Employment Changes- Will measure land use changes by Transportation Analysis Zone. Staff will review and provide capacity analysis for proposed developments within the Wilmington planning area boundary.

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

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

II-A9 Travel Time Studies- Conduct key travel time studies for travel demand model and development of the Long Range Transportation Plan.

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

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

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

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

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

II-B3 Travel Model Updates- No tasks foreseen.

II-B4 Travel Surveys- No tasks foreseen.

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

II-B6 Community Goals and Objectives- Monitor public input as it pertains to goals and objectives set forth in the update of the Long Range Transportation Plan.

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

II-B8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model and other measures for further analysis as potential short and long-range transportation improvement projects.

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

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

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

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

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

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

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

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

II-B17 Congestion Management Strategies- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies

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

III-A Planning Work Program- Evaluation of FY 2011 PWP and development of FY 2012 UPWP.

III-B Transportation Improvement Program-Review and amend the 2011-2020 Transportation Improvement Program on an as needed basis. Assist NCDOT with the review and development of the 5, 10 and 20 year work programs.

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

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

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

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

III-C5 Safety/Drug Control Planning- No tasks foreseen.

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

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

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

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

III-D3 Special Studies- A consultant will be contracted to assist in the completion of an update to the Town of Leland Collector Street Plan and Wrightsville Beach Comprehensive Transportation Study.

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

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

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

Wilmington MPO		SPR		SEC. 104 (f) PL		SECTION 5303			SECTION 5307			ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	Highway							Transit			Local 100%	NCDOT		LOCAL	STATE	FEDERAL	TOTAL
		NCDOT 20%	FHWA 80%						Local 10%	NCDOT 10%	FTA 80%		TE 100%	DO 100%				
II-A	Surveillance of Change																	
II-A-1	Traffic Volume Counts			14,400	57,600										14,400	0	57,600	72,000
II-A-2	Vehicle Miles of Travel			50	200										50	0	200	250
II-A-3	Street System Changes			50	200										50	0	200	250
II-A-4	Traffic Accidents			600	2,400										600	0	2,400	3,000
II-A-5	Transit System Data			100	400										100	0	400	500
II-A-6	Dwelling Unit, Pop. & Emp. Change			1,000	4,000										1,000	0	4,000	5,000
II-A-7	Air Travel			50	200										50	0	200	250
II-A-8	Vehicle Occupancy Rates			50	200										50	0	200	250
II-A-9	Travel Time Studies			50	200										50	0	200	250
II-A-10	Mapping			1,600	6,400										1,600	0	6,400	8,000
II-A-11	Central Area Parking Inventory			0	0										0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory			50	200										50	0	200	250
																		0
II-B	Long Range Transp. Plan															0		0
II-B-1	Collection of Base Year Data			0	0										0	0	0	0
II-B-2	Collection of Network Data			0	0										0	0	0	0
II-B-3	Travel Model Updates			0	0										0	0	0	0
II-B-4	Travel Surveys			0	0										0	0	0	0
II-B-5	Forecast of Data to Horizon year			0	0										0	0	0	0
II-B-6	Community Goals & Objectives			500	2,000										500	0	2,000	2,500
II-B-7	Forecast of Future Travel Patterns			0	0										0	0	0	0
II-B-8	Capacity Deficiency Analysis			1,000	4,000										1,000	0	4,000	5,000
II-B-9	Highway Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-10	Transit Element of the LRTP			400	1,600										400	0	1,600	2,000
II-B-11	Bicycle & Ped. Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-12	Airport/Air Travel Element of LRTP			50	200										50	0	200	250
II-B-13	Collector Street Element of LRTP			600	2,400										600	0	2,400	3,000
II-B-14	Rail, Water or other mode of LRTP			50	200										50	0	200	250
II-B-15	Freight Movement/Mobility Planning			200	800										200	0	800	1,000
II-B-16	Financial Planning			200	800										200	0	800	1,000
II-B-17	Congestion Management Strategies			700	2,800										700	0	2,800	3,500
II-B-18	Air Qual. Planning/Conformity Anal.			0	0										0	0	0	0
																		0
III-A	Planning Work Program			200	800										200	0	800	1,000
																		0
III-B	Transp. Improvement Plan			200	800										200	0	800	1,000
																		0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															0		0
III-C-1	Title VI			100	400										100	0	400	500
III-C-2	Environmental Justice			200	800										200	0	800	1,000
III-C-3	Minority Business Enterprise			100	400										100	0	400	500
III-C-4	Planning for the Elderly & Disabled			50	200										50	0	200	250
III-C-5	Safety/Drug Control Planning			0	0										0	0	0	0
III-C-6	Public Involvement			1,200	4,800										1,200	0	4,800	6,000
III-C-7	Private Sector Participation			50	200										50	0	200	250
																		0
III-D	Incidental Plng./Project Dev.															0		0
III-D-1	Transportation Enhancement Plng.			400	1,600										400	0	1,600	2,000
III-D-2	Enviro. Analysis & Pre-TIP Plng.			50	200										50	0	200	250
III-D-3	*Special Studies			20,000	80,000										20,000	0	80,000	100,000
III-D-4	Regional or Statewide Planning			50	200										50	0	200	250
																		0
III-E	Management & Operations			20,000	80,000	5,912	5,912	47,296							25,912	5,912	127,296	159,120
TOTAL S		0	0	66,300	265,200	5,912	5,912	47,296							72,212	5,912	312,496	390,620

Anticipated DBE Contracting Opportunities for FY 2011-2012

Name of MPO: Wilmington Urban Area MPO

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

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	City of Wilmington	Consultant	\$80,000	\$100,000

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

**RESOLUTION ADOPTING THE FY 2011-2012 PLANNING WORK PROGRAM
OF THE WILMINGTON URBAN AREA**

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

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

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

WHEREAS, members of the Wilmington Urban Area Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2011-2012.

NOW THEREFORE, be it resolved that the Transportation Advisory Committee hereby adopts the FY 2011-2012 Planning Work Program for the Wilmington Urban Area.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on March 30, 2011.

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2011

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

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

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

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

WHEREAS, the Transportation Plan has a planning horizon year of 2030, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the Wilmington Urban Area Transportation Advisory Committee certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 30th day of March, 2011.

Jonathan Barfield
Chair, Transportation Advisory Committee

Mike Kozlosky
Secretary, Wilmington Metropolitan Planning Organization



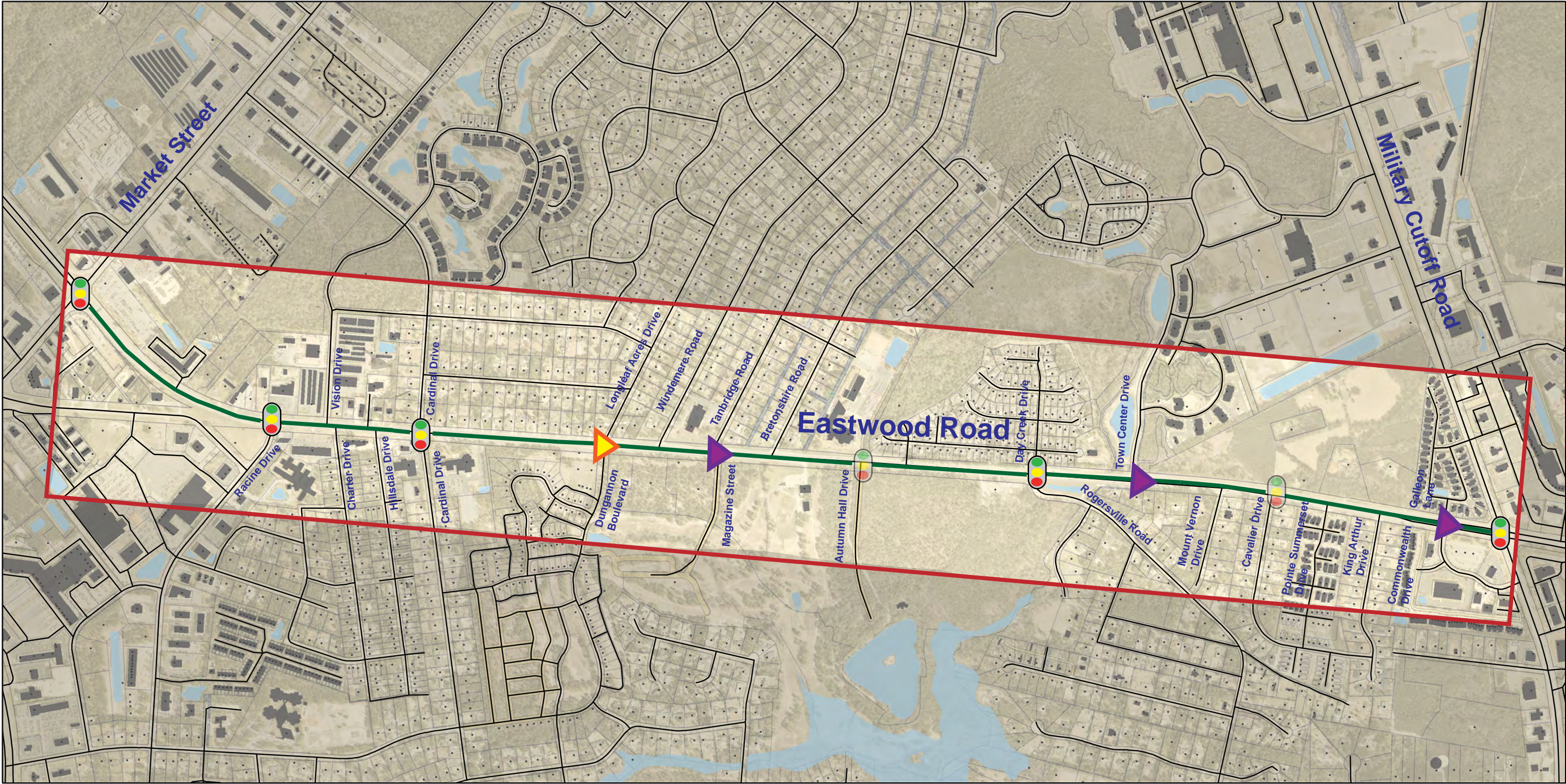
**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 5B: EASTWOOD ROAD PREFERRED ACCESS PLAN

ATTACHMENTS: EASTWOOD ROAD PREFERRED ACCESS PLAN (MAP)
RESOLUTION ADOPTING THE EASTWOOD PREFERRED ACCESS
PLAN

Eastwood Road Preferred Access Plan

(DRAFT) 2/28/11



Key

Traffic Signal

Proposed Traffic Signal

Proposed Left-Over Signal

Left-Over Crossing

Median

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

RESOLUTION ADOPTING THE EASTWOOD ROAD PREFERRED ACCESS 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 NC Board of Transportation; and

WHEREAS, Eastwood Road provides a connection from Market Street to Wrightsville Avenue within the City of Wilmington; and

WHEREAS, the long term vision for Eastwood Road includes a non-traversable median with traffic signals, directional left-over and u-turn movements at designated locations along the corridor and

WHEREAS the Wilmington Metropolitan Planning Organization and North Carolina Department of Transportation have developed a preferred access plan for Eastwood Road from Market Street to Wrightsville Avenue to identify the locations traffic signals, directional left-over and u-turn movements at designated locations along the corridor.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the preferred access plan for Eastwood Road.

ADOPTED at a regular meeting of the Transportation Advisory Committee on March 30, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



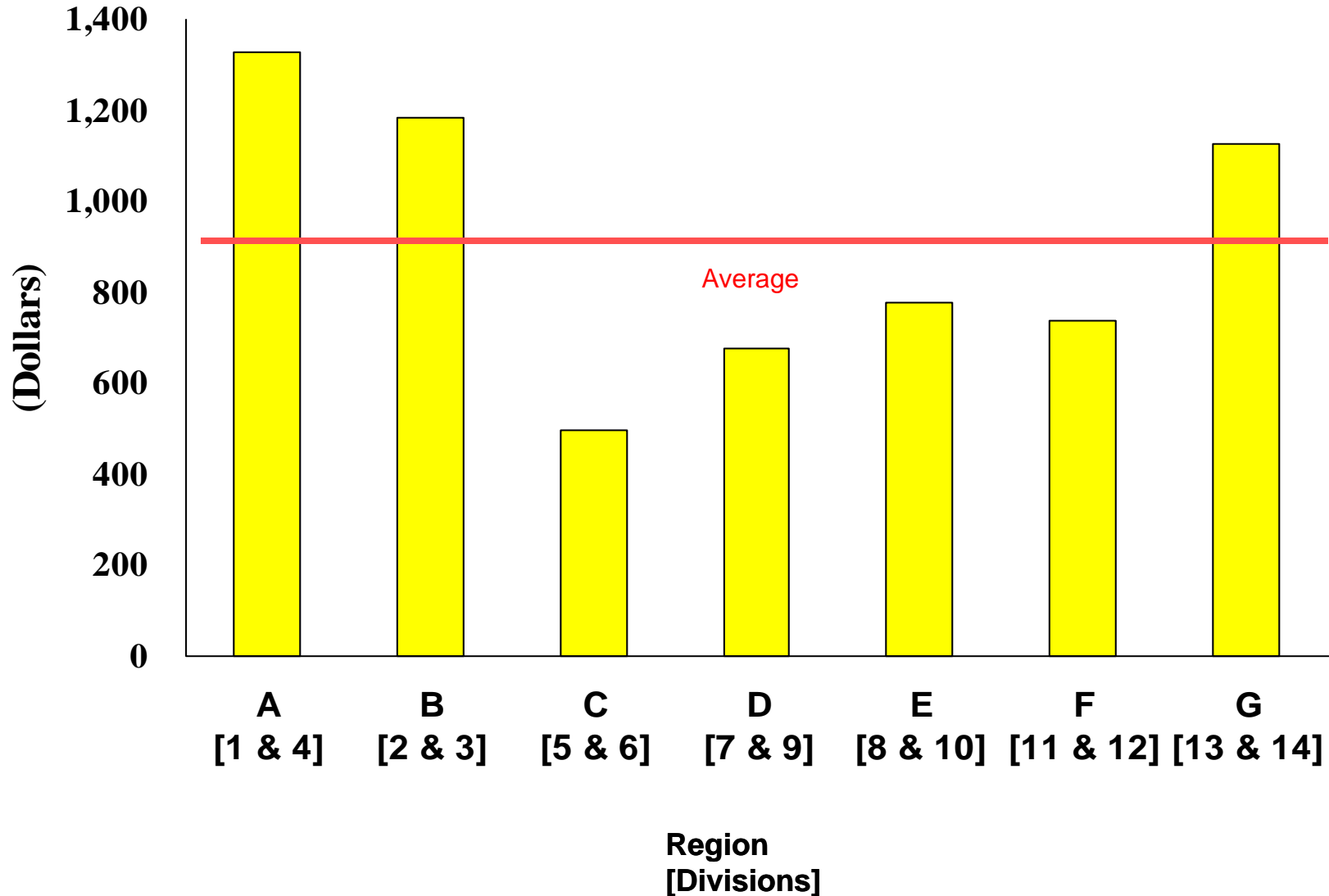
**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 5C: RESOLUTION OPPOSING CHANGE TO THE EQUITY FORMULA

ATTACHMENTS: PER-CAPITA FUNDING BY DIVISION
RESOLUTION OPPOSING A CHANGE TO THE EQUITY FORMULA

TIP Equity Formula per Capita Allocations

2007-2013 TIP



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

**RESOLUTION OPPOSING CHANGES TO THE NORTH CAROLINA
TRANSPORTATION EQUITY FORMULA**

WHEREAS, the North Carolina legislature implemented its Transportation Equity Formula twenty years ago as a result of the 1989 Highway Trust Fund Law; and

WHEREAS, the Transportation Equity Formula makes it difficult to fund specific significant, and costly, transportation needs; and

WHEREAS, it is anticipated that municipalities located within the Wilmington MPO and the Wilmington MPO would be detrimentally impacted by a change to the Transportation Equity Formula.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee opposes changes by the North Carolina General Assembly to modify the North Carolina Transportation Equity Formula.

ADOPTED at a regular meeting of the Transportation Advisory Committee on March 30, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 5D: RESOLUTION OPPOSING SENATE BILL 214 (TRANSPORTATION
CORRIDOR OFFICIAL MAP ACT)

ATTACHMENTS: LEGISLATION- SB 214 (TRANSPORTATION CORRIDOR OFFICIAL
MAP ACT)

RESOLUTION OPPOSING SB 214 (TRANSPORTATION
CORRIDOR OFFICIAL MAP ACT)

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2011**

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SENATE BILL 214*

Short Title: Transportation Map Corridors/Condemnation. (Public)

Sponsors: Senators Goolsby, Jenkins, Rabon; Apodaca, Brunstetter, Daniel, Gunn,
 Harrington, Hise, Newton, Rouzer, and Tucker.

Referred to: Transportation.

March 7, 2011

A BILL TO BE ENTITLED
AN ACT TO LIMIT THE AMOUNT OF TIME LAND MAY BE ENCUMBERED BY A
TRANSPORTATION CORRIDOR OFFICIAL MAP BEFORE THE ENTITY
ESTABLISHING, ADOPTING, OR AMENDING THE TRANSPORTATION
CORRIDOR OFFICIAL MAP IS REQUIRED BY LAW TO PURCHASE THE
PROPERTY OR INITIATE CONDEMNATION PROCEEDINGS AGAINST THE
PROPERTY.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 136-44.51(b) reads as rewritten:

"(b) In any event, no application for building permit issuance or subdivision plat approval for a tract subject to a valid transportation corridor official map shall be delayed by the provisions of this section for more than ~~three years~~18 months from the date of ~~its original submittal~~the adoption of a transportation official corridor map. If the corridor is still being reviewed after the 18-month period set out in this subsection, the entity which adopted the transportation corridor official map affecting the issuance of building permits or subdivision plat approval shall initiate condemnation proceedings on the affected properties. If the entity which adopted the transportation corridor official map has not purchased or initiated condemnation proceedings within the time limits established pursuant to this subsection, the owner of real property within the corridor may treat the real property as unencumbered and free of any restriction on sale, transfer, or use established by this Article."

SECTION 2. This act becomes effective December 1, 2011, and applies to all transportation corridor official maps filed on or after that date.



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

**RESOLUTION OPPOSING SENATE BILL 214
(TRANSPORTATION CORRIDOR OFFICIAL MAPS)**

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 construction of transportation infrastructure is important to the economic vitality and housing stock of the region; and

WHEREAS, North Carolina General Statute 136-44.50 (Transportation Corridor Official Map Act) provides for local governments, North Carolina Department of Transportation, North Carolina Turnpike Authority, regional transportation authorities, and the Wilmington MPO to file transportation corridor official maps; and

WHEREAS, Senate Bill 214 has been introduced that would modify this bill to reduce the time period of the legislation from 3 years to 18 months and modify the trigger mechanism from date of its original submittal to the adoption of a transportation official corridor map; and

WHEREAS, the preservation of corridors are necessary to reduce the costs of these transportation improvements and minimize the disruptions to residents and property owners; and

WHEREAS, over the next 10 years the state has approximately \$54 billion worth of needs and only \$10.5 billion worth of revenue projected; and

WHEREAS, to reduce the time periods and trigger mechanism would increase the costs of transportation projects; and

WHEREAS, given the limited transportation resources in the state and MPO region, this new legislation would likely reduce the funds available for a project in-turn reducing the scope or delaying other projects in the region.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby opposes Senate Bill 214 that would reduce the time period of corridor preservation from 3-years to 18 months and modify the trigger mechanism from the date of original submittal to the adoption of a transportation corridor official map.

ADOPTED at a regular meeting of the Transportation Advisory Committee on March 30, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 6B: POLICY TO ADD ITEMS BY A TCC/TAC BOARD MEMBER

ATTACHMENTS: DRAFT POLICY TO ADD ITEMS BY A TCC/TAC BOARD MEMBER



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

Policy for Transportation Advisory Committee members to add items to the Metropolitan Planning Organization's Technical Coordinating Committee and Transportation Advisory Committee

The Wilmington Metropolitan Planning Organization is required to hold regularly scheduled Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) meetings each calendar year. TCC and TAC members may submit an item(s) to their respective TCC and TAC agendas. In order for a Board member to submit an item(s) to the TCC or TAC the item(s) must be submitted no later than 5:00 p.m. the first business day of the calendar month in which the item is requested to be considered. The item must include all pertinent background materials (resolution, maps, etc.). An item may also be placed on the agenda for consideration at the end of the meeting by a unanimous vote of the voting members present.



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 6C: STRATEGIC PRIORITIZATION RESULTS

ATTACHMENTS: STRATEGIC PRIORITIZATION RESULTS

Voting & Ranking on Cape Fear Commutes 2035 Policies							
Mode	Policy Number	Ranking	# of votes	# of TCC votes	# of CAC votes	# of TAC votes	Policy Language (Goals)
Roadway	1	1	17	5	5	7	To promote roadway projects included in <i>Cape Fear Commutes 2035</i>
Roadway	3	1	17	6	10	1	To ensure all new roadways and bridges within the Wilmington Urban Area include bicycle, mass transportation, and pedestrian accommodations and facilities (as per complete streets policies adopted by the WMPO and the North Carolina Board of Transportation); <i>and</i> that they are designed and constructed in a context sensitive manner with design speeds based on the context zones included in Appendix 10 of <i>Cape Fear Commutes 2035</i>
Roadway	2	3	15	4	0	11	To develop a policy to preserve transportation corridors as designs for transportation projects are finalized by the North Carolina Department of Transportation and other agencies
Mass Transit	4	4	11	1	10	0	To work to support transit oriented development by ensuring land use plans in all member counties and municipalities support mass transportation projects identified in <i>Cape Fear Commutes 2035 Transportation Plan</i>
TDM/TSM	1	5	10	N/A	9	1	To establish a Transportation Demand Management (TDM) Program and implement recommended strategies outlined in <i>Cape Fear Commutes 2035 Transportation Plan</i>
Bicycle	7	5	10	3	2	5	To support the coordination and linkage of the bicycle transportation and mass transportation systems within the Wilmington Urban Area
Bicycle	5	7	9	8	0	1	To assist counties and municipalities in seeking planning and infrastructure grants to improve the bicycle transportation system within the Wilmington Urban Area
Mass Transit	1	7	9	2	6	1	To promote mass transportation as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Mass Transit	8	9	8	2	5	0	To support the restoration of the rail line between Castle Hayne and Wallace for passenger service between the Wilmington Urban Area and Raleigh and the Northeast
Freight	3	10	6	0	0	6	To support the upgrade of the rail junction in Pembroke to provide for improved connectivity between the Wilmington Urban Area and Fort Bragg
Bicycle	3	11	5	4	1	0	To develop comprehensive bicycle plans for municipalities within the Wilmington Urban Area to identify additional bicycle projects for funding
Mass Transit	2	11	5	4	0	1	To coordinate Cape Fear Public Transportation with local agencies, organizations and all member counties and municipalities to improve mass transportation access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)
Pedestrian	5	11	5	5	0	0	To assist counties and municipalities in seeking planning and infrastructure grants to improve the bicycle pedestrian transportation system within the Wilmington Urban Area
Freight	4	14	4	3	1	0	To support the upgrade of US 74 between the Wilmington Urban Area and Charlotte to interstate standards
Aviation	2	15	3	1	0	2	To promote improved access from the Wilmington Urban Area to Raleigh-Durham International Airport (RDU) via mass transportation

Bicycle	6	15	3	0	2	1	To encourage all member counties and municipalities to require the construction of bicycle facilities as part of subdivision and/or site development
Pedestrian	1	15	3	2	0	1	To promote walking as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Pedestrian	3	15	3	2	1	0	To support and develop comprehensive pedestrian plans for municipalities within the Wilmington Urban Area to identify additional pedestrian projects for funding
Aviation	1	19	2	2	0	0	To promote improved access to Wilmington International Airport (ILM) and business park via all modes of transportation
Bicycle	1	19	2	0	0	2	To promote bicycling as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Freight	1	19	2	1	1	0	To support circulation improvements in the area surrounding the Port of Wilmington, particularly on Carolina Beach Road (US 421), River Road and Shipyard Boulevard (US 117)
Mass Transit	7	19	2	0	0	2	To continue development of the Wilmington Multimodal Center and the Cape Fear Public Transportation Authority Maintenance and Operations Center
Pedestrian	6	19	2	0	1	1	To encourage the construction of pedestrian facilities as part of subdivision and/or site development
Bicycle	2	24	1	0	0	1	To coordinate with local agencies, organizations and all member counties and municipalities to improve bicycle access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)
Bicycle	8	24	1	1	0	0	To ensure transportation projects within the Wilmington Urban Area do not disrupt existing or planned bicycle routes or facilities
Freight	2	24	1	1	0	0	To support the restoration of the rail line between Castle Hayne and Wallace for freight service between the Wilmington Urban Area and Raleigh and the Northeast
Mass Transit	3	24	1	0	1	0	To encourage all member counties and municipalities to require the construction of mass transportation facilities as part of subdivision and/or site development
Mass Transit	5	24	1	1	0	0	To work with the North Carolina Department of Transportation to improve mass transportation facilities on existing state-maintained roadways
Pedestrian	4	24	1	0	1	0	To collaborate with Brunswick County Public Schools, New Hanover County Public Schools, Pender County Public Schools and all member counties and municipalities to improve school siting, pedestrian connections to existing schools and encouragement of walk to school programs

(Unranked Projects)							
Aviation	3	Unranked	0	0	0	0	To work to implement mass transportation service between downtown Wilmington and Wilmington International Airport (ILM)
Bicycle	4	Unranked	0	0	0	0	To collaborate with Brunswick County Public Schools, New Hanover County Public Schools, Pender County Public Schools and all member counties and municipalities to improve school siting, bicycle connections to existing schools and encouragement of bicycle to school programs
Freight	5	Unranked	0	0	0	0	To work with regional partners to upgrade the rail line between Fayetteville and Wilmington to improve military deployments
Mass Transit	6	Unranked	0	0	0	0	To improve mass transportation connections between the Wilmington Urban Area and adjacent urban areas (i.e. Jacksonville, Myrtle Beach, Raleigh, etc.)
Pedestrian	2	Unranked	0	0	0	0	To coordinate with local agencies, organizations and all member counties and municipalities to improve pedestrian access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)
TDM/TSM	2	Unranked	0	0	0	0	To implement Transportation System Management (TSM) Strategies as recommended in Cape Fear Commutes 2035 Transportation Plan

TAC Voting & Ranking of Cape Fear Commutes 2035 Policies					
Mode	Policy Number	TAC Ranking	Overall Ranking	# of TAC votes	Policy Language (Goals)
Roadway	2	1	3	11	To develop a policy to preserve transportation corridors as designs for transportation projects are finalized by the North Carolina Department of Transportation and other agencies
Roadway	1	2	1	7	To promote roadway projects included in <i>Cape Fear Commutes 2035</i>
Freight	3	3	10	6	To support the upgrade of the rail junction in Pembroke to provide for improved connectivity between the Wilmington Urban Area and Fort Bragg
Bicycle	7	4	5	5	To support the coordination and linkage of the bicycle transportation and mass transportation systems within the Wilmington Urban Area
Mass Transi	7	5	19	2	To continue development of the Wilmington Multimodal Center and the Cape Fear Public Transportation Authority Maintenance and Operations Center
Bicycle	1	5	19	2	To promote bicycling as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Aviation	2	5	15	2	To promote improved access from the Wilmington Urban Area to Raleigh-Durham International Airport (RDU) via mass transportation
Roadway	3	8	1	1	To ensure all new roadways and bridges within the Wilmington Urban Area include bicycle, mass transportation, and pedestrian accommodations and facilities(as per complete streets policies adopted by the WMPO and the North Carolina Board of Transportation); <i>and</i> that they are designed and constructed in a context sensitive manner with design speeds based on the context zones included in Appendix 10 of <i>Cape Fear Commutes 2035</i>
TDM/TSM	1	8	5	1	To establish a Transportation Demand Management (TDM) Program and implement recommended strategies outlined in <i>Cape Fear Commutes 2035 Transportation Plan</i>
Bicycle	5	8	7	1	To assist counties and municipalities in seeking planning and infrastructure grants to improve the bicycle transportation system within the Wilmington Urban Area
Mass Transi	1	8	7	1	To promote mass transportation as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Mass Transi	2	8	11	1	To coordinate Cape Fear Public Transportation with local agencies, organizations and all member counties and municipalities to improve mass transportation access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)
Bicycle	6	8	15	1	To encourage all member counties and municipalities to require the construction of bicycle facilities as part of subdivision and/or site development
Pedestrian	1	8	15	1	To promote walking as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Pedestrian	6	8	19	1	To encourage the construction of pedestrian facilities as part of subdivision and/or site development
Bicycle	2	8	24	1	To coordinate with local agencies, organizations and all member counties and municipalities to improve bicycle access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)

TCC Voting & Ranking of Cape Fear Commutes 2035 Policies					
Mode	Policy Number	TCC Ranking	Overall Ranking	# of TCC votes	Policy Language (Goals)
Bicycle	5	1	7	8	To assist counties and municipalities in seeking planning and infrastructure grants to improve the bicycle transportation system within the Wilmington Urban Area
Roadway	3	2	1	6	To ensure all new roadways and bridges within the Wilmington Urban Area include bicycle, mass transportation, and pedestrian accommodations and facilities (as per complete streets policies adopted by the WMPO and the North Carolina Board of Transportation); <i>and</i> that they are designed and constructed in a context sensitive manner with design speeds based on the context zones included in Appendix 10 of <i>Cape Fear Commutes 2035</i>
Roadway	1	3	1	5	To promote roadway projects included in <i>Cape Fear Commutes 2035</i>
Pedestrian	5	3	11	5	To assist counties and municipalities in seeking planning and infrastructure grants to improve the bicycle pedestrian transportation system within the Wilmington Urban Area
Mass Transit	2	5	11	4	To coordinate Cape Fear Public Transportation with local agencies, organizations and all member counties and municipalities to improve mass transportation access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)
Roadway	2	5	3	4	To develop a policy to preserve transportation corridors as designs for transportation projects are finalized by the North Carolina Department of Transportation and other agencies
Bicycle	3	5	11	4	To develop comprehensive bicycle plans for municipalities within the Wilmington Urban Area to identify additional bicycle projects for funding
Bicycle	7	9	5	3	To support the coordination and linkage of the bicycle transportation and mass transportation systems within the Wilmington Urban Area
Freight	4	9	14	3	To support the upgrde of US 74 between the Wilmington Urban Area and Charlotte to interstate standards
Mass Transit	1	11	7	2	To promote mass transportation as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Mass Transit	8	11	9	2	To support the restoration of the rail line between Castle Hayne and Wallace for passenger service between the Wilmington Urban Area and Raleigh and the Northeast
Pedestrian	1	11	15	2	To promote walking as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Pedestrian	3	11	15	2	To support and develop comprehensive pedestrian plans for municipalities within the Wilmington Urban Area to identify additional pedestrian projects for funding
Aviation	1	11	19	2	To promote improved access to Wilmington International Airport (ILM) and business park via all modes of transportation
Mass Transit	4	16	4	1	To work to support transit oriented development by ensuring land use plans in all member counties and municipalities support mass transportation projects identified in <i>Cape Fear Commutes 2035 Transportation Plan</i>
Aviation	2	16	15	1	To promote improved access from the Wilmington Urban Area to Raleigh-Durham International Airport (RDU) via mass transportation
Freight	1	16	19	1	To support circulation improvements in the area surrounding the Port of Wilmington, particularly on Carolina Beach Road (US 421), River Road and Shipyard Boulevard (US 117)
Bicycle	8	16	24	1	To ensure transportation projects within the Wilmington Urban Area do not disrupt existing or planned bicycle routes or facilities
Freight	2	16	24	1	To support the restoration of the rail line between Castle Hayne and Wallace for freight service between the Wilmington Urban Area and Raleigh and the Northeast
Mass Transit	5	16	24	1	To work with the North Carolina Department of Transportation to improve mass transportation facilities on existing state-maintained roadways

CAC Voting & Ranking of Cape Fear Commutes 2035 Policies					
Mode	Policy Number	CAC Ranking	Overall Ranking	# of CAC votes	Policy Language (Goals)
Roadway	3	1	1	10	To ensure all new roadways and bridges within the Wilmington Urban Area include bicycle, mass transportation, and pedestrian accommodations and facilities (as per complete streets policies adopted by the WMPO and the North Carolina Board of Transportation); <i>and</i> that they are designed and constructed in a context sensitive manner with design speeds based on the context zones included in Appendix 10 of <i>Cape Fear Commutes 2035</i>
Mass Transit	4	1	4	10	To work to support transit oriented development by ensuring land use plans in all member counties and municipalities support mass transportation projects identified in <i>Cape Fear Commutes 2035 Transportation Plan</i>
TDM/TSM	1	3	5	9	To establish a Transportation Demand Management (TDM) Program and implement recommended strategies outlined in <i>Cape Fear Commutes 2035 Transportation Plan</i>
Mass Transit	1	4	7	6	To promote mass transportation as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Mass Transit	8	5	9	5	To support the restoration of the rail line between Castle Hayne and Wallace for passenger service between the Wilmington Urban Area and Raleigh and the Northeast
Roadway	1	5	1	5	To promote roadway projects included in <i>Cape Fear Commutes 2035</i>
Bicycle	6	7	15	2	To encourage all member counties and municipalities to require the construction of bicycle facilities as part of subdivision and/or site development
Bicycle	7	7	5	2	To support the coordination and linkage of the bicycle transportation and mass transportation systems within the Wilmington Urban Area
Bicycle	3	9	11	1	To develop comprehensive bicycle plans for municipalities within the Wilmington Urban Area to identify additional bicycle projects for funding
Freight	4	9	14	1	To support the upgrade of US 74 between the Wilmington Urban Area and Charlotte to interstate standards
Pedestrian	3	9	15	1	To support and develop comprehensive pedestrian plans for municipalities within the Wilmington Urban Area to identify additional pedestrian projects for funding
Freight	1	9	19	1	To support circulation improvements in the area surrounding the Port of Wilmington, particularly on Carolina Beach Road (US 421), River Road and Shipyard Boulevard (US 117)
Pedestrian	6	9	19	1	To encourage the construction of pedestrian facilities as part of subdivision and/or site development
Mass Transit	3	9	24	1	To encourage all member counties and municipalities to require the construction of mass transportation facilities as part of subdivision and/or site development
Pedestrian	4	9	24	1	To collaborate with Brunswick County Public Schools, New Hanover County Public Schools, Pender County Public Schools and all member counties and municipalities to improve school siting, pedestrian connections to existing schools and encouragement of walk to school programs



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 7A: CITY OF WILMINGTON/WILMINGTON MPO

ATTACHMENTS: CITY OF WILMINGTON/WILMINGTON MPO PROJECT UPDATE
(MARCH)

**STATUS REPORT
WILMINGTON MPO/CITY OF WILMINGTON
DEVELOPMENT SERVICES DEPARTMENT
MARCH 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. 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.

All of the municipalities and counties within the Wilmington MPO adopted resolutions encouraging NCDOT to explore funding options to accelerate the “B” section of the Wilmington Bypass. NCDOT has announced the acceleration of the Bypass and a new expected completion date of 2018.

ARTERIAL SIGNAL RETIMING:

Project Description/Scope: Per NCDOT agreement all signals in the system must have timing evaluated on an 18-month cycle.

Current Status: All existing signal timing plans verified and updated. Final migration of back-up time-of-day programming is nearing completion.

Next Steps: Begin GPS timing evaluation on existing timing plans to establish baseline performance. Identify critical signals and begin timing plan development.

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. All municipalities and counties have now adopted the plan.

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. **The North Carolina**

Turnpike Authority continues to work through the environmental review process. A presentation was provided to the TCC and TAC in February. Public workshops will be held in March.

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 in November and conducted focus groups meetings in January. **Staff conducted additional focus group meetings in February. 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 City of Wilmington Planning Commission and New Hanover County Planning Board have recommended approval of the Market Street Corridor Plan. **The MPO presented the corridor plan to the County Commissioners in February and City Council in February/March.**

MULTI-MODAL TRANSPORTATION CENTER (NO SIGNIFICANT CHANGES)

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

NCDOT hired Moffit & Nichol Associates and Ko & Associates to complete the Environmental Assessment (EA) for the Wilmington Multi-modal Transportation Center. NCDOT is continuing the development of the EA. This document is expected to be complete by June 2011. NCDOT is pursuing securing an option on the U-Haul property until completion of the EA.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM – PINE VALLEY EAST (NO SIGNIFICANT CHANGES)

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 provided a presentation to the Wilmington City Council on January 11, 2011 regarding the neighborhood traffic management program and multi-way stops. Staff is proceeding with the installation of the long-term devices in Pine Valley East.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS (NO SIGNIFICANT CHANGES)

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.

Next Step: Bid the construction of the North 3rd Street improvements in April 2011.

SAFELIGHT

Current Status: All sites have been upgraded and are fully operational. From 1/3 -1/31/2011 two Traffic Engineering staff reviewed 4612 incidents that resulted in 2984 citations. The most frequent reason for rejection was that a vehicle committed a slow rolling right turn on red.

Next Step: Resolve invoicing issues. All cameras have been adjusted to reduce false triggers.

TRAFFIC SIGNAL SYSTEM UPGRADE/EXPANSION 08TS10

Current Status: Final connections complete. All intersections except the 5 associated with the NCDOT Wrightsville/Independence project are connected. Fiber work is required to bring Eastwood/Cavalier camera and Wrightsville/Independence signals on line. Staff is in ongoing negotiations with Econolite to upgrade central control software.

Next Steps: Install and rework fiber to bring remaining locations on line. Complete negotiations and begin migration to Centracs control software.



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 7C: NCDOT

ATTACHMENTS: NCDOT PROJECT UPDATE



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

March 10, 2011

TIP Projects:

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

Work Complete

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 Summer 2011

B-5215 – SR 1115 (Stone Chimney Road) replace bridge #49 over branch of Lockwood Folly River. **Completion Date Mid-March 2011**

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

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

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). Public Info. Mtg. April/May 2011
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 0.25 mile south of SR 1701 (Zion Church Rd) to US 17 Bus. (south end of Bolivia).

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

Brunswick, New Hanover & Pender contract:

NC 904 milling & resurfacing from NC 179 to East/West Second Street at Ocean Isle Beach

SR 1331 (Mill Branch Rd) resurfacing from NC 130 to SR 1335 (Big Neck Rd)

SR 1143 (Brick Landing Rd) resurfacing from NC 179 to end of system

US 17 Business (Market Street) milling & resurfacing from 0.206 miles south of SR 2251 (Barclay Hills Drive) at CSX RR tracks to 0.223 miles north of US 74 (MLK Parkway) intersection at the end of the curb & gutter

US 17/US 421 milling & resurfacing from 0.091 miles south of US 74/NC 133 intersection at new pavement joint to 0.208 miles north of I-140 overpass at "new" pavement joint

Wilmington Bypass leveling courses, at various locations: @ bridge approaches, @ CSX RR fly-over, & @ low areas around interchange of US 17 and US 17 Bus.

SR 1175 (Kerr Ave.) resurfacing from NC 132 to 0.14 mile south of Randall Pkwy

SR 1402 (Edgewater Club Rd) resurfacing from SR 1491 (Porter's Neck Rd) to end of system

SR 2127 (Judges Rd) resurfacing from US 17 Bus. to SR 2213 (Albemarle Rd)

SR 2219 (Green Meadows Rd) resurfacing from US 117 Bus. to SR 2281 (Spicewood St)

SR 1002 (Holly Shelter Rd) mill patch from US 117 to Pender Co. line

US 117 resurfacing from New Hanover County line at Northeast Cape Fear River Bridge to 0.30 mile north of NC 210

NC 53 milling & resurfacing from 0.53 miles west of SR 1400 (North/South Smith Street) to 0.03 miles east of US 117 Business in Burgaw

Estimated Contract Completion Date November 18, 2011

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