



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
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Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

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

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: April 19, 2012
SUBJECT: April 25th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, April 25th at 4 pm. The meeting will be held in the Lord Spencer Compton Conference Room at City Hall in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 3/28/12
- 3) Public Comment Period
- 4) New Business
 - a. Resolution Adopting the 2012-2013 Unified Planning Work Program
 - b. Resolution Adopting the Public Transportation MTIP/STIP Amendment
 - c. Resolution Requesting NCDOT further evaluate the E-H-1 Potential Alignment for the Hampstead Bypass
 - d. Resolution Supporting the Naming of US 17 in Pender, New Hanover and Brunswick Counties as the "The Colonial Highway"
- 5) Discussion
 - a. 2010 Census Results and MPO Boundary
- 6) Updates
 - a. City of Wilmington/Wilmington MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 7) Announcements
 - a. Wave Transit Short-range Transit Plan Workshops- April 24th and 25th
 - b. Wilmington MPO Bike/Ped meeting-April 26th
- 9) Next Meeting –May 30, 2012

Attachments:

- Minutes 3/28/12 meeting
- Proposed 2012-2013 Unified Planning Work Program
- Resolution Adopting the 2012-2013 Unified Planning Work Program

- Resolution Certifying the Wilmington MPO Transportation Planning Process
- STIP/MTIP Amendments
- Resolution Adopting the Public Transportation MTIP/STIP Amendment
- Memorandum from NCDOT regarding the Hampstead Bypass E-H-1 Potential Alignment
- Resolution Requesting NCDOT further evaluate the E-H-1 Potential Alignment for the Hampstead Bypass
- Resolution Supporting the Naming of US 17 in Pender, New Hanover and Brunswick Counties as the “The Colonial Highway”
- City of Wilmington/Wilmington MPO Project Update (April 2012)
- NCDOT Project Update

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: March 28, 2012

Members Present:

Dean Lambeth, Vice-chair, Town of Kure Beach
Jack Batson, Town of Belville
Pat Batleman, Town of Leland
Bill Saffo, City of Wilmington
Steve Shuttleworth, Town of Carolina Beach
Bill Sisson, Town of Wrightsville Beach
Jonathan Barfield, Cape Fear Public Transportation Authority
George Brown, Pender County
Mike Alford, NC Board of Transportation

Staff Present:

Mike Kozlosky, Executive Director
Tara Murphy, Associate Transportation Planner
Suraiya Rashid, Associate Transportation Planner
Bill McDow, Staff Engineer

1. Call to Order

Mr. Lambeth called the meeting to order at 4:04 PM.

2. Approval of Minutes:

The minutes from the February 29, 2012 meeting were approved unanimously.

3. Public Comment Period

Mr. William Holt addressed members regard the designation of US Highway 17 in Pender, New Hanover and Brunswick Counties as "The Colonial Highway." He told members that the Colonial Highway and Revolutionary Trail Organization, in cooperation with a number of historical and cultural resources on or in the vicinity of US 17 are working to enhance the of Colonial Revolutionary history along the US 17 corridor in North Carolina. The US 17 corridor in South Carolina and Virginia are acknowledged for their historical and cultural resources and completion of the US 17 corridor north and south across North Carolina will help to improve historical tourism and acknowledge these cultural resources. He said his organization would appreciate support from the TAC in the naming of US 17 in Pender, New Hanover and Brunswick Counties as "The Colonial Highway."

Mr. Andy Koeppel addressed members regarding his appreciation of the NC Board of Transportation and the members that attend the TAC meetings. He said it is his hope that the NCBOT members will be able to attend the meeting each month.

4. Presentations

a. NC 2040 Long Range Transportation Plan

Mr. Tyler Bray with the NCDOT Statewide Planning Branch gave a presentation on the 2040 Long Range Transportation Plan. He told members that work on the plan began in April 2011 and when it's finished, will outline spending priorities and give the Department policy, process and programming direction for the next 30 years. The plan will be available for review later in the spring.

b. Wilmington MPO Website

Mr. Kozlosky told members that during the recent review by the Federal Highway Administration, they recommended that staff review information contained on the WMPO website with the members of the TCC and TAC.

Ms. Rashid told members that the web address for the WMPO is www.wmpo.org. The website's home page contains information about the WMPO, the mission statement, committee membership, up-to-date news on planning projects, and plans and documents for the WMPO. The site also has the agendas and minutes from past meetings, along with a calendar for upcoming meetings. She noted that information on Bike/Ped Advisory Committee meetings and activities can also be found on the website.

5. New Business

a. Resolution Amending the 2011-2012 Unified Planning Work Program

Mr. Kozlosky told members there were a few modification to the UPWP based on a review of the current budget. Amendments to the budget are allowed until March 31st. Staff is proposing to decrease the Traffic Counts line item by \$40,000, decrease the Special Studies line item by \$100,000 and to increase the Management and Operations line item by \$20,000. The Special Studies funding will be pushed to the upcoming fiscal year. The 2012-2013 budget is currently open for a 30-day public comment period and will be presented for adoption at the April TAC meeting.

Mr. Barfield made the motion to amend the 2011-2012 UPWP. Mr. Shuttleworth seconded the motion and it carried unanimously.

b. Resolution Supporting the Town of Carolina Beach's Request for High-visibility Crosswalks

Mr. Kozlosky told members the Town of Carolina Beach has requested high-visibility crosswalks on Lake Park Boulevard (US 421) to accommodate safer pedestrian travel between the residential neighborhoods to the oceanfront. The proposed locations are at the intersection of Lake Park Boulevard and Alabama, Ocean, Tennessee and Carolina Sands.

Mr. Barfield made the motion to support the Town of Carolina Beach's Request for High-visibility Crosswalks. Mr. Shuttleworth seconded the motion and it carried unanimously.

6. Discussion

a. WMPO 2nd Quarter Strategic Business Plan

Mr. Kozlosky asked if anyone had question on the WMPO 2nd Quarter Strategic Business Plan that was included in the meeting packet.

Mr. Shuttleworth told members that NCDOT is working on the Snows Cut Bridge and the Town of Caroling Beach is concerned that bicycle lanes has not been added to the bridge.

Mr. Alford told members that the addition of bike lanes to the Snows Cut Bridge will be a difficult task but the Department is continuing to consider alternatives and work on the devising a possible solution.

7. Updates

Project updates for the Wilmington MPO/City of Wilmington, Cape Fear Public Transportation Authority and NCDOT are included in the agenda packet.

Ms. Batleman told members it has come to her attention that NCDOT has approached Congressman McIntyre to get some funding for the widening of Village Road from South Navassa Road to Lanvale

Road. She asked what the status was. Mr. Alford stated that he was not familiar with that request and he will have to report back to her.

Mr. Alford told members he would like to tell members that he feels it is imperative that everyone in the MPO's and RPO's in Southern North Carolina be familiar with the NC 2040 Long Range Transportation Plan. It is important to recognize that there is limited funding going forward and it is imperative to realize that other revenue sources are going to have to come to the forefront sooner as opposed to later. If they don't, we're going to be impacted worse in the east than other areas of our state. The demographics and the growth is going that way. We all as members of southeastern North Carolina need to be cognizant of that dynamic and work together accordingly.

Mr. Kozlosky distributed information regarding a request from a property owner asking the Department to evaluate another alternative for the Hampstead Bypass. He told members he was asked to bring a resolution forward to the next meeting to ask the NCDOT to look at this alternative route. Should the TAC Board support the request, the Department estimates that the Military Cutoff Road and Hampstead Bypass projects will be delayed by two years. He will bring a resolution before the board for consideration at the next meeting to ask NCDOT to consider this new alternative.

8. Announcements

9. Adjournment

With no further business, the meeting was adjourned at 5:13 PM

Respectfully submitted
Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED ON A COMPACT DISC AS PART OF THIS RECORD.**

Wilmington Urban Area Transportation Planning Work Program

Fiscal Year 2012-2013



DRAFT

**FY 2012-2013 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 2012-2013. 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 2012-2013

(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 and uploaded to the WMPO website.

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. 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 between April 2000 Census and travel demand model base year. Staff will 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 the TCC and TAC, 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. Staff the Citizen Advisory Committee (CAC).

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

II-B-8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model for further analysis as potential 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 in the LRTP.

II-B10 Transit Element of Long Range Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions for inclusion in the update of the LRTP. Provide documentation of process and recommendations.

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. Provide documentation of the process and recommendations in the update of the LRTP.

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. Provide documentation of process and recommendations in the update of the LRTP.

II-B13 Collector Street Element of Long Range Transportation Plan- Develop regionally acceptable collector street policies and program recommendations for inclusion in the update of the LRTP.

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. Provide documentation of process and recommendations in the update of the LRTP.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the LRTP.

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the LRTP. Ensure fiscal constraint in the update of 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. Document process and solutions in the update of the LRTP.

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

III-A Planning Work Program- Evaluation of FY 2012 PWP and development of FY 2013 PWP.

III-B Transportation Improvement Program-Review and amend the 2012-2018 Transportation Improvement Program on an as needed basis.

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

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

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

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

II-C5 Safety/Drug Control Planning- No tasks foreseen by the MPO.

III-C6 Public Involvement- Extensive Public Participation effort will be carried out to solicit input and reaction to the completion of planning studies within the Wilmington MPO's 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- Consultant will be contracted to assist in the completion of the Leland/Belville/Brunswick County Collector Street Plan, Wrightsville Beach Comprehensive Transportation Study, Comprehensive Greenway Plan and other studies completed by the MPO.

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

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

MPO	Wilmington
FTA Code	442100
Task Code	III-E
Title	Management & Operations
Task Objective	Administration, operations, and maintenance planning
Tangible Product Expected	To prepare all required reports, to attend technical meetings and to continue oversight of the Transit operation. To remain in compliance with all reporting requirements, to ensure the efficient operation of the transit system and to ensure that public funds are spent in a responsible manner. Creation of internal procedures to monitor and report transit data and new procedures to monitor financial operations.
Expected Completion Date of Products	June 2013
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%	53,968
Section 5303 NCDOT 10%	6,746
Section 5303 FTA 80%	6,746
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

FY 2012-2013 Unified Planning Work Program Proposed Budget

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 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%		TE 100%	DO 100%				
II-A	Surveillance of Change																	
II-A-1	Traffic Volume Counts			6,400	25,600										6,400	0	25,600	32,000
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			3,000	12,000										3,000	0	12,000	15,000
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
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			1000	4,000										1,000	0	4,000	5,000
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			2,000	8,000										2,000	0	8,000	10,000
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			2,000	8,000										2,000	0	8,000	10,000
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
III-A	Planning Work Program			200	800										200	0	800	1,000
III-B	Transp. Improvement Plan			200	800										200	0	800	1,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															0		0
III-C-1	Title VI			200	800										200	0	800	1,000
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
III-D	Incidental Plng./Project Dev.															0		0
III-D-1	Transportation Enhancement Plng.			600	2,400										600	0	2,400	3,000
III-D-2	Enviro. Analysis & Pre-TIP Plng.			50	200										50	0	200	250
III-D-3	*Special Studies			50,000	200,000										50,000	0	200,000	250,000
III-D-4	Regional or Statewide Planning			50	200										50	0	200	250
III-E	Management & Operations			24,000	96,000	6,746	6,746	53,968							30,746	6,746	149,968	187,460
TOTALS		0	0	97,100	388,400	6,746	6,746	53,968							103,846	6,746	442,368	552,960

Anticipated DBE Contracting Opportunities for FY 2012-2013

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	\$200,000	\$250,000

RESOLUTION
APPROVING THE FY 2012-2013 PLANNING WORK PROGRAM
OF THE WILMINGTON URBAN AREA

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;

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;

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 2012-2013;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee hereby endorses the FY 2012-2013 Planning Work Program for the Wilmington Urban Area.

I, Laura Padgett, Chair of the Wilmington Urban Area Transportation Advisory Committee do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Wilmington Urban Area Transportation Advisory Committee, duly held on this the ____ day of _____ 2012.

Laura Padgett, Chair
Wilmington Urban Area TAC

Subscribed and sworn to me this the ____ day of April, 2012.

Notary Public

My commission expires_____.

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS

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 2035, 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 25th day of April, 2012.

Laura Padgett
Chair, Transportation Advisory Committee

Mike Kozlosky
Secretary, Wilmington Metropolitan Planning Organization

PROPOSED REVISIONS TO 2012-2018 STIP

Public Transportation PROGRAM

STIP AMENDMENT/MODIFICATIONS

DIVISION 3

TA-6516	Replacement LTV	\$108,000	Federal
		\$ 13,500	State
		\$ 13,500	Local
TG-4796	Routine Capital Engines	\$120,000	Federal
		\$ 0	State
		\$ 30,000	Local
TD-4292	Operations Facility	\$362,351	Federal
		\$ 45,294	State
		\$ 45,294	Local

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

**RESOLUTION SUPPORTING THE AMENDMENT OF THE
2012-2018 STATE /METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAMS-
PUBLIC TRANSPORTATION IMPROVEMENTS**

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

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

WHEREAS, the North Carolina Board of Transportation adopted the 2012-2018 State Transportation Improvement Program on July 7, 2011 and the Wilmington Metropolitan Planning Organization adopted the Statewide/Metropolitan Transportation Improvement Program on August 11, 2011; and

WHEREAS, the Cape Fear Public Transportation Authority desires to amend the State/Metropolitan Transportation Improvement Program for the Replacement of LTV, Routine Capital Engines and the Operations Facility; and

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

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports amending the 2012-2018 State/Metropolitan Transportation Improvement Programs to fund the Replacement of LTV, Routine Capital Engines and the Operations Facility.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 25, 2012.

Laura Padgett, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

March 26, 2012

Ms. Agnes Beane
Post Office Box 1039
Wrightsville Beach, North Carolina 28480

Subject: Alternate Proposal to Hampstead Bypass EH Route

Dear Ms. Beane:

As we discussed, I am providing a copy of the initial screening information for the alternative E-H-1 corridor on the Hampstead Bypass. It is my understanding that Debbie Barbour has already transmitted this information to you electronically but I wanted to also provide you with a written copy of this information.

As stated in the attached email from Mr. Jay McInnis, our initial screening found the alternative E-H-1 corridor would slightly reduce stream impacts but would increase wetland impacts. The alternative E-H-1 corridor would also affect a Red-cockaded Woodpecker foraging habitat and would be slightly more expensive to construct. Also, in order to fully evaluate this alternative corridor would delay the project a minimum of two years.

Based on this initial screening, the Department is willing to fully evaluate this alternative corridor if requested by the Wilmington Urban Area Metropolitan Planning Organization (WMPO) and subsequently agreed upon by our environmental agency partners. Please note that we are currently working towards selecting the preferred corridor in May of this year. We plan to continue on this schedule unless requested otherwise by WMPO.

Thank you for sharing your alternative proposal. If you need additional information or have questions, please contact me or Debbie Barbour, PE, Director of Preconstruction at 919-707-2540.

Sincerely,

Deborah Barbour

for Terry R. Gibson, PE
State Highway Administrator

TRG/rm

Enclosures

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
1536 MAIL SERVICE CENTER
RALEIGH NC 27699-1536

TELEPHONE: 919-707-2500
FAX: 919-733-9428

WEBSITE: WWW.NCDOT.GOV

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Ms. Agnes Beane

March 26, 2012

Page 2

cc w/enclosures:

Mike Alford, Member, Board of Transportation

George A Sloane, III, Member, Board of Transportation

Laura Padgett, Councilmember, City of Wilmington

✓ Mike Kozlosky, Executive Director, Wilmington Urban Area MPO

Deborah M. Barbour, PE, Director of Preconstruction

Gregory J. Thorpe, PhD., Project Development and Environmental Analysis Unit Head

Jay A. Bennett, PE, State Roadway Design Engineer

Karen E. Fussell, PE, Division Engineer

Beau Memory, Legislative Liaison

Mccollum, Ron

Subject: FW: Hampstead Bypass - Southern End
Attachments: Memorandum Review of EH Alignment Shift 3-14-12.pdf

From: McInnis, Jay
Sent: Thursday, March 15, 2012 7:35 AM
To: Gibson, Terry R
Cc: Barbour, Deborah M; Nance, Sandy; Hanson, Robert P
Subject: RE: Hampstead Bypass - Southern End

Terry,

I just received the memo from our consultant regarding the realignment. I've attached it here. What Mulkey found is that the realignment would impact more wetlands, slightly less streams, would affect red-cockaded woodpecker foraging habitat (our current alignment does not) and would likely cost a little more. If we were to decide to pursue this new alternative, it would mean a minimum two year delay in both U-4751 (Military Cutoff Extension) and R-3300 (Hampstead Bypass). We would have to reopen concurrence point 2 with the merger team, conduct field surveys, prepare a supplemental draft EIS and hold a new corridor hearing.

Let me know if you have any questions or need any additional information.

Thanks,

Jay

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

MEMORANDUM

TO: Jay McInnis, NCDOT PDEA
Kim Gillespie, NCDOT PDEA

FROM: Liz Kovaschitz, Mulkey Engineers and Consultants

DATE: March 14, 2012

SUBJECT: Review of Alternative EH Corridor Shift, US 17 Corridor Study: Military Cutoff Road Extension and Hampstead Bypass, New Hanover and Pender Counties, NCDOT TIP Project Nos. U-4751 and R-3300

The North Carolina Department of Transportation (NCDOT) requested an evaluation of an alternative alignment that would potentially serve as a replacement for a section of Hampstead Bypass (R-3300) Detailed Study Alternative E-H. A PDF of the proposed corridor alignment shift was provided to Mulkey Engineers and Consultants (see attached figure "Proposed Realignment – B").

METHODOLOGY AND ASSUMPTIONS

Mulkey incorporated the alternative alignment provided by NCDOT into Geographic Information System (GIS) mapping for the proposed Hampstead Bypass project. Aerial photography and parcel data were also used in the analysis. For purposes of this analysis, the alternative alignment provided to Mulkey will be referred to as "Alternative E-H-1." Figure 1 shows the E-H-1 corridor in relation to current Detailed Study Alternative E-H.

If NCDOT determines moving forward with field investigations for Alternative E-H-1 is warranted preliminary impacts based on GIS data would be presented to the public at a citizens informational workshop and to the NEPA/Section 404 merger team at a Concurrence Point 2 (Detailed Study Alternatives Carried Forward) meeting.

In order to calculate impacts, a centerline was drawn within the Alternative E-H-1 corridor alignment provided by NCDOT. A 300-foot corridor was then generated using the E-H-1 centerline. A 300-foot corridor was also generated for the Detailed Study Alternative E-H centerline so impacts within the E-H and E-H-1 corridors could be similarly compared between their common termini.

The preliminary design for Hampstead Bypass Detailed Study Alternative E-H includes elevating Sidbury Road over the proposed bypass. No interchange is proposed at the crossing. The same design criteria are assumed for Alternative E-H-1.

GIS IMPACT COMPARISON SUMMARY

Impacts were calculated for several human and natural environment features using available GIS data (see Table 1). Alternative E-H-1 is approximately 0.25 mile longer than Alternative E-H. Neither alternative is expected to result in the relocation of homes or businesses. The number of individual properties impacted would be greater with Alternative E-H (19) than with Alternative E-H-1(8). Overall, affected property owners would have approximately nine additional acres of impacts with Alternative E-H-1.

Table 1. Summary of E-H and E-H 1 Corridor Segment Impacts.

GIS Data Comparison of Corridor Segments E-H and E-H-1		
Corridor Segment	E-H-1	E-H
FEATURE ¹		
Length (miles)/(acres)	3.73 / 135.7	3.48 / 126.4
NWI Wetland Impacts (acres) ²	37.7	17.4
Stream Crossings (no./linear feet) ³	2/653	2/697
303(d) Stream Impacts (linear feet)	317	0
Relocations	0	0
Red-cockaded Woodpecker NHP Data Point 0.5 mi. Foraging Area (acres)	35.5	0
Natural Heritage Program SNHA, Managed Areas and Wetland Mitigations Sites (acres)	0	0
100 Year Floodplain and Floodway Impacts(acres)	20.1	7.4
Recorded Historic Properties (no.)	0	0
Recorded Archaeological Sites (no.)	0	0
Wildlife Refuge/Game Lands (acres)	0	0
Recreational Areas/Parks (no.)	0	0
High Quality Waters (HQW, ORW, WS Protected or Critical Areas) (acres)	0	0
Cemeteries (no.)	0	0
Potential UST / Hazmat Sites (no.)	0	0

Notes: ¹ Impact calculations are based on a 300-foot corridor.

² National Wetlands Inventory (9-26-11)

³ DWQ Surface Water Classifications (2-8-11) and DWQ 24k Streams – Unnamed Tributaries (11-30-07)

GIS data indicate Alternative E-H-1 would result in more impacts to wetlands and the 100-year floodplain. GIS data also show that Alternative E-H-1 would impact approximately 317 linear feet of a stream included on the 303(d) list of impaired waters; however, Alternative E-H would result in slightly greater overall impacts to streams.

Natural Heritage Program (NHP) data include a red-cockaded woodpecker (RCW) data point just east of the E-H-1 corridor. The RCW is listed by the US Fish and Wildlife Service (USFWS) as a federally-protected endangered species. NHP data note the RCW point is “extant,” which means it has been recently verified but there is insufficient information to estimate its viability. Figure 1 shows the half-mile foraging habitat partition associated with the RCW data point. Under Section 7 of the Endangered Species Act, federal agencies must consult with the USFWS if a proposed action *may affect* an endangered or threatened species. The US Army Corps of Engineers (USACE) serves as the lead federal agency for the proposed project. If the action is *likely to adversely affect* an endangered or threatened species, the federal agency must request formal consultation. The USFWS will then issue a biological opinion on whether the proposed action will jeopardize the species. When the USFWS makes a jeopardy determination, it provides the consulting federal agency with reasonable and prudent alternative actions. If instead an incidental take statement is issued by the USFWS, it will also issue

reasonable and prudent measures to minimize the take. When considering the possibility of entering into the consultation process for potential RCW impacts associated with Alternative E-H-1, it can be surmised that Alternative E-H would serve as a suitable reasonable and prudent alternative.

The Traffic Noise Technical Memorandum prepared for the project (Sepi, 2011) notes several impacted noise receptors on the north side of Sidbury Road in the vicinity of the Alternative E-H crossing, including four properties on Farm Road and several properties in the Island Creek Estates subdivision. A noise wall is not recommended along Alternative E-H in this area. It is anticipated that the noise receptors impacted by Alternative E-H would not be impacted by Alternative E-H-1. However, it is expected that any potential decrease in the overall number of impacted noise receptors as a result of the alignment shift would not be substantial given the location of Alternative E-H-1 in relation to the Island Creek Estates subdivision.

The preliminary design for Hampstead Bypass Detailed Study Alternative E-H does not result in the relocation of homes or businesses along Sidbury Road in the vicinity of the elevated Sidbury Road crossing over Hampstead Bypass. It is expected a similarly designed crossing at Sidbury Road for Alternative E-H-1 also would not require the relocation of homes or businesses. NCDOT's policy of providing new access to properties where current access is affected would apply to both Alternative E-H and Alternative E-H-1.

Alternative E-H-1 would require shorter tangents and sharper radii than the current preliminary design for Alternative E-H. Longer crossings, and therefore longer structures, may be required with Alternative E-H-1. This, in combination with the greater overall length of Alternative E-H-1, would result in higher construction costs for Alternative E-H-1.

OTHER IMPACTS

Introducing a new alignment outside of the project study corridors at this stage in the project development process would result in a minimum two-year delay for the Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300) projects.

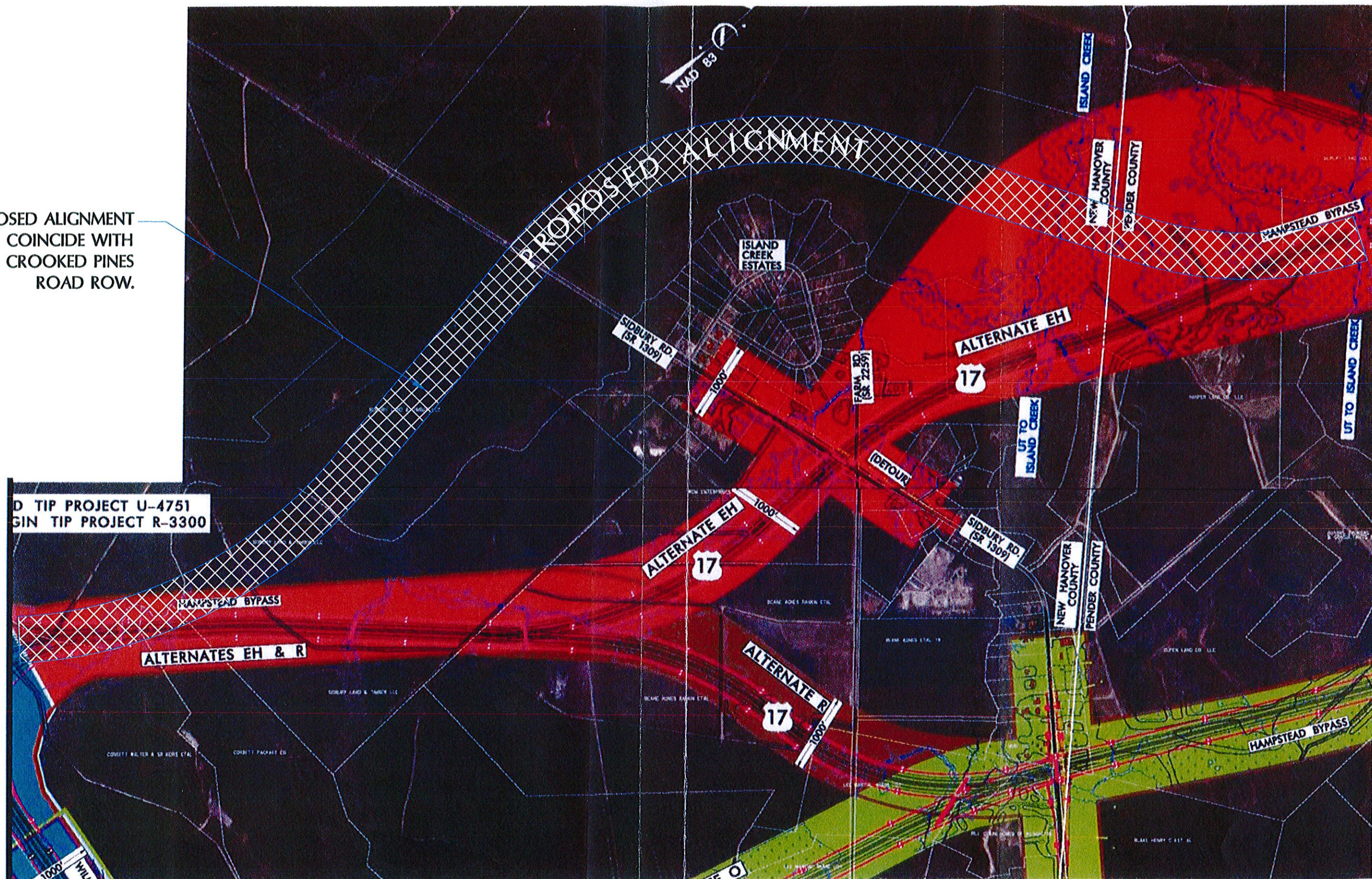
Prior to conducting field investigations for Alternative E-H-1, the NEPA/Section 404 merger team would need to concur on the addition of the Alternative at a Concurrence Point 2 (Detailed Study Alternatives to Carry Forward) meeting. A merger team meeting to reconsider Concurrence Point 2 could result in the introduction of other new alternatives, non-concurrence on the existing current detailed study alternatives, or requests for substantive changes to the existing current detailed study alternatives. Full consideration would require the preparation of a Supplemental Draft Environmental Impact Statement and a new corridor public hearing. These potential Concurrence Point 2 meeting outcomes would result in further delays to the project schedule beyond the aforementioned two years.

CONCLUSIONS

A review of GIS data for comparable segments of Alternative E-H-1 and existing Alternative E-H suggest that Alternative E-H-1 would result in greater impacts to the natural environment including wetlands, the 100-year floodplain, protected species, and impaired streams. Eleven fewer properties would be affected by Alternative E-H-1 compared to Alternative E-H. Although impacts would be shifted to fewer property owners, the acreage of impacted property would be slightly greater.

Should the merger team agree to reopen Concurrence Point 2 and concur on the addition of Alternative E-H-1, a minimum delay of two years could be expected for the proposed project.

PROPOSED ALIGNMENT
TO COINCIDE WITH
EXISTING CROOKED PINES
ROAD ROW.



PROPOSED REALIGNMENT - B

Date: JANUARY 9, 2012





US 17 CORRIDOR STUDY

Alternative E-H-1

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

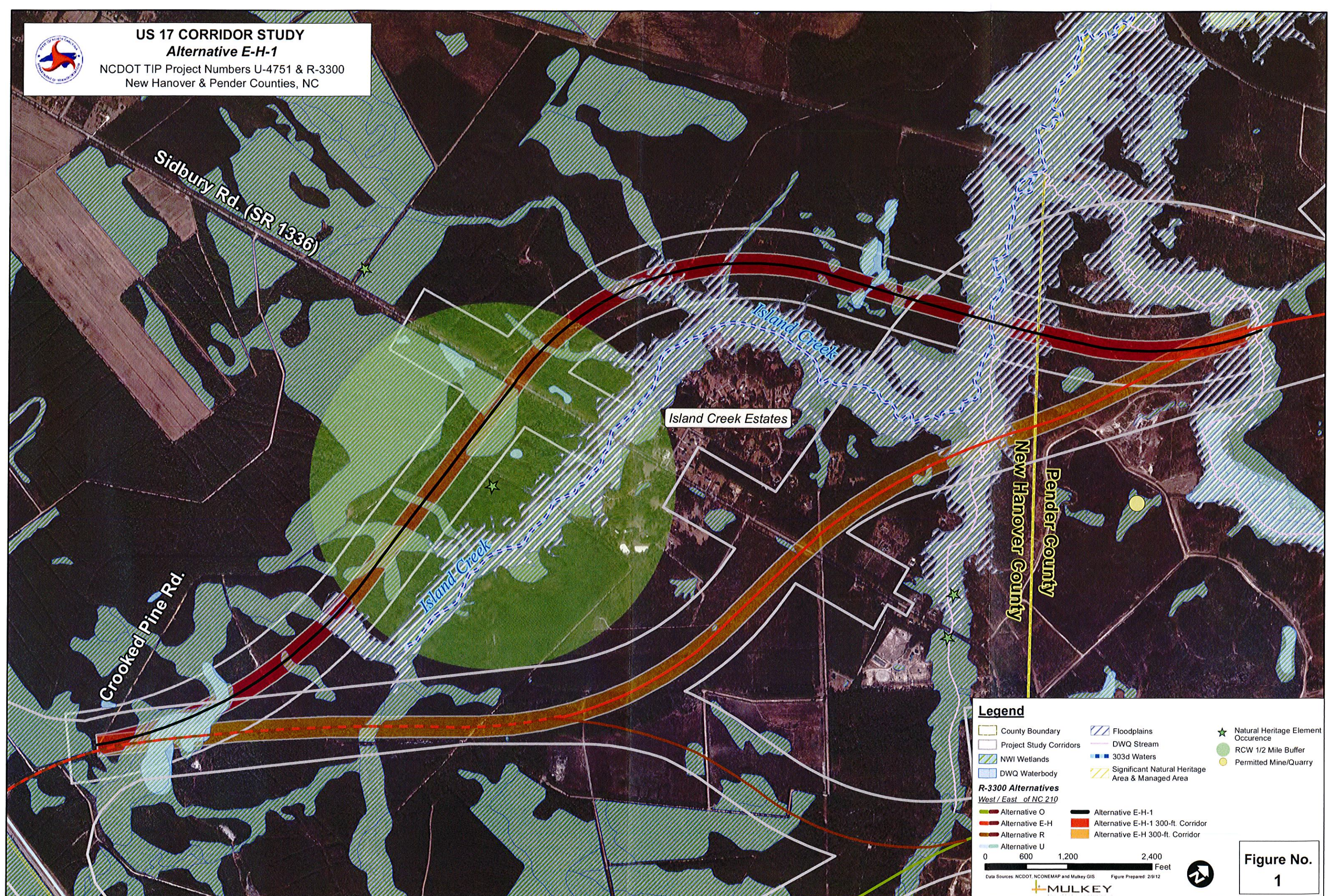


Figure No.

1

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

**RESOLUTION REQUESTING THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
FURTHER INVESTIGATE ALTERNATIVE E-H-1 FOR THE 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 Military Cutoff Extension extends from Market Street to the Wilmington Bypass and the 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 adopted State/Metropolitan Transportation Improvement Program includes funding for right-of-way acquisition of Military Cutoff Road Extension in 2014 and 2015 and construction in 2017, 2018 and 2019 and funding for right-of-way acquisition for the Hampstead Bypass in 2017; and

WHEREAS, the North Carolina Department of Transportation has received a request to evaluate a potential new alignment in the vicinity of Sidbury Road; and

WHEREAS, the North Carolina Department of Transportation has conducted a GIS study and determined that this new alignment would result in greater impacts to the natural environment including wetlands, the 100-year flood plain, protected species, impaired streams and slightly greater amount of property but would impact 11 fewer properties; and

WHEREAS, should the merger team agree to reopen Concurrence Point 2 of the environmental process and concur with the addition of Alternative E-H-1 a minimum delay of 2 years should be expected for Military Cutoff Road extension (U-4751).

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby requests the North Carolina Department of Transportation further investigate Alternative E-H-1 for the Hampstead Bypass (R-3300)

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 25, 2012.

Laura Padgett., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE NAMING OF US 17 IN PENDER, NEW HANOVER AND
BRUNSWICK COUNTIES AS “THE COLONIAL HIGHWAY”**

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

WHEREAS, the Colonial Highway and Revolutionary Trail Organization has cooperated with a number of historical and cultural resources on or in the vicinity of US 17; and

WHEREAS, there are great resources for enhancement of Colonial Revolutionary history along the US Highway 17 corridor in North Carolina; and

WHEREAS, the US 17 corridor in South Carolina and Virginia are acknowledged for their historical and cultural resources; and

WHEREAS, currently Brunswick Town, Fort Anderson, the Burgwin-Wright House, the Latimer House, the New Hanover Museum of Science and History and Moores Creek National Battlefield make up the primary stops along the corridor; and

WHEREAS, the completion of the US 17 corridor north and south across North Carolina will help to improve historical tourism and acknowledge these cultural resources.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization’s Transportation Advisory Committee hereby supports the naming of US 17 in Pender, New Hanover and Brunswick Counties as “The Colonial Highway.”

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 25, 2012.

Laura Padgett., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

CITY OF WILMINGTON/WILMINGTON MPO
STATUS UPDATE
APRIL 2012

CAPE FEAR SKYWAY (No significant change)

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 North Carolina Turnpike Authority (NCTA) held public workshop in Brunswick County and New Hanover County in March 2011.

Next Steps: The NCTA continues to work through the environmental review process.

CITY OF WILMINGTON COLLECTOR STREET PLAN (No Significant Changes)

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

Current Status: Staff has received and reviewed a draft of the report. The Consultant continues to revise the draft based on comments provided by the City.

Next Steps: A public workshop was held on October 20, 2011 with 31 residents in attendance. An additional public workshop was held on February 6, 2012 with approximately 300 people in attendance. The public comment period closed on February 29, 2012. Staff is reviewing the survey and e-mail comments. Staff discussed the Collector Street Plan with the TAC and the committee recommended hosting neighborhood additional meetings. Staff is currently re-assessing the schedule. Once a more definitive schedule is defined, staff will present the plan to the City of Wilmington Planning Commission, City Council and Transportation Advisory Committee for adoption.

COMPREHENSIVE GREENWAY PLAN

Project Description/Scope: Complete a Comprehensive Greenway Plan for the City of Wilmington and New Hanover County. The greenway plan would lay the foundation for a comprehensive greenway network throughout the community.

Current Status: Staff has presented the guiding concepts, scope of work and schedule to the New Hanover Board of Commissioners, City of Wilmington, Town of Kure Beach and Town of Carolina Beach. Staff will present this information to the Town of Wrightsville Beach on April 12, 2012. Staff has developed a communications plan and has been disseminating information and flyers to various civic groups and organizations and conducting stakeholder interviews. . The planning process includes a project website www.wilmingtongreenway.com and a Facebook page at www.facebook.com/greenwayplan. The project website includes a public comment form and interactive map. Staff has been attending various events to receive feedback and comments. To date, the MPO has received over 800 comment forms

Next Steps: The first round of public workshops will be held April 16th at City Council Chambers, April 18th at the Town of Carolina Beach and April 19th at Ogden Elementary. The public comment period for the surveys will close on June 30, 2012 with the final plan expected to be completed by the end of the calendar year.

MULTI-MODAL TRANSPORTATION CENTER (No significant change)

Project Description/Scope: Purchase right-of-way, develop design plans and construct the Wilmington Multi-modal Transportation Center between N. 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 has secured an option on the U-Haul property until October 31, 2012. NCDOT is continuing the development of the EA. Staff is currently trying to schedule a meeting with NCDOT to identify a modified schedule.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

Project Description/Scope: The North 3rd Street Streetscape Improvement project will upgrade North 3rd Street between Market Street and Davis Street. The project could include decorative mast-arm traffic signals and street lighting, underground utilities, pedestrian improvements, a landscaped median, street trees, and other aesthetic improvements.

Current Status: The City Council awarded the construction contract to Sealand Contractors. **The Contractor has been installing water, sewer, conduit, storm drain, sidewalks, brick pavers, signal mast arms and landscaping improvements between Market Street and Grace Street. The project will be substantially complete between Market and Grace Streets by the Azalea Festival. The water line has been activated up to Campbell Street and sewer is activated to Red Cross Street. As part of the project, Traffic Engineering is monitoring traffic patterns and making adjustments to traffic signal timing to accommodate and mitigate congestion associated with lane closures.**

SEE, SHARE AND BE AWARE

Project Description/Scope: Several community and government organizations including the City of Wilmington and Wilmington MPO have come together to create a safety and awareness campaign called "See Share Be Aware."

Current Status: The WMPO held a multi-organizational summit in November 2011 to discuss organizing a campaign to educate and raise awareness of all modal users (specifically motorists, cyclists and pedestrians) about how to use and interact with each other on the roadways in a safe manner. The summit was organized in response to recent tragedies in the region on roadways involving motorists, cyclists and pedestrians. Since the summit several subcommittees have worked on creating campaign materials such as posters, handouts, promotional items, billboards, and a website under the direction of a steering committee that has set guidelines for branding the campaign and public outreach efforts. The campaign has piecemealed funding for a small amount of materials to include posters, handouts, promotional items and banners. Organizations are all donating staff time and expertise to create deliverables and the branding for the campaign. The campaign will spread its message by having a volunteer presence with booths at large community events. Handouts, promotional items, and billboards will largely be used as "teasers" that will direct the public to more information on the "See Share Be Aware" website. Video PSAs will also be aired on City, UNCW, and County TV channels and will be available on the website as part of the educational component of the campaign.

Next Steps: The campaign will be launched on Earth Day. Launching the campaign will involve a press release, making the website "live", and the beginning of the public outreach efforts to include a booth at the Earth Day event at Hugh McRae Park.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: The Wilmington Metropolitan Planning Organization (WMPO) is undertaking an effort to re-establish the Transportation Demand Management (TDM) Program.

Current Status: The WMPO held a meeting in October 2011 to discuss the TDM Program with several stakeholders. The meeting brought leaders from the top employers in Brunswick, New Hanover, and Pender Counties for the purpose of re-establishing the TDM program for our area. WMPO's staff met with Parsons Brinkerhoff, NCDOT, UNCW and local TAC members on February 8, 2012 and 9-2012 to further develop the

TDM Strategic Plan. Staff has reviewed a SWOT analysis of other TDM programs in North Carolina, reviewed UNCW's long-term and short-term goals, analyzed UNCW Master Plan, created employer interview questions and UNCW employee survey questions, gathered geo-referencing data, evaluated existing traffic counts, and evaluated UNCW and New Hanover County crash data.

Next Steps: Define the Goals, Objectives and Strategies for the TDM program and completion of a Strategic Plan.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

April 5, 2012

TIP Projects:

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 to re-mobilize mid-April 2012, working at night with full bridge closures

Estimated Contract Completion Date May 2012

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

Estimated Contract Completion Date July 2013

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

Start Date of February 2013

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

Start Date June 2013

R-3601 US 17/74/76: Widening across the “causeway”, between Leland and Wilmington.

Start Date July 2013

R-2633 B: Construction of I-140 (Wilmington Bypass)

R-2633 BA construct I-140 from US 74/76 to SR 1430 (Cedar Hill Road).

Start Date September 2013

R-2633 BB construct I-140 from SR 1430 (Cedar Hill Road) to US 421.

Start Date September 2013

U-3338 B: Widening of Kerr Ave. from Randall Parkway to Martin Luther King, Jr. Parkway.

Start Date March 2014

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

Start Date December 2016

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

Start Date January 2019

U-4434: Independence Blvd. Extension from Randall Parkway to MLK Parkway.

Post Year

R-3434 – SR 1500 (Midway Road) and SR 1401 (Galloway Road) widening Midway Road from NC 211 to US 17 Bypass.

Post Year

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

Post Year

R-3300 Hampstead Bypass: extending from Wilmington Bypass to US 17 north of Hampstead.

Post Year

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

Start Date March 2022

Division Project:

Dow Road: SR 1573 (Dow Road) widen roadway for pave shoulders and left turn lanes at three locations, from US 421 to curb & gutter located on K Avenue.

Estimated Contract Completion Date December 2012

US 421 (Carolina Beach Road) mill resurfacing US 421 from Carl Winner Street to Fayetteville Aveune.

Estimated Contract Completion Date May 18, 2012

Wrightsville Beach Draw Bridge: Replacing the grates, bridge tender's house and other internal mechanical and electrical upgrades.

March 15, 2012 to October 1, 2012 (SUMMER) contractor will not be allowed to close a lane of traffic, during the following times:

from 7:00 AM to 9:00 AM

& from 3:00 PM to 6:00 PM

& from 7:00 AM Friday to 6:00 PM Sunday

October 2012 to March 2013 (WINTER), Traffic will be in a two-lane, two-way pattern (on the bridge) for the replacement of the grates. Contractor will not be allowed to close a lane of traffic:

from 7:00 AM to 9:00 AM

& from 3:00 PM to 6:00 PM

& from 7:00 AM Friday to 6:00 PM Sunday

Estimated Contract Completion Date March 2013, issues with CAMA Permit may delay

Memorial & Isabel Holmes Bridges: Mechanical (replacement of lock assemblies, auxiliary drive, brakes & gears) and electrical repairs (terminal cabinets, auxiliary drives and switches)

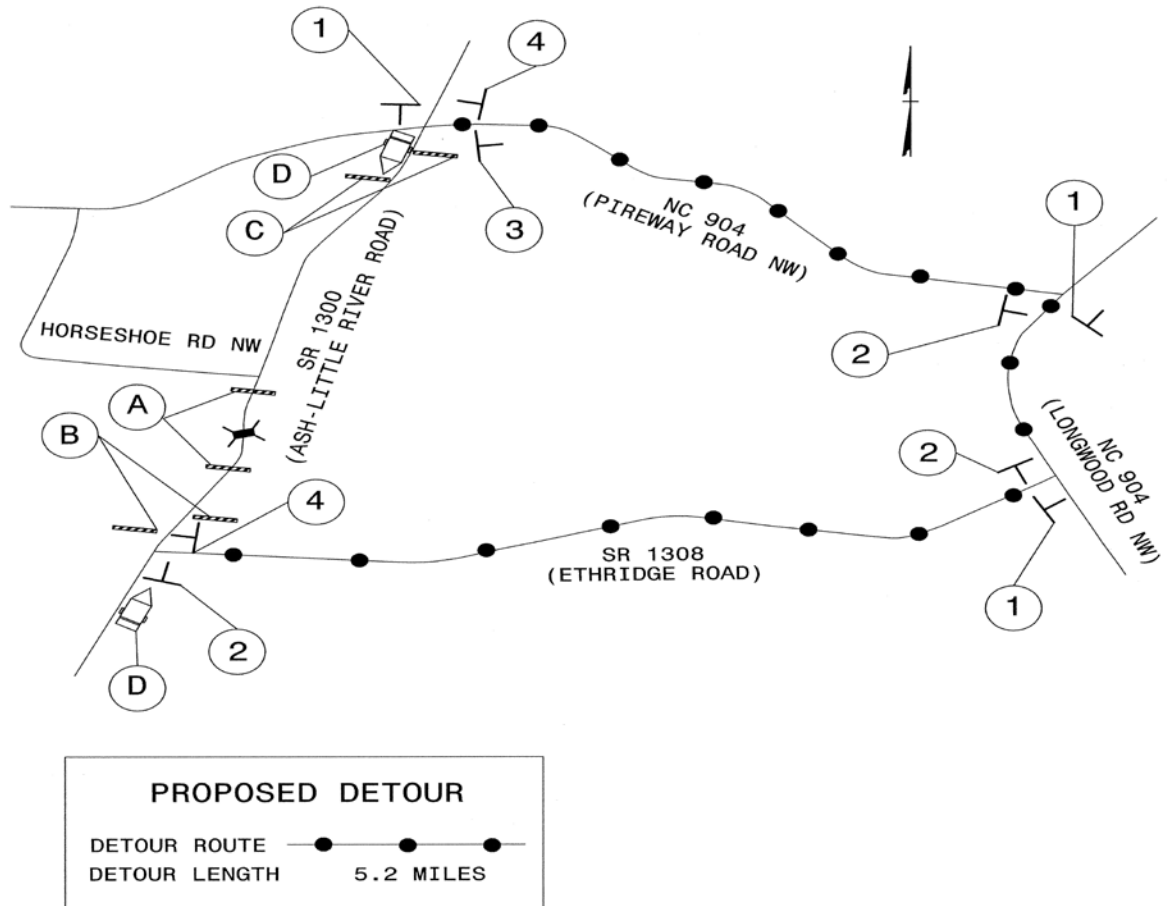
Contractor should be complete with all the work on both bridges, by May 2012, except for replacing cables, in the Memorial Bridge towers. This work will be completed in the Fall of 2012. This work will require shutting down the entire bridge for 3 consecutive days, on two occasions. At that time, the Department will issue a media release prior to the closure.

Estimated Contract Completion Date Fall 2012

Low Impact Bridge Program:

BD-5103B (Brunswick County) – replace Bridge #77 on SR 1300 (Ash-Little River Road) over Scipieo Creek.

Estimated Contract Completion Date – April 15, 2012



Resurfacing Contracts:

Brunswick, New Hanover & Pender contract: C202680

Brunswick County:

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

New Hanover County:

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

Pender County:

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 Spring 2012

Brunswick & New Hanover Counties: C202916

Brunswick County:

US 17 NBL & SBL from US 17 Business (south end of Bolivia) to US 17 Business (north end of Shallotte)

NC 211 from US 17 to Lockwood Folly River Bridge.

US 17 Bus. (Shallotte) from US 17 to NC 179.

SR 1402 (Randolphville Road) from US 17 Bus. to SR 1401 (Galloway Road).

SR 1137 (Boones Neck Road) from NC 130 to end of system.

SR 1345 (Royal Oak Road) from US 17 to SR 1342 (Big Macedonia Road).

SR 1141 (Kirby Road) from SR 1139 (Seashore Road) to NC 130, 2' widening.

New Hanover County:

US 74/US 76 from 0.04 mile east of Summer Rest Road to US 76.

US 74 from US 76 to westside of Banks Channel Bridge #24.

SR 1002 (Holly Shelter Road) 2' widening, mill & resurface from US 117 (Castle

Hayne

Road) to Pender County line.

SR 1521 (Piner Road) patching & resurface from 0.13 mile east of US 421 to SR 1492 (Masonboro Loop Road).

SR 1520 (Grissom Road) patching & resurfacing from SR 1521 to SR 1492.

SR 1492 patching & resurface from SR 1520 to Whiskey Creek bridge (Wilmington City Limits).

SR 1695 (Shannon Road) patching & resurface from SR 1492 (Myrtle Grove Road) to end of system.

SR 1336 (Sidbury Road) mill & resurface from SR 1318 (Blue Clay Road) to SR 2181 (Dairy Farm Road).

SR 1336 2' widening, patching & resurface from SR 2181 to Pender County line.

Estimated Contract Completion Date November 2012

Patching Contract:

Patching in Brunswick County:

US 74/US 76 (Joint Repairs) from Columbus County line to 0.36 mile east of SR 1417 (Malmo Loop Rd.).

NC 211 (Two bridge approaches) from 0.62 mile west of SR 1340 (Camp Branch Road) to 0.79 mile west of SR 1340.

US 74/US 76 EBL & WBL from US 17 to 0.10 mile west of SR 1722 (Mercantile Drive).

US 17 NBL & SBL from the New Hanover County line to SR 1414 (Goodman Road).

NC 130 from SR 1116 (Ocean Blvd.) to ICWW Bridge.

NC 130 from SR 1130 (Mt. Pisgah Road) to 0.18 mile east of Edgewater Drive (eastern limits of Smith Avenue).

NC 179 from NC 904 to SR 1143 (Bricklanding Road).

NC 87/NC 133 from NC 211 to NC 133.

Patching in New Hanover County:

US 17 Business from 0.142 mile north of SR 1409 (Military Cut-Off) to SR 1455 (Porters Neck Road).

US 117/NC 133 from Pender County line to NC 133.

NC 133 from US 117 to SR 1310 (Division Drive).

US 117/NC 132 NBL & SBL from US 74 (MLK Parkway) to I-40.

Patching in Pender County:

US 421 from where the divided highway begins/ends just north of NC 210 to the New Hanover County line.

Estimated Contract Completion Date May 2012

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