



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

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

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: June 9, 2012
SUBJECT: June 13, 2012 meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, May 16th at 10:00 am. The meeting will be held in the Traffic Conference Room on the 4th 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. 5/16/12
- 3) New Business
 - a. Resolution Adopting the Agreement between the Wilmington MPO and the Lower Cape Fear Sustainable Communities Consortium
 - b. Resolution Adopting the STIP/MTIP Amendment Process
 - c. Resolution Requesting funding for the Miracle Field
 - d. Resolution Supporting Amtrak Service to Wilmington
- 4) Discussion
 - a. Wilmington MPO Boundary Expansion
- 5) Updates
 - a. City of Wilmington/Wilmington MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 6) Announcements
 - a. Wilmington MPO Bike/Ped meeting-June 29th
- 7) Next meeting –August 15, 2012

Attachments:

- Minutes 5/16/12 meeting
- Lower Cape Fear Sustainable Communities Agreement
- Resolution Adopting the Agreement between the Wilmington MPO and the Lower Cape Fear Sustainable Communities Consortium
- STIP/MTIP Amendment Process
- Resolution Adopting the STIP/MTIP Amendment Process
- Resolution Requesting Funding for the Miracle Field
- Resolution Supporting Amtrak Service to Wilmington
- City of Wilmington/Wilmington MPO Project Update (June 2012)
- NCDOT Project Update

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for May 16, 2012**

Members Present:

Mike Kozlosky, City of Wilmington
Robert Waring, Town of Leland
Ken Vafier, Pender County
Karyn Crichton, New Hanover County
Sean Ryan, Town of Navassa
Shane York, NCDOT
Stephanie Ayers, NC Ports
Nancy Avery, Town of Kure Beach
Karen Fussell, NCDOT
Adrienne Harrington, TDM Coordinator
Don Eggert, Cape Fear COG
Don Bennett, City of Wilmington
Helen Bunch, Brunswick County

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:04 am.

2. Approval of Minutes

The minutes from the April 11, 2012 meeting were approved unanimously.

3. Presentations

a. NCDOT Merger Process

Mr. Rob Hanson, Project Development Section Head for the Eastern Region gave a presentation on the merger process used by NCDOT in completing projects.

b. FHWA – Transportation Management Areas

Ms. Jill Stark gave a presentation on the new possible Transportation Management Area designation.

4. New Business

a. Opening of the 30-day Public Comment Period for the STIP/MTIP

Ms. Bunch made the motion to support opening of the 30-day Public Comment Period for the STIP/MTIP and forward to the TAC for consideration. Ms. Avery seconded the motion and it carried unanimously.

b. Resolution Adopting the Section 5303 Agreement Between the City of Wilmington, Cape Fear Public Transportation Authority and the Wilmington MPO

Mr. Kozlosky told members that earlier this year the TAC adopted an agreement between the MPO and the Public Transportation Authority to provide 65% of our Section 5303 funding to the Cape Fear Public Transportation Authority. The City of Wilmington was not part of that agreement. However, the City of Wilmington serves a lead planning agency for the MPO. The resolution amends the agreement to add the City as part of the agreement.

Ms. Avery made the motion to support adoption of the Section 5303 agreement between the City of Wilmington, Cape Fear Public Transportation Authority and the Wilmington MPO and forward to the TAC for consideration. Ms. Bunch seconded the motion and it carried unanimously.

c. Resolution Adopting the Town of Leland Street Infill Maps

Mr. Kozlosky told members the Leland Town Council requested that the resolution be brought before the TAC for consideration. NC General Statutes require that comprehensive transportation plans be adopted by both the municipality and the MPO in which it is a member.

Mr. Waring told members the Town of Leland adopted the Street Infill Maps at their April 19th meeting. The maps will be used as a prioritization tool for town projects and will serve as a mini-collector street plan mostly for the Village Road corridor area.

Mr. Waring made the motion to support adopting the Town of Leland Street Infill Maps and forward to the TAC for consideration. Mr. Owens seconded the motion and it carried unanimously.

d. Resolution Supporting the Adopt-A-Trail Grant Application

Mr. Kozlosky told members the grant application requests funding to preparing an Emergency Management/911 Communication Plan for the Gary Shell Cross-City Trail. He noted that the idea came from a benchmarking trip to the Swamp/Rabbit Trail in Greenville, SC. Their plan included mile-markers stenciled every tenth of a mile on the trail that allows users to note where they are located in case of an emergency. The mile-markers provide improved emergency response time along the facility.

Mr. Owens made the motion to approve the resolution supporting the Adopt-A-Trail grant application and forward to the TAC for consideration. Mr. Bennett seconded the motion and it carried unanimously.

e. Resolution Supporting the Blue Cross/Blue Shield Grant Application

Ms. Harrington told members the resolution supports UNCW obesity prevention initiative's submittal of the PEDAL Project for policy change, education, planning, promotion, construction, and encouragement of bicycle and pedestrian initiatives in the WMPO planning area. The PEDAL Project will serve Brunswick, New Hanover and Pender counties by increasing access for safe places to walk and bike and will provide a significant benefit to the quality of life for the MPO region. The grant request is in the amount of \$600,000 and no local match is required.

Ms. Harrington made the motion to support UNCW's Blue Cross/Blue Shield Grant Application and forward to the TAC for consideration. Ms. Crichton seconded the motion and it carried unanimously.

f. Resolution Adopting the Gary Shell Cross-City Trail Master Plan

Mr. Kozlosky told members the Gary Shell Cross-City Trail Master Plan provides a framework that includes a public input process, a public demand forecast, and management and operations plans. It also describes the guiding principles and reviews and examines the trail's relationship with other existing plans. The plan was adopted by the City of Wilmington and the adoption of the master plan by the TAC will enhance ability to more effectively direct capital planning and spending, as well as facilitate the application process for grant funds.

Ms. Avery made the motion to support the adopting of the Gary Shell Cross-City Trail Master Plan and forward to the TAC for consideration. Ms. Harrington seconded the motion and it carried unanimously.

5. Discussion

a. Wilmington MPO Boundary Expansion

Mr. Kozlosky told members that staff has been looking at the WMPO existing boundary, creating a smooth boundary and in doing so looking at the designations for the urbanized area and the urbanized clusters and plan for the future. The task is to look at the MPO planning area boundary to identify where we anticipate to be urbanized within the next 20 years. He presented three different versions of a map depicting the options for the WMPO boundary. The first option is to do nothing and not extend the boundary. The second option is to take in the urbanized area cluster, which

goes up into and abuts Surf City. The final option is to expand the boundary to go up to the Pender/Onslow County line and take in a portion of Surf City. To include Surf City in the WMPO will require approval from the Surf City Town Board. It would also require an amendment to the MOU to add them as a voting member of the WMPO.

Mr. Kozlosky noted that he began the discussions with Mayor Guy from Surf City to find out if they are interested of joining the WMPO. The Mayor requested that the MPO provide a letter explaining the pros and cons of membership with the WMPO. Mr. Kozlosky said that he will be bringing the matter to the TAC for discussion at their next meeting.

Mr. Eggert asked about Topsail Beach being included on the Alternative-1 map. Mr. Kozlosky noted that he will need to also contact the Mayor of Topsail Beach to determine if they are interested in being included in the WMPO boundary.

6. Updates

Project updates for the Wilmington MPO/City of Wilmington and NCDOT are included in the agenda packet.

7. Announcements

8. Adjournment

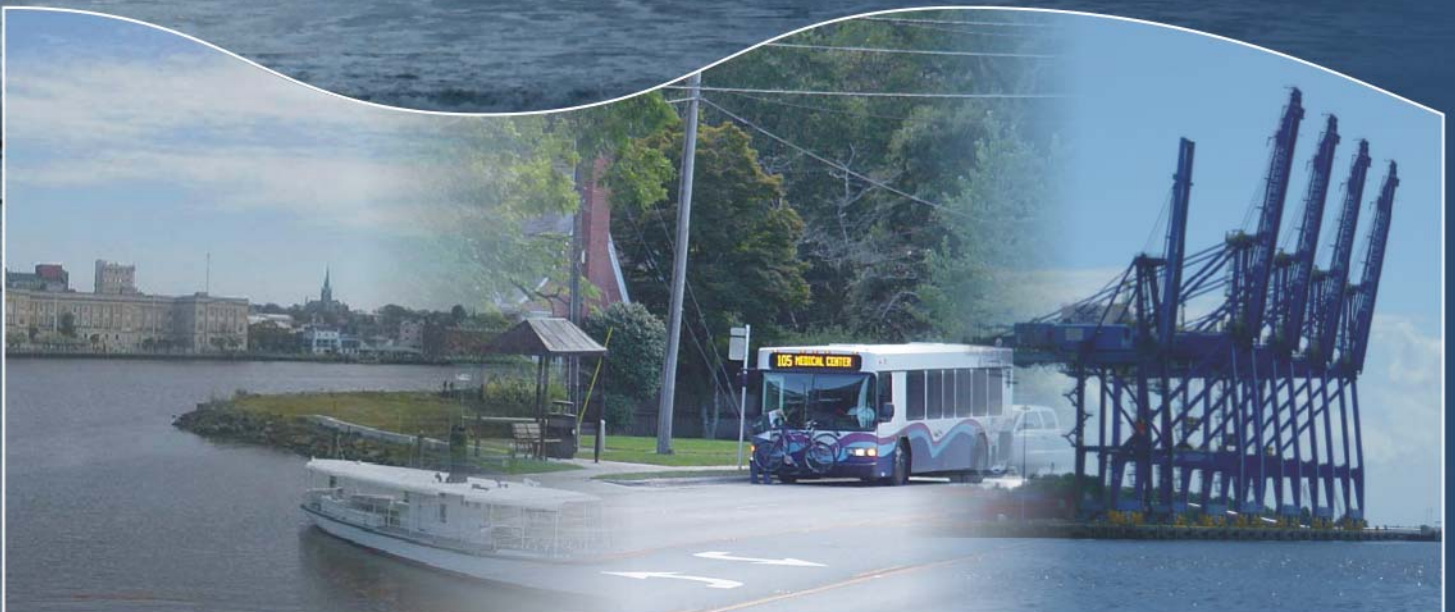
With no further items, the meeting was adjourned at 11:45am.

**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.**

Lower Cape Fear
Sustainable Communities Consortium

Consortium Agreement

May 2012



PAGE INTENTIONALLY BLANK

Lower Cape Fear Sustainable Communities Consortium

Poising the Lower Cape Fear Region for economic, environmental, and social sustainability through aligned, strategic planning efforts that address an aging population, constrained transportation and housing choices, and the area's sensitivity to climate change.

Sustainable Communities Planning Grant Consortium Agreement

Background

In 2010, the Federal Sustainable Communities Initiative was formed with a partnership between the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) to promote and implement integrated metropolitan transportation, housing land use and energy planning. The Sustainable Communities Regional Planning Grant Program was created through this partnership.

The Lower Cape Fear Sustainable Communities Consortium (hereafter, **the Consortium**) was formed in 2010 to support multijurisdictional planning efforts in Brunswick, New Hanover, and Pender Counties, and the metropolitan center of the City of Wilmington to develop a regional plan focused on sustainable development, and to seek funding opportunities for these efforts. In 2011, HUD, through the Sustainable Communities Initiative, awarded the Consortium a grant of \$1.13 million dollars to create a Regional Plan for Sustainable Development. Pursuant to requirements of the grant, members of the Consortium established this consortium agreement within 120 days of Cape Fear Council of Governments, as the lead agency, entering into a cooperative agreement with HUD.

Principles & Goals

There is currently no comprehensive plan for the region, and local plans or policies do not address all of the issues facing the region nor do they incorporate HUD's livability principles. The Steering Committee will create a Regional Plan for Sustainable Development (RPSD) that will be used as a comprehensive guide by local and regional entities to align existing and proposed policies, regulations, plans and programs. The RPSD will identify the strengths, weaknesses, opportunities of the region and will identify opportunities and strategies to improve the region as stipulated in the grant application and derivative Work Plan. The final document produced will be utilized as the primary Plan to implement sustainable development and to support regional and community efforts toward that goal.

The resulting Plan will enable the Lower Cape Fear region to meet the challenges of economic competitiveness with revitalization, rapid population growth with social equity, multi-modal transportation choices, inclusion and access to opportunity; climate change and energy use in a manner that protects public health and the environment. The RPSD will translate into tangible strategies that can benefit local residents and businesses. The project has identified the following goals and milestones as a central key to the success of the region:

- Fully Effective Regional Planning for Sustainability
- Alternative Transportation Modes
- Affordable Housing
- Increase Economic Diversity and Competitiveness of the Region
- Adaptation to Sea Level Rise and Increased Coastal storms
- Reduced Sprawling Patterns of Land Development

The final RSPD will be used as a best practices document and will serve as a comprehensive guide for regional and local sustainability issues.

Consortium Membership

Various agencies have declared support and assistance to the Consortium by signing a Memorandum of Understanding (MOU), a Letter of Commitment, and this Consortium Agreement. Technical, facility, and / or in-kind support has been pledged by each signatory. The organizations within the Consortium have remained the same since the grant was awarded; however, additional members shall be considered to fill any identified gaps. Any new organizational members will be required to sign the Consortium Agreement and participate fully, attend meetings, provide oversight, assistance, and perform duties as needed. The professional expertise that members of the consortium bring is vast and will be utilized to create the best possible Plan for sustainable development. The Consortium represents residents and organizations within Brunswick, New Hanover, and Pender Counties.

Current members of the Lower Cape Fear Consortium include:

- AMEZ Housing Community Development Corporation
- Brunswick County
- Brunswick Housing Opportunities
- Cape Fear Council of Governments
- Cape Fear Regional Community Development Corporation
- City of Wilmington
- New Hanover County
- Pender County
- WAVE Transit Authority
- Wilmington Housing Authority
- Wilmington Metropolitan Planning Organization

Purpose of the Agreement

The purpose of this Consortium Agreement (hereinafter, the Agreement) is to ensure that all the Consortium members and partners have a clear understanding of the goals and responsibilities involved in the Lower Cape Fear Sustainable Communities Consortium Regional Planning Grant initiative. This Agreement is designed to establish the framework

for collaboration among all the existing and future Consortium members, partners, the lead agency, project director, project manager and subcommittees. This Agreement formalizes the commitments and responsibilities of the Consortium participants.

The Consortium is currently comprised of eleven (11) voting members and shall be referred to as the Steering Committee. The Steering Committee represents a wide array of interests, unique strengths and capabilities in areas including but not limited to affordable housing, transportation, energy, water, environmental quality, regional coordination, and economic development.

Governance

Cape Fear Council of Governments

The Cape Fear Council of Governments shall serve as the Lead Agency for the HUD grant. As the lead agency, the Cape Fear Council of Governments staff, coupled with the Consortium's leadership & guidance will:

- Appoint staff to function as the Sustainable Communities Grant project officer
- Insure compliance with all HUD grant administration and fiscal requirements
- Interface with consultants / contractors to ensure proper reporting and grant compliance
- Assume fiscal responsibility for the grant on behalf of the Consortium
- Represent the Consortium's interests as the Steering Committee Liaison to HUD
- Ensure delivery of products when contracts with consultants are utilized
- Provide Administrative support and financial tracking
- Create and enter into contracts with consultants with Steering Committee approval
- Serve as the primary point of contact to HUD on all matters related to the grant

Project Director

The Project Director shall be accountable to the Cape Fear Council of Governments for reporting, recordkeeping, deadlines, and other responsibilities to ensure compliance with the terms of their contract and the grant. The Project Director shall receive technical direction, guidance, and approval of all deliverables from the Consortium Steering Committee and Officers. The Project Director shall participate in the selection of and oversee a project manager. Additional responsibilities and performance expectations of the Project Director will be defined in their contract with the COG.

Steering Committee Member Commitments & Responsibilities:

Steering Committee members shall provide general direction and oversight over the project, including but not limited to the activities and performance of the project director and project manager, budget, meetings, and dissemination of information regarding the project to partner organizations, the media, and the public. The Steering Committee members shall also make decisions regarding, but not limited to, the Sustainable Communities initiatives, recommendations from the Regional and Technical Advisory Committees, subcommittees, model policies and practices related to the Steering Committee and the recommendations to be included in the Regional Plan for Sustainable Development (RPSD). The Steering Committee shall provide, review, and decide if existing and/or applicable plans will be incorporated in the final Plan.

It shall be the responsibility of the Steering Committee to provide recommendations within the Plan that can be used by the member agencies for aligning or amending existing plans, policies, regulations, or programs. The Steering Committee does not have the authority to alter the policies of any member organizations. Representatives will be fully responsible for ensuring that their organization is fully informed and consulted for decisions outside the bounds of any previous agreement. Decisions are made by the Steering Committee in accordance with the adopted bylaws.

All Consortium organizations shall be responsible for providing in-kind support as stated in letters of commitment submitted in support of the grant application. Each Steering Committee member shall be responsible for providing the necessary in-kind support documentation in accordance with HUD requirements. Throughout the 3-year grant process each organization in the Consortium will provide technical support to ensure the RPSD is completed in a timely and effective manner. Organizations within the Consortium having expertise with a specific topic to be addressed within the plan will provide data that will aid in the Plan's development. The Consortium shall play a critical role in the shaping of the RPSD, gaining public input, and identifying common goals.

Each member will participate fully and complete the duties in compliance with the grant Work Plan. Steering Committee members agree to work closely with the Project Director and Project Manager to:

- Develop and implement a public engagement plan
- Develop a project website
- Conduct initial data reconnaissance and develop a data management plan
- Establish the RAC and TAC
- Assist in the development of the Plan
- Provide data and technical support when needed regarding sustainability issues
- Work with the Advisory Committees and various subcommittees as needed
- Evaluate and analyze varying strategies and techniques identified
- Gather relevant, existing plans
- Review and provide feedback on committee and contractor work products
- Assist in public engagement
- Provide outreach to governing organizations and agencies
- Complete the designated amount of in-kind support pledged
- Commit in-kind resources needed to carry out tasks required to complete the Plan

The Steering Committee will work to increase collaborative input and public engagement, measure the region's resources, identify future development, and perform trend analyses to create long-term solutions for the region. A significant amount of funds has been set aside in the budget to promote public outreach, particularly to traditionally marginalized populations. Outreach efforts will be concentrated on the disabled, low-income populations, the youth, seniors and many other underrepresented groups. The Project Director will be responsible for insuring that the necessary amount of public input is completed. Stakeholder organizations within the Consortium's region will also have a chance to partake in the formation of the Plan through the various committees that are established within the organizational chart.

The work plan developed by the steering committee outlines expected steps to be taken to complete the Regional Plan for Sustainable Development. The Project Director will insure that all of these steps are completed and the Steering Committee will provide oversight, guidance, and assistance. The Steering Committee **will** meet monthly, or more frequently as needed.

The Steering Committee shall also form subcommittees made up of Steering Committee members and other non-voting partners. All subcommittees, including the Regional and Technical Advisory Committees (**hereinafter the RAC and TAC**) shall serve at the pleasure of the Steering Committee. Steering Committee members will sit on the RAC and TAC to insure full communication between the three committees.

Organizational Structure

Each Consortium member will have one designated voting Steering Committee representative. The Steering Committee membership and decision-making by the Consortium shall be governed by the approved bylaws. The bylaws are a separate document adopted by the Steering Committee and detail voting procedures. A Steering Committee representative may be replaced at the will of the member organization. The Steering Committee may elect to change the terms of membership through an amendment to the bylaws.

The organizational chart (attached) illustrates how a collaborative network is shaped to produce maximum engagement. The Regional Advisory Committee (RAC) and the Technical Advisory Committee (TAC) will commit to regular meetings facilitated by the Project Director and / or Project Manager. Each Steering Committee member will serve on one or both of these committees to insure communication and consistency between the Steering Committee, the RAC and the TAC. The Project Director will be responsible for garnering public input under the guidance of the RAC, TAC, and Steering Committee.

The Steering Committee will provide leadership and guidance to the Project Director, Project Manager, and all Consortium committees. It is the responsibility of the Steering Committee to periodically evaluate the diversity of the Consortium membership as well as the diversity of the membership of the TAC and RAC to ensure that no groups are underrepresented and that the proper expertise is applied to committee work of the Consortium. Through the TAC and RAC, the Steering Committee will work to build the Consortium membership to ensure that it reflects the diverse interests in the region and to close any existing knowledge gaps.

The Steering Committee may consider new members pursuant to the approved bylaws. Members will be chosen in such a way that will enhance the diversity, regional representation, and technical expertise of the Consortium. The Steering Committee will consider and determine needs of the committees; however, other stakeholder groups and organizations will have the opportunity to participate in committees without becoming members of the Consortium.

Active involvement by the members is important. The membership status of any inactive member or organization shall be reviewed by the Steering Committee.

Regional Advisory Committee (RAC)

The RAC will solicit representatives from all Towns or organizations within the 3-county metropolitan statistical area, state agencies (including the N.C. DENR, DOT, Dept. of Commerce, and Ports Authority), and the region's top employers. The purpose of the RAC will be to ensure that development of the RPSD is inclusive of all regional perspectives and that strategies are developed that integrate competing regional needs. Responsibilities of the RAC include but are not limited to:

- Garner support, leverage investments, and gain input from important stakeholders throughout the region.
- Ensure that the long-range vision is collaboratively developed and implemented
- Identify marginal populations and organize outreach efforts
- Organize stakeholders and increase support among the region.

Technical Advisory Committee (TAC)

The TAC includes representatives from multiple governmental and non-governmental organizations, and educational institutions. Members will include staff with technical and operational experience in transportation, housing, economic development, public health, community outreach, social equity, energy, and natural resources. Responsibilities of the TAC include but are not limited to:

- Identify technical issues and needs in addressing the framework of the six livability principles
- Compile all the information from subcommittees into cohesive technical reports
- Identify performance measures, benchmarking, and technical proposals to guide the technical elements of the plan.

All subcommittees, including the Regional and Technical Advisory Committees shall serve at the pleasure of the Steering Committee.

Accountability

By signing this agreement the signatories agree to:

- complete the duties and tasks involved in the initiative,
- comply with matching in-kind commitments and reporting needs,
- consent to the goals and organizational structure of the Consortium, and
- recognize and execute principles and opportunities that align with the goals of the Consortium.

All Steering Committee members' in-kind match commitments shall be accounted for and reported to the Lead Agency (Cape Fear Council of Governments) & the Project Director in a timely manner when requested, in accordance with HUD reporting requirements. The Project Director will report to Consortium members any deficiencies in meeting the amount of in-kind support that was pledged. Consortium members will use approved documentation when submitting the amount of in-kind support hours declared. The Project Director will work with each member organization to ensure that by the end of the grant period all the required committed hours and support is accomplished.

All hours worked and expenditures attributed to Consortium resources and activities are subject to standard local government accounting practices. The Consortium members will adhere to all additional HUD accountability requirements. Financial tracking will be performed by the Cape Fear Council of Governments and the Project Director with periodic reporting to the Steering Committee.

Subgrantees (contractors) who receive grant funds for a specific task may be subject to additional review as deemed necessary by the Lead Agency. Formal contracts and agreements will be signed between the Lead Agency and the subgrantee. Specific deliverables and timeframes will be outlined in the formal contract agreements subject to Steering Committee oversight.

Work Plans

The Steering Committee has developed a Work Plan for the development of the RPSD. The Work Plan details the funds to be used, the project members, goals, and the tasks involved, and includes metrics for tracking progress of tasks and initiatives. The Steering Committee will adopt a Work Plan on an annual basis. The Project Director, Project Manager and Steering Committee will have a substantial role in the formulation and execution of the Work Plan. All activities identified in the Work Plan will be completed in a timely manner by those involved in the initiative. The Work Plan can be amended if approved by the Steering Committee and HUD.

Inclusion

The Steering Committee will consider all organizations that desire to become involved with the Consortium and development of the RPSD on an ongoing basis. All potential members will be evaluated by the Steering Committee to determine the best possible fit within the organizational chart. If it becomes necessary to alter the governing structure for the good of the project, it will be done subject to the approval of the Steering Committee. Potential

members will be evaluated objectively and will be selected in such a way that will enhance the diversity of the members. The RAC and TAC Committees will be formed to ensure diversity and inclusion of interested and engaged groups within the region.

Effective Date

This agreement is effective on the date signed by member signatories and will expire upon completion or termination of the grant. The Lower Cape Fear Sustainable Communities Consortium will continue to function to further sustainability of the region through facilitating implementation of the plan when the 3-year grant ends.

Amendments

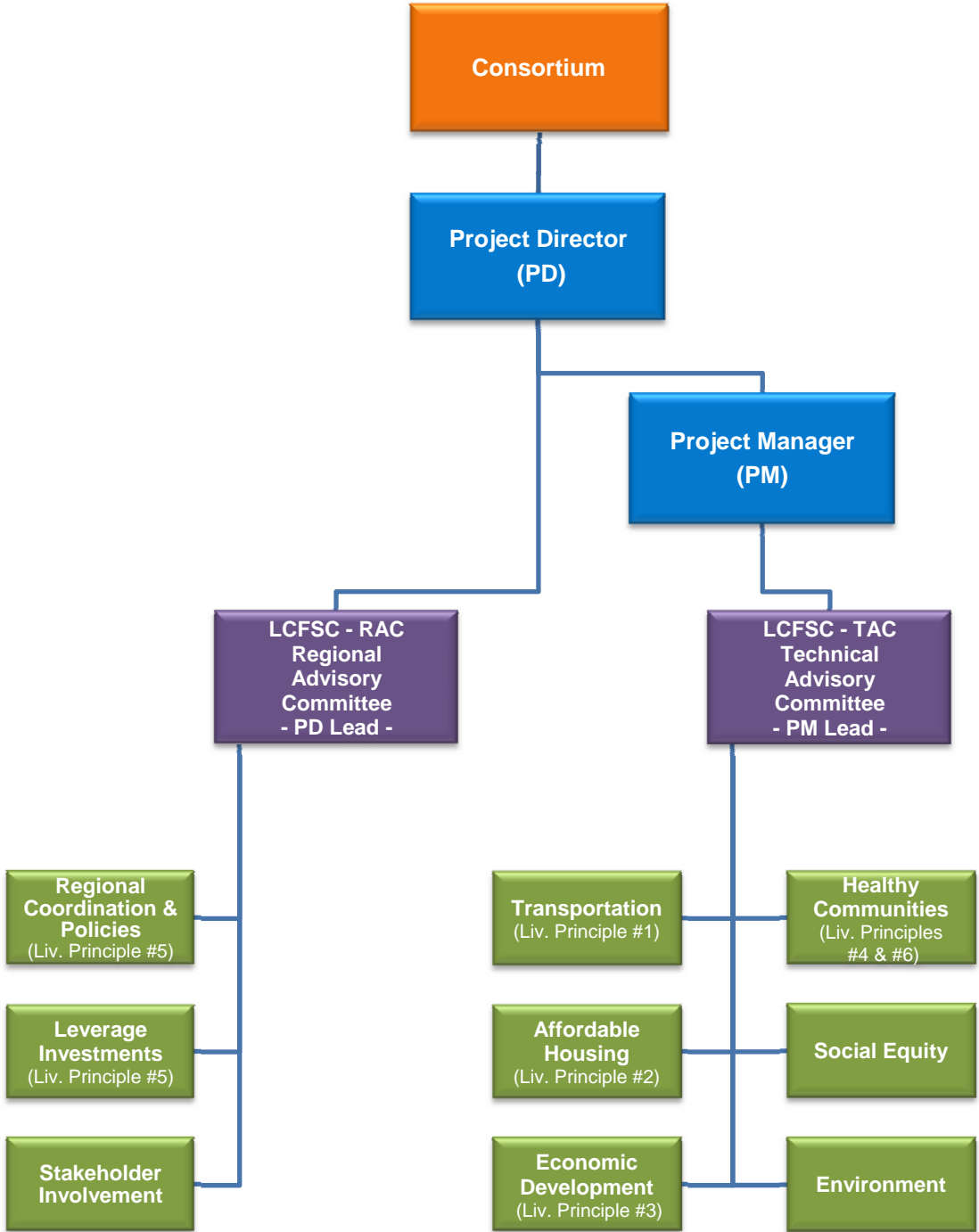
This agreement may be terminated, extended, or amended by a written amendment submitted to and signed by all member parties.

Signatories

All Steering Committee members must sign the Consortium Agreement and Memorandum of Understanding (MOU) prior to serving on the Consortium.

Each signatory agrees to this formal Consortium Agreement detailing the specific responsibilities and roles for each partner. The signature below reaffirms each organization's commitment to serve as a member of the Lower Cape Fear Sustainable Communities Consortium in accordance with the terms outlined in this Consortium Agreement, the MOU, the approved bylaws, approved work plans, and applicable HUD requirements. The Consortium Agreement with all the signatures will be kept on file by the Secretary of the Steering Committee, HUD, and the Cape Fear COG (Lead Agency).

ATTACHMENT
Organizational Chart for
Sustainable Communities Regional Planning Grant
 Lower Cape Fear Sustainable Communities Consortium (LCFSC)



Signature Page
Lower Cape Fear Sustainable Communities Consortium Agreement

Name of Organization

Authorized Signature

EXECUTED as of _____, 2012.

Name (print or type)

Title

Primary Point of Contact:

Name (print or type)

Title

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

**RESOLUTION AUTHORIZING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION
TO ENTER INTO A CONSORTIUM AGREEMENT AS A MEMBER OF THE LOWER CAPE FEAR
SUSTAINABLE COMMUNITIES CONSORTIUM**

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 Lower Cape Fear Communities Consortium was formed in 2010 to support multi-jurisdictional planning efforts in Brunswick, New Hanover, and Pender Counties that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments; and

WHEREAS, the mission of the Wilmington MPO specifically addresses the need for regional collaboration to support existing and future mobility needs and the economic vitality of the lower Cape Fear Region; and

WHEREAS, the Transportation Advisory Committee authorized the Wilmington MPO to enter into a Memorandum of Understanding to participate in the Lower Cape Fear Sustainable Communities Consortium in May 2011; and

WHEREAS, the Lower Cape Fear Sustainable Communities Consortium submitted a grant application to the Federal Sustainable Communities Initiative in October 2011; and

WHEREAS, in November 2011, the Lower Cape Fear Sustainable Communities Consortium was one of only 28 regions across the U.S. to receive funding through the Federal Sustainable Communities Initiative in the amount of \$1.13 million; and

WHEREAS, as part of the Federal Sustainable Communities Initiative grant, each of the Lower Cape Fear Sustainable Communities Consortium members must sign a Consortium Agreement that clearly delineates the goals and responsibilities involved in fulfilling the funding agreement between the Lower Cape Fear Sustainable Communities Consortium and the Federal Sustainable Communities Initiative.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby authorizes the Wilmington MPO to enter into a Consortium Agreement to comply with the funding agreement between the Lower Cape Fear Sustainable Communities Consortium and the Federal Sustainable Communities Initiative.

ADOPTED at a regular meeting of the Transportation Advisory Committee on June 27, 2012.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

STIP/MTIP AMENDMENT AND MODIFICATION GUIDELINES

Changes may be made to the State Transportation Improvement Program (STIP) and Metropolitan Transportation Improvement Program (MTIP) by either formal amendment or administrative modification.

Formal **Amendments** are required when changes cause: addition or deletion of a project, changes in project cost beyond a predetermined threshold, project phase initiation dates to move into or out of the 4 year STIP time window, changes in funding sources involving non-traditional funding sources (including GARVEE bonds), or major changes in design concept or scope; an example of a “major” scope change might be - changing the project termini or number of through travel lanes or significantly altering the proposed transit coverage area.

Examples of Amendments:

- Change in project cost beyond a predetermined threshold; increases in highway projects that exceed both \$ 2 million and 25% of the original cost and may affect fiscal constraint and changes (increases or decreases) in transit projects that exceed either \$1 million or 25% of the original project cost;
- Any addition or deletion of a federally funded project to the first 4 years of the Program;
- Addition or deletion of any state funded regionally significant project into the first 4 years of the Program;
- Change in project design or scope¹ that significantly changes; the termini or project type, purpose, or number of through lanes on a non-exempt (for transportation conformity purposes) project;
- Any addition, deletion or significant modification of non-traditional funding source to a project (traditional sources of revenue include federal, state, or local government tax revenues. Non-traditional sources include state bonding and/or private participation);
- Project schedule shifts that move ROW, major capital acquisitions, or construction authorization dates either into or out of the 4 year STIP time window;
- Project schedule shifts in years 1 through 4 that move project completion dates across Horizon Years as determined by the local Long Range Transportation plan;
- Project schedule shifts to incorporate the project from an out-year into the current (four-year) STIP.

Note: Amendments do require documentation of public review and comment opportunity, and may require re-demonstration of fiscal constraint and local transportation conformity determination. Fiscal constraint may be shown by either the project cost impact being less than 5% of the expected annual budget or by showing other cost reductions and/or revenue increases within the affected fiscal year(s).

Note: on Program Date field in the FTA Transportation Electronic Award and Management (TEAM) system applications – the transit grant applications asks for the STIP amendment approval dates; however the correct entry in the TEAM application is the date FTA endorses the BOT approved STIP amendment, e.g. the effective STIP approval date is the date FTA concurs with the amendment to the STIP.

¹ Note: alteration to earmarks described in the Congressional Report may jeopardize project eligibility for federal (FTA) funding under the discretionary capital program (Section 5309).

Administrative Modifications can be made to previously included projects when; change in project costs are below the predetermined thresholds, movement of project phase initiation dates are within the 4 year STIP time window, change to project scope or description do not significantly diminish the ability to achieve the original project intent, and change in traditional funding sources occur.

Administrative modification is a streamlining process recommended in the FHWA/FTA/NCDOT Joint STIP Review of December 2011. Administrative Modifications do not require documentation of public review or comment, redemonstration of fiscal constraint, or a local transportation conformity determination.

Examples of Administrative Modifications:

- Any change to projects in years 5 or later;
- Minor change to project descriptions, scopes, sponsor funding;
- Minor cost increases in highway projects that do not exceed both \$ 2 million and 25% of the original project cost;
- Minor cost change (increase or decrease) in transit projects that do not exceed either \$1 million or 25% of the original project cost;
- Schedule changes that move project authorization dates within the first 4 year STIP time window and do not affect local air quality conformity findings;
- Funding source changes between traditional funding sources (i.e. substituting available Congestion Mitigation Air Quality (CMAQ) funds for FTA section 5307 formula transit funds);
- Projects approved for Emergency Relief funds do not generally have to be included in the STIP, so any changes made for emergency projects may be considered minor modifications.

State funded projects are amended when the fiscal year changes or when there is a significant change in the project description. Unless the project is determined to be regionally significant for transportation conformity purposes, these amendments are approved solely by the State Board of Transportation. The Wilmington MPO will notify the Transportation Advisory Committee of these STIP/MTIP Administrative Modifications, however no action is required by the Transportation Advisory Committee. If there is a change to a state funded project that is regionally significant, this requires a new transportation conformity determination, this determination must be made before the amendment can be processed. The Wilmington MPO Public Involvement Process will be the same for state funded projects as it is for federal-aid projects.

PUBLIC INVOLVEMENT PROCEDURES:

The minimum public comment period shall be 30 days on any amendments to the STIP/MTIP. Written comments will be received during the comment period and will be directed to the WMPO. The WMPO's contact person, phone number and e-mail address will be included in the public notice. The notice will be placed on the Wilmington MPO's website at www.wmpo.org. The WMPO will assemble all comments and forward comments to the TCC and the TAC.

All amendments to the transit portion of the STIP/MTIP will be submitted to FTA Region IV for formal endorsement. The request letter for FTA endorsement of STIP/MTIP amendments will include assurances that public involvement processes were followed, in accordance with the federally approved state or local Participation Plans. Administrative modifications to the transit portion of the STIP/MTIP will be posted on the Public Transportation Division website for informational purposes within 5 days of the changes being processed at NCDOT.

Attachment 1

Federal Definitions according to 23 CFR 450.104

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Change to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

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

**RESOLUTION ADOPTING THE STIP/MTIP AMENDMENT AND ADMINISTRATIVE MODIFICATION
PROCESSES**

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 State Transportation Improvement Program(STIP)Metropolitan Transportation Improvement Program (MTIP) sets forth the priorities for funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, transit capital and operating assistance, and other transportation improvements) using State and Federal funds; and

WHEREAS the STIP/MTIP must match exactly in projects, schedule, and scope, for projects to move forward with funding these transportation initiatives; and

WHEREAS, it is critical that close coordination be held with the North Carolina Department of Transportation to assure that both parties are in agreement with the program and thus allow projects and programs to move forward ; and

WHEREAS, changes may be made to the STIP/MTIP are completed by either formal amendment or administrative modification; and

WHEREAS; the STIP/MTIP Amendment and Administrative Modification Process outlines the procedures and process to complete these STIP/MTIP Amendments and Administrative Modifications.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the STIP/MTIP Amendment and Administrative Modification Process.

ADOPTED at a regular meeting of the Transportation Advisory Committee on June 27, 2012.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

RESOLUTION REQUESTING FUNDING FOR THE MIRACLE FIELD PROJECT

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 Miracle League concept centers on a 100% accessible athletic facility designed to meet the needs of those with disabilities by utilizing a special playing surface; and

WHEREAS, a local effort is underway to design and build a Miracle League facility at Olsen Park, operated by the City of Wilmington; and

WHEREAS, the goal of the Miracle Field and Playground at Olsen Park is to offer a dedicated space to play sports, promoting physical activity, camaraderie and teamwork for children and adults with disabilities, as well as for volunteers, family and spectators; and

WHEREAS, the area has a high prevalence of disabled citizens, ranking among the top twenty metro areas in the United States; and

WHEREAS, the Wilmington Believes in Miracles Campaign set a fundraising goal of \$1.2 million for the design, permitting and construction of the field, playground, and associated site amenities, the Kiwanis Club of Wilmington has raised \$75,000 toward the playground and the City of Wilmington and New Hanover County have budgeted a combined \$75,000 toward the playground; and

WHEREAS, the Miracle Campaign remains approximately \$160,000 short of reaching their fundraising goal and public funding for infrastructure costs is being sought for an interior road leading to the new Miracle Field from Corporate Drive to provide a drop-off/pick-up area for the Miracle Field users.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby requests the North Carolina General Assembly or North Carolina Department of Transportation provide funding for the construction of an internal roadway for the Miracle Field project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on June 27, 2012.

Laura Padgett., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

RESOLUTION SUPPORTING AMTRAK SERVICE TO WILMINGTON

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, Amtrak has been studying the business feasibility of expanding its passenger service into eastern North Carolina and to Wilmington; and

WHEREAS, the expanded service would include passenger bus service to connect eastern North Carolina with the rail service currently located in either Wilson; and

WHEREAS, the proposed expansion would benefit the eastern North Carolina region by connecting its cities to the rest of the state and the East Coast of the United States; and

WHEREAS, automobile travel is becoming increasingly expensive due to the price of gasoline and the proposed expanded service would provide a convenient safe and affordable alternative means of transportation; and

WHEREAS, the proposed bus service linking travelers to the rail stations would help facilitate the development of intermodal facilities in the area and interest in the future expansion of rail services into eastern North Carolina in turn increasing the economic development opportunities for this region.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports any increase in service by Amtrak into the region to provide alternative transportation opportunities and enhance economic development possibilities

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on June 27, 2012.

Laura Padgett., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

CITY OF WILMINGTON/WILMINGTON MPO
STATUS UPDATE
JUNE 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 change)

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 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 and Wrightsville Beach. Staff has developed a communications plan and has been presenting information to various civic groups and organizations, disseminating flyers, attending events and conducting stakeholder interviews. The first round of public workshops was held April 16th at City Council Chambers, April 18th at the Town of Carolina Beach and April 19th at Ogden Elementary. 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 2,800 public comment forms.**

Next Steps: Continue to review the opportunities and constraints, present to various civic organizations, attend community events and conduct stakeholder interviews. The public comment period for the surveys will close on June 30th 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.

Current Status: 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 Contractor has been installing water, sewer, conduit, storm drain, sidewalks, brick pavers, light poles, tree pits, driveways, signal mast arms and landscaping improvements between Market Street and Campbell Street. **The project is substantially complete between Market Street and Grace Street. The contractor has completed the sanitary sewer line crossing at Brunswick Street and began installation of the new sanitary sewer line from Bladen Street to Brunswick 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.**

Next Steps Continue the sidewalk, conduit installation, tree pits, brick pavers, street light foundations, etc on both sides between Grace and Campbell Streets. The project is expected to be completed by November 2012.

SEE, SHARE AND BE AWARE (No significant change)

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. The campaign launched on Earth Day.

Next Steps: The Campaign will continue to advance by airing video PSAs on government channels; spreading the message to other agencies and the general public through billboards, posters and promotional items; and continuing to improve the quality of the website and the information on the website.

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: A survey has been released to UNCW students and permanent employees. The survey focuses on current transportation patterns and motivators for changing those patterns. Staff is currently modifying data from UNCW permanent employees for geocoding purposes. Staff attended training with Base Tech to learn new software for Share the Ride NC. This program will allow residents in the WMPO region to locate opportunities for carpooling and vanpooling.

Next Steps: Continue to analyze UNCW survey results. Using the results from the survey and geocoding, Share the Ride NC will be used specifically at UNCW to begin carpooling opportunities for faculty and staff.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

June 7, 2012

TIP Projects:

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

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

Painting Work Complete; small punch list of items to be completed June 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.

Let 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.

Work Complete

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)

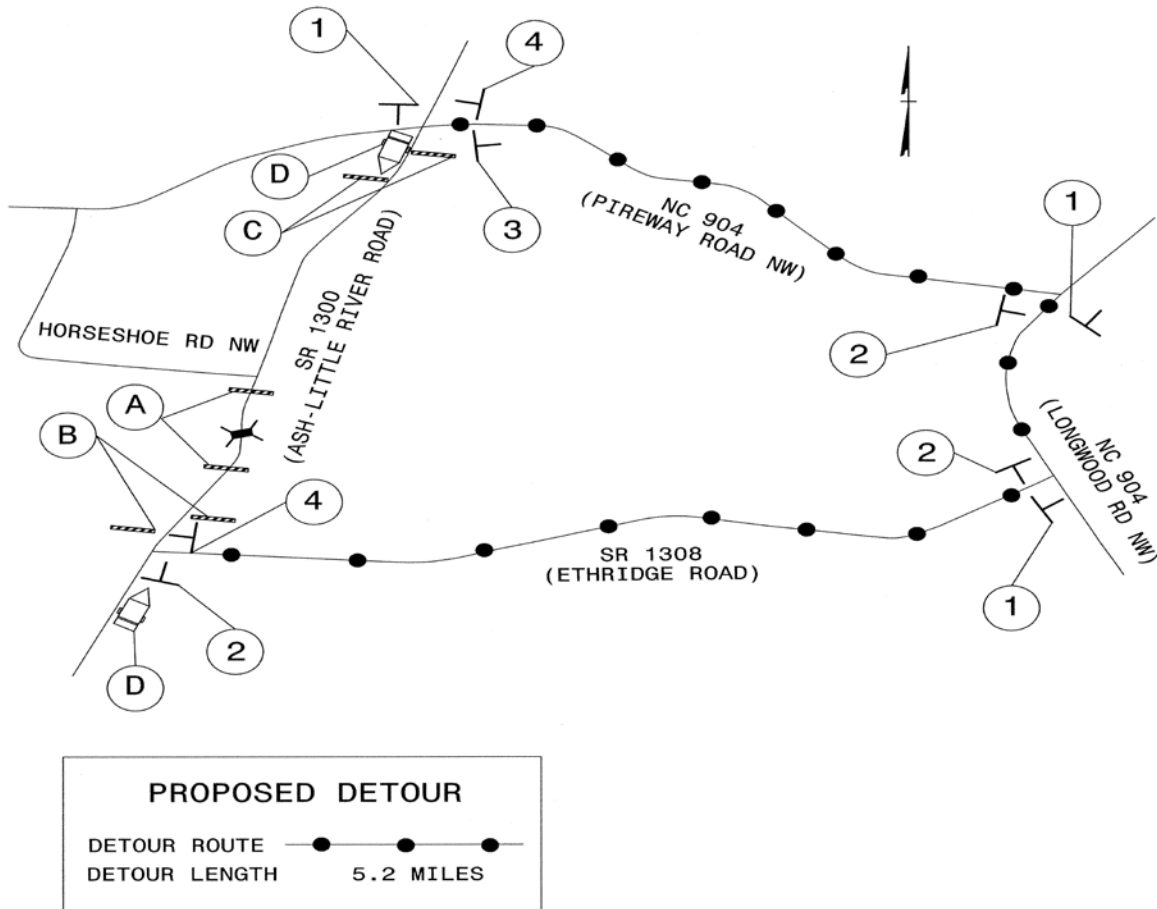
Contractor should be complete with all the work on both bridges, by May 2012, except for replacing cables, in the Memorial Bridge towers. This work will be completed in the Fall of 2012. This work will require shutting down the entire bridge for 3 consecutive days, on two occasions. At that time, the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

Work Complete



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 Completion Date Summer 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

Pender County: 3CR.20711.132

SR 1563 (Sloop Point Loop Road) - Mat coast with #5 Stone and resurface from SR 1561 (Sloop Point Road) to SR 1607 (Hickory Point Road).

SR 1564 (Lewis Road) widen from SR 1569 (Hoover Road) to end of system.

SR 1570 (Peanut Road) resurface from US 17 to end of system.

Estimated Contract Completion Date June 2012

Pender County: C202927

SR 1572 (Sidbury Road) mill patch, widen & resurface from US 17 to New Hanover 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 Completion Date Summer/Fall 2012

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