



## WILMINGTON URBAN AREA Metropolitan Planning Organization

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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  
NAVISSA

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:** August 24, 2012  
**SUBJECT:** August 29<sup>th</sup> Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, August 29<sup>th</sup> 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. 6/27/12
- 3) Public Comment Period
- 4) Presentations
  - a. Crossing over the Cape Fear River, Bobby Lewis, NCDOT
- 5) Old Business
  - a. Resolution Adopting the Agreement between the Wilmington MPO and the Lower Cape Fear Sustainable Communities Consortium
- 6) New Business
  - a. Opening of a 30-day Public Comment Period for STIP/MTIP Amendment
  - b. Resolution Adopting STIP/MTIP Amendments
  - c. Resolution Adopting the Smoothed Urbanized Area Boundary
  - d. Resolution Supporting Twin-Trailers in New Hanover County on US 17 (John J. Burney Freeway) between US 17 Business (Market Street and I-40; US 17 (also I-140) (John J. Burney Freeway) between I-40 and US 421 (Francis Peter Fensel Highway); US 17 (also US 421) (Francis Peter Fensel Highway) between I-140/US17 (John J. Burney Freeway) and US 74/NC 133; US 17 (Also US 74, US 421 and NC 133) between US 74/NC 133 and Brunswick County Line; in Brunswick County on US 17 (also (US 74 and NC 133) between the New Hanover County Line and US 74/76 (Andrew Jackson Highway)
  - e. Resolution Opposing Twin-Trailers on Market Street between Military Cutoff Road and the Wilmington Bypass and Requesting NCDOT Conduct Additional Public Hearings for Input on this Designation

- f. Resolution Supporting the Application of Airlie Road for a Scenic Byway Designation
- 7) Discussion
  - a. Wilmington MPO Boundary Expansion
  - b. Wilmington MPO Transportation Management Designation
  - c. MAP-21 Transportation Authorization Bill
- 8) Updates
  - a. City of Wilmington/Wilmington MPO
  - b. Cape Fear Public Transportation Authority
  - c. NCDOT
- 9) Announcements
  - a. Wilmington MPO Bike/Ped meeting-August 28<sup>th</sup>
  - b. College Acres Neighborhood Traffic Meeting- September 6<sup>th</sup>
  - c. Wilmington/New Hanover Comprehensive Greenway Plan- September 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup>
  - d. Connecting Brunswick County Collector Street Plan- September 17<sup>th</sup>
  - e. Wrightsville Beach Community Transportation Plan- September 18<sup>th</sup>
- 10) Next Meeting –September 26, 2012

**Attachments:**

- Minutes 6/27/12 meeting
- Lower Cape Fear Sustainable Communities Consortium Agreement
- Resolution Authorizing the WMPO to Enter into a Consortium Agreement as a Member of the Lower Cape Fear Sustainable Communities Consortium
- Proposed STIP/MTIP Amendments- August
- STIP/MTIP Amendments- May
- STIP/MTIP Amendments- June
- Resolution Adopting STIP/MTIP Amendments
- Map of Smoothed Urbanized Area Boundary
- Resolution Adopting the Smoothed Urbanized Area Boundary
- Letter from NCDOT Requesting Input on the Proposed Designation of Twin-Trailer Routes on US 17 in New Hanover and Brunswick Counties
- North Carolina Truck Network Map
- Map Demonstrating the Proposed Twin-Trailer Routes on US 17 in New Hanover and Brunswick Counties
- Resolution Supporting Twin-Trailers in New Hanover County on US 17 (John J. Burney Freeway) between US 17 Business (Market Street and I-40; US 17 (also I-140) (John J. Burney Freeway) between I-40 and US 421 (Francis Peter Fensel Highway); US 17 (also US 421) (Francis Peter Fensel Highway) between I-140/US17 (John J. Burney Freeway) and US 74/NC 133; US 17 (Also US 74, US 421 and NC 133) between US 74/NC 133 and Brunswick County Line; in Brunswick County on US 17 (also (US 74 and NC 133) between the New Hanover County Line and US 74/76 (Andrew Jackson Highway)
- Letter from NCDOT Requesting Input on the Proposed Designation of Twin-Trailer Routes on Market Street between Military Cutoff Road and the Wilmington Bypass
- North Carolina Truck Network Map
- Map Demonstrating A Proposed Twin-Trailer Route on Market Street between Military Cutoff Road and the Wilmington Bypass
- Resolution Opposing Twin-Trailers on Market Street between Military Cutoff Road and the Wilmington Bypass and Requesting NCDOT Conduct Additional Public Hearings for Input on this Designation
- Resolution Supporting the Application of Airlie Road for a Scenic Byway Designation
- Maps indicating Possible MPO Planning Area Boundary Expansions
- City of Wilmington/Wilmington MPO Project Update (August 2012)
- NCDOT Project Update

**Meeting Minutes**  
**Wilmington Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Date: June 27, 2012**

**Members Present:**

Laura Padgett, Chairman, City of Wilmington  
Jack Batson, Town of Belville  
Pat Batleman, Town of Leland  
Steve Shuttleworth, Town of Carolina Beach  
Bill Sisson, Town of Wrightsville Beach  
Jonathan Barfield, Cape Fear Public Transportation Authority  
Earl Sheridan, City of Wilmington  
George Brown, Pender County  
Brian Berger, New Hanover County  
Bill Sue, Brunswick County

**Staff Present:**

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

**1. Call to Order**

Ms. Padgett called the meeting to order at 4:05 PM.

**2. Approval of Minutes:**

The minutes from the May 30, 2012 meeting were approved unanimously.

**3. Public Comment Period**

Mr. Andy Koeppel addressed members regarding the proposed MPO boundary expansion. He suggested that Surf City be given an observer status on the TAC Board. He also thanked members for considering the naming of the interchange and associated bridge structure at 23<sup>rd</sup> Street and Martin Luther King Jr., Parkway in honor of Lanny Wilson. He stated that he strongly supported the initiative because of Mr. Wilson's positive impact to transportation related issues in area.

Mr. Al Freimark addressed members regarding the proposed MPO boundary expansion. He presented a map of Pender County depicting the density per square mile. He told members his job as a member of the TAC's Citizen Advisory Committee is to help forecast where we want to be in 10, 15 or even 25 years in the future. Due to the population density as illustrated by the map, the coastal areas of Pender County need the MPO to guide them with their future transportation growth.

**4. 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 transportation projects.

## **5. New Business**

### **a. Opening of the 30-day Public Comment Period for the STIP/MTIP Amendment for Section 5317 Funding –Pedestrian Improvements on Front Street**

Mr. Kozlosky told members that staff received a Section 5317 grant for pedestrian improvements on Front Street and the STIP/MTIP must be amended. A 30-day public comment period is required prior to the adoption of amendments to the STIP/MTIP.

Mr. Barfield made the motion to open the 30-day Public Comment Period for the STIP/MTIP Amendment for Section 5317 Funding – Pedestrian Improvements on Front Street. Mr. Sue seconded the motion and it carried unanimously.

### **b. Resolution Adopting the Section 5303 Agreement Between the Wilmington MPO and the Lower Cape Fear Sustainable Communities Consortium**

Mr. Kozlosky told members that the agreement between the Wilmington MPO and the Lower Cape Fear Sustainable Communities Consortium lays out the responsibilities of the consortium and the Council of Governments, who is the lead agency for the grant and the consortium.

Mr. Barfield's asked Mr. Kozlosky if he had spoken with Chris May at the Cape Fear Council of Governments regarding the agreement. Mr. Kozlosky responded that he had not talked with him. Mr. Barfield stated that at the last County Commissioner meeting they looked at changing some of the verbiage in the agreement from a COG standpoint. They discussed changing the word "will" to "may" with respect to the different groups that are part of the adoption. He said it is his understanding that Mr. May was going to contact everyone.

Ms. Padgett asked that if there are changes coming, can the item be moved to the August meeting. Ms. Rashid told members she has not been advised that any changes to the document had been suggested. Any changes to the agreement will have to be taken back to HUD.

Mr. Sue stated that Mr. May was planning on taking the agreement back to HUD. The issue is that the MOU letter stated that the recommendations that come out of the Consortium will be adopted by the entities that are part of it. As the agreement is written, it takes out the independence and the right of a local elected body to make decisions. Ms. Padgett suggested that the item needs to be continued to the August meeting.

Mr. Sisson asked Mr. Barfield if the Council of Governments has acted on the agreement yet. Mr. Barfield responded that they voted in favor of the amended language. Mr. Sue said that Mr. May was asked to clear that amended language through HUD.

Mr. Sue made the motion to continue the item until the August meeting and invite Mr. May to attend to provide an update from his meeting with HUD. Mr. Brown seconded the motion and it carried unanimously.

### **c. Resolution Adopting the STIP/MTIP Amendments/Administrative Modification Process**

Mr. Kozlosky told members the STIP/MTIP Amendment Process clarifies how changes may be made to the State Transportation Improvement Program (STIP) and Metropolitan Transportation Improvement Program (MTIP) by either administrative modification or formal amendment. He noted that an administrative modification process identifies that the MPO will notify the Transportation Advisory Committee of STIP/MTIP administrative modifications, however no action is required by the TAC. A formal amendment requires public review and comment, demonstration of fiscal constraint, or a local transportation conformity determination. Mr. Kozlosky stated that the Board of Transportation adopted the policy.

Mr. Sisson made the motion to adopt the STIP/MTIP Amendments/Administrative Modification Process. Mr. Sheridan seconded the motion and it carried unanimously.

**d. Resolution Requesting Funding for the Miracle Field**

Mr. Kozlosky told members that the Miracle League is working to develop a 100% accessible athletic facility at Olsen Park for those with disabilities. It is a local effort that will provide dedicated space for sports, promoting physical activities and camaraderie for children and adults with disabilities. The Miracle League is requesting help to construct an internal road that will provide for drop-off and pick-up for field users. The resolution is asking the NC General Assembly or NCDOT to help fund construction of this road.

Mr. Barfield made the motion to adopt the resolution requesting funding for the Miracle Field. Mr. Berger seconded the motion and it carried unanimously.

**e. Resolution Supporting Amtrak Service to Wilmington**

Mr. Kozlosky told members Amtrak approached staff regarding the opportunity to bring a "rubber wheel" service to Wilmington that will link with their facility in Wilson, NC. They are interested in making Wilmington a destination-city and are asking for a resolution supporting bringing this service to the community. The resolution does not provide the logistics for the service, it just identifies community support.

Mr. Sue made the motion to support bringing Amtrak Service to Wilmington. Mr. Batson seconded the motion and it carried unanimously.

**f. Resolution Request NCDOT Dedicate the Interchange and Associated Bridge Structure at 23<sup>rd</sup> Street and Martin Luther King, Jr. Parkway in Honor of Lanny T. Wilson**

Ms. Padgett told members that while serving on the NC Board of Transportation, Mr. Wilson made the effort to make sure that the local leaders of the community serving on the MPO were heard.

Mr. Sue made the motion to request NCDOT dedicate the interchange and associated bridge structure at 23<sup>rd</sup> Street and Martin Luther King, Jr. Parkway in honor of Lanny T. Wilson. Mr. Barfield seconded the motion.

Ms. Batleman told members that she would like to make a substitute motion to request that NCDOT dedicate the interchange and associated bridge structure at 23<sup>rd</sup> Street and Martin Luther King, Jr. Parkway in honor of Frank Capra, Jr. for his outstanding contributions and dedicated service to the community. Mr. Berger seconded the motion.

Mr. Sisson said he felt a little uncomfortable considering the issue just on a moment's notice. We have not had any discussion in the past. Mr. Sheridan told members he agreed with Mr. Sisson. This is very sudden and he would like a chance to reflect on the resolutions.

Ms. Padgett noted that this is not a name change of the road or intersection. It is installing signage to honor someone at the location.

Mr. Barfield told members he felt that our community has a tremendous void in Raleigh with DOT. Mr. Wilson helped the WMPO get a lot projects moved forward. Mr. Sheridan told members he does not like having to choose one over the other. He suggested looking at it longer and perhaps a solution could be found. Mr. Berger asked if the matter was time sensitive and must be addressed immediately. Ms. Padgett said no.

Mr. Kozlosky told members the resolution to honor Mr. Wilson was a staff generated request. He served with Mr. Wilson on the TAC since 2004. During that time Mr. Wilson was an advocate for

projects within the WMPO and because of that commitment to the area, he thought we should consider naming a transportation facility in his honor. The intersection at Martin Luther King, Jr. Parkway and 23<sup>rd</sup> Street seemed to be the logical choice because it was completed down to 3<sup>rd</sup> Street under Mr. Wilson's watch.

Ms. Batleman told members she felt that when you have someone like Frank Capra, Jr., who made many contributions to the area, this would be a "win-win". The studio is there on 23<sup>rd</sup> Street and this would provide an opportunity to let people know we appreciate all he has done.

Ms. Padgett suggested that there are other facilities that are not transportation facilities that could be named for Frank Capra, Jr. Ms. Padgett asked if members would rather wait to consider this, we could address this at the August meeting. Mr. Sheridan asked if a motion to table the item would be needed. Ms. Padgett stated that because there was a motion and a substitute, one of the motions must be withdrawn in favor of waiting until August to vote on the resolution. Ms. Padgett noted that the board is not allowed to have a third motion on an item. Mr. Sue asked if he withdrew his motion, could the committee then have a substitute to the substitute.

Ms. Batleman told members she would prefer to have a vote on her substitute motion. She said she believed the proper line-up was that first you vote on the substitute then you go back to the original motion.

Ms. Padgett called for a vote on the substitute motion to dedicate the 23<sup>rd</sup> Street and Martin Luther King, Jr. Bridge for Frank Capra, Jr. The motion failed in a tie vote with Ms. Batleman, Mr. Shuttleworth, Mr. Berger, Mr. Sisson and Mr. Batson voting in favor and Mr. Brown, Mr. Barfield, Mr. Sue, Ms. Padgett and Mr. Sheridan voting against the motion.

Ms. Padgett called for a vote on the original motion to dedicate the 23<sup>rd</sup> Street and Martin Luther King, Jr. Bridge for Lanny Wilson. The motion carried with Mr. Brown, Mr. Sisson, Mr. Barfield, Mr. Sue, Ms. Padgett and Mr. Sheridan voting in favor and Ms. Batleman, Mr. Shuttleworth, Mr. Berger and Mr. Batson voting against the motion.

## **6. Discussion**

### **a. Wilmington MPO Boundary Expansion**

Ms. Padgett told members the NCDOT, SCDOT, Myrtle Beach MPO and some of the beach communities met in Brunswick County to discuss the possible expansion of the Myrtle Beach MPO boundary area to their north to include the towns of Shallotte and Calabash. The question on the table was exactly how far the Myrtle Beach MPO might want to extend. Up to that point Wilmington MPO expansion was not officially at the table. She said that another meeting will be held on July 10<sup>th</sup> at St. James Town Hall to discuss Southport's interest in joining the Myrtle Beach MPO.

Mr. Kozlosky told members one of the scenarios being considered by the Myrtle Beach MPO is to take in Calabash, Caswell Beach, Ocean Isle, Sunset Beach, and Carolina Shores. The second scenario was expanding to include Holden Beach and Varnamtown and their third option included Southport and St. James.

Mr. Kozlosky told members in addition to the southern expansion, staff needs direction on how to proceed to the north. If the board decides to invite Surf City and Topsail Beach into the WMPO, they will have to adopt a MOU with the WMPO to participate. He noted that he did not want to move forward with the discussions with the elected officials until the TAC determined if it is desirable. Mr. Brown said he would like to move forward with discussion about Surf City and Topsail Beach joining the MPO and determine if there is interest in joining, both to the north and south of the current WMPO boundary.

Ms. Padgett suggested that perhaps members should consider a revision of the current MOU so that votes are weighted by population. Right now we are a very urban MPO and bringing smaller cities and more rural areas in will increase the number of representatives on the board who will have interest that may be in conflict with urban.

**7. Updates**

Project updates for the Wilmington MPO/City of Wilmington and NCDOT are included in the agenda packet. Mr. Eby updated members on activities of the Cape Fear Public Transportation Authority.

**8. Announcements**

**10. Adjournment**

With no further business, the meeting was adjourned at 5:45 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.**

Lower Cape Fear  
Sustainable Communities Consortium

# Consortium Agreement

July 2012



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## **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 to empower local jurisdictions to address the unique issues of each region through long term strategies, to use data to set and monitor progress toward performance goals and to engage stakeholders and residents in meaningful decision-making roles.

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 not a comprehensive plan for the region, and local plans or policies typically do not address issues in a regional context. Through a comprehensive public engagement process, the Steering Committee, with assistance from numerous stakeholders from across the region, will create a Regional Plan for Sustainable Development (RPSD) that shall be used as a comprehensive tool kit by local and regional entities when updating or creating policies, regulations, plans and programs. The RPSD will identify the strengths, weaknesses, and 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 resulting tools developed through the process shall be targeted toward enabling the Lower Cape Fear region to reduce combined housing and transportation costs, reducing vehicle miles traveled and transportation related emissions, improve public health, increase economic development opportunities, and increase resiliency from coastal hazards all through a highly collaborative public engagement process. 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
- Alternative Transportation Modes
- Housing Choices
- Increase Economic Diversity and Competitiveness of the Region
- Adaptation to Sea Level Rise and Increased Coastal storms
- Reduced Sprawling Patterns of Land Development

### **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

### **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. 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 housing, transportation, energy, water, environmental quality, regional coordination, and economic development. 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 Steering Committee 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.

Current members of the Lower Cape Fear Consortium Steering Committee 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

## **Governance**

### **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 shall also engage the creation of subcommittees made up of a multitude of non-voting partners and stakeholders that will make up the Regional Advisory Committee (RAC) and Technical Advisory Committee (TAC). Steering Committee members will become members of these subcommittees as well to ensure seamless communication.

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
- Engage the RAC and TAC and work with these committees throughout the process
- Assist in the development of the RPSD
- Provide data and technical support
- 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. In addition to the input received through the various stakeholder groups, 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.

The work plan developed by the Steering Committee outlines expected steps to be taken to complete the RPSD. 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 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 and MOU and in no way substitute for the decision-making process that each participating agency is required to follow by regulation, directive, or law.

### **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.

## **Stakeholders: Regional Advisory Committee and Technical Advisory Committee**

To expand upon the depth and diversity of the expertise of the Consortium and to engage a multitude of organizations across the region in the creation of the RPSD, a Regional Advisory Committee (RAC and Technical Advisory Committee (TAC) will be established.

### **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.

## **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 RAC and 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 under-represented 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 members shall take the recommendations from the RAC and TAC to create model policies and practices to be included in the RPSD.

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

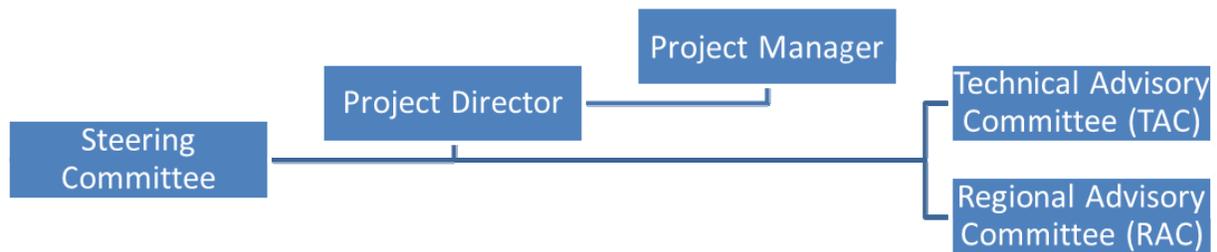
### **Signatories**

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**



**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 August 29, 2012.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

**PROPOSED REVISIONS TO 2012-2020 STIP**

**PROGRAM**

**August**

**STIP/MTIP ADDITIONS**

**DIVISION 3**

*EB-5544	GARY SHELL CROSS-CITY TRAIL. WILMINGTON.	\$250,000	(STPEB)
New Hanover	CONSTRUCT BICYCLE AND PEDESTRIAN ACCOMODATIONS ON SOUTH 17TH STREET, WALTMORE ROAD, AND BETHEL ROAD.	\$600,000	(O)
		<u>\$487,000</u>	(C)
	<b><u>ADD CONSTRUCTION IN FY 13 NOT PREVIOUSLY PROGRAMMED.</u></b>	\$1,337,500	
*EB-5543	SR 1403 (MIDDLE SOUND LOOP ROAD) OGDEN ELEMENTARY SCHOOL TO SR 1986 (OYSTER DRIVE)	RIGHT-OF-WAY	FY 2013 - \$16,000 (DP)
New Hanover	CONSTRUCT MULTI-USE PATH.	CONSTRUCTION	FY 2013 - \$4,000 (C)
	<b><u>ADD RIGHT OF WAY IN FY 13 AND CONSTRUCTION IN FY 14 NOT PREVIOUSLY PROGRAMMED USING TCSP FEDERAL DISCRETIONARY GRANT.</u></b>		FY 2014 -\$165,000 (DP)
			FY 2014 - <u>\$41,000</u> (C)
			\$226,000
	<b>Public Transportation</b>		
*TD-4942	Facility- Maintenance and Ops Center- Design, Engineer and Construct	\$6,000,000	FBUS US (49 CFR 5309)
New Hanover		\$4,093,095	FUZ US (49 CFR 5307)
		\$1,121,455	FBUS State
		<u>\$1,121,455</u>	FBUS Local
		\$12,336,005	

**HIGHWAY PROGRAM**

**STIP ADDITIONS**

**STATEWIDE**

* K-5500A	COASTAL REGION REST AREA RENOVATIONS.	construction	FY13	\$426,000	(S)
STATEWIDE	REPLACE LIGHTING WITH EFFICIENT LOW MAINTENANCE LED FIXTURES.			\$426,000	

**ADD CONSTRUCTION IN FY 13 NOT PREVIOUSLY PROGRAMMED.**

* K-5500B	PIEDMONT REGION REST AREA RENOVATIONS.	construction	FY13	\$458,000	(S)
STATEWIDE	REPLACE LIGHTING WITH EFFICIENT LOW MAINTENANCE LED FIXTURES.			\$458,000	

**ADD CONSTRUCTION IN FY 13 NOT PREVIOUSLY PROGRAMMED.**

* K-5500C	MOUNTAIN REGION REST AREA RENOVATIONS.	construction	FY13	\$406,000	(S)
STATEWIDE	REPLACE LIGHTING WITH EFFICIENT LOW MAINTENANCE LED FIXTURES.			\$406,000	

**ADD CONSTRUCTION IN FY 13 NOT PREVIOUSLY PROGRAMMED.**

* M-0451	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	engineering	FY12	\$70,000	(S)
STATEWIDE			FY13	\$70,000	(S)
			FY14	\$70,000	(S)
			FY15	\$70,000	(S)
			FY16	\$70,000	(S)
			FY17	\$70,000	(S)
			FY18	\$70,000	(S)
				\$490,000	

**ADD PRELIMINARY ENGINEERING IN FY 12 THROUGH FY 18.**

**STIP MODIFICATIONS**

**DIVISION 3**

W-5132	US 76 (OLEANDER DRIVE), US 117/NC 132 (COLLEGE ROAD). CONSTRUCT A RIGHT TURN LANE ON US 76 WEST-BOUND ONTO US 117/NC 132.	construction	FY16	\$90,000	(HES)
NEW HANOVER				\$90,000	

**DELAY CONSTRUCTION FROM FY 12 TO FY 13 TO ALLOW ADDITIONAL TIME TO ADDRESS UTILITY ISSUES.**

\* INDICATES FEDERAL AMENDMENT

**HIGHWAY PROGRAM**

**STIP MODIFICATIONS**

**DIVISION 3**

* W-5203	VARIOUS, DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS. <b><u>ADD RIGHT OF WAY AND CONSTRUCTION IN FY 13 THROUGH FY 15 NOT PREVIOUSLY PROGRAMMED.</u></b>	right-of-way	FY12	\$50,000	(HSIP)
BRUNSWICK			FY13	\$100,000	(HSIP)
NEW HANOVER			FY14	\$100,000	(HSIP)
DUPLIN			FY15	\$100,000	(HSIP)
ONSLOW		construction	FY12	\$100,000	(HSIP)
SAMPSON		FY13	\$600,000	(HSIP)	
PENDER		FY14	\$600,000	(HSIP)	
			FY15	\$600,000	(HSIP)
				<u>\$2,250,000</u>	

\* INDICATES FEDERAL AMENDMENT

**PROPOSED REVISIONS TO 2012-2018 STIP**

**Public Transportation PROGRAM**

**June**

**STIP/MTIP AMENDMENT**

**DIVISION 3**

TD-5265	City of Wilmington New Freedom Project –	\$24,000	Federal
	install mid-block crosswalk and pedestrian	\$ 3,000	State
	refuge island on a roadway that divides a	\$ 3,000	Local
	public housing project from a transit stop.		

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

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

**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 Wilmington MPO desires to amend the State/Metropolitan Transportation Improvement Program for the installation of the mid-block crosswalk and pedestrian improvements on Front Street and statewide initiatives; 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 installation of the mid-block crosswalk and pedestrian improvements on Front Street and statewide initiatives.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 29, 2012.

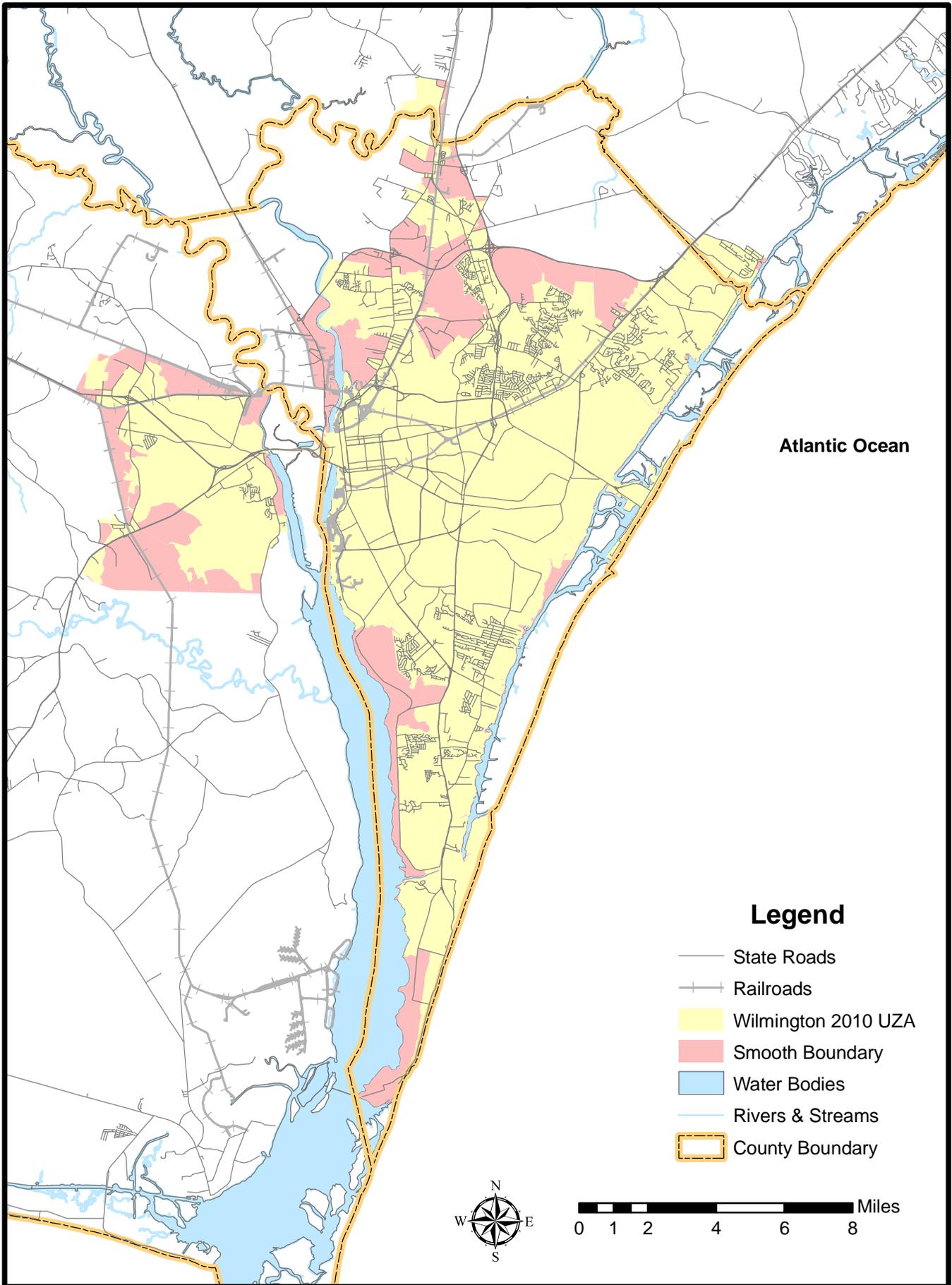
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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

# Wilmington MPO UZA with Smooth Boundary



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

**RESOLUTION ADOPTING THE SMOOTHED URBANIZED AREA BOUNDARY FOR THE  
WILMINGTON MPO**

**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**, on March 26, 2012 the US Census Bureau released the US Census designations for Urbanized Areas and Urban Clusters; and

**WHEREAS**, the Urbanized Area Boundary serves as the boundary that designates the areas that are considered Urbanized Areas per the US Census definition and are utilized to determine funding for the Wilmington MPO; and

**WHEREAS**, the Federal Highway Administration requires a smoothed Urbanized Area Boundary to eliminate irregularities in the boundary and maintain logical control points.

**NOW THEREFORE**, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the smoothed Urbanized Area Boundary for the Wilmington MPO.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 29, 2012.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

June 7, 2012

In Reply Refer To  
Application D-12-2

Mr. Mike Kozlosky, Executive Director  
Wilmington Urban Area - MPO  
305 Chestnut Street, Floor 4  
Wilmington, NC 28401

Dear Mr. Kozlosky:

The North Carolina Department of Transportation is in the process of designating the following route for use by trucks with twin trailers:

New Hanover County: US 17 (John Jay Burney Jr. Freeway) between US 17 Business (Market Street) and I-40; US 17 (also I-140) (John Jay Burney Jr. Freeway) between I-40 and US 421 (Francis Peter Fensel Highway); US 17 (also US 421) (Francis Peter Fensel Highway) between I-140/US 17 (John Jay Burney Jr. Freeway) and US 74/NC 133; US 17(also US 74, US 421 and NC 133) between US 74/NC133 and Brunswick County Line. Brunswick County: US 17 (also US 74 and NC 133) between New Hanover County Line and US 74/76 (Andrew Jackson Highway).

If the Department designates this route for use by these vehicles, public hearings, or the opportunity for such, will be provided in each of the affected counties. The North Carolina Board of Transportation will render a final decision on designation at a later date.

Please provide any comments you may have by September 6, 2012. If you have any questions or need additional information, you may contact me at (919) 773-2893 or [lavery@ncdot.gov](mailto:lavery@ncdot.gov).

Sincerely,

Lisa N. Avery  
Traffic Safety Project Engineer

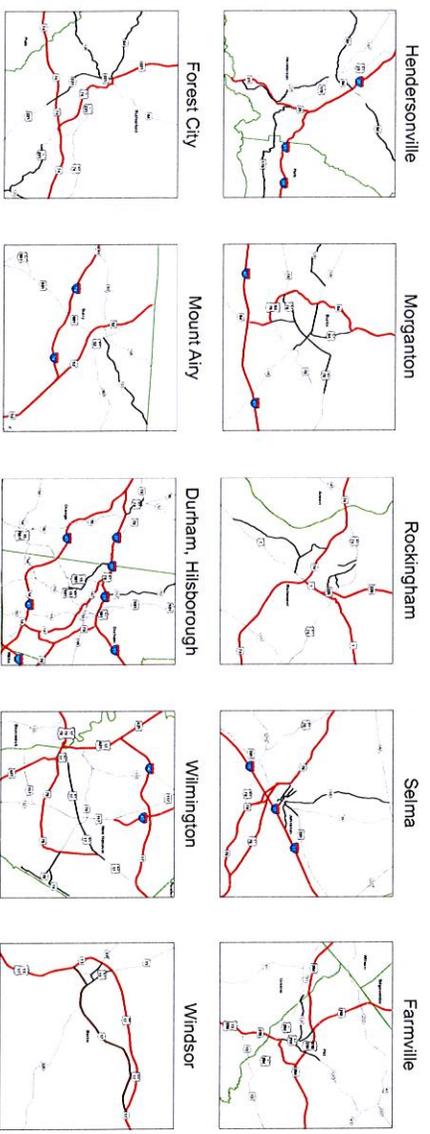
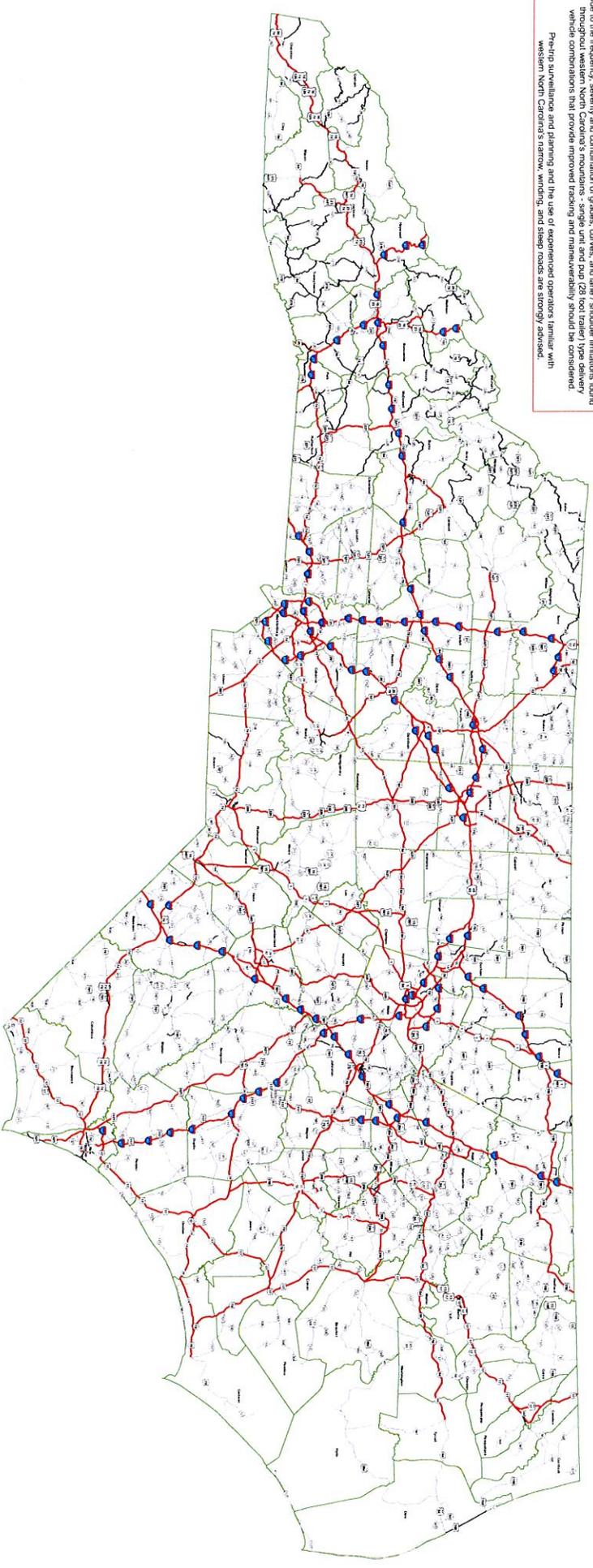
LNA:lina

cc: M. Alford, Board of Transportation Member  
Eugene A. Conti, Jr., Secretary of Transportation  
T. R. Gibson, P.E., State Highway Administrator  
J. Nance, P.E., Chief Engineer - Operations  
J. K. Lacy, P.E., State Traffic Engineer  
K. E. Fussell, P.E., Division Three Engineer  
D. C. Kimes, P.E., Division Three Operations Engineer  
T. M. Hopkins, P.E., State Traffic Safety Engineer  
P. H. Daughtry, III, P.E., CPM, Eastern Regional Field Operations Engineer  
R. C. Gray, III, P.E., Cape Fear Regional Traffic Engineer  
K. E. Hite, P.E., Division Three Traffic Engineer  
B. Mayhew, P.E., Traffic Safety Systems Engineer  
S. Lowry, P.E., Highway Safety Improvement Program Engineer



# North Carolina Truck Network

**Western North Carolina Truck Advisory**  
 Due to the frequency, severity and combination of grades, curves, and lane / shoulder limitations found throughout western North Carolina's mountains - single unit and pup (28 foot trailer) type delivery vehicle combinations that provide improved tracking and maneuverability should be considered. Post-trip surveillance and planning and the use of experienced operators familiar with western North Carolina's narrow, winding, and steep roads are strongly advised.



**Legend**

- Designated for STV Designated Vehicles (Three Mile Reasonable Access Allowed off these Routes Unless Otherwise Proved or Restricted)
- Truck Restricted Route (See NC Truck Restrictions (State) [www.nctdot.gov/ncdot/truckrestrictions/](http://www.nctdot.gov/ncdot/truckrestrictions/))
- Non-Designated Primary Highways (35 Foot Trucks Only) (Three Mile Reasonable Access Allowed off these Routes Unless Otherwise Proved or Restricted)

Notes: Existing Truck Routes (Local & Regional), Weight and Lane Restriction, and Prohibitions are Still in Effect and Should Continue to be Followed / Observed.

Applications for Reasonable Access & Route Designation: [www.nctdot.gov/ncdot/truckrestrictions/](http://www.nctdot.gov/ncdot/truckrestrictions/)

TRANSPORTATION MOBILITY AND SAFETY DIVISION  
 N.C. DEPARTMENT OF TRANSPORTATION  
 March 27, 2012  
 This map supersedes all other maps and may be revised on short notice. The most recent map is available at: <http://www.nctdot.org/travelstaterunninghighways.html>

J. Kevin Lutz, P.E.  
 State Engineer  
 N.C. Department of Transportation  
 1561 Mail Service Center  
 Raleigh, N.C. 27699-1561



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

**RESOLUTION SUPPORTING THE USE OF TWIN-TRAILER TRUCKS IN NEW HANOVER COUNTY ON US 17 (JOHN J. BURNEY FREEWAY) BETWEEN US 17 BUSINESS (MARKET STREET AND I-40; US 17 (ALSO I-140) (JOHN J. BURNEY FREEWAY) BETWEEN I-40 AND US 421 (FRANCIS PETER FENSEL HIGHWAY); US 17 (ALSO US 421) (FRANCIS PETER FENSEL HIGHWAY) BETWEEN I-140/US17 (JOHN J. BURNEY FREEWAY) AND US 74/NC 133; US 17 (ALSO US 74, US 421 AND NC 133) BETWEEN US 74/NC 133 AND BRUNSWICK COUNTY LINE; IN BRUNSWICK COUNTY ON US 17 (ALSO (US 74 AND NC 133) BETWEEN THE NEW HANOVER COUNTY LINE AND US 74/76 (ANDREW JACKSON 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 North Carolina Department of Transportation is in the process of designating. US 17 (John J. Burney Freeway) between US 17 Business (Market Street and I-40; US 17 (also I-140) (John J. Burney Freeway) between I-40 and US 421 (Francis Peter Fensel Highway); US 17 (also US 421) (Francis Peter Fensel Highway) between I-140/US17 (John J. Burney Freeway) and US 74/NC 133; US 17 (Also US 74, US 421 and NC 133) between US 74/NC 133 and Brunswick County Line; in Brunswick County on US 17 (also (US 74 and NC 133) between the New Hanover County Line and US 74/76 (Andrew Jackson Highway) ; and

**WHEREAS**, the North Carolina Department of Transportation has requested comments on this designation by September 6, 2012; and

**WHEREAS**, these segments of roadway are controlled access facilities or facilities with limited driveway access; and

**WHEREAS**, these segments provide a bypass around the City of Wilmington in an effort to improve mobility throughout the region..

**NOW THEREFORE**, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the North Carolina Department of Transportation's designation of US 17 (John J. Burney Freeway) between US 17 Business (Market Street and I-40; US 17 (also I-140) (John J. Burney Freeway) between I-40 and US 421 (Francis Peter Fensel Highway); US 17 (also US 421) (Francis Peter Fensel Highway) between I-140/US17 (John J. Burney Freeway) and US 74/NC 133; US 17 (Also US 74, US 421 and NC 133) between US 74/NC 133 and Brunswick County Line; in Brunswick County on US 17 (also (US 74 and NC 133) between the New Hanover County Line and US 74/76 (Andrew Jackson Highway)for the use of trucks with twin trailers.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 29, 2012.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

June 7, 2012

In Reply Refer To  
Application D-12-3

Mr. Mike Kozlosky, Executive Director  
Wilmington Urban Area - MPO  
305 Chestnut Street, Floor 4  
Wilmington, NC 28401

Dear Mr. Kozlosky:

The North Carolina Department of Transportation is in the process of designating US 17 Business (Market Street) between SR 1409 (Military Cut-Off Road) and US 17 (John Jay Burney Jr. Freeway) in New Hanover County for use by trucks with twin trailers. If the Department designates this route for use by these vehicles, public hearings, or the opportunity for such, will be provided in each of the affected counties. The North Carolina Board of Transportation will render a final decision on designation at a later date.

Please provide any comments you may have by September 6, 2012. If you have any questions or need additional information, you may contact me at (919) 773-2893 or [lavery@ncdot.gov](mailto:lavery@ncdot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa N. Avery".

Lisa N. Avery  
Traffic Safety Project Engineer

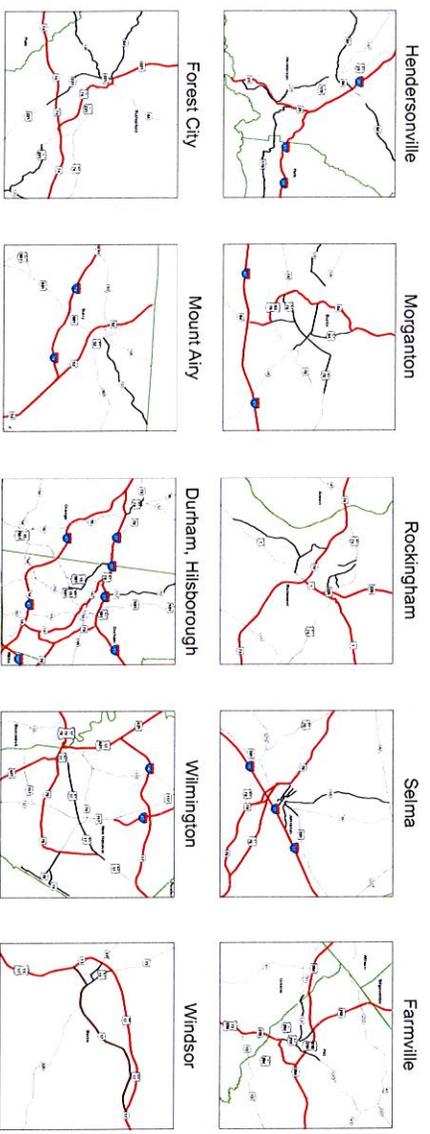
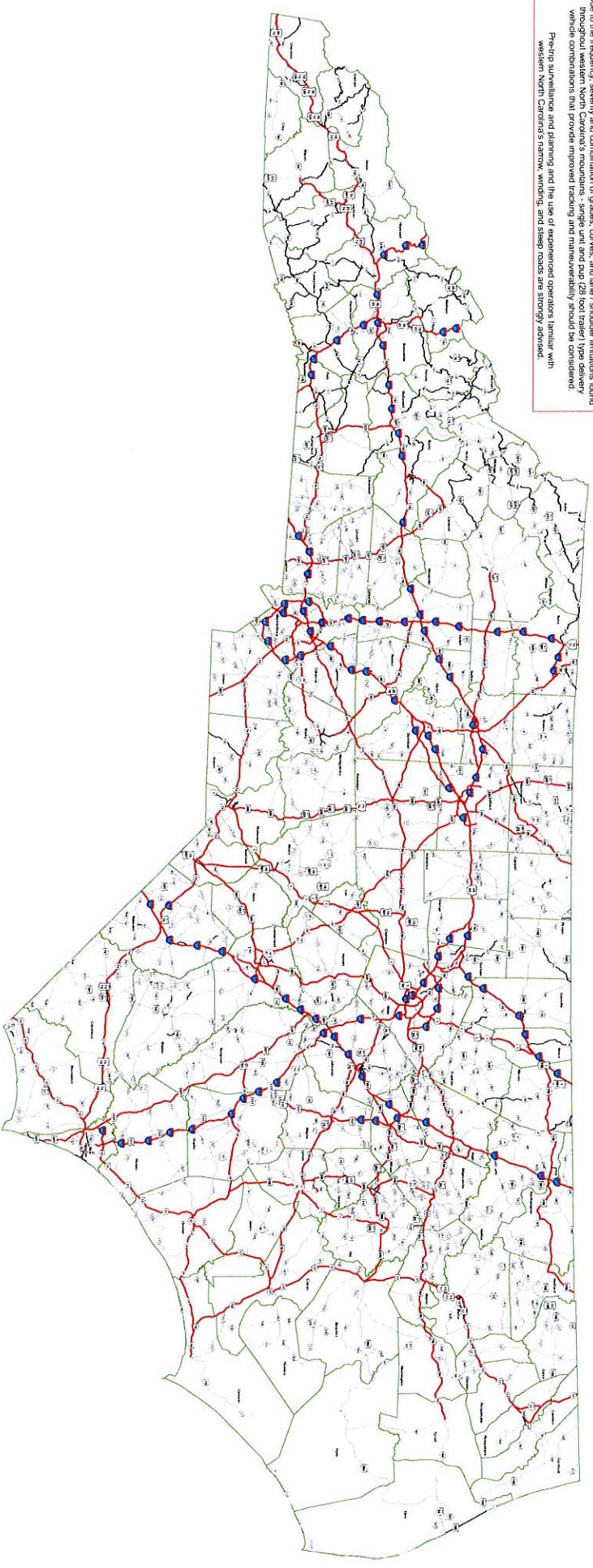
LNA:lma

cc: M. Alford, Board of Transportation Member  
Eugene A. Conti, Jr., Secretary of Transportation  
T. R. Gibson, P.E., State Highway Administrator  
J. Nance, P.E., Chief Engineer - Operations  
J. K. Lacy, P.E., State Traffic Engineer  
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# North Carolina Truck Network

**Western North Carolina Truck Advisory**  
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**Legend**

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- Truck Restricted Route (See NC Truck Restrictions (State) [www.nctdot.gov/ncdot/truckrestrictions/ncdot/truckrestrictions.pdf](http://www.nctdot.gov/ncdot/truckrestrictions/ncdot/truckrestrictions.pdf))
- Non-Designated Primary Highways (35 Foot Trucks Only)
- Three Mile Reasonable Access Allowed off these Routes Unless Otherwise Proved or Restricted

Notes: Existing Truck Routes (Local & Regional), Weight and Lane Restriction, and Prohibitions are Still in Effect and Should Continue to be Followed / Observed.

Applications for Reasonable Access & Route Designation: [www.nctdot.gov/ncdot/truckrestrictions/ncdot/truckrestrictions.pdf](http://www.nctdot.gov/ncdot/truckrestrictions/ncdot/truckrestrictions.pdf)

**TRANSPORTATION MOBILITY AND SAFETY DIVISION**  
 N.C. DEPARTMENT OF TRANSPORTATION  
 March 27, 2012  
 This map supersedes all other maps and may be revised on short notice. The most recent map is available at: <http://www.nctdot.org/travel/statemapping/shd/atl.html>

J. Kevin Lutz, P.E.  
 State Engineer  
 N.C. Department of Transportation  
 1561 Mail Service Center  
 Raleigh, N.C. 27699-1561



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

**RESOLUTION OPPOSING THE USE OF TWIN-TRAILER TRUCKS ON US 17 BUSINESS (MARKET STREET) BETWEEN MILITARY CUTOFF ROAD AND US 17 (JOHN J. BURNEY JR. FREEWAY)**

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

**WHEREAS**, the North Carolina Department of Transportation is in the process of designating US 17 Business (Market Street) between SR 1409 (Military Cutoff Road) and US 17 (John Jay Burney Jr. Freeway) in New Hanover County for use by trucks with twin trailers.; and

**WHEREAS**, the North Carolina Department of Transportation has requested comments on this designation by September 6, 2012; and

**WHEREAS**, the 2011 Wilmington Metropolitan Planning Organization's traffic counts on Market Street range from 34,400 to 50,780 vehicles per day; and

**WHEREAS**, the Market Street Corridor Study corridor studied the crashes for a three-year period from July 2005 to June 2008 along the Market Street corridor from Colonial Drive to Porters Neck Road and indicates that Market Street, in the section studied, had a thirty percent higher occurrence of crashes than comparable corridors; and

**WHEREAS**, the Wilmington MPO has concerns regarding traffic volumes and crashes along the Market Street corridor between SR 1409 (Military Cutoff Road) and US 17 (John Jay Burney Jr. Freeway) in New Hanover County and the use of trucks with twin trailers could exacerbate the situation on Market Street.

**NOW THEREFORE**, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby opposes the North Carolina Department of Transportation's designation of US 17 Business (Market Street) between SR 1409 (Military Cutoff Road) and US 17 (John Jay Burney Jr. Freeway) in New Hanover County for the use of trucks with twin trailers.

**NOWTHEREFORE ALSO**, be it resolved that if the North Carolina Department of Transportation decides to proceed with this designation, the Wilmington Metropolitan Planning Organization requests a public hearing is held to receive additional public comment on this proposal prior to consideration by the North Carolina Board of Transportation.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 29, 2012.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE CITY OF WILMINGTON'S APPLICATION  
TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
FOR THE DESIGNATION OF AIRLIE ROAD AS A SCENIC BYWAY**

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

**WHEREAS**, the North Carolina Department of Transportation has designated 54 Scenic Byways throughout the state; and

**WHEREAS**, these byways are designated to give travelers a chance to experience North Carolina history, geography and culture while raising awareness for their protection and preservation; and

**WHEREAS**, the City of Wilmington plans to submit an application to the North Carolina Department of Transportation for the designation of the Airlie Road Scenic Byway; and

**WHEREAS**, the Airlie Road Scenic Byway offers visitors an abbreviated tour of the beautiful Atlantic Intracoastal Waterway, a picturesque route with natural surroundings and diverse architectural character, access to the region's prized public park at Airlie Gardens, and ample opportunity for outdoor activities such as walking, biking, tours and health and educational programs; and

**WHEREAS**, the Airlie Road Scenic Byway also seeks to highlight the historical, cultural, and educational assets to the Wilmington area nestled between Bradley Creek and the Atlantic Intracoastal Waterway.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the City of Wilmington's application for Airlie Road to be designated as a Scenic Byway.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 29, 2012.

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Laura Padgett, Chair  
Transportation Advisory Committee

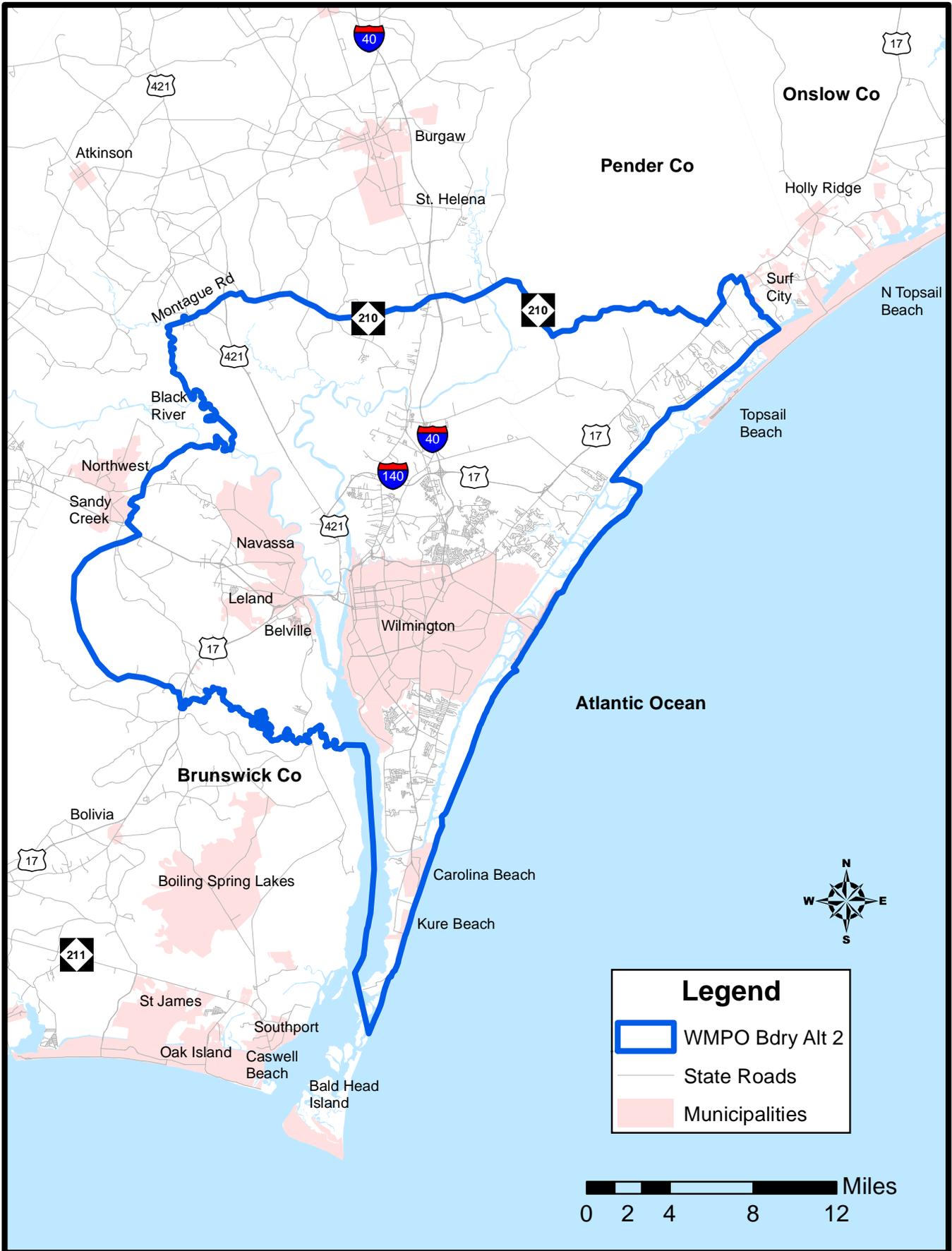
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Mike Kozlosky, Secretary

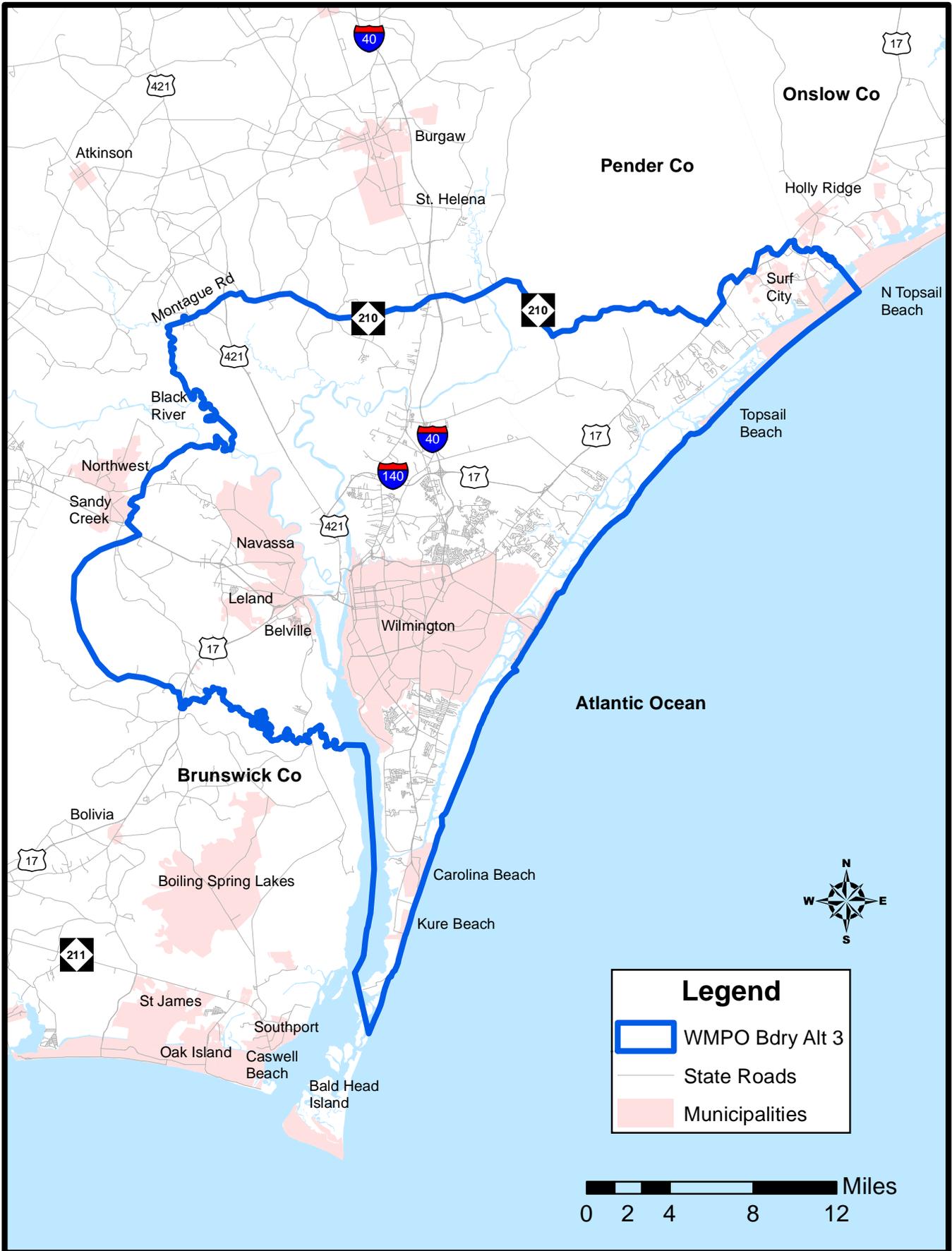
# Wilmington MPO Boundary Alt 1



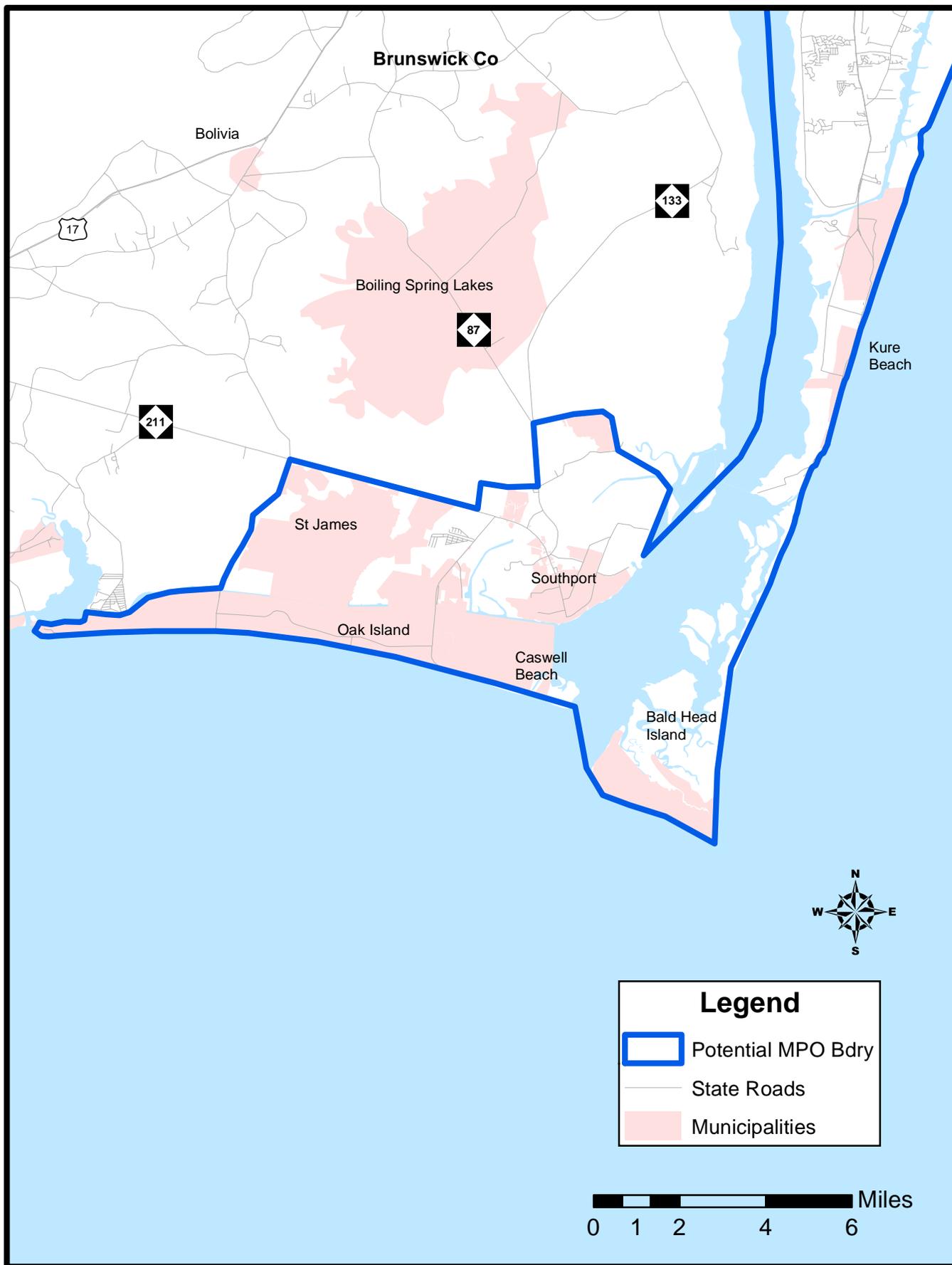
# Wilmington MPO Boundary Alt 2



# Wilmington MPO Boundary Alt 3



# Wilmington MPO Boundary Southport-Caswell Beach-Oak Island-St. James-Bald Head Island Option



# Full Extent of Potential Boundary Expansion



**TRANSPORTATION PLANNING**  
**AUGUST 2012**

**CROSSING OVER THE CAPE FEAR RIVER**

**Project Description/Scope:** Construct a new crossing over the Cape Fear River that will link from in the vicinity of US 17 to Independence Boulevard and Carolina Beach Road.

**Next Steps:**

- **August 29<sup>th</sup> update to the Transportation Advisory Committee on the status of the project**
- **The NCTA continues to work through the environmental review process.**

**CITY OF WILMINGTON COLLECTOR STREET PLAN**

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

**Next Steps:**

- **October Public Workshops with local neighborhoods**

**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.

**Next Steps:**

- **August 22<sup>nd</sup> Steering Committee meeting**
- **September 11<sup>th</sup> Public Workshop at Wilmington City Hall**
- **September 12<sup>th</sup> Public Workshop at Carolina Beach Town Hall**
- **September 13<sup>th</sup> Public Workshop at Ogden Elementary School**
- **October Final Draft**
- **December Adoption by local municipalities and New Hanover County**

**CONNECTING NORTHERN BRUNSWICK COUNTY**

**Project Description/Scope:** Create a Collector Street Plan for the Towns of Leland, Belville, Navassa and a portion of northern unincorporated Brunswick County.

**Next Steps:**

- **Complete presentations to jurisdictional boards by August 27<sup>th</sup> 2012**
- **Website launched with online questionnaire August 28<sup>th</sup> 2012**
- **September 17<sup>th</sup> First Public Workshop at Leland Town Hall**
- **First draft of plan released December 2012**
- **Second Public Workshop to be scheduled January 2012**
- **Final Plan Presented to jurisdictional boards February 2013**
- **Final deliverables and adoption by local entities March 2013**

**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. 3<sup>rd</sup>, N. 4<sup>th</sup>, Hanover and Red Cross streets.

**Next Steps:**

- NCDOT identify the necessary funding for construction and amend the STIP/MTIP to appropriate the construction funding
- Completion of the Environmental Document

**N. 3<sup>RD</sup> STREET CORRIDOR STREETScape IMPROVEMENTS**

**Project Description/Scope:** The North 3<sup>rd</sup> Street Streetscape Improvement project will upgrade North 3<sup>rd</sup> 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. **The water and sewer work has been completed.**

**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**

**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.” **The website has been updated, three additional educational videos are in production, and four audience-specific distribution plans have been created.**

**Next Steps:**

- Continue spreading the message to the general public through presence at community events, distribution of posters, and promotional items directing the public to the website.
- Complete the educational videos and air them on government channels by September 2012.
- Launch billboards in September 2012
- Launch the four audience-specific distribution plans to (1) K-12 Schools, (2) Higher Education, (3) Business Owners, (4) Government Organizations

**SITE DEVELOPMENT REVIEW**

**Project Descriptions/Scope:** The Wilmington MPO assists with site development and transportation impact analysis review for the MPO’s member jurisdictions. During the last month, staff has reviewed the following development proposals:

**Development Plan Reviews: 23**

**Concept Plan Reviews: 1**

**TIA Scopings: 4**

**TIA Reviews: 5**

**Development Inquiries: 3**

**TRANSPORTATION DEMAND MANAGEMENT PROGRAM**

**Project Description/Scope:** UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for ride sharing.

**Next Steps:**

- **Complete geocoding for permanent UNCW employees**
- **Analyze survey results from UNCW employees and students**
- **Explore opportunities for UNCW to present at NCDOT conference**
- **Schedule monthly meetings with TDM consultant, WMPO and UNCW.**

#### **WRIGHTSVILLE BEACH COMMUNITY TRANSPORTATION PLAN**

**Project Description/Scope:** Complete a Community Transportation Plan for the Town of Wrightsville Beach and Wilmington Urban Area Metropolitan Planning Organization, which includes all modes of Transportation (Biking, Walking, and Driving), and considers the Town's Critical Intersections and develops plans for Access, Safety and Congestion. The WB CTP plan would lay the foundation for a comprehensive transportation plan throughout the town, create a vision for the future and identify incremental steps to achieve it.

#### **Next Steps:**

- **Publish WB CTP questionnaire on-line and within the town.**
- **September 18<sup>th</sup> conduct Stakeholders Interviews at Wrightsville Beach Town Hall Convention Center starting at 10 AM.**
- **September 18<sup>th</sup> Evening Public Workshop at Wrightsville Beach Parks and Recreation Center.**



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

August 10, 2012

**TIP Projects:**

**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

**Work Complete**

**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 February 2014

**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 2021

**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**

**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 July 2013**

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

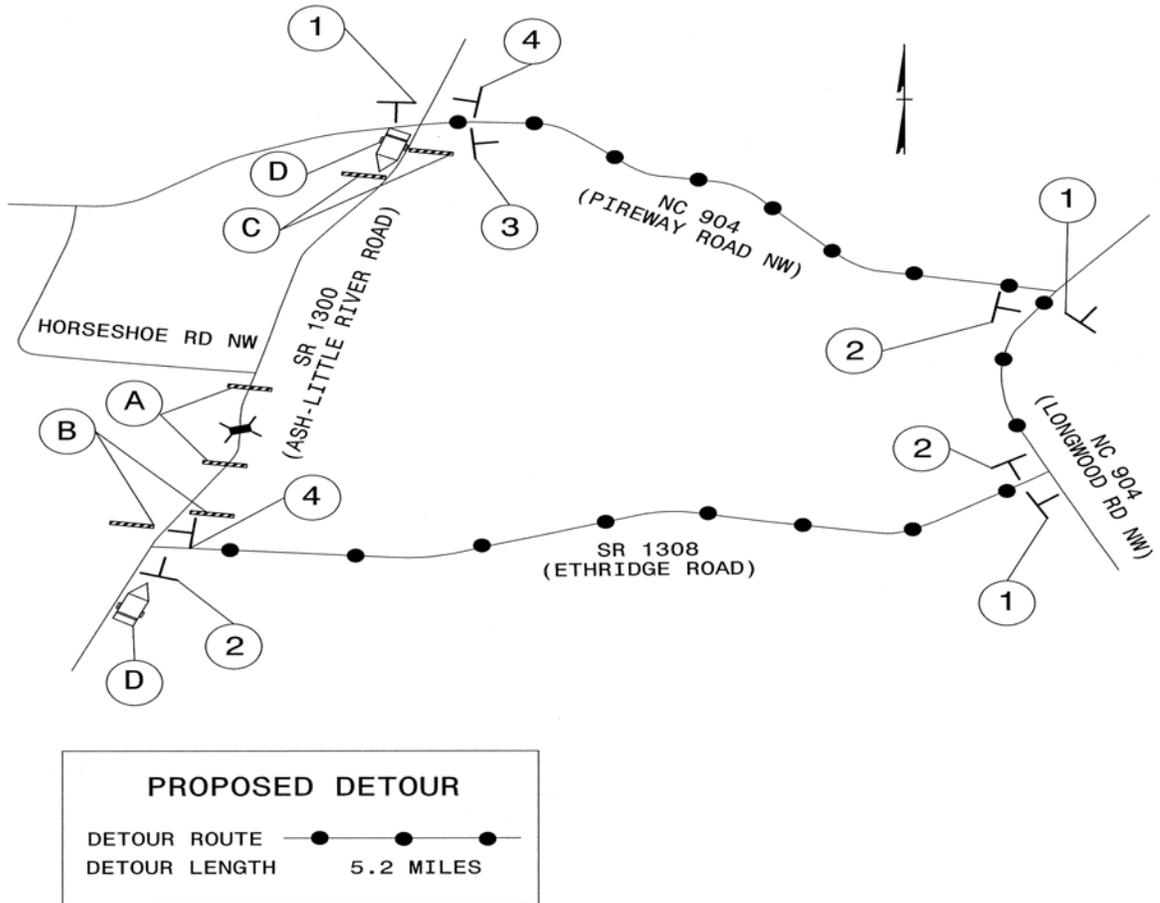
Contractor should be complete with all the work on both bridges, by May 2012, except for replacing cables, in the Memorial Bridge towers. This work will be completed in the Fall of 2012. This work will require shutting down the entire bridge for 3 consecutive days, on two occasions. At that time, the 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 Fall 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 coat 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 (Factory 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](mailto:priddle@ncdot.gov)