



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

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

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: February 20, 2014
SUBJECT: February 26th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, February 26th 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) Conflict of Interest Reminder
- 3) Approval of Minutes:
 - a. 2/6/14
- 4) Public Comment Period
- 5) Presentation
 - a. NCDOT Ferry Needs Presentation- Sterling Baker, NCDOT
 - b. Cape Fear Transportation 2040 Update- Suraiya Rashid, WMPO
- 6) New Business
 - a. Resolution adopting the Wilmington MPO Local Input Methodology for Prioritization 3.0
 - b. Resolution adopting Amendments to the Wilmington MPO Bylaws
- 7) Discussion
 - a. Ferry Tolling
- 8) Updates
 - a. Crossing over the Cape Fear River Work Group
 - b. Wilmington MPO
 - c. Cape Fear Public Transportation Authority
 - d. NCDOT Division
 - e. NCDOT Transportation Planning Branch
- 9) Announcements
 - a. Wilmington MPO Bike/Ped Committee meeting- March 20th
 - b. NC Ethics Forms Due- April 15th
- 9) Next Meeting –March 26, 2014

Attachments:

- Minutes 2/6/14 meeting
- Wilmington MPO Local Input Methodology for Prioritization 3.0
- Resolution adopting the Wilmington MPO Local Input Methodology for Prioritization 3.0
- Proposed amendments to the Wilmington MPO Bylaws
- Resolution adopting Amendments to the Wilmington MPO Bylaws
- City of Wilmington/Wilmington MPO Project Update (February)
- Cape Fear Public Transportation Authority Update (February)
- NCDOT Project Update (February)

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: January Meeting held on February 6, 2014

Members Present:

Laura Padgett, Chair, City of Wilmington
Frank Williams, Brunswick County
Earl Sheridan, City of Wilmington
Eulis Willis, Town of Navassa
Joe Breault, Town of Belville
Pat Batleman, Town of Leland
Gary Doetsch, Town of Carolina Beach
David Williams, Pender County

Staff Present:

Mike Kozlosky, Executive Director

1. Call to Order

Ms. Padgett called the meeting to order at 4:00pm.

2. Conflict of Interest Reminder

Ms. Padgett asked if any members had a conflict of interest with any items on the meeting agenda. No members reported having a conflict of interest.

3. Approval of Minutes

Ms. Batleman noted that her name was misspelled on Page 3. With that correction, the minutes for the December 11th meeting were approved unanimously.

4. Public Comment Period

No one requested to speak during the Public Comment Period.

5. Presentation

a. MTP Public Outreach Results

Ms. Windle gave a presentation on the MTP public outreach survey results. She told members staff received over 4,000 survey responses to the 16-question survey published as part of the MTP process. She noted that the survey results will be used to help identify needs and priorities around the region.

b. NCDOT Modal Presentation

Ms. Wilsey, Wilmington International Airport Deputy Director gave a presentation on the plans for the Airport in light of the new state funding process. She discussed the Airport's current funding practices versus the STI process coming in 2015. Ms. Wilsey presented the list of projects to be submitted from the Airport in Prioritization 3.0.

6. New Business

a. Resolution supporting the Town of Belville’s PARTF application for the Brunswick Riverwalk

Mr. Kozlosky told members that the PARTF application deadline was January 31st. Due to the necessity of rescheduling the January 26th meeting to February 6th as the result of the inclement weather, he suggested pulling the resolution from the agenda.

Mr. Breault made the motion to pull the resolution supporting the Town of Belville’s PARTF application for the Brunswick Riverwalk from the TAC agenda. Mr. Frank Williams seconded the motion and it carried unanimously.

b. Resolution adopting the River to Sea Bikeway Master Plan

Ms. Padgett told members the Wilmington City Council passed the River to Sea Bikeway Master Plan at their last meeting. Mr. Kozlosky stated that City Council recommended that staff go back and re-evaluate the intersection of 5th Avenue and Ann Street, as well as, see what could be done to the intersection at 3rd Street and Ann Street. He stated that staff will be evaluating improvements for the intersections as requested by the Wilmington City Council; but, he would encourage TAC members to adopt the Master Plan. He noted that by adopting the plan, it will give staff the ability to affirm that the project has been included in a master plan on grant applications when working to secure funding for improvements on the River to Sea Bikeway.

Ms. Padgett made the motion to adopt the River to Sea Bikeway Master Plan and include the request that staff work on the intersection improvements at 5th Avenue and Ann Street and 3rd Street and Ann Street. Mr. Frank Williams seconded the motion and it carried unanimously.

c. Resolution adopting the selected 2014 Surface Transportation Program Direct Attributable (STP-DA) Projects

Ms. Harrington told members that staff issued a call for projects in September of 2013 for the 2014 STP-DA funding. She stated that the WMPO received eight STP-DA project applications.

Bicycle/Pedestrian Projects:

<u>Municipality</u>	<u>Project Name</u>	<u>Amount. Requested</u>	<u>Score / 115</u>
Leland	Old Fayetteville/ Village Road Pedestrian Loop	\$193,427	80.5
Leland	Village Road Multi-Use Path Extension	\$97,914	68.5
Wilmington	Hooker Road Multi-Use Path	\$812,647	55.75
Wilmington	Hinton Avenue Multi-Use Path	\$293,673	52.75
Leland	Leland Middle School Sidewalk	\$222,932	42.5
Carolina Beach	Island Greenway-Greenville Ave to Alabama Ave	\$445,188	41.75
Leland	Mallory Creek Multi-Use Path	\$464,121	16

Intersections Projects:

<u>Municipality</u>	<u>Project Name</u>	<u>Amount. Requested</u>	<u>Score / 48</u>
Wrightsville Beach	Causeway Dr, Waynick Blvd, N. Lumina Ave, Stone St.	\$233,600	23

Ms. Harrington said the WMPO staff recommended funding all the projects except the multi-use path at Mallory Creek, which was the lowest scoring project.

Dr. Sheridan made the motion to adopt of the selected STP-DA bicycle/pedestrian projects of Old Fayetteville/ Village Road Pedestrian Loop, Village Road Multi-Use Path Extension, Hooker Road Multi-Use Path, Hinton Avenue Multi-Use Path, Leland Middle School Sidewalk, Island Greenway-Greenville Ave to Alabama Ave, and the Causeway Dr, Waynick Blvd, N. Lumina Ave, Stone St. intersection project. Mr. Frank Williams seconded the motion and it carried unanimously.

d. Resolution adopting the selected 2014 Transportation Alternatives (TA) Projects

Ms. Harrington told members TAP-DA funding allocation for 2014 is \$222,000. Three project applications were submitted.

<u>Municipality</u>	<u>Project Name</u>	<u>Amount Requested</u>	<u>Score / 130</u>
Wilmington	5th Avenue Intersection Upgrades	\$94,987	84.5
Leland	Old Fayetteville/ Village Road Pedestrian Loop	\$72,069	70.5
New Hanover County	Middle Sound Greenway - Extension to Middle Sound Village	\$90,000	51.57

Ms Harrington said that the WMPO staff's recommendation was to fund the 5th Avenue Intersection Upgrades and Middle Sound Greenway. She noted that the Pedestrian Loop project from the Town of Leland will be funded through STP-DA.

Ms. Batleman made the motion to adoption of the selected TAP-DA projects of 5th Avenue Intersection Upgrades and Middle Sound Greenway. Mr. Frank Williams seconded the motion and it carried unanimously.

e. Resolution adopting the STIP/MTIP Amendments (December)

Mr. Kozlosky told members that no comments were received during the 30-day public comment period for the STIP/MTIP Amendments.

Dr. Sheridan made the motion to adopt the STIP/MTIP Amendments. Ms. Batleman seconded the motion and it carried unanimously.

f. Opening of the 30-day Public Comment Period on the 2014-2015 UPWP

Mr. Frank Williams made the motion to open the 30-day public comment period on the 2014-2015 UPWP. Dr. Sheridan seconded the motion and it carried unanimously.

g. Appointment to the Crossing the Cape Fear Work Group

Mr. Kozlosky told members a new sub-committee member appointment is needed to take Mr. Bill Sisson's place on the Crossing the Cape Fear Work Group. Mr. Breault told members he thought the new member should represent the beach communities. Mr. Doetsch told members he would be willing to serve as a member on the committee.

Dr. Sheridan made the motion to appoint Mr. Doetsch as a representative to the Crossing the Cape Fear Work Group. Mr. David Williams seconded the motion and it carried unanimously.

h. Election of Officers

Ms. Batleman nominated Ms. Padgett to serve a Chair of the TAC. Mr. Frank Williams made the motion to close the nominations. Mr. Doetsch seconded the motion and it carried unanimously. Mr. Frank Williams made the motion to elect Ms. Padgett as chair of the TAC. Mr. Doetsch seconded the motion and it carried unanimously.

Mr. Frank Williams nominated Ms. Batleman as Vice-chair of the TAC. Mr. Willis made the motion to close the nominations. Mr. David Williams seconded the motion and it carried unanimously. Mr. Frank Williams made the motion to elect Ms. Batleman as Vice-chair of the TAC. Mr. David Williams seconded the motion and it carried unanimously.

7. Discussion

a. Section 5310 Funding

Ms. Rashid told members the Wilmington MPO receives a direct allocation for Section 5310 funding as a TMA in the amount \$188,476 annually. Section 5310 is funded by the FTA and a designated recipient of the funds must be declared. Staff has been working with the FTA and CFPTA on the process for receiving the allocation and anticipate coming back with a recommendation to the TAC in February or March.

b. Wilmington MPO Local Input Point Methodology

Mr. Kozlosky told members after reviewing the WMPO's draft methodology for the local input point allocation process, NCDOT instructed staff to develop a mathematical equation for how we assign qualitative points.

Mr. Kozlosky said in following that recommendation, staff developed a local preference that includes quantitative analysis, as well as a qualitative analysis for the Local Preference points. The Local Preference includes reducing mean travel time, reducing conflict points, if the project includes multi-modal accommodations, adopted local support, and Prioritization 2.0 points. Mr. Kozlosky noted that the information for reducing conflict points and multi-modal accommodations will be derived from the adopted problem statement. He stated that staff wanted to use the scoring from Prioritization 2.0 for historical tracking. The top 20 projects in Local Preference would get 50 points, 21 through 50 would get 30 points, and then the low priority projects would receive 10 points. Staff is also proposing to utilize the SPOT score, consistency with plans and where projects are in the development process.

Mr. Kozlosky told members that staff tried to normalize the scoring across all modes. This will allow us to assign 1500 points on the regional level, as well as the division level. The top scoring project will receive the highest number of points by the MPO. There is some flexibility in assigning these points. Mr. Kozlosky stated that the TAC can decide to assign different points than how the matrix recommends, but there will need to be a description or narrative as to why the TAC decided to assign points in a different manner than it had been proposed by the matrix.

Mr. Kozlosky told members that staff will bring the draft methodology approved by the Department to the February meeting for adoption. Project submittals began January 21st and that process will close February 27th. The TAC will start to score new and existing projects in May. Staff will also conduct a public outreach process beginning in May and then likely finalize the points in June for submittal in July.

Ms. Padgett asked Mr. Kozlosky to provide TAC members with copy of the Division's methodology to be used in assigning their points allocation in an effort to keep this as a cooperative process. Mr. Riddle noted that the Division is currently reviewing their methodology and will be glad to provide a copy when finalized.

8. Updates

Project updates for the Cape Fear River Work Group, the Wilmington MPO, CFPTA and NCDOT Division and Planning Branch are included in the agenda packet.

9. Announcements

a. NCDOT Division 3 STI Public Meeting

Ms. Padgett told Mr. Riddle that she is concerned that the Division 3 STI Public Meeting on February 10th is being held at the Division 3 Offices in Castle Hayne. She noted that she feels the meeting location will be cutting out the biggest concentration of population in the Division because of the distance to the meeting, as well as the difficulty in locating the Division office. She suggested holding an additional public meeting further south.

b. Ferry Tolling Hearing – Southport – February 13th

Mr. Kozlosky told members the correct meeting date is February 18th

c. Wilmington MPO Bike/Ped Committee meeting – February 20th

Mr. Frank Williams told members he would like to take the opportunity to thank the Division 3 staff for all their efforts and hard work during last week's ice storm.

Mr. Kozlosky introduced Brittany Strait, the new WMPO Staff Accountant.

10. Adjournment

With no further business, the meeting was adjourned at 5:15 PM

Respectfully submitted

Mike Kozlosky

Executive Director

Wilmington Urban Area Metropolitan Planning Organization

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



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

MEMORANDUM

TO: TAC Members
FROM: Mike Kozlosky, Executive Director
DATE: January 23, 2014
SUBJECT: **Wilmington MPO Local Input Methodology Process**

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
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BOARD OF
TRANSPORTATION

The Strategic Transportation Investments is a new formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under this new formula, all modes will compete for the same funding. This means that roadway projects will compete with ferry projects which will compete with public transportation projects, etc. The Strategic Transportation Investments places projects into three categories: Statewide, Regional and Division levels. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division levels. MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology.

The following methodology has been developed by the Wilmington MPO for the purposes of determining transportation funding priorities for Prioritization 3.0. This methodology is intended to ensure a process that is both data-driven and responsive to local needs. The methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization.

The MPO's participation in the Strategic Transportation Investments consists of the following steps: (1) selection of projects for consideration in the Statewide, Regional and Division levels; (2) quantitative scoring of submitted projects by SPOT; (3) develop draft qualitative scoring of projects and ranking; (4) public involvement process and (5) finalize project scoring and ranking.

Each of the three categories identified under the new Strategic Transportation Investments have their own criteria:

Statewide Level

- Projects of statewide significance will receive 40% of the available revenue
- The project selection process will be 100% data-driven/quantitative scoring

Regional Level

- Projects of regional significance will receive 30% of the available revenue based on regional population. Projects on this level compete within specific regions made up of two NCDOT Divisions. The Wilmington MPO is located in Region B.
- Data/ quantitative scoring will comprise 70% of the decision-making process and local rankings will comprise of the remaining 30%

Division Level

- Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue shared equally over NCDOT's 14 Transportation Divisions. The Wilmington MPO is located in NCDOT Division 3.
- The department will choose projects based 50% on data and 50% on local rankings.

The Strategic Prioritization Office of Transportation "SPOT" will be developing quantitative scores for all projects based on the adopted methodology. Default criteria were recommended by the Prioritization 3.0 work group and agreed to by NCDOT to quantitatively score projects across all modes. However, the MPOs, RPOs and the NCDOT's Division Engineers were given flexibility to develop their own highway criteria and formulas for the quantitative evaluation and project scoring in the Regional Projects and Division Projects. SPOT required that any deviation from the adopted criteria had to be unanimously approved by each MPO and RPO in the region and/or division by July 1, 2013. A revised set of criteria was approved unanimously by the members of Region B and Division 3. Below please find these revised criteria:

Regional Projects Evaluation Criteria:

Multi-modal 25%
Safety 25%
Benefit-Cost- 20%
Local Input- 30%

Division Projects Evaluation Criteria

Safety 20%
Congestion 20%
Multi-modal 10%
Local Input- 50%

The aforementioned percentages and weights are used for the roadway mode only and all non-roadway projects will utilize the same criteria statewide.

Wilmington MPO Local Input Methodology Process

While developing the adopted Cape Fear Commutes2035 Long Range Transportation Plan, the Wilmington MPO's TAC adopted a prioritization process for evaluating projects identified in the plan. Projects were evaluated and scored based on their performance on different evaluating criteria. *Roadway projects* had different evaluating criteria based on the type of problem they addressed (congestion mitigation, quality of life, and safety). The *Congestion Management projects* were evaluated based on specific factors that included Efficient, Safe, Multi-modal, Appropriate, Integrated and Responsible factors. The *Quality of Life projects* were scored based on the average daily traffic (ADT), an ugly factor, existing or planned transit service, gateway to the region, identified in an adopted plan and if the project was within an incorporated municipality. *Safety projects* were scored based on the crash rate from 2005-2009. The prioritization process for the Cape Fear Commutes 2035 Transportation Plan was used as a

starting point for guiding the developed of the Wilmington MPO’s local methodology for Prioritization 3.0.

The MPO has developed an objective, matrix-based prioritization process for the review of projects submitted to SPOT for consideration in Prioritization 3.0. The MPO proposes to utilize a Local Preference, SPOT Scoring, Consistency with Plans and Status of the Project in the Development as evaluating criteria in assigning these local input points. The WMPO will use the quantitative scores from the SPOT office as part of the prioritization process as well as to guide the TAC in the assignment of local preference points.

Local Preference- The Local Preference is the priority of the project as ranked by the TCC and TAC. The TAC will review and approve a final prioritized list of projects for submission to SPOT assigned by level. These projects will be grouped into High, Medium and Low categories based on approval by the TAC. There are approximately 100 projects to be considered during the evaluation process. A matrix will be used to develop the draft Local Preference points. Below please find an example of this matrix:

		Reduces Mean Travel Time	Reduces Conflict Points	Includes Multi-modal Accommodations	Adopted Local Support	Prioritization 2.0 Points	Total
		Data	(Yes/No)	(Yes/No)	(Yes/No)	Points	Points
Project X							

*Yes= 100 points

*No = 0 points

Reduce Mean Travel Time- is the output data from SPOT’s congestion score for each project.

Reduces Conflict Points- the project reduces the number of conflict points or implements access management strategies. This information will be derived from the TAC’s adopted Problem Statement for the project and/or adopted Long Range Transportation Plan.

Includes Multi-modal Accommodations- the project also includes a bicycle, pedestrian or public transportation component. This information will be derived from the TAC’s adopted Problem Statement for the project and/or adopted Long Range Transportation Plan.

Adopted Local Support- the local municipality and/or county has adopted a resolution supporting the project. The resolution should specify facts / figures which justify the need for the project.

Prioritization 2.0 Points- the amount of local input points the project received during the Prioritization 2.0

The High priority projects will be the Top 20 projects as prioritized by the TAC, the Medium priority projects will be projects 21-50 and the Low priority projects will be projects 51 through the remainder of the list. Each project will be evaluated on a sliding scale.

- High priority projects receiving- 50 points
- Medium priority projects receiving- 30 points
- Low priority projects receiving- 10 points

SPOT 3.0 Score- The SPOT 3.0 score is the score provided by SPOT for each project. Each project will be scored by the MPO on a sliding scale from 20 to 1 based on the SPOT score.

Consistency with Plans- This criterion is used to determine if the proposed project is in an adopted plan. Each project will be evaluated on a sliding scale with the points assigned as follows:

- Projects included in the adopted Long Range Transportation Plan- 20 points
- Projects included in Plans adopted by the MPO- 10 points
- Projects that are adopted in plans by the member jurisdictions but not adopted by the MPO- 5 points

Status of the Project in Development- This criterion will identify which phase the project is in the development of the project. Each project will be evaluated on a sliding scale with the criteria as outlined below:

- Projects that are in the right-of way acquisition or property already acquired by the State of North Carolina- 10 points
- Projects that are in the Design phase- 5 points
- Projects that are in the Planning phase- 3 points

Under this new formula, all modes will compete against each other for funding. Evaluation criteria needed to be developed for roadway, public transportation, aviation, ferry, rail, bicycle and pedestrian projects. Wilmington MPO staff recommends the following criteria and percentages for the evaluation of projects at the Regional and Division levels in Prioritization 3.0: These proposed criteria will be utilized across all modes of transportation with each project able to achieve up to 100 points per each subcriteria in an effort to normalize the project rankings and scores.

Roadway Projects (100 points)

Local Preference (50%)

SPOT Score (20%)

Consistency with Plans (20%)

Status of the Project in Development (10%)

Bicycle and Pedestrian Projects (100 points)

Local Preference (50%)
 SPOT Score (20%)
 Consistency with Plans (20%)
 Status of the Project in Development (10%)

Public Transportation (100 points)

Local Preference (50%)
 SPOT Score (20%)
 Consistency with Plans (20%)
 Status of the Project in Development (10%)

Aviation Projects (100 points)

Local Preference (50%)
 SPOT Score (20%)
 Consistency with Plans (20%)
 Status of the Project in Development (10%)

Ferry Projects (100 points)

Local Preference (50%)
 SPOT Score (20%)
 Consistency with Plans (20%)
 Status of the Project in Development (10%)

Rail Projects (100 points)

Local Preference (50%)
 SPOT Score (20%)
 Consistency with Plans (20%)
 Status of the Project in Development (10%)

Each MPO, RPO and NCDOT Division Engineer is allowed to assign local input points that will be used by NCDOT in ranking and scoring each project. The Wilmington MPO will be able to assign up to 1,500 local input points for each (**1500 for Regional Impact and 1500 for Division Needs categories**). The maximum number of points that can be assigned to a project is 100 points. The assignment of local input points will be based on a mathematical sum of the points assigned during the Local Input Methodology Process.

Example:

Project: Project X

Local Preference- Project scores in the Top 20=	50 points
SPOT Score Translated=	20 points
Project Consistency with Plans- Project is in LRTP=	20 points
Status of Project in Development- Project right of way acquisition is complete=	<u>10 points</u>
Total	100 points

The top scoring projects will receive the highest number of points from the Wilmington MPO. The Local Input Methodology shall serve as a guide for the TAC to assign points to projects located within the Wilmington MPO's planning jurisdiction and the TAC will have the flexibility to assign points as the Committee desires. However deviation from the Local Input Methodology shall require the

justification/rationale to be made during a public meeting of the TAC as advertised by the open meetings laws and included with the sharing of the points with the public through the public outreach effort.

The Wilmington MPO's TCC and TAC will develop a "draft" project ranking and scoring to assign points based on the aforementioned criteria. The Wilmington MPO will then conduct a public outreach effort. Following the public outreach effort, the MPO will review with the TCC and TAC any comments received during the public participation process. No additional projects will be submitted based on the public participation effort. The TAC will then adopt a Final Project Ranking and Scoring for the Wilmington MPO. This information will then be submitted to the SPOT office.

Public Involvement Process

The Wilmington MPO adopted the most recent Public Involvement Policy on September 9, 2009. The Public Involvement Policy is an umbrella policy encompassing the plans and programs of the Wilmington MPO's transportation planning process. This policy serves as an integral part of the MPO's planning efforts. The Wilmington MPO will utilize this adopted policy to solicit comments on the "draft" Project Ranking and Scoring. These outreach efforts will include regular public input opportunities at TAC meetings, the draft project ranking and scoring will also be posted on the MPO's website and the MPO will solicit public comments. Following the closing of the public participation process, staff will review any comments received with the TCC and TAC. All public comments received and all final point assignments and any justification/rationale for point assignment which deviates from this Local Methodology will be placed on the Wilmington MPO's website at www.wmpo.org.

Prioritization Process Timeline: 2013-2014

- | | |
|--|---------------|
| • TAC Approves all projects for submittal | December 2013 |
| • TAC Reviews "DRAFT" Local Input Methodology | January 2014 |
| • Submit Projects to NCDOT | February 2014 |
| • TAC Adopts Local Input Methodology | February 2014 |
| • NCDOT Scores for New and Existing Projects | May 2014 |
| • TAC Approves "DRAFT" Project Ranking and Scoring | May 2014 |
| • Conduct MPO Public Input Process | May 2014 |
| • TAC Approves Final Project Ranking and Scoring | June 2014 |
| • Submit Scored Projects to NCDOT | July 2014 |

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

**RESOLUTION ADOPTING THE WILMINGTON MPO'S LOCAL INPUT METHODOLOGY
FOR PRIORITIZATION 3.0**

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 Strategic Transportation Investments is a new formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina; and

WHEREAS, under this new formula, all modes will compete for the same funding; and

WHEREAS, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division levels; and

WHEREAS, MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology; and

WHEREAS, Session Law 2012-84 (Senate Bill 890) requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization; and

WHEREAS, the Wilmington MPO has developed local input methodology to meet the requirements of Session Law 2012-84 (Senate Bill 890) for Prioritization 3.0.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the Wilmington MPO's Local Input Methodology for Prioritization 3.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on February 26, 2014.

Pat Batleman, Vice-Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

**BYLAWS
WILMINGTON URBAN AREA TRANSPORTATION
ADVISORY COMMITTEE**

ARTICLE I – NAME

The name of this organization shall be the Wilmington Urban Area Transportation Advisory Committee, hereinafter referred to as the “TAC”.

ARTICLE II – PURPOSE

The purposes of the TAC are outlined in the most recent “Memorandum of Understanding” approved by the appropriate local governments.

ARTICLE III – MEMBERS

Section I – Number of Qualifications: The TAC shall consist as specified in the “Memorandum of Understanding”. The eligible voting member list consists of a representative from each of the appropriate boards with the City of Wilmington having two representatives.

Section II – Terms of Office: All elected representatives serving on the TAC may serve for the length of their elected terms. A member may serve successive terms.

Section III – Alternates: Each of the appropriate boards shall designate all members of their governing board who are not members of the TAC as alternate members of the TAC. In the event that a member is unable to attend, that member or the chief elected officer of that jurisdiction will designate an alternate to attend and participate in the member’s absence. That alternate member may serve as a full voting member during any meeting where one of that board’s representatives is not in attendance. Proxy and absentee voting are not permitted.

ARTICLE IV – OFFICERS

Section I – Officers Defined: The TAC shall, upon majority vote of its membership, appoint one voting member of the Committee to act as Chairman and one voting member to act as Vice-Chairman. A member of the staff of the City of Wilmington Development Services Department will serve as Secretary to the Committee.

Section II – Duties: The Chairman shall call and preside at meetings and appoint committees. In absence of the Chairman, the Vice-Chairman shall preside and complete all duties of the Chairman.

Section III – Elections: The Chairman and Vice-Chairman shall be elected annually by the voting members of the TAC, with their terms to begin at that meeting. In the event that there is no Chairman or Vice-Chairman, the TCC Chairman shall preside until a Chairman and Vice-Chairman are elected. The Chairman and Vice-Chairman shall serve for a period of one (1) year from their election and may be re-elected.

ARTICLE V - MEETINGS

Section I – Meetings: Regular schedules will be adopted by the TAC at the ~~first~~ ~~last~~ meeting of ~~the a~~ calendar year for the upcoming calander year. If there is insufficient reason for a regularly scheduled meeting, as determined by the Chairman, the Secretary will notify TAC members of the meeting's cancellation. Meetings shall be conducted under parliamentary procedures consistent with Robert's Rules of Order.

A Special or Emergency meeting is a separate session of society held at a time different from that of a regular meeting, and convened only to consider one or more items of business specified in the call of the meeting. Notice of the time, place and exact purpose of the meeting must be mailed to all members a reasonable number of days in advance. The reason for the special or emergency meeting is to deal with important matters that may arise between regular meetings and that urgently require action by the society before the next regular meeting. As in the case of a regular meeting, the session of a special or emergency meeting in an ordinary society is normally concluded in a single meeting, unless the assembly at the special meeting schedules an adjourned meeting.

Special Meetings – The Chairman or a majority of board members may at any time call a special meeting of the Committee by signing a notice stating the time and place of the meeting and the subjects to be discussed. The person or persons calling the meeting shall cause the notice to be posted at City Hall in downtown Wilmington or the door of the regular meeting place at least forty-eight hours before the meeting. In addition, the notice shall be e-mailed or mailed to individuals and news organizations. Only items of business specified in the notice may be transacted at a special meeting.

Emergency Meetings- If a special meeting is called to deal with an unexpected circumstance requiring immediate consideration, the notice requirements of this rule do not apply. However, the person or persons calling an emergency meeting shall take responsible action to inform the other board members and the public of the meeting. Local news organizations having requested notice of the special

meetings shall be notified of such emergency meetings by the same method used to notify the board members. Only business connected to the emergency may be discussed at this meeting.

Section II- TAC Sub-Committees: The Transportation Advisory Committee may create Sub-Committees to assist with forwarding the mission and goals of the Wilmington MPO. These Sub-Committees shall be created by a formal vote of the Transportation Advisory Committee. The notice of Sub-Committee meetings shall be posted at City Hall in downtown Wilmington or the door of the regular meeting place at least forty-eight hours before the meeting. In addition, the notice shall be e-mailed or mailed to all Transportation Advisory Committee members and news organizations.

Section III– Quorums and Majority Vote: A quorum is required for the transaction of all business, including conducting meetings or hearings, participating in deliberations or voting upon or otherwise transacting public business. A quorum consists of 51% of the members of the TAC, plus as many additional members as may be required to ensure that 51% of the possible votes are present.

Section IV– Attendance: Each member shall be expected to attend each scheduled meeting.

ARTICLE VI – VOTING PROCEDURES

Section I – Majority Votes: Any member may call for a vote on any issue provided that it is seconded and within the purposes set forth in the “Memorandum of Understanding.” Each voting member of the TAC shall have one vote, and a majority vote of those present and voting shall constitute approval of any motion, provided a quorum exists. Abstentions are not included in the tally of the votes. Proxy and absentee voting are not permitted.

Section II – Agenda: The agenda is the list of items suggested for discussion at a TAC meeting. Agenda items originate as a carry-over from previous meetings, are placed on the agenda prior to its distribution by any member of the TAC, by request from any jurisdiction party to the “Memorandum of Understanding,” or by the request of a member of the Technical Coordinating Committee (TCC). TCC and TAC members may submit an item(s) to their respective TCC and TAC agendas. In order for a Board member to submit an item(s) to the TCC or TAC, the item(s) must be submitted no later than 5:00 p.m. the first business day of the calendar month in which the item is requested to be considered. The item must include all pertinent background materials (resolution, maps, etc.). An item may also be placed on the agenda for consideration at the end of the meeting by a majority vote of the voting members present.

Matters of routine nature may be acted upon by the board through the use of a consent agenda. Any member has the right to remove an item from the consent

agenda, in which case the item will be transferred to the regular agenda so it can be voted upon separately.

ARTICLE VII – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the TAC shall require the affirmative vote of at least two-thirds (2/3) of the eligible voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the item is to be considered and provided that such amendment does not conflict with the letter or the fundamental intent of the “Memorandum of Understanding” governing this document. In the event of any conflict, the “Memorandum of Understanding” shall carry precedence over these Bylaws.

Date Adopted _____

Signature of Chairman

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

**RESOLUTION AMENDING THE BYLAWS OF THE WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION**

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 Bylaws serve as the written rules of conduct for the Wilmington Metropolitan Planning Organization; and

WHEREAS, the Wilmington MPO has identified a need to amend the Organization's Bylaws to change the date for adopting the regular meeting calendar and to allow matters of routine nature to be acted upon by consent agenda.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the amended Wilmington MPO Bylaws.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on February 26, 2013.

Pat Batleman, Vice-Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary
Transportation Advisory Committee

WILMINGTON MPO
TRANSPORTATION PLANNING
FEBRUARY 2014

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. On January 30, 2013 the Wilmington MPO's TAC formally created a work group to assist in the development of the project.

Next Steps:

- The merger team met on December 12th and agreed to the original study area boundary and also agreed to eliminate several alternatives from detailed study.
- Staff proposes the next Work Group meeting for the beginning of next year.
- The NCDOT continues to work through the environmental review process.

CONGESTION MANAGEMENT PROCESS

Project Description/Scope: Comply with a Federal mandate to create and adopt a process to evaluate the region's most congested corridors through locally-defined multi-modal performance measures in an effort to suggest improvements that would alleviate traffic congestion in the region. The CMP was adopted by the TAC on December 11, 2013.

Next Steps:

- Begin data collection and monitoring of congestion

METROPOLITAN TRANSPORTATION PLAN

Project Description/Scope: Update the Federally-mandated Metropolitan Transportation Plan/Long-Range Transportation Plan for the Wilmington Urban Area Metropolitan Planning Organization. Prioritization Process and Alternative Funding Scenario creation commenced in January 2014. Public Input Survey results were analyzed and presented to TAC in February 2014.

Next Steps:

- Goals & Objectives finalized by Modal Subcommittees in February 2014
- WMPO Travel Demand Model continues development through May 2014
- Initial project recommendations from modal subcommittees through March 2014

17TH STREET STREETScape

Project Descriptions/Scope: The 17th streetscape project will include upgrades to 17th Street between Dock and Princess Place Streets. The project will provide for a more efficient transportation system by reduced travel speeds, removal of the lateral shift, improved pedestrian crossings, improved safety and enhance the aesthetics of the area to improve safety in the community. The project may also include aesthetic improvements that will enhance the entryway into Carolina Heights and provide a pocket park.

Next Steps:

- The City Engineering Department is continuing to work through the design and coordination with NCDOT. The City has developed the design plans and is assembling the plan sets.

- Once the plan sheets are assembled, staff will host a public meeting to receive feedback from the community. A public meeting is anticipated to be conducted in the first quarter of 2014.

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:

- New Hanover County Development Plan Reviews: 5 reviews
- New Hanover County Informal Plan Reviews: 1 review
- New Hanover Concept Reviews: 0 reviews
- TIA Reviews: 14 total (New Hanover County - 10 , and City of Wilmington - 4) new -4 and ongoing - 10
- Pender County Development Plan Reviews: 5 reviews
- Pender County Informal Plan Reviews: 1 review
- City of Wilmington Formal Reviews: (new and on-going) 17 formal, (6 new, 11 on-going)
- City of Wilmington Informal Reviews: (new and on-going) 12 informal, (1 new, 11 On-going)
- City of Wilmington Concept Reviews: new concept reviews- 2
- COW Project Releases: 5 Full release-

TRANSPORTATION DEMAND MANAGEMENT PROGRAM (NO SIGNIFICANT PROGRESS)

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 public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Guaranteed Ride Home, park and ride lots, etc.

Next Steps:

- Continue monthly TDM Committee meetings to develop the 5 and 25 year TDM plans
- Prioritize TDM initiatives for the 5-year and 25-year TDM plans
- Analyze MTP survey results that specifically relate to TDM initiatives
- Coordinate with NCDOT and Congestion Management Process Committee to assist with data collection and TDM initiative prioritization
- Assist with development of UNCW bike share program



Cape Fear Public Transportation Authority

Project Update

February 2014

- 1. Operations center** - construction of 37,621 square foot maintenance and operations facility located on Castle Hayne Road which will serve as operation center for all Wave Transit fixed route and Paratransit operations.
Project awarded to Clancy & Theys Construction of Wilmington. Sitework nearing completion and foundation in place. Steel erection to begin February 17, 2014.
Project to include compressed natural gas fueling station. CNG Fueling station contract to be awarded to Jones & Frank of Raleigh at a cost of approximately \$850,000 on February 27, 2014.
Facility estimated completion, Fall 2014.
 - 2. Wavepool program** - (no significant change) vanpool program currently serving Elizabethtown and Jacksonville. Two additional vanpools requested in Elizabethtown. Funding for additional vehicles has been identified. Working with MPO to coordinate vanpool and TDM efforts. FTA has issued grant number for four additional vans within the last month. Purchase order for vehicles approved February 28, 2013. Awaiting STIP approval and FHWA transfer to order vehicles. Estimated completion April 2014.
 - 3. Fleet replacement & conversion to CNG** - (no significant change) identifying state and federal funding opportunities to replace 17 thirty-five foot buses. FTA funding for 80% of two CNG bus has been identified under FTA §5316 & FTA §5317 program. Local funding sources being identified. New buses to be fueled by compressed natural gas. Fleet replacement programmed at a cost of \$8,100,000. Bid packet to be released in fall 2013 with delivery of first vehicles expected in late 2014 or early 2015.
 - 4. Fisher University Union Transportation Hub Project** - (no change)
Location: Portico adjacent to Bus Loop, Online/Mobile Platforms
Project Contributors: Cooperative effort between the Student Government Association, UNCW Business Affairs, Auxiliary Services, WAVE transit, IT, the Vice Chancellor of Student Affairs, the Dean of Students, Ron Vetter with Mobile Education, and Campus Life.
Cost: \$36,500, UNCW \$7,300, Wave Transit \$29,200
Purpose: To increase the access, convenience, and overall ridership experience for students and riders of the WAVE transit system. Through the introduction of innovative and rider friendly technology, this project will align UNCW with the transit capabilities of our sister institutions and contribute to the overall UNCW Experience.
Actions Planned:
- Development of a live transit tracking map specific to the UNCW campus that utilizes transponders that update on 30-second intervals.
 - Introduction of route color coding and tracking information in an easily visible digital format that allows for easy comprehension of routes and destinations.

- A live arrival time template will allow riders to plan accordingly for on time arrival at their destination and will strengthen confidence in the reliability of the transit system.
- Seating will be added around the portico in addition to the 2 led TVs. Seating will allow for riders to wait for their bus under a covered area and without creating an obstruction to the access point to Hawks Nest and the Fisher University Union.
- A mobile friendly tracking application will allow for riders to catch their bus on and off campus creating an interconnected rider experience.

Outcomes: With these additions and upgrades, riders of the WAVE transit system will be provided with a predictable, reliable, transit system that will enrich the overall UNCW experience for all riders of the WAVE transit system.

Project completion expected in Spring 2014.

5. **Interlocal Agreement** - The Authority is working with funding partners to develop an Interlocal agreement for public transportation services in the region. A meeting between the Authority, Wilmington City Council and New Hanover County Commissioners to discuss agreement scheduled for January 30, 2014 was postponed due to weather. Meeting to be rescheduled.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

February 20, 2014

TIP Projects:

R-2633 AA & AB: (Wilmington Bypass) construct a 4-lane divided highway from US 17 (near Town Creek) to US 74/76 (near Malmo).

Revised Completion Date May 2014

R-3324 – Long Beach Road Extension construct a 2-lane, 2-way roadway from NC 133 (near Jump & Run Creek) to NC 87. Most of this roadway will be on new location.

Estimated Contract Completion Date May 13, 2016

R-2633 BB – (Wilmington Bypass) construct a 4-lane divided highway from SR 1430 (Cedar Hill Road) to US 421 (where I-140 currently ends in New Hanover County...this includes the large bridge over the Cape Fear River).

Estimated Contract Completion Date April 30, 2018

R-2633 BA – (Wilmington Bypass) construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).

Date of Availability March 3, 2014

Estimated Contract Completion Date April 30, 2018

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

Date of Availability January 27, 2014

Estimated Contract Completion Date May 13, 2016

R-3601 (US 17/74/76): Widening across the “causeway”, between Leland/Belville and the Cape Fear River. Replacing the bridges over the Brunswick River and one of the bridges over the Alligator Creek.

Design/Build has been awarded to the team of ST Wooten/Stantec

Stantec has begun surveying operations

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

Let Date November 2014

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

Right of Way September 2014

Let Date December 20, 2016?

R-5021 (NC 211): widening to a 4-lane divided highway from NC 87 (near Southport) to SR 1500 (Midway Road).

Right of Way is scheduled for October 17, 2014

Post Year

B-4929: Bridge @ Surf City NC 50/210 - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure.

Right of Way is scheduled for February 20, 2015

Post Year

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.

Post Year

Division Projects & Maintenance Projects:

Wrightsville Beach Draw Bridge: Replace grates & bridge tender's house. Upgrade internal mechanical and electrical items.

March 15, 2012 to October 1, 2012 no lane closures during the following times:

7:00 AM to 9:00 AM

3:00 PM to 6:00 PM

7:00 AM Friday to 6:00 PM Sunday

October 2012 to March 2013 no lane closures during the following times:

7:00 AM to 9:00 AM

3:00 PM to 6:00 PM

7:00 AM Friday to 6:00 PM Sunday

Currently, 2-lane pattern with right in/right out for Airlie Road

Estimated Contract Completion Date Spring 2014

Thomas Rhodes Bridge: US 421 - this is the high rise fixed span bridge over the Cape Fear River, contractor will rehab the bridge deck & structure.

US 421 **northbound** contractor will not be able to close a lane of traffic from 6:00 AM to 6:00 PM.

US 421 **southbound** contractor will not be able to close a lane of traffic from 7:00 AM to 7:00 PM.

Estimated Contract Completion Date October 2014

G.V. Barbee Bridge: bridge over ICWW, contractor to rehab bridge deck and structure.

Estimated Contract Completion Date October 2014

W-5306 Castle Hayne Roundabout: construct a roundabout at the intersection of US 117, NC 132 & NC 133.

Let Date February 2014

Greenfield Lake Culvert: replace the large culvert under 3rd Street and US 421 Truck/Front Street...Utility relocation work will begin late 2013 and finish prior to let date...AT&T will close down

Let Date August 2014

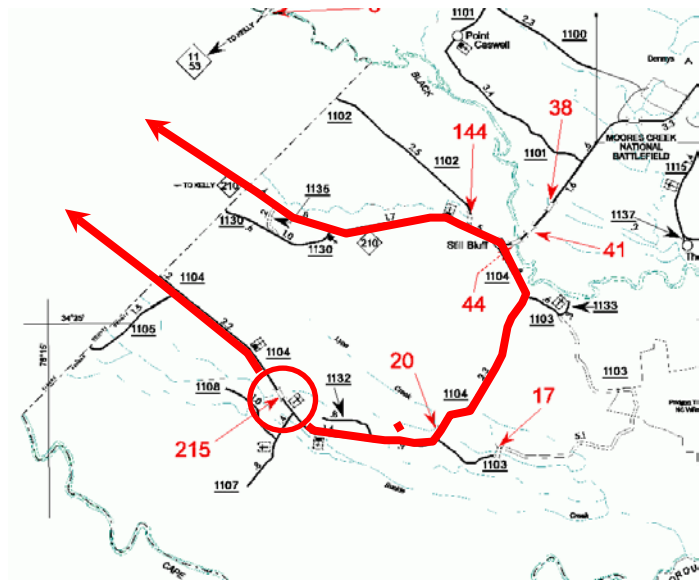
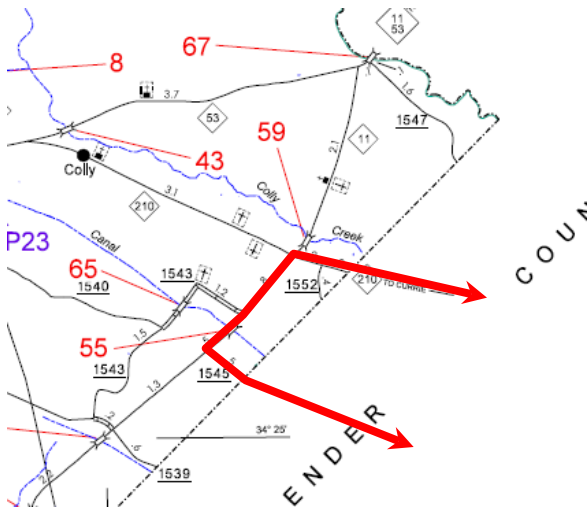
Low Impact Bridge Program:

**Design/Build contract to replace 9 bridges in Brunswick & Pender Counties:
Estimated Contract Completion Date November 1, 2015 (for all 9 bridge replacements)**

17BP.3.R.26: replace bridge #215 over Buckle Creek on SR 1104 (Canetuck Road)

Pender Bridge 215

Detour Route

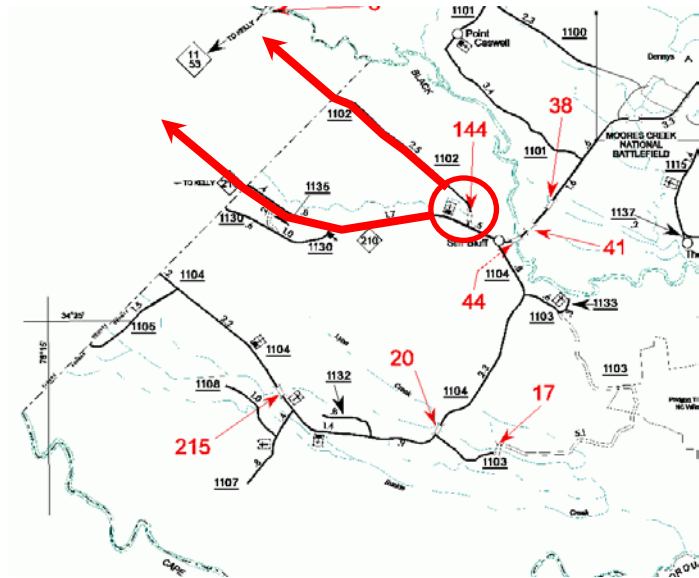
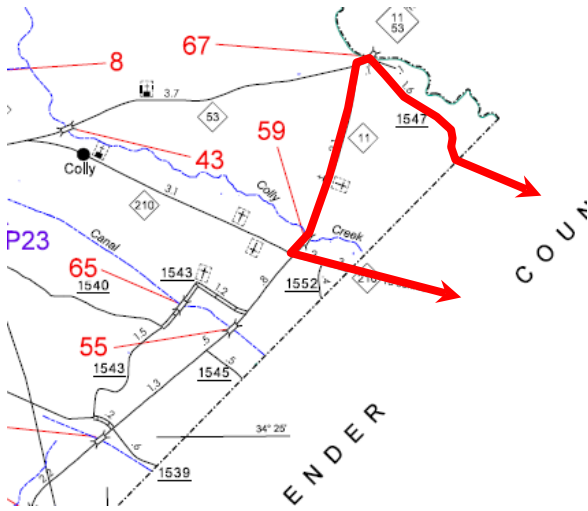


SR 1104 (Canetuck Road), Crossing into Bladen County SR 1545 (Still Bluff Road) to NC 11 () to NC 210() Crossing into Pender County back to SR 1104 (Canetuck Road)

17BP.3.R.26: replace bridge #144 over branch of the Black River on SR 1102 (Morgan Road)

Pender Bridge 144

Detour Route



SR 1102 (Morgan Road) to NC 210, crossing into Bladen County to NC 11 to NC 11 / 53 to SR 1547 (Kelly Road), crossing into Pender County SR 1102 (Morgan Road)

Resurfacing Contracts:

Contract C-203192

New Hanover County 3CR.10651.138 & 3CR.201651.138

US 117/NC 132 (North College Road) Mill & resurface from SR 2048 (Gordon Road) to 0.18 mile south of SR 1322 (Murrayville Road)

US 74 (Eastwood Road) Mill & resurface from 0.17 mile west of SR 1409 (Military Cutoff Road) to 0.27 mile east of ICWW Bridge (Heidi Trask Bridge)

US 76 (Oleander Drive) Mill & resurface from 0.05 mile west of Hawthorne (non-system) to 0.15 mile south of US 74 (Eastwood Road)

US 117 (Shipyard Blvd) NBL & SBL lanes mill, widen, & resurface from 0.06 mile north of US 421 to NC 132

US 117/NC 132 (South College Road) mill & resurface from US 117 (Shipyard Blvd) to 0.07 mile south of SR 2313 (Wilshire Blvd)

SR 1175 (North Kerr Ave) resurface from 0.03 mile north of Green Tree Road (non-system) to SR 1322 (Bavarian Road)

SR 1302 (23rd Street) resurface from end of C&G (near waste water treatment facility) to NC 133 (Castle Hayne Road)

SR 1327 (Farley Road) resurface from SR 1322 (N. Kerr Ave.) to SR 1175 (Bavarian Road)

SR 1518 (Whipporwill Lane) resurface from SR 1492 (Masonboro Loop Road) to end of system

SR 1620 (Channel Haven Drive) resurface from SR 1492 (Masonboro Loop Road) to SR 1621 (Channel Haven)

SR 1621 (Channel Haven) resurface from SR 1622 (Aqua Drive) to SR 1623 (Marsh Hen Drive)

SR 1622 (Aqua Drive) resurface from SR 1621 to end of system

SR 1623 (Marsh Hen Drive) resurface from end of system to end of system

SR 1706 (Brighton Road) resurface from SR 1643 (Horndale Drive) to end of system

SR 1707 (Cornwell Court) resurface from SR 1706 to end of system

SR 2009 (Shelley Drive) resurface from SR 2006 (Browning Road) to SR 2016 (Lord Thomas Road)

SR 2217 (Golden Rod Drive) resurface from SR 2269 (Bird's Nest Court) to SR 2218 (Silkwood Court)

SR 2048 (Gordon Road) resurface from SR 1175 (Kerr Avenue) to US 117/NC 132 (N. College Road).

SR 2048 (Gordon Road) widen & resurface from US 117/NC 132 (N. College Rd.) to SR 2698 (Netherlands Drive).

US 76 (Oleander Drive) in west bound direction, install right turn lane onto northbound US 117/NC 132 (College Road).

Contract C-203192 (Continued)

Brunswick County 3CR.10101.138 & 3CR.20101.138

NC 133 widen & resurface from SR 1518 (Daws Creek Road) to 0.28 mile south of SR 1554 (Old River Road).

SR 1340 (Exum Road) mill patch from SR 1335 (Big Neck Road) to SR 1342 (Camp Branch Road)

SR 1119 (Stanley Road) widen & resurface from SR 1130 (Mt. Pisgah Road) to Cedar Grove Middle School.

SR 1132 (Civietown Road) widen & resurface from NC 130 to SR 1130 (Mt. Pisgah Road).

SR 1184 (Ocean Isle Beach Road) mill patch from US 17 to 0.27 mile from NC 179.

New Hanover & Pender County 46280.3.3

Interstate 40 mill & resurface all of the ramps & loops in New Hanover (excluding I-140 interchange) and Pender County.

Estimated Contract Completion Date June 2014

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