



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

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County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

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

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: April 23, 2014
SUBJECT: April 30th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, April 30th 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. 3/26/14
- 4) Public Comment Period
- 5) Presentation
 - a. Independence Boulevard Extension, Ted Devens, NCDOT
 - b. Wilmington MPO Travel Demand Model, Nora McCann, NCDOT
- 6) Consent Agenda
 - a. Resolution approving the STIP/MTIP Amendment
- 7) New Business
 - a. Resolution adopting the Purpose and Need/Minimum Problem Statements for projects in Prioritization 3.0
- 8) Discussion
 - a. Surface Transportation Program- Direct Attributable and Transportation Alternatives Program- Direct Attributable Selection Criteria
- 9) 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
- 10) Announcements
 - a. Wilmington MPO Bike/Ped Committee meeting- May 27th
- 9) Next Meeting –May 28, 2014

Attachments:

- Minutes 3/26/14 meeting
- STIP/MTIP Amendment
- Resolution approving the STIP/MTIP Amendment
- Minimum Problem Statements
- Resolution adopting the Purpose and Need/Minimum Problem Statements for projects in Prioritization 3.0
- City of Wilmington/Wilmington MPO Project Update (April)
- Cape Fear Public Transportation Authority Update (April)
- NCDOT Project Update

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: March 26, 2014

Members Present:

Laura Padgett, Chair, City of Wilmington
Pat Batleman, Vice-chair, Town of Leland
Eulis Willis, Town of Navassa
Frank Williams, Brunswick County
Hank Miller, Town of Wrightsville Beach
Joe Breault, Town of Belville
Michael Lee, NC Board of Transportation
Jonathan Barfield, Cape Fear Public Transportation Authority

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

The minutes for the February 26th meeting were approved unanimously.

4. Public Comment Period

Mr. Andy Koeppel addressed members regarding the minimum problem statements for new projects in Prioritization 3.0 that will intersect with US 74/76. He told members he's concerned that those projects may impact the upgrading of US 74/76 to Interstate standards. He also noted his concern regarding the College Road and Oleander Drive intersection improvement project and how it relates to the extension of Independence Boulevard to Martin Luther King, Jr Parkway. Mr. Koeppel told members he would also request that TAC members endorse the Cape Fear Public Transportation Authority's TIGER Grant application for funding to purchase new compressed natural gas buses.

5. Presentation

a. Transportation Demand Management

Ms. Harrington gave a presentation on the Transportation Demand Management Program. She reviewed the goals and objectives set by the Committee. Ms. Harrington told members that staff will continue analyzing data in preparation for writing the 5-year and 25-year plans.

Ms. Padgett suggested staff consider a small vehicle shuttle service between residential neighborhoods and businesses in areas like Mayfaire and Autumn Hall along Eastwood Road as a viable option for a Transportation Demand Management initiative.

6. Consent Agenda

a. Opening of the 30-day public comment period for STIP/MTIP Amendments

Ms. Batleman made the motion to open the 30-day public comment period for the STIP/MTIP Amendments. Mr. Frank Williams seconded the motion and it carried unanimously.

7. New Business

a. Resolution amending the 2013-2014 Unified Planning Work Program (UPWP)

Mr. Kozlosky told members staff proposes to amend the 2013-2014 UPWP to increase the funds in the Traffic Count Volume line item in the amount of \$10,000 and reduce the amount in the Special Studies line item by \$10,000. He noted that this is based on the expenditures to date and the anticipated expenditures through the end of the fiscal year.

Mr. Barfield made the motion to amend the 2013-2014 UPWP. Ms. Batleman seconded the motion and it carried unanimously.

b. Resolution approving the 2014-2015 Unified Planning Work Program (UPWP)

Mr. Kozlosky told members that the MPO's budget for the 2014-2015 fiscal year includes Section 5303 funds and \$200,000 in flex funds from the STP-DA program. The budget identifies \$70,000 in the Special Studies line item, but the studies have not been identified to date. He stated that staff did not receive any comments during the public comment period.

Mr. Breault made the motion to approve the 2014-2015 UPWP. Mr. Barfield seconded the motion and it carried unanimously.

c. Resolution certifying the Transportation Planning Process

Mr. Kozlosky told members the MPO is required to conduct the planning process in a continuing, cooperative and comprehensive manner per Federal code. The MPO is required to be in compliance with Title VI of the Civil Rights Act and also in compliance/consideration of the Disadvantaged Business Enterprises and the Americans with Disabilities. The MPO is required to have an adopted transportation plan. The resolution certifies that the MPO is in compliance with the Transportation Planning Process.

Mr. Frank Williams made the motion certifying the Transportation Planning Process. Ms. Batleman seconded the motion and it carried unanimously.

d. Resolution supporting New Hanover County's application to be a participant in the "Watch for Me NC" Campaign

Ms. Harrington told members that NCDOT has created the "Watch for Me NC" Campaign to reduce pedestrian and bicycle injuries and deaths through a comprehensive and targeted approach for public education and police enforcement. New Hanover County has expressed an interest in applying to be a participant in the campaign. If approved, they will act as the lead-agency for the campaign. The application is due by April 17th and the campaign will kick off in conjunction with the start of the school year in August.

Mr. Williams made the motion to support New Hanover County's application to be a participant in the "Watch for Me NC" Campaign. Mr. Lee seconded the motion and it carried unanimously.

e. Resolution adopting the minimum problem statements for new projects in Prioritization 3.0

Mr. Kozlosky told members that the new projects submitted for Prioritization 3.0 require a minimum problem statement because they will be used during the prioritizing process.

Mr. Miller asked if staff could provide an update on the Independence Boulevard extension at a future meeting. Mr. Kozlosky said staff will update members at the next meeting.

Mr. Barfield made the motion to adopt the minimum problem statements for the new projects in Prioritization 3.0. Ms. Batleman seconded the motion and it carried unanimously.

f. Resolution requesting the Wilmington MPO as the federal designee for Section 5310 funding

Ms. Rashid told members the Wilmington MPO receives a direct allocation for Section 5310 funding as a TMA; however, the designated recipient of the funds must be declared. Staff has been working closely with the FTA and CFPTA on the process for receiving the allocation. The group looked at other TMAs across the state and found that the MPOs themselves are the designated recipients.

Mr. Williams said he has observed that federal funding is often one-time funds; and, there may still be expenses associated with them once those funds run out. He asked if there is any chance that the MPO would have recurring expenses once the funds are spent. Ms. Rashid stated that Section 5310 is different than other FTA funding sources in that it's more like a grant. She told members that depending on the nature of the projects, the funds could be used for capital projects or operating expenses. She said that would be part of the discussion when establishing the project criteria. Mr. William told members that the MPO must make sure not to obligate ourselves to something we're going to have to fund once that funding runs out. He said that should be noted when establishing the criteria.

Ms. Padgett asked if CFPTA has a project they want to use this money for, must their request come before the TAC to be approved? Ms. Rashid said that is correct.

Mr. Williams made the motion to approve the resolution requesting that the Wilmington MPO serve as the federal designee for Section 5310 funding. Ms. Batleman seconded the motion and it carried unanimously.

g. Resolution supporting the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant for the Cape Fear Public Transportation Authority (CFPTA)

Ms. Padgett told members that TIGER grant funding application announcements come with very short notice. She stated that CFPTA was not able to line up sources for the required matching funds by the deadline date for the application. Ms. Padgett said due to CFPTA's inability to secure the matching, they requested that the resolution be withdrawn.

Ms. Padgett made the motion to withdraw the resolution supporting CFPTA's TIGER grant application from the agenda. Ms. Batleman seconded the motion and it carried unanimously.

h. Resolution supporting the increase in tolling fares for the Fort Fisher/Southport Ferry

Mr. Frank Williams told members that he saw a presentation on the increase in tolling fares at the RPO meeting and they will consider a resolution of support at their next meeting. He noted that the Southport/Oak Island RPO representatives support the increase.

Mr. Williams made the motion to support the increase in tolling fares for the Fort Fisher/Southport Ferry. Mr. Barfield seconded the motion and it carried unanimously.

7. Discussion

a. Surface Transportation Program-Direct Attributable and Transportation Alternatives Program-Direct attributable Selection Criteria

Mr. Kozlosky told members the MPO has been through two calls for STP-DA and TAP-DA projects. He said staff put the item on the agenda in an effort to determine what TAC members would like to see done differently in the disbursement of the future funds. He noted that TCC members have expressed concerns regarding counties having an opportunity to receive points for projects they submit. Staff wanted to receive feedback from TAC members on modifying the process.

Ms. Batleman asked if staff has specific examples of a project that a county wanted to put through this funding process and the project didn't meet the criteria. Ms. Harrington told members it appears that Pender County will have a few opportunities where a developer may be willing to contribute toward the 20% match. In the 2014 TAP-DA application submittals, New Hanover County submitted an application where a developer contributed toward their 20% match. Some TCC members are requesting that counties receive extra points if a developer is willing to contribute to the required match.

Mr. Kozlosky told members another consideration is if the funds are used at the Division level, they have an impact to our Division share. But if they are used on Regional projects, they come off the top and don't have an impact to the Division share. He noted that staff will be meeting with Ms. Fussell to discuss this because these funds are allocated to the Wilmington MPO since we are a TMA. If we were to put those funds on a Regional project, we would want to ensure that at least \$3 million comes to the Wilmington area in the Division funds.

Ms. Padgett suggest that all members look back at the process over the last two years and decide whether or not everyone feels they were treated fairly and had an equal opportunity to get the projects funded. She said she felt that staff created an objective points system for making project recommendations.

Mr. Breault told members he would like to make sure that the needs of smaller towns are given more weight proportionally speaking. Although the City of Wilmington will always have a greater demand, it does not mean a small town should not be given equal consideration because they are small and don't serve the same number of people.

Mr. Williams asked if it's possible to submit a joint project; and if so, maybe that is something that should be pointed out specifically in the criteria if feasible. Mr. Kozlosky told members that jurisdictions may submit a joint project but it requires a commitment for the local match from each of the jurisdictions.

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.

10. Adjournment

With no further business, the meeting was adjourned at 4:50 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.**

**PROPOSED REVISIONS TO 2012-2020 STIP
PROGRAM**

**STIP/MTIP ADDITIONS
(March)**

* EB-3314 STATEWIDE PROJ.CATEGORY DIVISION	VARIOUS, STATEWIDE PEDESTRIAN FACILITIES PROGRAM. <i>ADD RIGHT-OF-WAY IN FY 14 NOT PREVIOUSLY PROGRAMMED.</i>	RIGHT-OF-WAY FY 2014 - \$5,000 (STPEB) CONSTRUCTION FY 2014 - \$145,000 (STPEB) FY 2015 - <u>\$150,000</u> (STPEB) \$300,000
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**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION APPROVING THE AMENDMENT OF THE
2012-2020 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 2012-2020 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 Programs to add right of way in FY 2014 that was not previously programmed for various statewide pedestrian facilities; 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 approves amending the 2012-2020 State/Metropolitan Transportation Improvement Programs to add right of way in FY 2014 that was not previously programmed for various statewide pedestrian facilities.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 30, 2014.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



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I-140/Wilmington Bypass & SR1318/Blue Clay Road Interchange (U-4436) (H129648)

The interchange at I-140/Wilmington Bypass and NC133/Castle Hayne Road is currently over capacity. This interchange provides the only access to the Castle Hayne community from the I-140/Wilmington Bypass. Improvements are needed to accommodate safety issues and increases in commuter and through trips with destinations from the Castle Hayne community.

Development has increased along the SR1318/Blue Clay Road corridor to include growth in the Castle Hayne Community, Cape Fear Community College's north campus, and the General Electric campus. Significant additional development is anticipated in the Castle Hayne community in future years. There is also a need for improved access to the Wilmington International Airport (ILM) and planned development in northern New Hanover County. In 2008 traffic counts were recorded at 5,098 vehicles per day (vpd) on SR1318/Blue Clay Road; a facility that has a capacity of 15,600 vpd. Traffic volumes are projected to increase to 18,000 vpd in 2035. Additionally, the interchange at NC133/Castle Hayne Road has a crash rate of 10.85 per million entering vehicles. Improvements are needed to mitigate projected traffic volumes and safety issues.



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Independence Boulevard Extension (U-4434) (H129637)

The Wilmington MPO has significant deficiencies in north-south regional roadway connectivity and capacity. Traffic modeling by URS Corporation indicates that by 2035 there will be a demand of 154,800 vehicles per day (vpd) north of Randall Parkway with a capacity on the network for only 93,000 vpd. URS traffic modeling further indicates that there will be a demand of 98,900 vpd south of Martin Luther King Jr. Pkwy with a network capacity of only 89,400 vpd.

This need for north-south connectivity is particularly prominent in the middle of the City of Wilmington, east of downtown Wilmington, and can be attributed to several traffic generators. Traffic generators east of downtown Wilmington include large residential communities, the Wilmington International Airport (ILM), Interstate 40, businesses along US17BUS/Market Street, Independence Mall, the University of North Carolina at Wilmington, and the beaches of New Hanover County.

Along with the need for greater capacity for vehicular north-south movements; the *Wilmington New Hanover County Comprehensive Greenway Plan* documents a need for bicycle and pedestrian north-south connectivity across New Hanover County.

Network improvements are necessary to mitigate the projected north-south multimodal traffic demand on existing north-south facilities.



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SR 1114/Blueberry Road Widening

Improvements are needed on SR1114/Blueberry Road between US421 and NC210 to accommodate future automobile, bicycle and pedestrian traffic volumes and to improve traffic safety for all users.

SR1114/Blueberry Road currently has an undivided cross section with two nine-foot lanes and an existing capacity of 10,700 vehicles per day (vpd). In 2011, the vehicles per day (vpd) were recorded at 1,400 vpd. In 2035, traffic volumes are projected to double. The southern portion of the roadway had 45 crashes reported between 2007 and 2011. This is the 13th highest crash total for a road segment in Pender County over that period and the 2nd highest for a secondary road in the county. There is a need to reduce conflict points to mitigate safety issues on this facility. The draft Pender County Comprehensive Transportation Plan and the adopted Currie Small Area Plan both suggest providing bicycle facilities and upgrading the SR1114/Blueberry Road to meet current standards.

A population center and a popular park/historic landmark (Moores Creek National Battlefield) exist west of US421 on NC210 at Curry in Pender County.

SR1114/Blueberry Road provides the southernmost access from US421 to this population center on NC210. Major population and employment centers are located south of Blueberry Road in Pender and New Hanover Counties. The location of these population and employment centers on either end of SR1114/Blueberry Road make the facility experience significant traffic volumes coupled with an existing cross-section that is in need of modernization.

SR 1114/Blueberry Road is NC Bike Route 5 (Cape Fear Run), an on-road bike route which begins at US 1 in Wake County and continues southward through the Cape Fear River basin through Pender County and Wilmington then on to Ft. Fisher. SR 1114/Blueberry Rd is also an on-road segment of the East Coast Greenway, a 2,900-mile on- and off-road trail system from Main to Florida. The northern extent of the project intersects with the recently-announced Cape Fear Arch segment of the Mountain-to-Sea trail.

SR 1114/Blueberry Road serves as a critical connector for residents of southwestern Pender County and a major on-road bicycle and pedestrian corridor, but its high crash rate, narrow lanes, and minimal shoulder that currently pose a safety hazard which would be mitigated by modernizing the roadway to current NCDOT standards.

This project was proposed by the Cape Fear RPO. This project has not been identified in a WMPO adopted plan.



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Military Cutoff Road Extension (U-4751)(H129103)

US17BUS/Market Street between SR2040/Gordon Road and US17Bypass/Wilmington Bypass has a high number of reported traffic accidents. Additionally, improvements are needed to accommodate both projected vehicular traffic and bicycle and pedestrian access.

This section of US17BUS/Market Street currently has a 5-lane cross-section with a two-way left turn lane. A traffic safety analysis completed as part of the adopted *Market Street Corridor Study* examined traffic accidents along this corridor between July 2005 and July 2008. The traffic safety analysis found over 210 crashes along this section of US17BUS/Market Street, 61 of which resulted in personal injury or fatality. There is a need to reduce traffic volumes on the associated conflict points of this facility. By the year 2035, traffic volumes along this section of US17BUS/Market Street are projected to reach 51,800 vehicles per day. The current facility was designed with a capacity of 43,700 vehicles per day.

The *Market Street Corridor Study* also identified a need for bicycle and pedestrian facilities parallel to Market Street. A purpose and need statement has been developed for a Military Cutoff Road Extension project and a Hampstead Bypass project that states "The purpose of the project is to improve the traffic carrying capacity and safety of the US17 and Market Street corridor in the study area".

Improvements are needed to accommodate both projected multimodal traffic volumes and to improve safety on this section of US17BUS/Market Street.



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Crossing of the Cape Fear River (U-4738)(H129646)

Both bridges crossing the Cape Fear River between New Hanover and Brunswick Counties are expected to be overcapacity by 2035. Improvements are needed to accommodate increases in commuter, freight, and through trips between New Hanover and Brunswick Counties.

In 2008 the Isabel Holmes Bridge carried 26,100 vehicles per day (vpd). In 2035, volumes are projected to reach 35,200 vpd whereas the capacity of this facility is 29,300 vpd. In 2008 the Cape Fear Memorial Bridge carried 52,700 vpd. In 2035, volumes are projected to reach 113,700 vpd on this facility which is designed to carry 59,800 vpd.

Improvements are also needed to mitigate safety issues on these bridges. From 2005 to 2007, a total of 16 crashes were recorded on the Isabel Holmes Bridge. During the same time period, 102 crashes occurred on the western limit of the Cape Fear Memorial Bridge which exceeds the statewide average critical crash rate for similar facilities. There is a need to reduce traffic volumes on the associated conflict points of these facilities. Additionally, neither bridge has bicycle or pedestrian facilities and a need has been identified for multimodal access between Brunswick and New Hanover Counties.

In addition to demonstrated existing and projected congestion issues on these facilities; both these bridges are moveable span bridges that periodically open for boat traffic exacerbating existing queuing issues on both sides of the river. Traffic is projected to increase between Brunswick and New Hanover Counties due to the lower cost of housing in Brunswick County and the established employment centers/markets in New Hanover County.



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I-74 Alternate

I-74 is currently proposed to traverse through the Green Swamp in Columbus and Brunswick counties from US 74/76 near Bolton along the NC 211 corridor, then turn southwestward parallel to US 17 from the Shallotte area to the SC state line. This project is a proposed I-74/I-140 (Wilmington Bypass) connector that also serves as an I-74 alternative route enabling I-74 to connect to the Wilmington Bypass before turning south toward the SC state line without traversing the Green Swamp.

US 17 between I-140/US 17 Wilmington Bypass and the SC state line is expected to be overcapacity by 2035. Improvements are needed to accommodate projected traffic.

This section of US 17 currently has a four-lane, 88-foot cross-section with a divided median and a capacity of 40,000 vehicles per day (vpd). Nearly all segments of US 17 from the MPO boundary to the SC state line are forecast to be over-capacity by 2035 with average annual daily traffic (AADT) of between 48,500 and 75,200 vehicles per day (vpd). US 17 is a Statewide Tier Highway that provides the major north-south connector between Wilmington and the Brunswick County beaches and the Myrtle Beach metropolitan area. An increase in population is expected along the corridor due to the lower cost of housing and the proximity to the recreational (i.e. golf) and natural (i.e. beach) resources in southern Brunswick County that are particularly popular for retirees relocating from beyond the Wilmington area. Development based on land use patterns will produce increased commuting and non-commuting trips between Brunswick and New Hanover counties, accounting for the high increase of traffic on this facility.

This proposed alternate alignment for I-74 intersects the WMPO planning area as proposed by the Cape Fear RPO and as depicted in the 2010 Brunswick County Comprehensive Transportation Plan (CTP). This project has not been identified in a WMPO adopted plan.



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US 17 Bypass (Wilmington Bypass) & US 17 Business (Market Street) Interchange (H141534)

The configuration of the US17 Bypass/US17BUS interchange needs improvement to reduce congestion and improve safety issues at this location.

The design for northbound access to this interchange from US17BUS/Market Street includes a short one-lane ramp with limited storage capacity. The design for the southbound access for US17BUS/Market Street also has limited storage capacity with a one-lane off-ramp that widens to two lanes 800' after the exit. Additionally the configuration of the interchange requires that traffic exiting the Wilmington Bypass must come to a stop condition at the interchange ramp in order to go southbound onto US17BUS/Market Street. Creating stop conditions on a 45mph facility with limited sight distance adds increased opportunities for crashes and congestion issues on this facility. For instance; between 2011 and 2013, 40 crashes were recorded at this interchange. There is a need to reduce conflict points on this facility to mitigate safety issues.

Traffic between New Hanover and Pender Counties is projected to increase on this facility in future years due to the residential growth in both the Hampstead corridor of Pender County and the Porters Neck area in New Hanover County. Congestion and safety issues need to be mitigated at this location.

This project was submitted by NCDOT Division 3 and is not included in a WMPO adopted plan.



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US 17 Improvements through Hampstead (H141537)

US17 between SR1582/Washington Acres Road and SR1563/Sloop Point Loop Road is anticipated to be overcapacity by 2035 and has a high number of reported traffic accidents.

In 2008, this section of US17 had a volume of 34,700 vehicles per day (vpd). By 2035, this section of US17 is projected to serve 74,300 vpd on a cross-section with a capacity of 43,300 vpd. The existing alignment of US17 has no control of access and serves local traffic (for growing communities along the US17 corridor) as well as a significant amount of traffic commuting between Jacksonville and Wilmington. Between August 2005 and December 2010, 628 crashes were reported on this section of US17 which is 16 percent higher than the statewide average on similar facilities. There is a need to reduce conflict points on this facility to mitigate safety issues. Improvements are needed to mitigate traffic safety concerns and accommodate the projected increase in commuter and through trips between New Hanover and Pender Counties.

This project was submitted by NCDOT Division 3 and is included in the WMPO's adopted US17/NC210 Corridor Study.



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

US 117/NC 132/College Road Widening (H142202)

US 117/NC 132/College Road from SR2040/Gordon Road to US421/Carolina Beach Road is expected to be over capacity by 2035. Improvements are needed to mitigate congestion and to enhance the access management on this facility.

This facility is the only continuous north-south corridor in New Hanover County. This section of US117/NC132/College Road has various cross-sections ranging from 6-lane curb & gutter to 7-lane median divided sections. The 2035 projected volumes on College Road are anticipated to range from 74,200 to 124,400 vehicles per day (vpd). These projected volumes will far exceed the current capacity of this facility which is 29,300 to 43,700 vpd along its 10 mile cross-section. Additionally, the need for bicycle and pedestrian accommodations along this section of US117/NC132/College Road has been identified in adopted plans to include *Cape Fear Commutes 2035*, *Wilmington New Hanover County Comprehensive Greenway Plan*, and *Walk Wilmington: A Comprehensive Pedestrian Plan*.

This project submitted by NCDOT Division 3 and is not included in a WMPO adopted plan.

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

**RESOLUTION ADOPTING THE PURPOSE AND NEED/MINIMUM PROBLEM STATEMENTS
FOR THE ADDITIONAL PROJECTS INCLUDED IN 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 North Carolina Department of Transportation created the Strategic Planning Office of Transportation's prioritization tool that evaluates projects based on a quantitative and qualitative analysis and developed a selection process that is transparent and data driven; and

WHEREAS, the North Carolina Department of Transportation Strategic Planning Office of Transportation is updating the Prioritization Process and has created Prioritization 3.0; and

WHEREAS, the Wilmington MPO adopted the Local Input Methodology for assignment of local input points in Prioritization 3.0; and

WHEREAS, the North Carolina Department of Transportation requested the development of Purpose and Need/Problem Statements for all highway projects submitted in Prioritization 1.0 and Prioritization 2.0; and

WHEREAS, the Purpose and Need/Minimum Problem Statements will be used as a guide in the Wilmington MPO's Local Input Methodology; and

WHEREAS, projects submitted by NCDOT Division 3, projects now located in the Wilmington MPO as a result of the expansion of the MPO's planning area boundary and projects previously in NCDOT's system outside of Prioritization 1.0 and Prioritization 2.0 will require Purpose and Need/Minimum Problem Statements to compete for the assignment of Local Input points.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the Purpose and Need/Minimum Problem Statements for the Wilmington Bypass/Blue Clay Road interchange, Independence Boulevard extension, Blueberry Road widening, Military Cutoff extension, Crossing over the Cape Fear, I-74 Alternate, Wilmington Bypass and Market Street interchange, US 17 improvements in Hampstead and the College Road widening.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 30, 2014.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

WILMINGTON MPO
TRANSPORTATION PLANNING
APRIL 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 next work group meeting will be held on May 29th to update the work group on the progress of the project.
- 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. Data collection procedures and logistics were developed in March 2014.

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. Project data was gathered and processed in March 2014. Fiscal analysis data collection commenced in March 2014.

Next Steps:

- Modal Subcommittees to develop initial project recommendations through May 2014
- WMPO Travel Demand Model continues development through May 2014

17TH STREET STREETScape

Project Descriptions/Scope: The 17th Street streetscape project will include upgrades to 17th Street between Wrightsville Avenue and Princess Place Drive. 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. 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 continues to develop the design plans.
- NCDOT identified funding in the amount of \$200,000 toward the construction of these improvements. The Wilmington City Council approved this funding request on March 18, 2014.

- 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 second 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: 3 Formal reviews
- New Hanover County Informal Plan Reviews: 3 Informal reviews
- New Hanover Concept Reviews: 1 review
- TIA Reviews: 15 total (New Hanover County -6, City of Wilmington -8, and Brunswick County - 1) new -4 and ongoing - 11
- Pender County Development Plan Reviews: 7 Formal reviews
- Pender County Informal Plan Reviews: 3 Informal reviews
- City of Wilmington Formal Reviews: 22 formal, (11 new, 11 on-going)
- City of Wilmington Informal Reviews: 26 informal, (7 new, 19 On-going)
- City of Wilmington Concept Reviews: 3 new concept reviews- 1 on-going concept
- COW Project Releases: 5 Full releases

STP-DA/TAP-DA FY 2013 Project Status

STP-DA

U-5534A - TOWN OF NAVASSA – MAIN STREET BICYCLE LANES –This project will include planning, design, and construction of an additional 4 feet on either side of Main Street for bike lanes starting at the existing Navassa bike path east of Brooklyn Street to Old Mill Road. The Letter of Interest (LOI) has been advertised.

Next Steps:

- Consultant selection by April 18, 2014
- Design work is anticipated to begin June 2014
- Letting date anticipated in February 2015

U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE – This project consists of construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide for a safe crossing for cyclists and pedestrians across US 74 (Wrightsville Avenue) on the mainland side of the drawbridge in Wilmington.

Next Steps:

- Staff is meeting with FHWA/SHPO/City and Kimley-Horn on 4/14/14 to discuss permitting.
- Design work is anticipated to be complete September 2014
- Letting date anticipated January 2015

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE – The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Next Steps:

- The contract man hours audit has been approved by NCDOT.
- Survey work is anticipated to begin in May 2014
- Right-of-way acquisition is anticipated to begin in August 2014
- Letting date anticipated March 2015

U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP – This project is for design and construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

Next Steps:

- The surveyor contract was approved by the Leland Town Council on March 20, 2014
- URS will begin design work and is anticipated to be complete August 2014
- Letting date is anticipated November 2014

U-5534E - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE – This project is for the design and construction of an off-road multi-use path that begins at Mike Chappell Park and winds along the existing cleared fire path and terminates at Greenville Avenue and the Harper Avenue bike lanes will consist of a bicycle boulevard on existing pavement on each side of Harper Avenue from Dow Road to Lake Park Boulevard. The Town desires to combine the project with the awarded 2014 STP-DA project.

Next Steps:

- The Town desires to combine this project with the project awarded for 2014 STP-DA funding
- Staff is currently drafting LOI for Professional Services.
- Design work is anticipated to begin July 2014

TAP-DA

CITY OF WILMINGTON – MILITARY CUTOFF ROAD MULTI-USE PATH – This project is for the design and construction of a 10-foot wide, asphalt multi-use path on Military Cutoff Road from Gordon Road to Eastwood Road.

Next Steps:

- Right-of-way is needed from 7 parcels
- ROW acquisition is anticipated to start May 15
- Letting for construction is anticipated July 15

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

Next Steps:

- Prioritization TDM initiatives for the 5-year (short-term) and 25-year (long-term) TDM plans
- Analyze MTP survey results that specifically relate to TDM initiatives based on age, gender, and zip codes

- Finalize Park & Ride Lot locations for MTP
- Coordinate TDM initiatives and recommendations with other MTP modal chapters
- Begin writing 5-year and 25-year TDM plans



Cape Fear Public Transportation Authority

Project Update

April 2014

- 1. Operations center** - (no significant change) 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. Will include compressed natural gas fueling station. Estimated completion, fall 2014. Project awarded to Clancy & Theys Construction of Wilmington. Steel and masonry nearing completion. Slab on grade nearly complete. North parking lot complete.
- 2. Wavepool program** - 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. Grant submitted awaiting execution by Authority. Vehicles have been bid and award made to Bob King GMC of Wilmington. Expected delivery four to six weeks. Decaling expected to take one week.
- 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 buses has been identified under FTA §5316 and §5316 program. Local funding identification in process. New buses to be fueled by compressed natural gas. Fleet replacement programmed at a cost of \$8,100,000. Bus bids due May 05, 2014 with delivery estimated in early 2015. CNG fueling station contract issued to Jackson Builders of Kinston for \$997,000.00. Estimated completion fall 2014.
- 4. Fisher University Union Transportation Hub Project** - hardware ordered and ready for installation.

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.

5. **Interlocal Agreement** - The Authority is working with funding partners to develop an Interlocal agreement for public transportation services in the region. Wilmington City Attorney and New Hanover County Attorney have been tasked with drafting the Interlocal.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

April 17, 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

Open to traffic on November 1, 2017

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

Estimated Contract Completion Date April 30, 2018

Open to traffic on November 1, 2017

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.

Stantec has begun surveying operations

Estimated Contract Completion Date November 2016

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

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, 4-lane pattern

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 May 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

Let Date August 2014

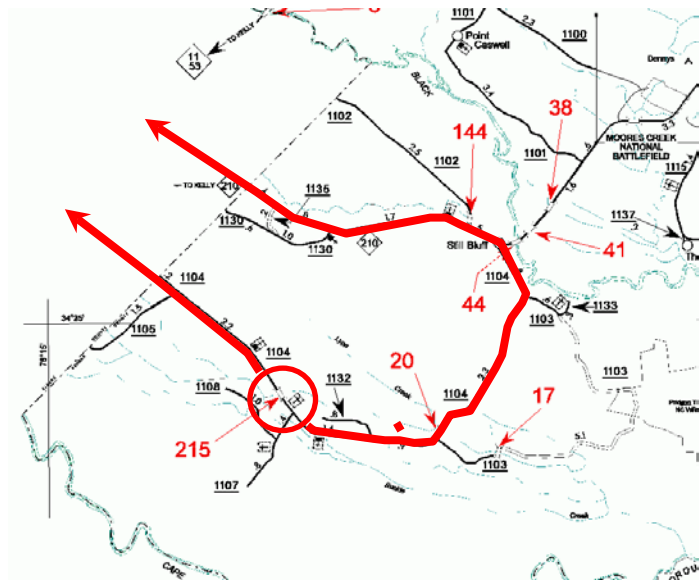
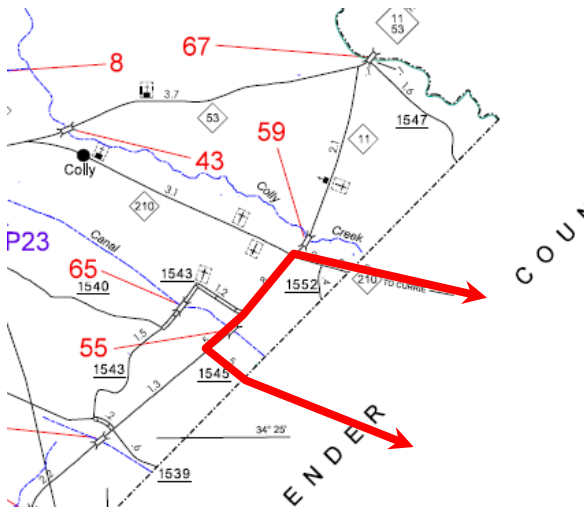
Low Impact Bridge Program:

**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

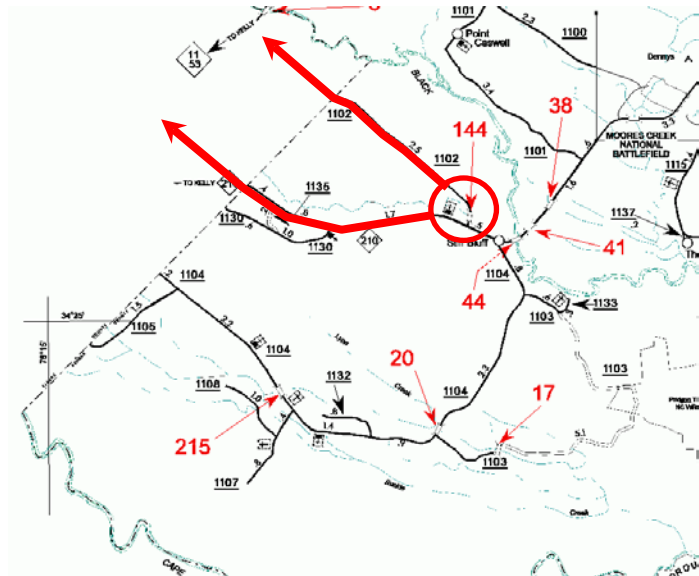
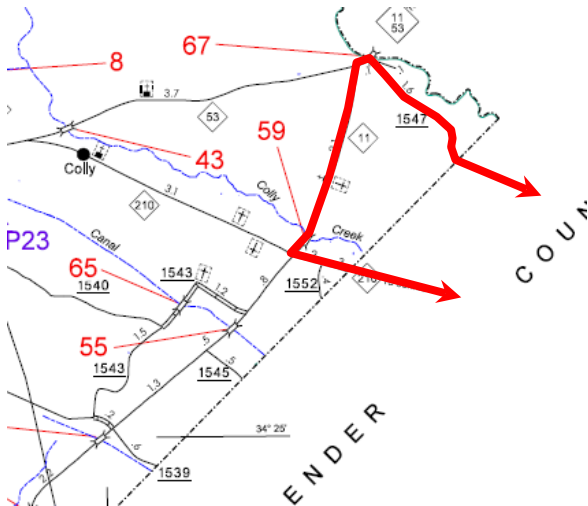


SR 1104 (Canetuck Road), Crossing into Bladen County SR 1545 (Still Bluff Road) to NC 11 () to NC 210() Crossing into Pender County back to SR 1104 (Canetuck Road)

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

Resurfacing Contract: C-203480 3CR.10101.150, 3CR.20101.150, 3CR.10651.150, 3CR.20651.150 & 3CR.10711.150

Brunswick County primary routes:

US 17 Business – mill & resurface from US 17 (south end of US 17 Bus.) to US 17 (@ nose of concrete island)

US 17 Bypass (Southbound lanes) – patch, mill & resurface from 0.17 miles north of SR 1401 (Galloway Road) to 0.09 miles south of SR 1401

Brunswick County secondary routes:

SR 1104 (Beach Drive) – patching, milling, resurface & leveling from beginning of curb & gutter section to end of SR 1104

SR 1828 (Kings Lynn Drive) – patching, mill & resurface from SR 1104 (West Beach Drive) to SR 1828

SR 1401 (Galloway Road) – resurface from US 17 to SR 1402 (Randolphville Road)

SR 1435 (North Navassa Road) – patching, mill & resurface from SR 1472 (Village Road Northeast) to SR 1432 (Old Mill Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from SR 1435 (North Navassa Road) to 0.58 miles south of SR 1431 (Royster Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from 0.54 miles north of SR 1431 (Royster Road Northeast) to SR 1426 (Mount Misery Road)

Mill & resurface the following primary routes in New Hanover County:

US 421 (Carolina Beach Road) – from 0.26 miles south of Independence Blvd. (non-system portion) to west of Lake Shore Drive (non-system)

US 117 Northbound Lanes (Shipyard Blvd) – from US 421 to 0.05 miles east of US 421 (Carolina Beach Road)

US 117 Southbound Lanes (Shipyard Blvd) – from 0.20 miles east of US 421 to US 421 (Carolina Beach Road)

US 421 Southbound Lanes (South 3rd Street) – from US 76 (Dawson Street) to Greenfield Street (non-system)

US 421 Northbound Lanes (South 3rd Street) – from Greenfield Street (non-system) to US 76 (Dawson Street)

US 17 Business (South 3rd Street) – from US 76 eastbound lanes to US 76 westbound lanes

Mill & resurface the following secondary routes in New Hanover County:

SR 1218 (16th Street) – from US 76 westbound lanes (Wooster Street) to US 76 eastbound lanes (Dawson Street)

SR 1371 (16th St.) - from Grace Street (non-system) to US 17 Business (Market Street)

SR 2816 (16th St.) - from US 17 Business (Market Street) to US 76 westbound lanes (Wooster Street)

SR 1301 (17th Street) - from US 17 Business (Market Street) to Grace Street (non-system)

SR 2817 (17th Street) - from US 76 eastbound lanes (Dawson Street) to US 17 Business (Market Street)

SR 1411 (Wrightsville Avenue) - from Dawson Street Extension (non-system) to SR 1209 (Independence Blvd.)

Resurface the following secondary routes in New Hanover County:

SR 2699 (Amsterdam Way) - from SR 2700 (Old Dairy Rd.) to SR 2048 (Gordon Rd.)

SR 2701 (Antilles Ct.) - from SR 2698 (Netherlands Dr.) to end maintenance

SR 2698 (Netherlands Dr.) - from SR 2048 (Gordon Rd.) to SR 2700 (Old Dairy Rd.)

SR 2700 (Old Dairy Rd.) - from US 17 Bus. (Market St.) to SR 2699 (Amsterdam Way)

SR 2220 (Windmill Way) - from SR 2219 (N. Green Meadows Dr.) to SR 2700 (Old Dairy Rd)

SR 2183 (Spring Rd) - from NC 133 (Castle Hayne Rd.) to SR 2184 (Fairfield Rd.)

SR 2184 (Fairfield Rd.) - from SR 2183 (Spring Rd) to SR 1318 (Blue Clay Rd)

Widen & resurface following routes in New Hanover County:

SR 1940 (Covil Farm Rd) - from SR 1409 (Military Cut-Off Rd) to SR 1916 (Red Cedar Rd)

SR 2717 (Torchwood Blvd.) - from US 17 Bus. (Market St.) to SR 2718 (Beacon Dr.)

Mill & resurface a section & just resurface another section of SR 1363 (Bayshore Dr.) from US 17 Bus. (Market St.) to SR 1393 (Biscayne Dr.)

Pender County primary routes:

US 117 - mill & resurface from 0.30 miles north of NC 210 to 0.026 miles north of US 117 Business

NC 11/53 - mill & resurface from begin curb & gutter @ western city limits of Town of Atkinson to end curb & gutter @ the eastern city limits of Town of Atkinson.

NC 53 - Patch ONLY from I-40 to US 117 (Town of Burgaw).

Estimated Contract Completion Date May 2015

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