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, safeguarding the social equity, improving the quality of life for the citizens of the community, improving the local economy and providing for the safe and efficient mobility throughout the region. This is achieved through the long range transportation planning process which includes a comprehensive, continuous and cooperative approach from citizens and participating members.

Meeting Agenda
Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: August 21, 2014
SUBJECT: August 27th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, August 27th at 3:30 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. 7/23/14
4) Public Comment Period
5) Presentation
   a. WMPO Role in Transportation Project Delivery – Adrienne Harrington, WMPO
6) Consent Agenda
   a. Resolution approving the STIP/MTIP Amendments (June and July)
   b. Resolution approving STIP/MTIP Modifications (June)
   c. Resolution providing comments on Performance Measures for MAP-21
   d. Resolution supporting the Shipyard sidewalk and bus pull-out for 2013 STP-DA funding
   e. Resolution supporting the City of Wilmington’s Transportation Infrastructure (Streets and Sidewalks) Bond Initiative
7) Regular Agenda
   a. Resolution adopting the Final Local Input Methodology Ranking and Scoring for Prioritization 3.0
   b. Resolution supporting the utilization of funds from the UPWP to complete an update to the US 17 Business Corridor Study
   c. Resolution supporting the utilization of funds from the UPWP to complete an update to a Pender County Collector Street Plan
   d. Resolution Amending the FY 2014-2015 Unified Planning Work Program
Resolution supporting the removal of the US 17 Designation from the Wilmington Bypass and applying the designation to certain streets in New Hanover County and City of Wilmington

8) Discussion
   a. STIP/MTIP Modification (August)
   b. TAC Meeting Time

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- August 21st

11) Next Meeting –September 17, 2014

Attachments:
- Minutes 7/23/14 meeting
- STIP/MTIP Amendments (June)
- STIP/MTIP Amendments (July)
- Resolution approving the STIP/MTIP Amendments (June and July)
- STIP/MTIP Modifications (June)
- Resolution approving STIP/MTIP Modifications (June)
- Performance Measures for MAP-21 Memo dated July 1, 2014
- Resolution providing comments on Performance Measures for MAP-21
- Map of proposed Shipyard Boulevard sidewalk and bus pull-out
- Resolution supporting the Shipyard Boulevard sidewalk and bus pull-out for 2013 STP-DA funding
- Resolution supporting the City of Wilmington’s Transportation Infrastructure (Streets and Sidewalks) Bond Initiative
- Approved DRAFT Local Input Methodology Ranking and Scoring- Regional
- Approved DRAFT Local Input Methodology Ranking and Scoring- Division
- Resolution adopting the Final Local Input Methodology Ranking and Scoring for Prioritization 3.0
- Resolution supporting the utilization of funds from the UPWP to complete an update to the US 17 Business Corridor Study
- Resolution supporting the utilization of funds from the UPWP to complete an update to a Pender County Collector Street Plan
- Amended 2014-2015 Unified Planning Work Program
- Description of the Proposed Amendments to the 2014-2015 Unified Planning Work Program
- Resolution Amending the 2014-2015 Unified Planning Work Program
- NCDOT Route Change Request Form
- Map of Existing Designations
- Map of US 17 Designation proposed re-assignment
- Resolution supporting the removal of the US 17 Designation from the Wilmington Bypass and applying the designation to certain streets in New Hanover County and City of Wilmington
- STIP/MTIP Modification (August)
- Wilmington MPO Project Update (August)
- Cape Fear Public Transportation Authority Update (August)
- NCDOT Project Update
Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: July 23, 2014

Members Present:
Laura Padgett, Chair, City of Wilmington
Pat Batleman, Vice-chair, Town of Leland
Gary Doetsch, Town of Carolina Beach
Eulis Willis, Town of Navassa
Earl Sheridan, City of Wilmington
Michael Lee, NC Board of Transportation
Hank Miller, Town of Wrightsville Beach
Woody White, New Hanover County
Frank Williams, Brunswick County
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 3:37pm.

2. Conflict of Interest Reminder
Ms. Padgett asked if any members had a conflict of interest with any items on the meeting agenda. Mr. Frank Williams requested to be recused from voting on Item 7.c. because it relates to the RPO and he serves as the Chairman of that Board.

Ms. Batleman made the motion to recuse Mr. Williams from voting on Item 7.c. Mr. Doetsch seconded the motion and it carried unanimously.

3. Approval of Minutes
The minutes for the June 25th meeting were approved unanimously.

4. Public Comment Period
Mr. Alvin Rogers addressed members regarding the request for a cell tower at College Road and Lake Shore Drive by Bell South. He told members that a request for a special use permit for the cell tower will be going to the Wilmington City Council on August 19th. He noted that there are already two transmission poles close to that location and he suggested that Bell South “piggy-back” cell phones on those towers. He cited several instances where they have already been added to other towers. He said in 2008 he presented a petition to the TAC regarding the one-way alternative for Kerr Avenue. If there might be a chance that a one-way alternative for Kerr Avenue could come through that location, we don’t need the tower in that spot. He asked TAC members to consider sending a note to Wilmington’s City Council saying that this might be in the future right-of-way for the one-way alternative for Kerr Avenue and College Road.

Mr. Mark Orber, a resident of Windsor Park in Leland addressed members regarding cross-overs on US 74/76 near the Leland Industrial Park. He told members that shortly after he moved to Windsor Park, the cross-over to enter east bound lanes were closed for construction. Vehicles are now required to travel 1+
miles west to turn around at Compass Point to travel east on US 74/76. He said he spoke to the engineer in charge of the project and his comment was that all opportunities to go east prior to Compass Point would be closed until all were completed because to open and close them would be confusing. Mr. Orber noted that many weeks ago the cross-over to the Leland Industrial Park was completed. He said he failed to understand why the portion was not opened to travel for the residents of Windsor Park. It continues to be a major inconvenience and a health and safety factor when many cars are backing up onto US 74/76 at Compass Point. He asked that the Industrial Park cross-overs be opened to insure the safety of the residents of Windsor Park.

Mr. Kyle Breuer, Pender County Planning Director addressed members regarding the Prioritization 3.0 process as it relates to the Hampstead Bypass. He told members they wanted to express their concerns over the prioritization process for the State, particularly southeastern North Carolina and the Cape Fear Region. He said they were disappointed to find that the Hampstead Bypass did not score well enough in Prioritization 3.0 to be considered for a state-wide significant project. The issue seems to be the congestion process and the points that go toward congestion. In their opinion, this takes the planning process out of transportation projects and bases funding on congestion. This hurts the quality of life for citizens of the region and potential economic development opportunities. Mr. Breuer urged that the issue be addressed through Prioritization 4.0, as well as exploring creative ways to fund regionally significant projects.

5. Presentation
   a. Project Submittals for STP-DA and TAP-DA projects
   Ms. Harrington and Mr. Knight gave a presentation on the Project Submittals for STP-DA and TAP-DA projects and the lessons learned from the last round of project submittals. Mr. Knight told members that staff wanted to review the common themes heard and items missed during last year’s applications process prior to this year’s call for projects. He noted that many of the project submittals did not include design and administrative fees over-and-above the construction costs. Right-of-way acquisition and construction inspection services should be included in the project cost estimate. He suggested that a contingency fund should also be included as part of the budget submittal. Following the presentation, Ms. Harrington told members the project review committee will be accepting applications for early review in October and the final deadline for project submittals will be November 17th.

6. Consent Agenda
   a. Resolution approving the STIP/MTIP Amendments (May)
   b. Opening of the 30-day Public Commenter period for STIP/MTIP Amendments (July)
   c. Resolution encouraging Congress to approve a Transportation Re-authorization Bill prior to the expiration of MAP-21

Mr. Frank Williams made the motion to adopt the items on the consent agenda. Ms. Batleman seconded the motion and it carried unanimously.

7. Regular Agenda
   a. Approval of the “DRAFT” Local Input Methodology Ranking and Scoring
   Mr. Kozlosky told members that based on the adopted local input methodology, staff proposed the assignment of local input points to the projects listed in the draft local input matrix included in the packet. He explained that in scoring projects, the Department used a threshold of $40 million at the
Regional Tier and $30 million at the Division Tier for their assignment of local input points. Any projects over that threshold were not given points because they were deemed too expensive. Staff agreed with their methodology and recommended that points not be assigned to projects exceeding that cost threshold because it’s very unlikely that those projects will be funded.

Mr. Kozlosky told members that based on the adopted methodology for ranking and scoring projects, staff is asking TAC members to consider the approval of the “draft” project list. If approved, the next step will be the opening of the public comment period. He noted that the final project list will need to be adopted at the August 27th meeting. That adopted list must be entered into NCDOT’s system by August 29th.

Ms. Padgett told members she heard several people say this process is going to have to be tweaked. Our MPO has projects that are very important, that are too expensive to fund at the Division or Regional level; and yet, they don’t score well at the State-wide level. Eventually those projects may score at the state-wide level as some of those projects that did score well get completed. She noted that we need to get people to understand that there are major projects and there is no possible way for those projects to come through this scoring process and get awarded because they are too expensive. Having said that, if this MPO is going to get anything, we need to be careful where we put our Regional points. That’s what staff has done in trying to see where we could get some “bang for our buck” with our Regional point assignment.

Mr. Frank Williams made the motion to approve the draft ranking and scoring for the Regional Tier projects in Prioritization 3.0. Dr. Sheridan seconded the motion and it carried unanimously.

Ms. Batleman told members that she wanted to make sure that the Town of Leland’s position on the Cape Fear River Crossing is on the record. The Town doesn’t know what corridor is going to be selected and so to approve something that we may not be happy with is putting us in a tough spot. Ms. Padgett noted that the project did not receive any points on the Regional or the Division Tiers because of its cost.

Mr. Barfield made the motion to approve the draft ranking and scoring for the Divisional Tier projects in Prioritization 3.0. Mr. Frank Williams seconded the motion and it carried unanimously.

b. Opening of the Public Comment Period on the Local Input Methodology Ranking and Scoring
Mr. Barfield made the motion to open the Public Comment Period for the projects selected for the Regional and Division Tiers based on the local input methodology ranking and scoring process. Dr. Sheridan seconded the motion and it carried unanimously.

c. Resolution approving Point Sharing in the Local Input Methodology
Mr. Kozlosky told members staff was approached by the Cape Fear RPO regarding the possibility of transferring points to projects within the MPO’s planning area boundary. He noted that point sharing is allowed based on conversations with NCDOT. Point sharing can be done by resolution from both entities. The RPO will determine if they have points available to share at their August 12th meeting.

Mr. Doetsch made the motion to approve the resolution supporting the transfer of points from the Cape Fear RPO to the Wilmington MPO so long as the TAC approves of the allocation of points to the
requested project(s). Mr. Willis seconded the motion and it carried with all members voting in favor, with the exception of Mr. Frank Williams who recused himself from the vote.

8. Discussion

a. Performance Measures for MAP-21
Mr. Rashid told members that FHWA and FTA issued a Notice of Proposed Rulemaking on revisions to the regulations governing the development of metropolitan transportation plans and programs for urbanized areas. They are soliciting comments on the proposed rulemaking. The comments are due by September 2nd.

Ms. Rashid stated that staff drafted a memo in response to the revisions on the key items that will affect the MPO. She told members it’s anticipated that an additional 1,800 hours of staff time will be needed in order to comply with the changes. Ms. Rashid encouraged members to go to the website provided within the memo for more details on the revisions to the regulations. She noted that staff will be bringing a resolution providing comments on Performance Measures for MAP-21 to the next meeting for consideration.

b. NCDOT Bike/Pedestrian - STI
Mr. Kozlosky told members that NCDOT is working through the Strategic Transportation Investment (STI) formula. The Legislature eliminated the State match for Bike and Pedestrian projects. Under the STI, the Department would provide the 80% Federal match and the local jurisdictions will be required to provide the 20% local match for any bike/pedestrian projects that are funded in the STI.

Mr. Kozlosky said NCDOT is requesting a letter of commitment from local jurisdictions stating that they are willing to fund the remaining 20% of those projects. A sample letter was included in the agenda packet. He noted that the letters are non-binding and jurisdictions will still need to complete a municipal agreement for each of the selected projects.

c. WMPO Website and Logo
Mr. Kozlosky told members that staff received comments regarding the WMPO website. Comments include that the website is very difficult to navigate and that the logo is out-dated and looks like clipart. He noted that staff is requesting direction from TAC members on updating the website and logo.

The consensus of the members was that staff should move forward in using a small amount of staff time and funds to improve the website and re-design the logo.

Closed session
Ms. Padgett told members there is a need to waive the rules and enter into a closed session in pursuant to the provisions of GS #143-318.11 A3 in order to discuss the pending legal matter of Jamestown Pender, LP vs. North Carolina Department of Transportation and Wilmington Urban Area Metropolitan Planning Organization, Pender County file 14CVS528.

Dr. Sheridan made the motion to waive the rules and enter into a closed session. Mr. Frank Williams seconded the motion and it carried unanimously.
Call back to order
Ms. Padgett called the meeting back into open session. She told members no action was taken other than to discuss the pending legal matter of Jamestown Pender, LP vs. North Carolina Department of Transportation and Wilmington Urban Area Metropolitan Planning Organization.

The Chair requested a motion to retain Matt Nichols as the attorney to represent the MPO’s interest in the pending litigation. Mr. Miller made the motion to retain Mr. Nichols and it was seconded by Mr. Frank Williams. The motion carried unanimously.

9. Updates
Project updates for the Crossing over the Cape Fear River Work Group, 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 5:00pm

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

*(June)*

<table>
<thead>
<tr>
<th>Project Code</th>
<th>Project Description</th>
<th>Category</th>
<th>FY 2014</th>
<th>FY 2015</th>
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<td><em>ER-5600</em></td>
<td>VARIOUS, VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE. ADD CONSTRUCTION IN FY 14 AND FY 15 NOT PREVIOUSLY PROGRAMMED.</td>
<td>Construction</td>
<td>$4,325,000 (TA)</td>
<td>$4,325,000 (TA)</td>
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<td>$8,650,000</td>
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<td><em>W-5601</em></td>
<td>VARIOUS, RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS. ADD RIGHT-OF-WAY IN FY 15 AND CONSTRUCTION IN FY 15 NOT PREVIOUSLY PROGRAMMED.</td>
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<td>WILMINGTON INTERNATIONAL, REHABILITATE GENERAL AVIATION APRON NORTH. ADD CONSTRUCTION IN FY 15 NOT PREVIOUSLY PROGRAMMED.</td>
<td>Construction</td>
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<td>$3,000,000 (O)</td>
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<td>$3,500,000</td>
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<td><em>U-5702</em></td>
<td>NC 132 (COLLEGE ROAD), SR 2048 (GORDON ROAD) TO US 421 (CAROLINA BEACH ROAD). WIDEN WITH ACCESS IMPROVEMENTS. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.</td>
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<td><em>U-5704</em></td>
<td>US 76 (OLEANDER DRIVE), US 117/NC 132 (COLLEGE ROAD) INTERSECTION. CONVERT AT-GRADE INTERSECTION TO SINGLE POINT URBAN INTERCHANGE. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.</td>
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<td><em>U-5710</em></td>
<td>US 74 (EASTWOOD ROAD), SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION. CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.</td>
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PROPOSED REVISIONS TO 2012-2020 STIP

PROGRAM

STIP/MTIP Additions
(July)

* U-5525 VARIOUS, WILMINGTON URBAN AREA METROPOLITAN ENGINEERING FY 2015 - $200,000 (STPDA)
BRUNSWICK PLANNING ORGANIZATION PLANNING ALLOCATION FY 2015 - $50,000 (L)
PENDER AND UNIFIED WORK PROGRAM. $250,000
NEW HANOVER ADD ENGINEERING IN FY 15 NOT PREVIOUSLY
PROJ.CATEGORY PROGRAMMED.
DIVISION

Public Transportation

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<th>DESCRIPTION</th>
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<th>FUND</th>
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<th>FY18 (000)</th>
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<td>TN-5135</td>
<td>Cape Fear Transport Authority</td>
<td>Design, Engineer, and install 8 bus stop shelters</td>
<td>FNF</td>
<td>S317</td>
<td>93</td>
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ADDITIONS to the Transit 2012-2018 STIP
RESOLUTION APPROVING AMENDMENTS 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 for the following: ER-5600 Various Vegetation Management- Clear Zone Improvement and Management Statewide (add construction in FY 14 and 15 not previously programmed), W-5601 Various Rumble Strips, Guardrail, Safety, and Lighting Improvements at Selected Locations (add right-of-way in FY 15 and construction in FY 15 not previously programmed), AV-5702 Wilmington International- Rehabilitate General Aviation Apron North (add construction in FY not previously programmed), U-5702 NC 132 (College Road), SR 2048 (Gordon Road) to US 421 Carolina Beach Road) Widen with Access Improvements (programmed for planning and environmental study only to expedite delivery of new STI statewide project), U-5704 US 76 (Oleander Drive), US 117/NC 132 (College Road) Intersection. Convert At-grade intersection to Single Point Urban Interchange (programmed for planning and environmental study only to expedite delivery of new STI statewide project), U-5710 US 74 (Eastwood Road), SR 1409 (Military Cutoff Road) Intersection. Convert At Grade Intersection to an Interchange, U-5525 Various Wilmington Urban Area Metropolitan Planning Organization Planning Allocation and Unified Work Program (add Engineering in FY 15 not previously programmed), and TN-5135 for the design, engineer and installation of 8 bus stop shelters; 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 for the following: ER-5600 Various Vegetation Management- Clear Zone Improvement and Management Statewide (add construction in FY 14 and 15 not previously programmed), W-5601 Various Rumble Strips, Guardrail, Safety, and Lighting Improvements at Selected Locations (add right-of-way in FY 15 and construction in FY 15 not previously programmed), AV-5702 Wilmington International- Rehabilitate General Aviation Apron North (add construction in FY not previously programmed), U-5702 NC 132 (College Road), SR 2048 (Gordon Road) to US 421 Carolina Beach Road) Widen with Access
Improvements (programmed for planning and environmental study only to expedite delivery of new STI statewide project), U-5704 US 76 (Oleander Drive), US 117/NC 132 (College Road) Intersection. Convert At-grade intersection to Single Point Urban Interchange (programmed for planning and environmental study only to expedite delivery of new STI statewide project), U-5710 US 74 (Eastwood Road), SR 1409 (Military Cutoff Road) Intersection. Convert At-Grade Intersection to an Interchange, U-5525 Various Wilmington Urban Area Metropolitan Planning Organization Planning Allocation and Unified Work Program (add Engineering in FY 15 not previously programmed), and TN-5135 for the design, engineer and installation of 8 bus stop shelters.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 27, 2014.

__________________________________________
Laura Padgett, Chair  
Transportation Advisory Committee

__________________________________________
Mike Kozlosky, Secretary
PROPOSED REVISIONS TO 2012-2020 STIP PROGRAM

STIP/MTIP Modifications (June)

* I-5357
PENDER
NEW HANOVER
PROJ.CATEGORY STATEWIDE

I-40, SOUTH OF NC 210 (MILE POST 408.6) IN PENDER COUNTY TO END OF I-40 (MILE POST 420) IN NEW HANOVER COUNTY. PAVEMENT REHABILITATION. ACCELERATE CONSTRUCTION FROM FY 18 TO FY 15. PROJECT SCHEDULE CHANGED WITH I-5302 BASED ON PAVEMENT CONDITION NEEDS.

CONSTRUCTION FY 2015 - $8,600,000 (NHPIM)

$8,600,000
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 modify the State/Metropolitan Transportation Improvement Programs for pavement rehabilitation on I-40, South of NC 210 (milepost 408.6) in Pender County to end of I-40 (milepost 420) in New Hanover to accelerate construction from FY 18 to FY 15.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee approves modifying the 2012-2020 State/Metropolitan Transportation Improvement Programs for pavement rehabilitation on I-40, South of NC 210 (milepost 408.6) in Pender County to end of I-40 (milepost 420) in New Hanover to accelerate construction from FY 18 to FY 15.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 27, 2014.

____________________________________
Laura Padgett, Chair
Transportation Advisory Committee

____________________________________
Mike Kozlosky, Secretary
MEMORANDUM

TO: TCC Members

FROM: Suraiya Rashid

DATE: July 1, 2014

SUBJECT: FHWA Notice of Proposed Rulemaking: Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning (Performance Management Framework)

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued a Notice of Proposed Rulemaking (NPRM) to propose revisions to regulations governing the development of metropolitan transportation plans and programs for urbanized areas on June 2, 2014. This draft rulemaking is based on MAP-21 and has several implications for Metropolitan Planning Organizations (MPOs). In particular, the proposed rulemaking proposes changes to the way MPOs coordinate with other planning processes, how MPOs are structured, and how we collect data and document compliance with MAP-21-required performance management.

FHWA & FTA are soliciting comments on the proposed rulemaking. The comment period on the proposed rulemaking extends to September 2, 2014.

The proposed rulemaking can be found at: https://www.federalregister.gov/articles/2014/06/02/2014-12155/statewide-and-nonmetropolitan-transportation-planning-metropolitan-transportation-planning

Below you will find a synopsis on the main aspects of the proposed rulemaking that affect MPOs, and how the WMPO is affected in particular.

Key Items affecting the WMPO: (additional detail in following pages)

1) State Funding
2) MPO Agreement (MOU)
3) Performance Management Framework – Creation of Targets
4) Performance Management Framework – Data Collection Efforts
5) MTP changes
6) TIP changes

Timeframe of proposed rulemaking:
Release Date & Comment Period Initiated: June 2, 2014
Comment Period Closes: September 2, 2014
Performance Management Phasing: 2 years from date of final rule (2040 MTP not affected). Potentially accelerates next cycle of the MTP

Anticipated staff time to WMPO (TMA): 1,800 hours
Key Items affecting the WMPO:

1) Changes affecting the State’s Planning Funds
   • Proposed rule specifies that state planning funds can be used for MPOs (Section 450.308(a))

2) MPO Agreement (MOU)
   • Proposed rule specifies that TMAs must include a representative from public transportation providers (also an element that must be included in the self-certification process for an MPO)
   • Proposed rule specifies that MPOs must identify in their MPO Agreements a coordinated process for:
     o Collection of transportation system performance data
     o Selection of performance targets for the MPO
     o Reporting of the metropolitan area targets
     o Reporting of actual system performance related to targets
     o Roles & responsibilities for collection of data for the NHS

3) Performance Management Framework – Creation of Targets
   • Proposed rule requires coordination in the development of each MPO’s performance management frameworks with the following plans created by the following entities: (coordinating goals, objectives, performance measures, and targets)
     o State Asset Management Plan for NHS – NCDOT (data collection in part by MPOs)
     o Investment priorities of public transit asset management plans - NCDOT
     o Strategic Highway Safety Plan - NCDOT
     o Public Transportation Agency Safety Plan – CFPTA
     o Transit Asset Management Rule – FTA
     o National & Public Transportation Safety Plans Rule - FTA
     o State Freight Plans - NCDOT
   • Proposed rule requires that performance management must be used to measure the following:
     o Safety
     o Infrastructure conditions
     o System reliability
     o Emissions
     o Freight movements
     o Safety – Transit
     o State of Good Repair – Transit
   • Proposed rule specifies that MPO Performance targets must be set no later than 180 days after the State or Public Transportation Provider establishes their MAP-21 performance targets

4) Performance Management Framework – Data Collection Efforts
   • Proposed rule requires that progress in system performance must be documented between MTP & TIP cycles
   • Proposed rule requires that MPOs coordinate data collection efforts for performance targets
   • Proposed rule requires that MPOs play a role in the data collection efforts for the State Asset Management Plan for the NHS
5) MTP changes
- Proposed rule requires that the current transportation demand of persons and goods be noted in the MTP
- Proposed rule requires integration of goals, objectives, performance measures and strategies from
  - SHSP
  - Public Transportation Agency Safety Plan
- Proposed rule requires that financial element of MTPs must consider State Asset Management Plan for NHS and priorities of public transit authorities
- Proposed rule requires that progress in system performance must be documented between MTP cycles
- Proposed rule requires that the MTP must evaluate performance management through:
  1) describing performance targets
  2) evaluating condition and performance of the transportation system
  3) reporting on progress towards achievement of targets

6) TIP changes
- Proposed rule requires that the TIP must reflect investment priorities in MTP
- Proposed rule requires that progress in system performance must be documented between TIP cycles
- Proposed rule requires that the TIP must be tied to the State Asset Management Plan for NHS and to established priorities of public transit providers

Anticipated Impacts to WMPO:
- Additional coordination with several other entities on the timing and content of their plans
- Changes to the MPO Agreement/Memorandum of Understanding
- Additional participation of member agencies in data collection efforts
- Additional data collection and documentation
- Creation and tracking of performance measures
- Integration of additional fiscal considerations into MTP Financial Element
- Additional analysis and tracking of TIP performance
- Estimated additional 1,800 hours of staff time (estimate from NPRM)

Initial Draft Comments to FHWA/FTA on Proposed Rulemaking:
- Significant additional staff time will be required of MPOs to coordinate performance management goals, objectives, measures, and targets with other entities
- Additional burdens are being placed on MPO member jurisdictions in terms of data collection for the State Asset Management Plans for the NHS
- Without an identified flow of information for coordination, the logistics of aligning the performance measurement framework between multiple agencies with different timetables will be incredibly difficult. The framework for the coordination effort should be laid out in advance of the requirement.
- It is difficult to comment on the performance measurement requirements without knowing what degree of performance measurements MPOs must enact – additional guidance on the performance measure creation and data collection is required to ascertain the capability of MPOs to comply with this rule
• Coordination on establishing and tracking the performance in the TIP should be a requirement of NCDOT, the entity that programs our TIPs, rather than MPOs in the state of North Carolina.
• In light of the proposed rulemaking, NCDOT may consider having the MPO program the funds much like what is done in other states.
• In light of the additional staffing requirements placed on MPOs and TMAs, NCDOT may consider sharing funds provided under 40 U.S.C. 5305 (e) or other sources to aid MPOs in carrying out the proposed requirements in this proposed rulemaking.
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 Federal Highway Administration (FHWA) issued a notice of proposed rulemaking (NPRM) on a number of topics to include Metropolitan Transportation Planning on June 2, 2014; and

WHEREAS, FHWA requested comments on the NPRM by September 2, 2014; and

WHEREAS, the Wilmington MPO has reviewed the NPRM on Metropolitan Transportation Planning and provides the following comments:

• The Wilmington MPO is concerned that significant additional staff time will be required of MPOs to coordinate performance-based planning goals, objectives, measures, and targets with other entities. In light of the additional staffing requirements placed on MPOs and TMAs, FHWA should consider making additional funding sources available to the MPOs to carry out these transportation planning tasks. NCDOT should also consider sharing funds provided under 40 U.S.C. 5305 (e) or other sources to aid MPOs in carrying out the proposed requirements.

• The Wilmington MPO has concerns about additional burdens being placed on MPO member jurisdictions in terms of data collection for the State Asset Management Plans and other aspects of performance-based planning. FHWA should consider the impacts/burdens placed on MPOs and should consider encouraging the minimization of new data collection efforts through emphasizing the utilization of existing data collection processes for evaluation of targets.

• In reference to proposed revisions to 23 CFR 450.340; the Wilmington MPO encourages FHWA to clarify phase-in requirements and processes. FHWA should consider defining a process by which federal, state, and local coordination of performance targets occurs in a sequential fashion to make a clear critical path for organizational development of performance targets.

• In order to ensure that performance-based planning is an effective process in light of dwindling federal transportation revenues, FHWA should consider giving MPOs flexibility in how performance target progress is addressed. Without adequate funding for infrastructure improvements, it is logical to anticipate decline in system performance in future years.

• In reference to proposed revisions to 23 CFR 450.326; FHWA should consider requiring NCDOT, rather than MPOs, to be responsible for establishing and tracking performance in the TIP in the state of North Carolina. In light of the proposed rulemaking, FHWA should also consider encouraging NCDOT to allow MPOs to program funds in the TIP much like what is done in other states.

• In reference to proposed revisions to 23 CFR 450.314; the Wilmington MPO has concerns about referencing the processes for performance measurement data collection, selection of targets, reporting targets and roles & responsibilities of parties in the MPO agreement as these processes will need to be adaptable to frequent change. FHWA should consider allowing these items to be adopted by resolution.
NOW, THEREFORE, BE IT RESOLVED, that the Wilmington Metropolitan Planning Organization’s Transportation Advisory Committee hereby provides the aforementioned comments to FHWA regarding the notice of proposed rulemaking (NPRM) on Metropolitan Transportation Planning.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 27, 2014.

_________________________________
Laura Padgett, Chair
Transportation Advisory Committee

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

WHEREAS, on July 18, 2012 the Federal Transit Administration (FTA) and the Federal Highways Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization as a Transportation Management Area (TMA); and

WHEREAS, Surface Transportation Direct Attributable (STP-DA) funds are available for all designated TMAs; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee adopted the prioritization process and modal target investment strategies to disperse FY 2013 STP-DA funding on October 31, 2012; and

WHEREAS, the approval included a 20% allocation for public transportation however, a portion of this allocation was unspent; and

WHEREAS, the construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive would improve access to transit facilities in this area and also improve traffic flow along Shipyard Boulevard; and

WHEREAS, the estimated cost of the sidewalk and bus pull-out is estimated to cost $300,000 with the City of Wilmington providing the required 20% local match.

NOW, THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization’s Transportation Advisory Committee hereby supports the allocation of 2013 STP-DA funds to Shipyard Boulevard Sidewalk and Bus Pull-out project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 27, 2014.

_________________________________
Laura Padgett, Chair
Transportation Advisory Committee

_________________________________
Mike Kozlosky, Secretary
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE

RESOLUTION SUPPORTING THE CITY OF WILMINGTON’S TRANSPORTATION INFRASTRUCTURE (STREETS AND SIDEWALKS) BOND INITIATIVE

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 City of Wilmington has transportation needs that are identified in Cape Fear Commutes 2035 Transportation Plan, Walk Wilmington: A Comprehensive Pedestrian Plan, Wilmington/New Hanover Comprehensive Greenway Plan and other adopted plans; and

WHEREAS, the City of Wilmington has a lack of capacity in the City’s Capital Improvement Program to fund these much needed transportation infrastructure improvements; and

WHEREAS, citizen surveys conducted by the City of Wilmington have indicated that residents were most willing to support bond referendums to improve the maintenance of city streets and sidewalks and to improve the City’s transportation network; and

WHEREAS, Cape Fear Commutes 2035 Transportation Plan is the fiscally constrained long-range transportation plan and includes local bonding as a revenue source; and

WHEREAS, the City of Wilmington has developed a $55 million dollar transportation infrastructure (Streets and Sidewalks) bond package that will include financing in the amount of $44 million and also includes $11 million from the City’s Capital Improvement Program; and

WHEREAS, the City has set a special bond referendum for November 4, 2014; and

WHEREAS, if approved by the voters, the City’s transportation infrastructure (Streets and Sidewalks) bond initiative will improve mobility and safety and fund much needed transportation infrastructure across the City of Wilmington.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee hereby supports the City of Wilmington’s efforts in the Transportation Infrastructure (Streets and Sidewalks) bond initiative.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 27, 2014.

_________________________________________________________________________

Laura Padgett, Chair
Transportation Advisory Committee

_________________________________________________________________________

Mike Kozlosky, Secretary
<table>
<thead>
<tr>
<th>#</th>
<th>DOG</th>
<th>Statewide Mobility</th>
<th>Project Name</th>
<th>From</th>
<th>To</th>
<th>Description</th>
<th>NCDOT Estimate ($100k)</th>
<th>50%</th>
<th>20%</th>
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<th>20%</th>
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<td>Kerr Avenue &amp; US74/MILK Parkway Interchange</td>
<td>US 74 (Martin Luther King Jr. Parkway)</td>
<td>Kerr Avenue</td>
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<td>US741/College Road</td>
<td>US 17 (South 17th Street)</td>
<td>Conwell Avenue</td>
<td>Construct Road Dir. Add Bicycle Lanes</td>
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<td>3</td>
<td>H120946</td>
<td>Statewide Mobility</td>
<td>US74/MILK</td>
<td>US 17 in Brunswick County</td>
<td>SR 421 (Independence Boulevard) in New Hanover County</td>
<td>Construct Freeway on New Location with a Structure Over the Cape Fear River (I-171)</td>
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<td>US74US1/MILK/Freeway</td>
<td>Colonial Drive</td>
<td>SR 1727 (New Centre Drive)</td>
<td>Construct Access Management Improvements</td>
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<td>R-3300 Hampstead Bypass</td>
<td>US 17 South of Hampstead</td>
<td>US 17 North of Hampstead</td>
<td>Construct Multi-Lanes on New Location.</td>
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<td>US74/MILK</td>
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<td>US 74/NC133</td>
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<td>US 176 (College Drive)</td>
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<td>US74/MILK</td>
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<td>Regional Impact</td>
<td>US421/MILK</td>
<td>US 421/Milford Bypass</td>
<td>Division Drive</td>
<td>Widen Highway, Add Multi-Lane Path</td>
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<td>Statewide Mobility</td>
<td>US421/MILK</td>
<td>US 421/Milford Bypass</td>
<td>US 417 (Whitney Boulevard)</td>
<td>Improve Arterial with a Lanescape Median and Boll-Downs.</td>
<td>$10,206,000</td>
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<td>H900203</td>
<td>Statewide Mobility</td>
<td>R-4732 US17 Access Management</td>
<td>US 17 in South Carolina State Line</td>
<td>US 17/421</td>
<td>Add Bicycle Lanes &amp; Sidewalks.</td>
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<td>US117/NC133</td>
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<td>To</td>
<td>Description</td>
<td>NCDOT Estimate</td>
<td>Score</td>
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<td>Status</td>
<td>Project Category</td>
<td>Proposal Request Numbers</td>
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<tr>
<td>US421/Carolina Beach Road Streetscape</td>
<td>US 117 (Shipyard Boulevard)</td>
<td>George Anderson Drive</td>
<td>Upgrade Parkway by Adding a Landscaped Median</td>
<td>$8,066,000</td>
<td>53.15</td>
<td>100</td>
<td>0</td>
<td>Too Expensive</td>
<td>Regional Impact</td>
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<tr>
<td>US117/NC132 (College Road)</td>
<td>US421/Carolina Beach Road</td>
<td>Upgrade Roadway to Intermediate Standards</td>
<td>$54,000,000</td>
<td>53.55</td>
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<td>Too Expensive</td>
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<td>US117 (Combine Road)</td>
<td>US117 (Combine Road)</td>
<td>Convert at-grade intersection to a SPUI</td>
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<td>Regional Impact</td>
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<td>Regional Impact</td>
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<td>US117/NC132 (College Road)</td>
<td>US421/Carolina Beach Road</td>
<td>Upgrade Roadway to Intermediate Standards</td>
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<td>Too Expensive</td>
<td>Regional Impact</td>
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<td>US117 (Combine Road)</td>
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<td>Convert at-grade intersection to a SPUI</td>
<td>$22,380,000</td>
<td>42.30</td>
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<td>Too Expensive</td>
<td>Regional Impact</td>
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</table>

**Notes:**
- **Too Expensive** indicates projects that are not feasible due to cost considerations.
- **Regional Impact** refers to projects that have a regional or statewide impact.
- **Mobility** projects focus on improving transportation infrastructure.
- **Scientific Park Drive Extension** project involves extending a roadway to a neighborhood and improving traffic flow.
- **Scientific Park Drive Extension** project involves extending a roadway to a neighborhood and improving traffic flow.
- **TAXWAY A AND H WIDENING AND PAVED SHOULDER** project involves widening and paving existing roads to improve safety and capacity.
- **Port Expansion- Additional Mooring Facilities** project involves expanding port facilities to accommodate additional vessels.
<table>
<thead>
<tr>
<th>Order</th>
<th>Project Category</th>
<th>Project Name</th>
<th>From</th>
<th>To</th>
<th>Description</th>
<th>NC/OT Estimate</th>
<th>MCAOT %</th>
<th>MCAOT/100</th>
<th>MCAOT/20</th>
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<td>1</td>
<td>Multi-Lane</td>
<td>US 17/BUS/NC 132 and US 74</td>
<td>H110995</td>
<td>Regional Mobility</td>
<td>US 17 (South 17th Street)</td>
<td>US 17 (South 17th Street)</td>
<td>Construct a Multi-Lane to One Lane Roadway</td>
<td>$6,840,000</td>
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<td>Multi-Lane</td>
<td>U.S. 17 Business (Market Street)</td>
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<td>US 17 in Brunswick County</td>
<td>US 17 in Brunswick County</td>
<td>Construct a Multi-Lane to One Lane Roadway</td>
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<td>Multi-Lane</td>
<td>US 24</td>
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<td>Regional Mobility</td>
<td>US 17 North of US 64</td>
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<td>Construct a Multi-Lane to One Lane Roadway</td>
<td>$2,326,000</td>
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<td>5</td>
<td>Multi-Lane</td>
<td>US 17 Business (Market Street)</td>
<td>H110998</td>
<td>Regional Mobility</td>
<td>US 17 Business (Market Street)</td>
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<td>Construct a Multi-Lane to One Lane Roadway</td>
<td>$1,500,000</td>
<td>50.78</td>
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<td>US 17 Business (Market Street)</td>
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<td>Construct a Multi-Lane to One Lane Roadway</td>
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<td>US 17 Business (Market Street)</td>
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<td>Construct a Multi-Lane to One Lane Roadway</td>
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<td>US 17 Business (Market Street)</td>
<td>H110997</td>
<td>Regional Mobility</td>
<td>US 17 Business (Market Street)</td>
<td>US 17 Business (Market Street)</td>
<td>Construct a Multi-Lane to One Lane Roadway</td>
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<td>US 17 Business (Market Street)</td>
<td>US 17 Business (Market Street)</td>
<td>Construct a Multi-Lane to One Lane Roadway</td>
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<td>Regional Mobility</td>
<td>US 17 Business (Market Street)</td>
<td>US 17 Business (Market Street)</td>
<td>Construct a Multi-Lane to One Lane Roadway</td>
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<td>US 17 Business (Market Street)</td>
<td>H110997</td>
<td>Regional Mobility</td>
<td>US 17 Business (Market Street)</td>
<td>US 17 Business (Market Street)</td>
<td>Construct a Multi-Lane to One Lane Roadway</td>
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<td>US 17 Business (Market Street)</td>
<td>H141201</td>
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<td>Construct a Multi-Lane to One Lane Roadway</td>
<td>$832,000</td>
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<td>Regional Mobility</td>
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<td>US 17 Business (Market Street)</td>
<td>Construct a Multi-Lane to One Lane Roadway</td>
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<td>Local Mobility</td>
<td>US 17 Business (Market Street)</td>
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<td>Construct a Multi-Lane to One Lane Roadway</td>
<td>$84,213,000</td>
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<td>H210903</td>
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<td>US 17 Business (Market Street)</td>
<td>US 17 Business (Market Street)</td>
<td>Construct a Multi-Lane to One Lane Roadway</td>
<td>$426,159,000</td>
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<td>H210904</td>
<td>Local Mobility</td>
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<td>US 17 Business (Market Street)</td>
<td>Construct a Multi-Lane to One Lane Roadway</td>
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<td>US 17 Business (Market Street)</td>
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<td>Construct a Multi-Lane to One Lane Roadway</td>
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<td>Local Mobility</td>
<td>US 17 Business (Market Street)</td>
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<td>Construct a Multi-Lane to One Lane Roadway</td>
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<td>Year Ended</td>
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<td>20</td>
<td>Division</td>
<td>North 23rd Street Bicycle Lanes</td>
<td>SR1318 (Blue Clay Rd)</td>
<td>US17BUS (Market Street)</td>
<td>Construct bicycle lane on North 23rd Street from SR1318 Blue Clay Road to US17 Market Street</td>
<td>$1,132,000</td>
<td>0</td>
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<td>Division</td>
<td>NC132 N College Road Multi-Use Path</td>
<td>SR2208 (New Town Drive)</td>
<td>Danny Pence Drive</td>
<td>Construct a multi-use path along N College Road from New Town Drive to Danny Pence Drive to school entrance</td>
<td>$148,000</td>
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<td>25</td>
<td>Division</td>
<td>US16 Wooters Street Sidewalk</td>
<td>US167 (Wooters Drive)</td>
<td>US76 (Dawson Drive)</td>
<td>Construct a sidewalk on US167 Wooters Street from 8th Street to US76 Dawson Drive</td>
<td>$113,000</td>
<td>0</td>
<td>0</td>
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<td>50</td>
<td>55.6</td>
<td>40.68</td>
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<td>27</td>
<td>Division</td>
<td>Carolina Beach Road Multi-Use Path</td>
<td>US421 (Burnett Boulevard)</td>
<td>US177 (Shipyard Boulevard)</td>
<td>Construct a multi-use path from SR177 (Burnett Boulevard) to US177 (Shipyard Boulevard)</td>
<td>$782,000</td>
<td>0</td>
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<td>Division</td>
<td>Independence Boulevard Multi-Use Path</td>
<td>US421 (Carolina Beach Road)</td>
<td>South 17th Street</td>
<td>Construct a multi-use path along Independence Boulevard from South 17th Street to US421 Carolina Beach Road</td>
<td>$387,000</td>
<td>0</td>
<td>0</td>
<td>100</td>
<td>100</td>
<td>109</td>
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<td>29</td>
<td>Division</td>
<td>NC133 River Road Widening</td>
<td>US17/74/76</td>
<td>US17/4/76</td>
<td>Connect NC 133 (River Road) from the Patton Way SE to the intersection at US 17/74/76</td>
<td>$34,401,000</td>
<td>0</td>
<td>0</td>
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<td>100</td>
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<td>30</td>
<td>Division</td>
<td>Clarendon Avenue Multi-Use Path and 5th Street Sidewalk</td>
<td>SR1573 (Dow Road)</td>
<td>Cape Fear Boulevard</td>
<td>Construct a multi-use path along Clarendon Avenue from SR1573 Dow Road to 5th Street and a sidewalk along 5th Street from Clarendon Avenue to Cape Fear Boulevard</td>
<td>$361,000</td>
<td>0</td>
<td>0</td>
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<td>31</td>
<td>Division</td>
<td>SR492 Masonboro Loop Road MUP</td>
<td>(Andrews Reach Loop)</td>
<td>Parsley Elementary School</td>
<td>Construct a multi-use path from Andrews Reach Loop to Parsley Elementary School</td>
<td>$152,000</td>
<td>0</td>
<td>0</td>
<td>100</td>
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<td>32</td>
<td>Division</td>
<td>Kern Avenue Extension</td>
<td>SR 1411 (Whitehouse Avenue)</td>
<td>US 76 (Owens Avenue)</td>
<td>Construct a multi-use path along Kern Avenue from SR1411 Whitehouse Avenue to US76 Owens Avenue</td>
<td>$13,191,000</td>
<td>55.02</td>
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<td>34</td>
<td>Division</td>
<td>Brunswick Nature Park MUP</td>
<td>(Clarendon Road SE)</td>
<td>Ocean Gate Phase</td>
<td>Construct a multi-use path between Westgate at Ocean Gate Place and Brunswick Nature Park at Clarendon Road SE in Brunswick County</td>
<td>$2,030,000</td>
<td>0</td>
<td>0</td>
<td>100</td>
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<td>36</td>
<td>Division</td>
<td>US 4438</td>
<td>1490Wilmington Bypass at Blue Clay Road Interchange</td>
<td>SR 1318 (Blue Clay Road)</td>
<td>Convert grade separation to interchange</td>
<td>$10,890,000</td>
<td>20.57</td>
<td>100</td>
<td>0</td>
<td>100</td>
<td>100</td>
<td>51.2</td>
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<td>38</td>
<td>Division</td>
<td>Ogden Park Multi-Use Path</td>
<td>(Cape Fear Park Lane)</td>
<td>(Carolina Beach Park)</td>
<td>Construct a multi-use path along Capo Park, South Beach Community, and Ogden Park</td>
<td>$1,289,000</td>
<td>0</td>
<td>0</td>
<td>100</td>
<td>100</td>
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<td>39</td>
<td>Division</td>
<td>Village Road Widening Phase II</td>
<td>West of SR 1024/1024A (Old Fayetteville Road)</td>
<td>SR 1438 (Lamarr Road)</td>
<td>Add multi-lanes with bicycle accommodations</td>
<td>$20,850,000</td>
<td>25.79</td>
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<td>Division</td>
<td>USville/Clewiston at US117/NC132/Cape Road Interchange</td>
<td>US117/NC132 (Cape Fear Boulevard)</td>
<td>US76/Owens Drive</td>
<td>Convert all grade intersection to a split</td>
<td>$25,110,000</td>
<td>30.15</td>
<td>100</td>
<td>0</td>
<td>100</td>
<td>100</td>
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<td>41</td>
<td>Division</td>
<td>Pleasure Island Greenway MUP</td>
<td>(Grenville Ave)</td>
<td>(Alabama Avenue)</td>
<td>Construct a multi-use path from Pleasure Island Greenway MUP at Grenville Avenue to Alabama Avenue in Carolina Beach</td>
<td>$471,000</td>
<td>0</td>
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<td>Division</td>
<td>US421TRUCK/South Front Street Widening</td>
<td>US 17 Business/56421 (Cape Fear Memorial Bridge)</td>
<td>US 421 (Burnett Boulevard)</td>
<td>Construct a multi-use path along US421 from South Front Street to Cape Fear Memorial Bridge</td>
<td>$9,952,000</td>
<td>45.57</td>
<td>0</td>
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<td>100</td>
<td>34.6</td>
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**Notes:**
- Project Category: Bike&Ped,
- Needs: College Road from New Town Drive to Danny Pence Drive and along Danny Pence Drive to school entrance.
- Scale of 1-50% 20% 20% 20% 10% 100%
- Data (Yes/No) (Yes/No) (Yes/No) Points 50 or 30
- Percentage: 58.6% 58.6% 58.6% 58.6% 58.6% 58.6%
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<th>Route</th>
<th>Category</th>
<th>Mileage</th>
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<th>Description</th>
<th>NCDOT Estimate</th>
<th>Start Year</th>
<th>End Year</th>
<th>Total Cost</th>
<th>% Complete</th>
<th>Song</th>
<th>Scale</th>
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<td>T130053</td>
<td>Division Needs</td>
<td>40.0</td>
<td>Wilmington-Multimodal Facility</td>
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<td>Renovation of existing historical structures for transit portion of Downtown Wilmington Multimodal Transportation Center. Property for transit and rail portion of the project purchased by NCDOT and City of Wilmington and owned by NCDOT. Transit portion would encompass downtown transfer location for Wave Transit with over 10,000 monthly passengers. Project would include office and meeting space for Wilmington Urban Area Mobility (WUM).</td>
<td>$ 686,000</td>
<td>0</td>
<td>0</td>
<td>100</td>
<td>50</td>
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<td>H110993</td>
<td>Division Needs</td>
<td>41.0</td>
<td>Kerr Avenue Widening</td>
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<td>Widening arterial from five to four lanes with a median.</td>
<td>$ 49,197,000</td>
<td>46.17</td>
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<td>0</td>
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<td>34.7</td>
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<td>B141254</td>
<td>Division Needs</td>
<td>42.0</td>
<td>Pine Grove Drive Bicycle Lanes</td>
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<td>Construct bicycle lanes on Pine Grove Drive from Holy Tree Road to Andrews Reach Loop.</td>
<td>$ 498,000</td>
<td>0</td>
<td>0</td>
<td>100</td>
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<td>H190900</td>
<td>Regional Impact</td>
<td>43.0</td>
<td>NC133/Castle Hayne Road Widening</td>
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<td>Improve safety and prepare the capacity of the Highway from the US 74 to Wilmington Bypass.</td>
<td>$ 111,437,000</td>
<td>49.09</td>
<td>0</td>
<td>0</td>
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<td>35.4</td>
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<td>H110668</td>
<td>Regional Impact</td>
<td>44.0</td>
<td>US421/Canterbury Beach Road Streetview</td>
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<td>Upgrade the 1.1 mile section of US 421 from Smith Boulevard to the Roundabout with 11 feet of signed design.</td>
<td>$ 8,096,000</td>
<td>53.15</td>
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<td>0</td>
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<td>38.3</td>
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<td>Division Needs</td>
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<td>North 23rd Street Widening</td>
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<td>Improve safety and prepare the capacity of the Highway on NC 133 from the US 17 to Wilmington Bypass.</td>
<td>$ 8,692,000</td>
<td>51.52</td>
<td>0</td>
<td>0</td>
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<td>39.9</td>
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<td>H920003</td>
<td>Statewide Mobility</td>
<td>46.0</td>
<td>US1 Safety Improvements to Onslow County Line</td>
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<td>Improve safety and prepare the capacity of the Highway on NC 133 from the US 74 to Wilmington Bypass.</td>
<td>$ 148,089,000</td>
<td>26.63</td>
<td>100</td>
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<td>Division Needs</td>
<td>47.0</td>
<td>Plantation Road</td>
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<td>Construct a bridge on new location from Military Cutoff Road Extension to Market Street.</td>
<td>$ 14,289,000</td>
<td>36.52</td>
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<td>H812286</td>
<td>Statewide Mobility</td>
<td>48.0</td>
<td>US4MLK Parkway/Wilmington</td>
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<td>Convert the interchange to a SPUI.</td>
<td>$ 25,110,000</td>
<td>59.97</td>
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<td>H915377</td>
<td>Statewide Mobility</td>
<td>49.0</td>
<td>US7 Improvement through Hampstead</td>
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<td>Construct a super-street design.</td>
<td>$ 19,410,000</td>
<td>67.54</td>
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<td>39.5</td>
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<td>B141319</td>
<td>Division Needs</td>
<td>50.0</td>
<td>Old Fayetteville Road Multi-Use Path</td>
<td></td>
<td></td>
<td>Construct a multi-use path along Old Fayetteville Road from Road to US4MLK Parkway to US74/18 Andrew Jackson Highway.</td>
<td>$ 204,000</td>
<td>0</td>
<td>0</td>
<td>100</td>
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<td>H140400</td>
<td>Division Needs</td>
<td>51.0</td>
<td>SR-1114 Blueberry Road Widening</td>
<td></td>
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<td>Construct a multi-use path along SR1114 from 9-10 foot lanes to 12-foot lanes with 5-foot paved shoulders, per Pender Co. CTR.</td>
<td>$ 4,103,000</td>
<td>5.98</td>
<td>100</td>
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<td>70.2</td>
<td>11.04</td>
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<td>B141815</td>
<td>Division Needs</td>
<td>52.0</td>
<td>SR1465 (Porters Neck Road) Multi-Use Path</td>
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<td>Construct a multi-use path along SR1465 from US17 Market Street to SR1383 (Bayshore Dr)</td>
<td>$ 4,486,000</td>
<td>0</td>
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<td>100</td>
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<td>H990973</td>
<td>Statewide Mobility</td>
<td>53.0</td>
<td>US74 Upgrade</td>
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<td>Upgrade roadway to intermodal Standards</td>
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<td>B141263</td>
<td>Division Needs Hold Shelter Road Sidewalk NC133 (Castle Hayne Road) (Roger Haynes Drive)</td>
<td>NC133 (Castle Hayne Road) to Holder Shelter Road</td>
<td>CONSTRUCT A NEW FOOTPATH ALONG OR HOLDER STREET BETWEEN NC133 CASTLE HAYNE ROAD AND HELENE DR.</td>
<td>$ 263,000</td>
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<td>H000718</td>
<td>Division Needs Maconboro Loop Extension Sanders Road Piner Road</td>
<td>Construct a New Connection between Sandy Road and Piner Road</td>
<td>CONSTRUCT A NEW PATH ALONG OR SANDER STREET BETWEEN PENDER AND CASTLE HAYNE ROAD.</td>
<td>$ 7,000,000</td>
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<td>B141923</td>
<td>Division Needs NC133 (River Road) Multi-Use Path SR1554 (Old River Road) (Maconberry Boulevard)</td>
<td>SR1554 (Old River Road) to NC133 River Road</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 352,000</td>
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<td>H141235</td>
<td>Regional Needs NC210 at Island Creek Road Intersection Improvements SR1022 (Island Creek Rd)</td>
<td>Improve safety at intersection of NC210 and SR1022 in Pender County</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 1,240,000</td>
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<td>H920017</td>
<td>Regional Needs US421 (Independence Boulevard) US421 (Castle Hayne Road)</td>
<td>Independence Boulevard to NC133 (Castle Hayne Road)</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 9,574,000</td>
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<td>H100674</td>
<td>Division Needs Cape Fear Riverway Independence Boulevard US 421 (Grove Cut Bridge Road)</td>
<td>US 421 (Grove Cut Bridge Road) to Independence Boulevard</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 115,483,000</td>
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<td>R140031</td>
<td>Statewide Mobility Construct Track and/or Structure Improvements (Freight Service)</td>
<td>Construct Track and/or Structure Improvements</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 118,250,000</td>
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<td>H141534</td>
<td>Statewide Mobility US17BUS/US17BYP/Wilmington Bypass Interchange US17BUS/US17BYP/Wilmington Bypass</td>
<td>Reconstruct the interchange between US17 BUS/US17 BYP and US17 Business</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 8,370,000</td>
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<td>H141233</td>
<td>Division Needs SR1437 Old Fayetteville Road Widening SR1472 (Village Road)</td>
<td>SR1472 (Village Road) to SR1437 (Old Fayetteville Road)</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 15,391,000</td>
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<td>H141187</td>
<td>Division Needs Basin Street to Graham Street Connection SR1437 (Old Fayetteville Road)</td>
<td>SR1472 (Village Road) to SR1437 (Old Fayetteville Road)</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 8,325,000</td>
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<td>H90714</td>
<td>Statewide Mobility Construct Track and/or Structure Improvements (Freight Service)</td>
<td>Construct Track and/or Structure Improvements</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 9,000,000</td>
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<td>H90712</td>
<td>Regional Needs US117 and NC133 Roundabout US117</td>
<td>US117 to NC133</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 775,000</td>
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<td>H90724</td>
<td>Division Needs New Route intersection Mts. Misery Road and Cedar Hill Road Mount Misery Road Cedar Hill Road</td>
<td>New Route</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 14,495,000</td>
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<td>H90725</td>
<td>Division Needs Magnolia Drive Extension Mount Misery Road Old Mill Road</td>
<td>Magnolia Drive Extension</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 14,500,000</td>
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<td>H90291</td>
<td>Division Needs R-4708 SR-1573 Div Road US 421 in Carolina Beach US 421 in Kure Beach</td>
<td>US 421 in Carolina Beach to US 421 in Kure Beach</td>
<td>CONSTRUCT A NEW PATH ALONG OR OLD RIVER ROAD BETWEEN NC133 CASTLE HAYNE ROAD AND MORECAMBE BOULEVARD.</td>
<td>$ 27,950,000</td>
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<tr>
<td>H90381</td>
<td>Division Needs R-3824 SR-1644 Extension NC 210</td>
<td>NC 210 to SR 1649 (Haven Road)</td>
<td>NC 210 to SR 1649 (Haven Road), Upgrade Roadway to Secondary Standards.</td>
<td>$ 9,576,000</td>
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| Project ID | Project Category | From | To | Description | NCDOT Estimate | Recommended Mean Travel Time | NCDOT | Local | Federal | Private | Capital Availability | Status of Project Plan with Remarks
<table>
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<td>70 F130015</td>
<td>Regional Impact</td>
<td>Southport - Ft Fisher (NC 211)</td>
<td>Port Expansion: Additional mooring facilities to future additional load</td>
<td>$1,500,000</td>
<td>8.9</td>
<td>0</td>
<td>0</td>
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<td>26.4</td>
<td>14.7</td>
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<td>71 F130016</td>
<td>Division Needs</td>
<td>Southport - Ft Fisher (NC 211)</td>
<td>New River Class Vessel (to increase capacity)</td>
<td>$12,000,000</td>
<td>8.9</td>
<td>0</td>
<td>0</td>
<td>100</td>
<td>10</td>
<td>26.4</td>
<td>14.7</td>
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<tr>
<td>A130507</td>
<td>Statewide Mobility</td>
<td>TAXIWAY A AND H WIDENING AND PAVED SHOULDERS</td>
<td>The airport has had plans to widen the North-South TWY system to make the width consistent throughout. Currently the TWY system width ranges from 51- to 75 feet. The project will also add shoulders and to keep the TWY lights on pavement to reduce mowing and maintenance. (includes Project Request Numbers: 2988)</td>
<td>$500,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>10</td>
<td>24.4</td>
<td>15.8</td>
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<td>72 H900720</td>
<td>Division Needs</td>
<td>River Road Relocation South of Shipyard Boulevard</td>
<td>River Road</td>
<td>Harlem River Road South of Shipyard Boulevard to River Road</td>
<td>$4,267,000</td>
<td>18.57</td>
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<td>10</td>
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WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE

RESOLUTION APPROVING THE FINAL RANKING AND SCORING FOR PROJECTS 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 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, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division tiers; and

WHEREAS, the Wilmington MPO adopted a Local Input Methodology on February 26, 2014; and

WHEREAS, the Wilmington MPO will allocated 1,500 points at the Regional tier and 1,500 points at the Division tier; and

WHEREAS, the Wilmington MPO has reviewed the projects in Prioritization 3.0 and consistent with the approved methodology assigned a draft ranking and scoring to these projects in the Prioritization 3.0 process on July 23, 2014; and

WHEREAS, the Wilmington MPO conducted a public comment period as outlined in the adopted Local Input Methodology.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization’s Transportation Advisory Committee hereby approves the final ranking and scoring for projects at the Regional tier and Division tier for Prioritization 3.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 27, 2014.

_________________________________
Laura Padgett, Chair
Transportation Advisory Committee

_________________________________
Mike Kozlosky, Secretary
RESOLUTION SUPPORTING THE USE OF FUNDS FROM THE UNIFIED PLANNING WORK PROGRAM TO UPDATE THE US 17 BUSINESS CORRIDOR STUDY

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 US 17 Business Corridor Study, undertaken by STV/Ralph Whitehead Associates, Inc. was adopted by the Wilmington MPO’s Transportation Advisory Committee on May 30, 2007 and by the Wilmington City Council on July 10, 2007; and

WHEREAS, the study recommended that following the construction of Independence Boulevard extension, the conversion of Market Street to a median-divided facility with one vehicle lane in each direction, bicycle lanes and limited parking at designated locations along the corridor; and

WHEREAS, a key requirement of the recommendation was that any conversion was to be contingent upon first completing Independence Boulevard extension from Randall Parkway to the Martin Luther King Jr. Parkway; and

WHEREAS, the Independence Boulevard extension project is currently unfunded in the State Transportation Improvement Program (STIP); and

WHEREAS, despite this recommended requirement, many citizens have continued to request the implementation of the “road diet” on Market Street; and

WHEREAS, an update to this study would determine whether traffic volumes and patterns have significantly changed since 2007 to warrant a reconsideration of this requirement; and

WHEREAS, on August 5, 2014 the City of Wilmington requested the Wilmington MPO update the US 17 Business Corridor Study to re-examine the conditions in the study corridor and specifically the feasibility of implementing a “road diet” on US 17 Business (Market Street) without first connecting the Independence Boulevard extension and the Council allocated City funds in the amount $15,000 to assist in the update of the study; and

WHEREAS, the adopted Unified Planning Work Program includes funds in the Special Studies line item for consultants to be contracted to assist in the completion of the special studies for the MPO.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee hereby supports the utilization of funds from the Unified Planning Work Program’s Special Studies line item to update the US 17 Business Corridor Study.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 27, 2014.
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, in August 2006, the Wilmington MPO expanded the MPO’s planning area boundary to encompass a portion of Coastal Pender County along the US Highway 17 corridor in Hampstead and Scott’s Hill; and

WHEREAS in May 2007, the Pender County Board of Commissioners and Wilmington MPO’s TAC adopted the “Coastal Pender Collector Street Plan” to outline a future transportation network to accommodate all modes of transportation; and

WHEREAS, in 2012 the Wilmington MPO’s planning area boundary was expanded; and

WHEREAS, on February 18, 2014 the Pender County Board of Commissioners requested that the Wilmington MPO develop a collector street plan for the recently amended jurisdictional boundary; and

WHEREAS, Pender County has included funds in their adopted FY 2015 budget to assist in updating a Pender County Collector Street Plan; and

WHEREAS, the adopted Unified Planning Work Program includes funds in the Special Studies line item for consultants to be contracted to assist in the completion of the special studies completed for the MPO.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee hereby supports the utilization of funds from the Unified Planning Work Program’s Special Studies line item to update a Pender County Collector Street Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 27, 2014.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary
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<th>TASK CODE</th>
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<th>Highway 20% NCDOT</th>
<th>FHWA 80%</th>
<th>Local 10%</th>
<th>FTA 10%</th>
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III-D3 Special Studies- Increased line item by $45,000 for the completion an update of the US 17 Business Corridor Study and an update of a Pender Collector Street Plan.
RESOLUTION AMENDING THE FISCAL YEAR 2014-2015 UNIFIED PLANNING WORK PROGRAM 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 fiscal year 2014-2015 Unified Planning Work Program documenting the comprehensive and continuing transportation planning program in the Wilmington Urban Area was adopted by the Wilmington MPO’s Transportation Advisory Committee; and

WHEREAS, the need for amendments of the fiscal year 2014-2015 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for fiscal year 2014-2015; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the fiscal year 2014-2015 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington MPO proposes amendments to the 2014-2015 Unified Planning Work Program to increase the special studies line item to complete the US 17 Business Corridor Study Update and the update of the Coastal Pender Collector Street Plan.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby approves the amendments to the fiscal year 2014-2015 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 27, 2014.

__________________________________
Laura Padgett, Chair
Transportation Advisory Committee

__________________________________
Mike Kozlosky, Secretary
Transportation Advisory Committee
North Carolina Department of Transportation
Transportation Mobility and Safety Division

Route Change Request Form

This form shall be completed for all route number change requests affecting Interstates and Primary (US and NC) routes and submitted to the Staff Engineer of the Transportation Mobility and Safety Division (TMSD). A map (or maps) shall also be attached indicating the affected counties and routes.

Route Number/s: US 17/US 17 Business
County/s: New Hanover/Brunswick
Division/s: 3 TIP Project/s: 

General description of request (starting/ending points, etc.):

US 17 begins at milepost 15.80 near Market Street (US 17 Business) and runs along Market Street (US 17 Bus) to milepost 8.931 at SR 1409 (Military Cutoff Road), then US 17 shall run concurrent with SR 1409 between milepost 0.000 at Market St. and milepost 2.609 at US 74 (Eastwood Rd); then along US 76 (Oleander Dr./Wooster/Dawson/Andrew Jackson Hwy) between milepost 8.601 at US 74 (Eastwood Rd) and milepost 0.000 at the Brunswick CL. US 76 between New Hanover CL MP 15.467 and MP 14.804.

Total Length = 15.628 miles

Reason/Justification for this route change:

With the routing of NC-140 and eventually a complete I-140 to the north of Wilmington, US 17 should be routed into the developed section of New Hanover County to better serve industry and commerce. This routing will allow US 17 Business to remain on Market Street from SR 1409 (Military Cutoff Road) to US 76 Couplet (Dawson and Wooster Streets) in Wilmington.

Requestor Name: Robert Coke Gray III Date: 06/17/14
Requestor Signature: 
State Traffic Engineer (initial approval): Date: 6/19/2014

Attachments: Map/s

cc: Ordinance Program Coordinator

June 6, 2011
MEMORANDUM

TO: Renee B. Roach, P.E.
Traffic Engineering & Safety Systems Branch Staff Engineer

FROM: R. Coke Gray, P.E.
Cape Fear Regional Traffic Engineer

SUBJECT: Request to Reroute US 17 and US 17 Business in New Hanover County

Attached is a request to reroute US 17 between the northern terminus of US 17 Business and US 74/76 in Brunswick County. The route will traverse the Wilmington Corporate Limits.

Please let me know if you have any questions or need additional information for this request.

RCG:cg

Attachments

Cc w/att: J.K. Lacy, P.E.
K.E. Fussell, P.E.
T.M. Hopkins, P.E.
P.H. Daughtry, III, P.E.
C.D. Kimes, P.E.
R.W. King, P.E.
K.E. Hite, P.E.
R.J. Jaeger, P.E.
L.N. Avery
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, with the re-routing of NC-140 and eventual completion of I-140 to the north of Wilmington, US 17 should be routed into the developed section of New Hanover County to better serve industry and commerce; and

WHEREAS, this routing will allow US 17 Business to remain on Market Street from SR 1409 (Military Cutoff Road) to 16th Street and 17th Street in Wilmington; and

WHEREAS, NCDOT’s description of the request is to route the designation with: US 17 begins at milepost 15.80 near Market Street (US 17 Business) and runs along Market Street (US 17 Business) to milepost 8.931 at SR 1409 (Military Cutoff Road), then US 17 shall run concurrent with SR 1409 between milepost 0.000 at Market Street and milepost 2.609 at US 17 (Eastwood Road) then along US 76 (Oleander Drive/Wooster Street/Dawson Street/Andrew Jackson Highway) between milepost 8.601 at US 74 (Eastwood Road) and milepost 0.000 Brunswick CL. US 76 between New Hanover CL MP 15.467 and MP 14.804; and

WHEREAS, the Wilmington MPO’s Transportation Advisory Committee finds it important to consider the North Carolina Department of Transportation’s proposals to re-route designations in the Wilmington MPO’s planning area boundary; and

WHEREAS, the proposal would route the US 17 designation into developed sections of New Hanover County and the City of Wilmington.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee hereby supports the re-assignment of the US 17 designation as proposed by NCDOT to certain streets in New Hanover County and the City of Wilmington.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 27, 2014.

____________________________
Laura Padgett, Chair
Transportation Advisory Committee

____________________________
Mike Kozlosky, Secretary
Proposed Revisions to 2012-2020 STP Program

STIP/MTIP Modifications
(August)

U-4751
NEW HANOVER
PROJECT J. CATEGORY
STATEWIDE

WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION
WILMINGTON. MULTI-LANES ON NEW LOCATION.
SR 1409 (MILITARY CUTOFF ROAD EXTENSION), SR
1409 (MILITARY CUTOFF ROAD) TO US 17 IN
DELAY CONSTRUCTION FROM FY 17 TO FY 18 FOR
PLANNING AND DESIGN.

RIGHT-OF-WAY
FY 2015 - $22,500,000 (T)
FY 2016 - $22,500,000 (T)
FY 2019 - $14,750,000 (T)
FY 2020 - $14,750,000 (T)
FY 2021 - $14,750,000 (T)

$107,921,000

UTILITIES
FY 2015 - $650,000 (T)
FY 2016 - $3,271,000 (T)
FY 2018 - $14,750,000 (T)
FY 2019 - $14,750,000 (T)
FY 2020 - $14,750,000 (T)
FY 2021 - $14,750,000 (T)

$107,921,000

MITIGATION
CONSTRUCTION
FY 2016 - $3,271,000 (T)
FY 2018 - $14,750,000 (T)
FY 2019 - $14,750,000 (T)
FY 2020 - $14,750,000 (T)
FY 2021 - $14,750,000 (T)

$107,921,000
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:
- A summary report detailing conclusions of the Red-cockaded Woodpecker and Bald Eagle field surveys has been finalized.
- The draft Natural Resources Technical Report (NRTR) is under review by NCDOT. It is anticipated this report will be finalized within the next few months.
- Functional Design Plans for the 12 detailed study alternatives (DSAs) are under development. Draft designs are anticipated to be submitted to NCDOT for review in the fall.
- The draft updated Traffic Forecast Report is under review by NCDOT.
- Traffic capacity analyses have begun. It is anticipated a draft Traffic Capacity Analysis will be submitted to NCDOT for review in the fall.
- Initial hydraulic analysis of the DSAs is currently being scoped and work is anticipated to begin next month.
- Initial field surveys have been completed for the Historic Architecture Survey Report. It is anticipated the draft report will be submitted to NCDOT for review next month.
- The NCDOT continues to work through the environmental review process. The Record of Decision is expected in 2017.

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 have been developed. A schedule for collection logistics has been drafted and data collection will continuously be monitored and updated as needed.

Next Steps:
- Continue 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. Modal subcommittees completed initial project recommendations in July 2014.

Next Steps:
- WMPO Travel Demand Model continues development through August 2014
• CAC, TCC, and TAC to review project lists and provide final recommendations for project prioritization through October 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. The City has completed the design plans and received an encroachment agreement from NCDOT.

Next Steps:
• Hold a public workshop. Staff is working to schedule this meeting in September.
• Construct the streetscape enhancements.

**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 reviews
- New Hanover County Informal Plan Reviews: 1 reviews
- New Hanover Concept Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 12 total (New Hanover County -4, City of Wilmington -6, and Brunswick County-1 and Carolina Beach- 1 ) new 5 and ongoing - 7
- Pender County Development Plan Reviews: 6 reviews
- Pender County Informal Plan Reviews: 1 reviews
- City of Wilmington Formal Reviews: 19, (5 new, 14 on-going)
- City of Wilmington Informal Reviews: 10 (1 new, 9 on-going)
- City of Wilmington Concept Reviews: 8 new concept reviews- 2 on-going concept
- COW Project Releases: 1 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:
• Town is preparing contract for Ramey Kemp
• Design Kickoff Meeting anticipated late August.
• 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:
- Design work is anticipated to be complete October 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:
- Inquiry with property owners about possibility of right-of-way acquisition is ongoing.
- Right-of-way acquisition is anticipated to begin in October 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:
- URS is in design
- 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 LOI for professional engineering firms advertised. The LOI due date of August 22, 2014
- U-5534 E and U-5534 L will be combined with a new Right of Way and Planning date of February 2015.

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:
- Schematic design underway for design alternates.
- Easement/ROW inquiry underway.
• Letting for construction is anticipated July 2015

**SHIPTYARD BOULEVARD SIDEWALK**
Project Description: The construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive. This will be a partnership between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO.
Next Steps:
  • TAC to consider STIP/MTIP amendment to allocate $300,000 to the project
  • Complete surveying and design

**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:
  • Finalize the draft 5-year TDM plan
  • Continue drafting the 25-year TDM plan
  • Begin developing the marketing plan for the 5-year TDM plan
  • Finalize Park & Ride Lot locations for MTP
  • Coordinate TDM strategies and recommendations with other MTP modal chapters
1. **Operations center** - (no 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.

2. **Wavepool program** - vanpool program currently serving Elizabethtown and Jacksonville. Additional vanpools requested in Elizabethtown. Vanpool placed into service. Additional vans in process of being sited.

3. **Fleet replacement & conversion to CNG** - (no 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 and local funding is included in City of Wilmington FY 2015 budget. New buses to be fueled by compressed natural gas. Fleet replacement programmed at a cost of $8,100,000. Bid awarded to Gillig, LLC on June 26, 2014. Purchase order for two buses issued on June 26, 2014. Delivery to be determined.

4. **Seahawk Station (Fisher University Union Transportation Hub Project)** - (no significant change) Hardware and benches installed. Programming complete. Opening in conjunction with UNCW fall semester.

5. **Interlocal Agreement** - (no change) 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.

6. **FTA §5310 Program** - Designation from NC Governor as designated recipient for FTA §5310 Elderly and Disabled Transportation Program designated recipient completed in July. Authority staff in pre planning stage to determine distribution of funds and community outreach plan to develop a Locally Coordinated Plan (LCP) to allocate the funding. LCP will include a program of projects funded by the grant(s).

7. **Partnership with Carolina Beach** - to expand the regional footprint of public transportation service in the region, the Authority and Carolina Beach have begun discussions for a partnership on Route 301 with the Town of Carolina Beach. Project specifics are currently being developed.
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 Fall 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.

*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.

*Estimated Contract Completion Date November 2016*
**B-4591**: replace bridge #4 over Island Creek on SR 1002 (Holly Shelter Road/Island Creek Road)

*Road closure has been delayed due to utility relocation issues*

S. T. Wooten will have **154 days** to complete project, once they have started the work

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

**Let Date April 2015**

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**B-5103**: replace bridge #35 over the abandoned railroad on SR 1627 (3rd Street), in Wilmington.

**Let Date February 2015**

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**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 November 2014**

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

Post Year

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**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

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

Post Year

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

Post Year

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**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:
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, at Oak Island.
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 September 4, 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 Tentative Fall/Winter 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  S.T. Wooten
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 Rd).

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).
**Contractor has completed asphalt work and will be reconstructing shoulders.**
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 Late Summer 2014**
Resurfacing Contract: C-203480 3CR.10101.150, 3CR.20101.150, 3CR.10651.150, 3CR.20651.150 & 3CR.10711.150 Barnhill Contracting

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) …Bolivia area
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 Patrick Riddle at the Division 3 Office:
priddle@ncdot.gov