



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

Meeting Agenda

Wilmington Urban Area MPO Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: May 21, 2015
SUBJECT: May 27th meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, May 27th at 3 pm. The meeting will be held in the Executive Conference Room at Wilmington International Airport.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Minutes:
 - a. 4/22/15
- 4) Public Comment Period
- 5) Presentations
 - a. Grow American and Beyond Traffic, John Sullivan, FHWA
 - b. Cape Fear Transportation 2040 Plan Survey Results, Suraiya Rashid, WMPO
 - c. Review of CAMPO's STP-DA and TAP-DA Processes, Corey Knight, WMPO
- 6) Consent Agenda
 - a. Resolution approving STIP/MTIP Amendments (April)
- 7) Discussion
 - a. Communication between MPO and member jurisdictions
 - b. Memorandum of Understanding
 - c. Amendment to the Meeting Calendar- July Meeting
 - d. Wilmington MPO FY 2015 Financial Revenue Budget
- 8) Updates
 - a. Crossing over the Cape Fear River Work Group
 - b. Wilmington MPO
 - c. Cape Fear Public Transportation Authority
 - d. NCDOT Division
 - e. NCDOT Transportation Planning Branch
- 9) Announcements
 - a. Wilmington MPO Bike/Ped Committee- June 18, 2015
- 10) Next meeting –June 24, 2015

Attachments:

- Minutes 4/22/15 meeting
- Cape Fear Transportation 2040 Public Comment Summary
- STIP/MTIP Amendments
- Resolution approving STIP/MTIP Amendments (April)
- Wilmington MPO FY 2015 Financial Revenue Budget
- Cape Fear River Crossing Update (May)
- Wilmington MPO Project Update (May)
- Cape Fear Public Transportation Authority Update (May)
- NCDOT Project Update (May)

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: April 22, 2015

Members Present:

Laura Padgett, Chair, City of Wilmington
Pat Batleman, Town of Leland
Eulis Willis, Town of Navassa
Joe Breault, Town of Belville
Frank Williams, Brunswick County
David Piepmeyer, Pender County
Skip Watkins, New Hanover County
Hank Miller, Town of Wrightsville Beach
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 3:04pm.

2. Conflict of Interest Reminder

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

3. Approval of Minutes

The minutes for the March 25th meeting were approved unanimously.

4. Public Comment Period

No members of the public wished to speak.

5. Consent Agenda

- a. **Resolution approving STIP/MTIP Amendments (February)**
- b. **Resolution approving 2015-2016 Unified Planning Work Program**
- c. **Opening of the 30-day Public Comment Period for STIP/MTIP Amendments (April)**

Mr. Williams made the motion to approve the items on the consent agenda. Mr. Barfield seconded the motion and it carried unanimously.

6. Regular Agenda

- a. **Resolution adopting an updated Memorandum of Understanding (MOU)**

Mr. Kozlosky told members that the MOU was discussed at the last meeting. He told members that the name change to Greater Wilmington Transportation Planning Organization served as the primary reason for updating the document. Staff took the opportunity to update the entire document. At that meeting, members asked for a red-lined version of the document. He noted that there was not a red-

lined version because the revised MOU was newly created from a number of other documents. He told members that he sent a summary of the changes for review and comment.

Mr. Kozlosky reviewed that summary list of changes. He said the modifications to the MOU include changing the name of the TAC to the "Board", thus eliminating the suggested Advisory role and formally acknowledging the TAC as the governing Board. He said other changes include language reflecting the new federal legislation of MAP-21 and updates the Board's duties. Language regarding the performance based transportation planning process, the TCC membership, the Metropolitan Transportation Improvement Program development, Project Prioritization, Board Subcommittees, and the Transit Planning and Programming was added to the document. Mr. Kozlosky noted that the MOU also consolidates the subscribing agencies responsibilities, creates a Section on the Board's Governing Rules and a Section addressing how other municipalities within the Metropolitan Planning Area Boundary may be invited to participate in the Transportation Planning Organization.

Mr. Kozlosky told members that staff received feedback from Ms. Batleman on suggested edits to the document. Staff made some of the suggested changes; however, staff felt that the Board would need to discuss two of the items. The first was to add language to the MOU that a member municipality with the population of 25,000 or greater will be provided with an additional voting member to the Transportation Planning Organization.

Mr. Kozlosky told members that the second item is that there is no section for the Transportation Management Areas (TMA) designation. He said there are two different alternatives that he would address that issue. One option would be to add language in the Board Duties that identifies that the Board will develop, approve and implement a Congestion Management Process. The second alternative would be to create a separate section regarding the TMA designation.

Ms. Padgett called for comments regarding the TMA designation. Ms. Batleman told members she preferred that a separate section be added to the document. Ms. Padgett agreed.

Mr. Kozlosky said the TMA designation description staff would propose is:

"The Greater Wilmington Transportation Planning Organization is an organization that is funded through federal, state and local funds to conduct transportation planning in a continuing, cooperative and comprehensive manner. The Wilmington Urban Area population has exceeded 200,000 and in July 2012 the Federal Highway Administration designated the Wilmington Urban Area as a Transportation Management Area (TMA). This designation provides for additional requirements. Along with the TMA designation, the additional requirements include the completion and monitoring of a Congestion Management Process, official FHWA/FTA Certification process, additional federal and reporting requirements and the administration of Surface Transportation Program- Direct Attributable and Transportation Alternatives Program- Direct Attributable funding programs."

Ms. Padgett asked if members are agreeable to add the section staff proposed regarding the TMA designation. Consensus of the Board was to add the information as a separate section to the MOU.

Ms. Padgett told members the second item is the Board Representation and the number of representatives per entity. Ms. Batleman suggested that when the population of an entity reaches

25,000, they be allowed two representatives on the board. She said that's a big question that ties into another issue the MPO will need to address. Ms. Padgett said a legislative representative from Brunswick County indicated that they are still waiting on some kind of reaction, in particular from Southport to be part of this Board. She noted that there are potentially other small cities that might be interested as well and the Board will need to have a plan in place.

Ms. Padgett told members that part of the issue with how many representatives each jurisdiction has is how many people they represent. There can be a dichotomy between what the smaller, more rural areas are interested in, and what the denser populated, more urban areas are interested in. She noted that the MPO is an urbanized transportation area and her concern when adding new members is that we need to look at some interim levels of population.

Mr. Watkins told members he has been on many boards. The larger you make a Board, many times those boards can become less functional. He noted that Ms. Batleman's concern is legitimate, but if we're going by population, then the unincorporated area of Wilmington deserves 4 representatives. He noted that they did not want that many representatives, but if this is something this Board wants to consider then he would like a little time to work it out. It's not something we should not rush into.

Ms. Padgett stated that a one time the TAC did take time to address weighting of the votes by population. The consensus of the members at that time was that this Board was not interested in pursuing that for the time being.

Mr. Watkins said his recommendation would be to not dismiss this potential, but to give it time to be properly sorted out. Mr. Breault said he agrees with Mr. Watkins. To gear membership on population would not be advantageous at this point. He suggested that the Board wait to see what happens when we bring in the small towns.

Ms. Batleman said she would like to see us not push this to the back burner. She would like to ask that we all agree at some point we have to start figuring out how we are going to do this.

Ms. Padgett suggested that Ms. Batleman bring an agenda item for the next meeting that will identify what she is seeking from the Board. That will allow the Board to direct staff on how to proceed with regard to membership and voting options.

Mr. Barfield suggested that the Chair get a consensus of the Board regarding the matter. He told members he is not in favor of keeping it on the front or back burner. Ms. Padgett noted that she is just asking Ms. Batleman to word an item for a future agenda and at that time members can vote on how to direct staff. That will help clarify it and will give members time to think about it, discuss it with their boards if they wish to and then we'll have a formal vote.

Mr. Williams told members he would not be in favor of weighted-voting. Mr. Watkins asked staff to send the weighted-voting information out to members of the Board.

Ms. Padgett told members that this is a big discussion and at some point we need to have it because we will be getting pressure from our legislative delegation in Brunswick County on adding new entities to the Board and that is part of adding representation.

Mr. Watkins asked the Chair to give members the gist of the request regarding the reference to the Brunswick County delegation. Ms. Padgett stated that that's a different question and that's part of the problem. She said that's why she would like to know what Ms. Batleman is interested in discussing and how it relates to the makeup of the Board. She said Representative Iler has asked more than once about Southport's request to be a member of the MPO. She said she told him that the Board is not ready to discuss that and promised that she would not let it fall under the table forever.

Ms. Padgett told members the question today involves population, the number of representatives based on population, how we are going to vote based on population and whether or not we want to add additional entities. She said that is a significant discussion. Ms. Padgett told members that if the Board is going to have that discussion, it needs a place on the agenda with background information before we move forward.

Ms. Padgett asked members if there are other questions related to the MOU.

Mr. Barfield told members his concern is the financial equity from New Hanover County's standpoint when we are looking at what's happening with the Hampstead Bypass and what the county is going to be coming to the table with. Now we are adding more players to the mix and he is trying to figure out what is the County's liability in this whole process moving forward. Ms. Padgett stated that the Board has not added anybody to the mix at this point and that's a discussion for another day.

Ms. Padgett called for other additions or changes to the MOU. She reminded members that this document must be adopted by all member jurisdictions and this Board for it to be effective.

Ms. Batleman made the motion to accept the resolution for the MOU to be updated as amended by the Board. Mr. Williams seconded the motion and it carried unanimously.

Ms. Padgett addressed members on the need for regional collaboration.

Mr. Watkins told members he has had conversations with people he trusts and they indicated that one of the biggest problems in this area is this Board. We cannot agree on things. If this Board exists to determine issues, and there is no continuity in the decision making from five years ago with the members changing, then perhaps then the structure of this Board may in its self be an impediment in what we're doing. Mr. Watkins told members when Mr. White served on this board, sometimes we'd get this information updated. He asked if members are given enough notice to bring these decisions to our respective boards. He said that is a concern. He said he wants this body to work; but in his opinion right now, this body is not working.

Ms. Padgett told members this body has to work. Ms. Padgett said she understands what he is saying, but if we don't work together, the input that comes from our Board goes into the plan for 2040. Once it's in the plan, it is this Board's responsibility to implement the plan the best we can with NCDOT.

Mr. Watkins noted that if he represents New Hanover County, he has four other commissioners that may disagree with his decisions. He said he wants to make sure his commission and each individual body here has enough information in advance on issues and opportunities that affect them. He said if he is going to represent New Hanover County then he would ask for future guidance or future

assistance that the projects related to us be separated to some degree. He said he just wants to make sure they have enough time.

Mr. Williams told members he thinks a big part of it is just making sure that we realize what has to go before our boards. The biggest challenge is to make sure we buy-in and it is our job as board members to make sure our board members buy-in.

Ms. Padgett told members that there are only a few things that are required to take for a vote before each jurisdictions board. If each entity's staff and representatives and boards want to support a particular project, then it behooves them to pass a resolution and pass that on to Mr. Kozlosky. It will then be delivered to this Board for consideration. She said the point she is trying to make is that we cannot have transportation if we plan it a city or a county at a time. We must bear in mind that we are a regional body.

Mr. Barfield told members that when we voted on extending Independence Boulevard extension and having to raise the elevation, the City of Wilmington's City Council said that is not what we want. So to go to Commissioner Watkin's point, it would be in the best interest of the staff here to give as much notice as possible so that people understand what's happening and the full board understands what's happening as well. They may have their representatives make a different vote based on what's best for that entity here.

Mr. Watkins said the makeup of this Board is not functional in its own design because by each person, each entity having an individual vote, they are going to represent what they think is the best interest of their individual entity.

Ms. Padgett said the Board was designed by the federal government and we sit on the board as designated representatives. The process and the structure is set the same across the county.

Mr. Breault reminded members the important thing in all of the varying viewpoints and discussion is the consensus we arrive at as a board. Once we vote on an issue, it is binding.

Mr. Watkins said he just wants to make sure he has enough time and information to represent his commission accurately. If this could be simplified for the various entities, he is sure all members would appreciate it. He said he would ask staff to help each individual entity understand the particular items affecting them.

Mr. Kozlosky suggest adding an item to the next agenda on how we can better interact so that the Board has the information to make an informed decision.

b. Resolution Supporting the use of STP-DA funds for the completion of the Environmental Document for the Cape Fear River Crossing

Mr. Kozlosky told members that at the December 12, 2012 meeting, the TAC requested NCDOT and the NC Turnpike Authority complete the environmental document in order to provide detailed information on all available options for a crossing over the Cape Fear River. He noted that NCDOT took over the project from the Turnpike Authority; however, the draft 2015-2025 STIP does not include funding for the project. Based on the lack of funding and the Department's workload, they notified staff that they will cease work on the environmental document. Mr. Kozlosky said an

alternative to allow NCDOT to continue work on the environmental document would be for the Wilmington MPO to allocate STP-DA funds in the amount of \$100,000 to the project. Ms. Padgett noted that the project has been stopped twice.

Ms. Batleman told members that the Town of Leland just approved another 200 lots in Brunswick Forest and a couple of the corridors come directly through Brunswick Forest. She asked if this Board really wants to put money into studying corridors that are not practical to build by the time that happens. We need to start looking south outside of the study area.

Ms. Batleman stated that another point is the amount of money spent on this study so far and how much more is going to be needed. Ms. Batleman said it seems that \$100,000 is just a drop in the bucket. Mr. Kozlosky noted that the \$100,000 is a token amount to show support to finish the environmental document.

Ms. Padgett noted that all of the corridors that the Town of Leland brought to the table have been studied as part of the process. If we don't allow the study to go forward with this token indication that we want the study to move forward, we will not have a bridge. That study also includes studying the Cape Fear Memorial Bridge location.

Mr. Watkins asked Ms. Collete if she had any comments regarding the project. Ms. Collete told members that if/or when funding becomes available, the Department will pick the study back up. None of this is to say that this project is not needed. All that the priority process says is that we have run out of funds before we ran out of projects to build. It does not take away from the importance of any of the projects.

Mr. Watkins asked if continuation of the study will keep us as close to the forefront as we are now. Ms. Collete stated that as the Department transitions from legacy projects to STI, the newly added projects that scored so high were not available to construct yet. Therefore, they had to reach down into the list far enough to get projects that were ready to build. She noted that having the environmental document would be a plus for moving this project forward.

Mr. Miller told members he shares the same concerns that Ms. Batleman regarding the Brunswick Forest corridors because they are going fast and furious building homes. The point is to pull that particular one off the list. Ms. Collete told members you cannot pick and choose corridors once the environmental document study starts. They all must be studied and so far the study has gone from 27 possible corridor alignments down to 12. Ms. Collete said it's important to understand that there is more to the study than just wetlands and the impact to home and businesses. At the end of the process, what comes out is the corridor that will have the least environmentally damaging impact.

Ms. Batleman told members we have consensus that we need to try to get this crossing; but, how we get this crossing and where this crossing is going to be is what we have to channel our efforts on so that we don't lose it because it's going somewhere people don't want it.

Mr. Watkins made the motion to support the use of STP-DA funds for the completion of the environmental document for the Cape Fear River Crossing and Mr. Breault seconded the motion. The motion carried with 8 members voting in favor and Ms. Batleman voted in opposition to the motion.

c. Resolution Supporting the use of STP-DA funds for the completion of the Environmental Document for the Independence Boulevard Extension

Mr. Kozlosky told members that the Board approved a resolution requesting NCDOT complete the environmental document for Independence Boulevard extension at the January 28th meeting. Due to lack of funding and staff time, the Department proposed to cease work on the environmental document. An alternative to allow them to continue work on the project is to put a token amount of \$50,000 in STP-DA funds on the project.

Mr. Watkins made the motion to support using STP-DA funds for the completion of the Environmental Document for the Independence Boulevard Extension project. Mr. Miller seconded the motion and it carried unanimously.

d. Resolution support the re-allocation of STP-DA funds for the Town of Wrightsville Beach

Mr. Kozlosky told members that the Town of Wrightsville Beach received a STP-DA grant for improvements at Waynick Boulevard/North Lumina Drive/Causeway Drive and Stone Street. Due to unforeseen circumstances, the Town is having issues implementing the project. The Town is requesting that the grant be amended to complete another project within the Town. They are requesting that the MPO amend the current STP-DA grant to allow for the construction of a sidewalk in the existing Coral Drive right-of-way. The sidewalk will allow school children, parents and residents in the area to walk away from the busy school traffic. The sidewalk will also connect Coral Drive to similar pedestrian features such as the Wrightsville Beach Loop and the Hawk Light at the base of the Banks Channel Bridge on Causeway Drive.

Mr. Watkins made the motion to support the re-allocation of STP-DA funds for the Town of Wrightsville Beach. Mr. Piepmeyer seconded the motion and it carried unanimously.

e. Resolution approving the 2015 TAP-DA allocation

Mr. Knight told members staff received three submittals for the TAP-DA funding. Applications were received from the Town of Carolina Beach for the Harper Avenue Multi-use path, the Town of Leland for the Westgate sidewalk, and the Town of Navassa for the Navassa Park Loop. Mr. Knight noted that the Town of Carolina Beach's project received the highest score and staff recommended awarding the 2015 TAP-DA funds for the Harper Avenue multi-use path project. Mr. Knight noted that the project will offer a connection from Dow Road at Harper Avenue down to existing sidewalks and then connecting Lark Park over to the State Park's new fitness trail that is being added.

Mr. Breault made the motion to approve the 2015 TAP-DA allocation be awarded to the Town of Carolina Beach. Ms. Batleman seconded the motion and it carried unanimously.

f. Resolution supporting the North Carolina Ports Authority's application for a TIGER grant

Mr. Williams made the motion to support the North Carolina Ports Authority's application for a TIGER grant. Mr. Breault seconded the motion and it carried unanimously.

9. Discussion

a. Future Potential Long-Range Planning Studies

Mr. Kozlosky told members that currently there is not a process in place for programing funds for long-range planning studies. Staff is compiling information from other MPOs across the State and will bring the information to the Board for review at a later date.

b. May TAC Meeting

Mr. Kozlosky told members that FHWA Deputy Administrator Nadeau will not available to attend the May meeting. His staff suggested that we contact North Carolina FHWA Administrator John Sullivan to see if he can attend in Mr. Nadeau's place.

Mr. Kozlosky also reminded members that the May meeting will be held at the Wilmington International Airport's Executive Conference Room.

10. Updates

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

Closed session

Ms. Padgett told members there is a need to waive the rules and enter into a closed session pursuant to the provisions of GS #143-318.11 A3 in order to consult with Attorney Matt Nichols regarding the following legal matters: Jamestown Pender, LP vs. North Carolina Department of Transportation and Wilmington Urban Area Metropolitan Planning Organization, Pender County file 14CVS528 and Noelle Holdings, LLC vs. North Carolina Department of Transportation and Wilmington Urban Area Metropolitan Planning Organization, Pender County file 14CVS1036.

Mr. Miller made the motion to waive the rules and enter into a closed session. Mr. Williams seconded the motion and it carried unanimously.

Call back to order

Ms. Padgett called the meeting back into open session. She stated that no action was taken other than to update members regarding the MPO's responses to the legal matters of Jamestown Pender, LP vs. North Carolina Department of Transportation and Wilmington Urban Area Metropolitan Planning Organization and Noelle Holdings, LLC vs. North Carolina Department of Transportation and Wilmington Urban Area Metropolitan Planning Organization.

11. Adjournment

With no further business, the meeting was adjourned at 4:38pm

Respectfully submitted

Mike Kozlosky

Executive Director

Wilmington Urban Area Metropolitan Planning Organization



Public Comment Summary

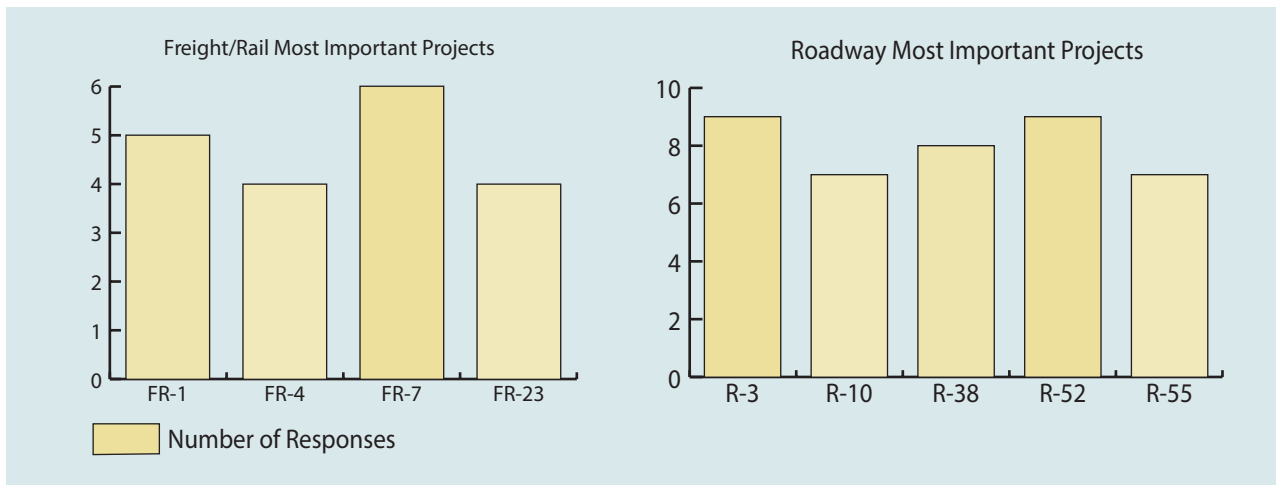
Introduction

The WMPO released a draft of the Cape Fear Transportation 2040 plan for public review on April 1, 2015. Comments were accepted on the draft via paper and online comment forms from April 1 - 30, 2015. 139 members of the public attended 7 regional open houses and submitted comments in person or online at <http://transportation2040.org>. A total of 57 comment forms were submitted to the WMPO. The responses will be used to inform revisions to the draft Cape Fear Transportation 2040 and in the development of the finalized plan. The responses to the public comment form are summarized below.

Question 1: Please indicate the MOST important projects in our region

Responses are generally consistent with what is noted as "funded" in the original draft proposal for Cape Fear Transportation 2040. Notes on responses specific to each mode are listed below.

- **Aviation:** Responses confirm public support for projects A-4 (Extend runway 24 Phase I), A-16 (Extend runway 24 Phase II), A-1 (GA Apron development Phase II) and A-2 (Pipe Ditch in FBO #2 Area and Rehab GA Apron Ramp North), in ranked order.
- **Bicycle and Pedestrian:** Responses confirm public support for the projects proposed for funding, specifically projects BP-3 (North College Rd. From New Town Rd. to Danny Pence Drive), BP-28 (N. College Rd. from New Village Way to Bavarian Way), BP-16 (N. College Rd. from NE North Chase Pkwy to New Village Way) and BP-45 (College Rd. from Blue Clay Rd. to North Chase Pkwy), those connecting schools, parks, and areas of interest.
- **Ferry and Water Transportation:** Responses confirm public support for the top three projects found in the draft proposal, in ranked order.
- **Freight/Rail:** Responses confirm public support in general. A few responses noted the importance of unfunded projects in the original draft proposal to include support for FR-14 (constructing a fourth roadway crossing of the Cape Fear River), FR-20 (NC Port of Wilmington north gate and south gate rail crossing grade separations), FR-23 (passenger rail from Wilmington to Raleigh), and FR-24 (Wilmington Multimodal Transportation Center). The four most popular Freight/Rail responses are shown in the chart on the next page.
- **Mass Transportation:** Responses confirm public support in general. There is broad support across all mass transportation projects with roughly 2/3 of the projects noted by respondents as "the most important project."
- **Roadways:** Responses confirm public support in general. A few responses note the importance of unfunded projects in the original draft proposal, but only one project, R-83 (Murrayville Road Widening) is noted by more than one respondent, with 2 responses recorded. The five most popular Roadway responses are shown in the chart on the next page.



Question 2: Please indicate the LEAST important projects in our region

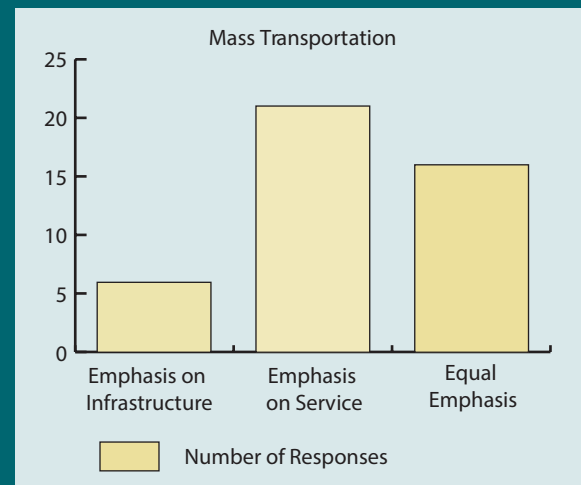
Responses are generally consistent with what is noted as “unfunded” in the original draft proposal for Cape Fear Transportation 2040. Notes of specific responses per mode are listed below.

- **Aviation:** Responses confirm the least public support for projects A-8 (Terminal Improvements Phase II), A-17 (Design and Construction of Boat Launch) and A-18 (Map On Airport Utilities).
- **Bicycle and Pedestrian:** Very few projects were identified as least important projects for our region, confirming that the public supports the draft funded project list.
- **Ferry and Water Transportation:** Responses confirm the least public support for projects F-7 (Wrightsville Beach Mooring Facility), F-8 (Town of Navassa Terminal) and F-9 (Central Marina/Mult-Modal Hub).
- **Freight/Rail:** A few responses indicate that freight/rail projects listed as funded in the original draft proposal should be unfunded, but none of these received more than one response.
- **Mass Transportation:** A few responses indicate that mass transportation projects listed as funded, should be unfunded, but only one project (MT-67 bus stop amenity installation at Oleander Drive and Hawthorne Drive, 2 responses) is noted as such by more than one respondent.
- **Roadways:** A few responses indicate that roadway projects listed as funded in the original draft proposal should be unfunded, but only one project (R-55, Cape Fear River Crossing, 4 responses) is noted as such by more than one respondent (this same project is also listed as the most important roadway project in Question 1 by 7 respondents).

Question 3: Please rank the following potential funding options based on what you think this community would support for funding needed projects.

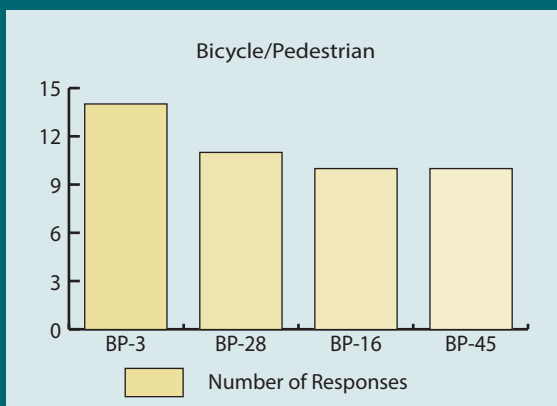
Potential Funding Options	Rank
Quarter Cent Sales Tax	1
Transportation Bond	2
Tolls (on specific new projects)	3
Vehicle Registration Fees	4
Vehicle Rental Tax	5

Question 4: Mass Transportation
What will most improve our mass transportation system?



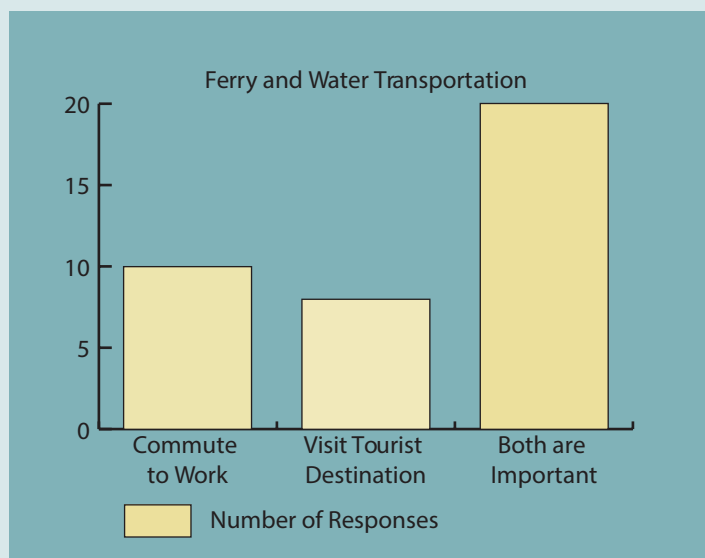
Question 5: Bike/Ped - Which, if any, of the funded (green) projects would help you walk/bike to/from work?

Several projects on the proposed funded list were identified as projects that would encourage people to walk or bike to work or school, confirming that this list compliments those initiatives.



- BP-3 (North College Rd. From New Town Rd. to Danny Pence Dr.)
- BP-28 (N. College Rd. from New Village Way to Bavarian Way)
- BP-16 (N. College Rd. from NE North Chase Pkwy to New Village Way)
- BP-45 (College Rd. from Blue Clay Rd. to North Chase Pkwy)

Question 6: Ferry - If the ferry system were to be expanded incrementally throughout the region, when additional funding and ridership demand allows, which projects should be prioritized?



Question 7: Open Comment

This question received 32 open-ended responses. A few of the repeated themes are noted below:

- Responses note support for the construction of a more robust pedestrian network, especially connecting schools to their surrounding neighborhoods
- Responses note support for increasing mass transportation service, especially in order to meet transportation needs of those with disabilities
- Responses comment on the design of future roadway projects such as R-38 Hampstead Bypass and R-55 Cape Fear River Crossing.

Proposed Revisions to 2012-2018 STP Program

**STIP/MTIP Amendment
(April)**

U-5871	NEW ROUTE, RALEIGH STREET TO RIVER	CONSTRUCTION FY 2015 - \$900,000 (T)
NEW HANOVER	ROAD.CONSTRUCT TW O LANE ROAD	FY 2015 - \$600,000 (L)
PROJ. CATEGORY	ON NEW LOCATION.	\$1,500,000
DIVISION	ECONOMIC DEVELOPMENT PROJECT.	

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

**RESOLUTION APPROVING AMENDMENTS TO THE
2012-2018 STATE /METROPOLITAN TRANSPORTATION IMPROVEMENT
PROGRAMS**

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

WHEREAS, the Transportation Advisory Committee has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the North Carolina Board of Transportation adopted the 2012-2018 State Transportation Improvement Program on July 7, 2011 and the Wilmington Metropolitan Planning Organization adopted the Statewide/Metropolitan Transportation Improvement Program on August 11, 2011; and

WHEREAS, the Wilmington MPO desires to amend the State/Metropolitan Transportation Improvement Programs to include the following: TQ-8019: Section 5310 Capital Project- Mobility Manager, TQ-9036: 5310 Capital Project- Revenue Vehicle, TQ-9035: 5310 Capital Project- Service Vehicle, TQ-7005: 5310 Administrative Oversight and U-5871: Raleigh Street extension; 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 2012-2018 State/Metropolitan Transportation Improvement Programs for the following: TQ-8019: Section 5310 Capital Project- Mobility Manager, TQ-9036: 5310 Capital Project- Revenue Vehicle, TQ-9035: 5310 Capital Project- Service Vehicle, TQ-7005: 5310 Administrative Oversight and U-5871: Raleigh Street extension.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on May 27, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

WMPO FY2014-2015 REVENUE BUDGET

Funding Type	Federal	State	Local	Total
PL104	296,600		74,150	370,750
STP-DA	200,000		50,000	250,000
Section 5303 (65% allocated to WAVE: \$64,441)	79,312	9,914	9,914	99,140
Additional City of Wilm Contribution			241,861	241,861
Total	575,912	9,914	375,925	961,751

Local Match Table:

Local Member	%	PL104	STP-DA	5303	Attorney Fees*	Total
Wilmington	42.13%	31,239	21,065	4,177	16,852	56,481
New Hanover	34.03%	25,233	17,015	3,374	13,612	45,622
Pender	9.48%	7,029	4,740	940	3,792	12,709
Leland	5.35%	3,967	2,675	530	2,140	7,172
Brunswick	3.60%	2,669	1,800	357	1,440	4,826
Carolina Beach	2.26%	1,676	1,130	224	904	3,030
Wrightsville Beach	0.98%	727	490	97	392	1,314
Kure Beach	0.80%	593	400	79	320	1,073
Belville	0.77%	571	385	76	308	1,032
Navassa	0.60%	445	300	59	240	804
Total	100%	74,150	50,000	9,914	40,000	134,064

*\$13,529 billed as of 5/19/15



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

STATUS REPORT

CAPE FEAR CROSSING WORKGROUP

May 1, 2015

Project Description

Roadway extending from the vicinity of US 17 Bypass and future I-140 in Brunswick County to US 421 in New Hanover County, including a crossing of the Cape Fear River.

Current Status

The following list includes completed and ongoing tasks during the month of April:

- The project team continues to coordinate and correspond with project stakeholders.
- Functional Design Plans for the 12 detailed study alternatives (DSAs) have been submitted to NCDOT for review.
- The project team continues to work on the traffic capacity analyses and anticipate a draft Traffic Capacity Analysis Report will be submitted to NCDOT for review in May.
- Hydraulic analysis of the DSAs is ongoing.
- The Historic Architecture Report has been accepted by NCDOT. The report has been sent to the North Carolina State Historic Preservation Office for review.
- Studies for the Traffic Noise Analysis and Air Quality Analysis are ongoing.
- Studies for the Community Impact Analysis and the Land Use Scenario Assessment are ongoing.
- Additional natural resource surveys (wetland, streams, and protected species) are ongoing.
- It is anticipated that the next workgroup meeting will be held in June 2015 with the understanding that adjustments may be needed to that timeframe depending on the amount of work completed.
- The draft STIP released by NCDOT in December 2014 does not include the Cape Fear Crossing project.
- NCDOT is currently evaluating an additional alternative proposed by the WMPO. There are currently 12 alternatives being designed and evaluated for inclusion in the draft environmental document. If it is determined this alternative is feasible, studies may need to be redone to include this alternative.
- The WMPO TAC agreed on April 22, 2015 to support allocation of \$100,000 of STP-DA funds for completion of the environmental document.

Contact Information

NCDOT – Richard Hancock, rwhancock@ncdot.gov, 919.707.6000

AECOM – Joanna Rocco, joanna.rocco@aecom.com, 919.461.1434

Website: <http://www.ncdot.gov/projects/capefear/>

Email: capefear@ncdot.gov

Hotline: 1.800.233.6315

WILMINGTON MPO
TRANSPORTATION PLANNING
MAY 2015

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

COLLEGE ROAD UPGRADES (U-5702) AND (U-5704)

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. The Strategic Transportation Investment Formula allocates funding at the statewide, regional and division tiers. Prioritization 3.0 was the process used to determine the projects that are to be funded in the State's Transportation Improvement Program (STIP). The draft STIP was released on December 4th and identifies all of the projects that will be funded in the NCDOT program. There are several projects on College Road.

U-5704: Construction of an interchange at College Road and Oleander Drive

U-5702: Construction of Access Management Improvements on College Road between Gordon Road and Carolina Beach Road. The Department has several spot safety and intersection improvements that are anticipated would be completed under this project. This project may also include median modifications, access management strategies, etc. to improve traffic flow and safety on College Road. Another project that may be funded in the Statewide Mobility Category is an Upgrade of College Road between New Centre Drive and Gordon Road to include an additional through lane and an interchange at College Road and the Martin Luther King Jr. Parkway.

Due to the project overlaps, NCDOT and Wilmington MPO staffs agree that the best solution is to prepare the planning and environmental documentation for two separate projects. The first project is for College Road from Gordon Road to Carolina Beach Road excluding the section between Wilshire Boulevard and Shipyard Boulevard. The second project is for the planning and environmental analysis of College Road between Wilshire Boulevard and Shipyard Boulevard. NCDOT has selected Stantec to complete the work for U-5702 and HDR to complete the work for U-5704.

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 lists were created and ranked in December 2014 and finalized by the board in February 2015. Public outreach on the draft plan occurred in March and April 2015. The public comment period for the draft plan was open from April 1 through April 30 2015 and comments were received through 7 regional open houses, through the plan's website, and through an online comment form.

Next Steps:

- Public outreach on draft plan will occur in April 2014
- Review of public comments and revision of draft plan to occur in May/June
- Finalization of draft plan for adoption to occur in July 2015
- Adoption process to occur August 2015 to December 2015

MILITARY CUTOFF ROAD/EASTWOOD ROAD

The DRAFT 2015-2025 State Transportation Improvement Program identified funding to upgrade the intersection of Military Cutoff Road/Eastwood Road to an interchange. The current STIP has been amended for the planning and environmental analysis only to expedite delivery of the new STI Statewide project. NCDOT's Program Development and Environmental Analysis Branch has begun to study the proposed improvements. HDR has been selected by NCDOT to complete this work. An external scoping meeting was held on April 16th. It was determined that the project will not have to go through the Merger Process and a Categorical Exclusion is the appropriate process. The Department anticipates a June public meeting on the project.

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. On December 2nd the Wilmington City Council approved funding for the installation of the black powder-coated mast arm signal poles at 17th Street and Market Street to be incorporated into the project. The design is complete and staff is working acquire the necessary approvals and right of way. The HPC awarded a Certificate of Appropriateness to include the powder coated mast arms on April 29th. NCDOT has approved the revised signal plans and encroachment agreement.

Next Steps:

- Incorporate the final designs into the bid package
- Bid, Award and Construct the streetscape enhancements

Pender County Collector Street Plan

The Wilmington MPO and Pender County have partnered to update the Coastal Pender County Collector Street Plan and to create a collector street plan for the area that was not previously part of the MPO. A Request for Proposals was developed and the MPO received 2 proposals. The MPO has selected Stantec Consulting Services Inc. to complete this plan. The MPO and Pender County have agreed upon a final scope for the Collector Street Plan. The City, acting on behalf of the MPO, will award the contract on May 19th.

SITE DEVELOPMENT REVIEW

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

- New Hanover County Development Plan Reviews: 5 reviews
- New Hanover County Informal Plan Reviews: 0 reviews

- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 1 reviews
- Town of Leland Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 15 total (New Hanover County 4, City of Wilmington 6, Carolina Beach 1, Brunswick County 2, and Pender County 2) new 2 and ongoing 13
- Pender County Development Plan Reviews: 8 reviews
- Pender County Informal Plan Reviews: 3 reviews
- City of Wilmington Formal Reviews: 28 (12 new, 16 on-going)
- City of Wilmington Informal Reviews: 6 (1 new, 5 on-going)
- City of Wilmington Concept Reviews: 10 new concept reviews- 1 on-going concept
- COW Project Releases: 4 Full releases

STP-DA/TAP-DA FY 2013 and 2014 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:

- 100% Design anticipated July 2015
- Letting date anticipated in September 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:

- KHA working on final comments
- Letting date anticipated August 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:

- 100% Design Plans anticipated May 2015
- ROW date anticipated May 2015
- Letting anticipated July 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:

- ROW documents anticipated September 2015
- Letting date is anticipated Jan 2016

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:

- 100% design plan review anticipated in July 2015
- U-5534 E and U-5534 L – combined-Right of Way and Planning date of July 2015

U-5534M - CAUSEWAY DRIVE, WAYNICK BLVD./N. LUMINA AVE./STONE ST.–The construction of dual left turns from Waynick Blvd. to Causeway Dr., channelizing the one-way entrance to Lumina Ave. and improving lane markings, adjusting stop bar, straightening crosswalks at Waynick Blvd and installing bulb-outs at Lumina Ave./Stone St., and adding ADA compliant curb ramps at all crosswalks within the project area.

Next Steps:

- Project funds will be reallocated to the Coral Drive sidewalk project.
- Staff is awaiting NCDOT input on the next steps.

U-5534H – HINTON AVE MULTI-USE PATH – This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Next Steps:

- Survey to begin May 2015
- R/W Plans complete July 31, 2015
- Anticipated Let Date of January 26, 2016

U-5534G –HOOKER ROAD MULTI-USE PATH - The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Next Steps:

- Survey to begin May 2015
- Right of Way Plans anticipated to be complete: August 30, 2015
- Anticipated Let Date: September 17, 2016

U-5534K –LELAND MIDDLE SCHOOL SIDEWALK - The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Rd to the Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Next Steps:

- Right of Way Plans anticipated to be complete: September 25, 2015
- Anticipated Let Date: January 26, 2016

U-5534J –OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP - The construction of 5 foot wide sidewalks in three locations: along Village Road from Town Hall Drive going southeast to the existing sidewalk in front of the apartment complex, along Town Hall Drive from Village Road NE to the sidewalk currently under construction by the new Town Hall, and along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE

Next Steps:

- Right of Way Plans anticipated to be complete: September 25, 2015
- Let Date: January 26, 2016

U-5534I –VILLAGE ROAD MULTI-USE PATH EXTENSION - The construction of a 10 foot wide asphalt multi-use path routed across Perry Ave, behind the library, out to Village Road, down Village Road ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge

Next Steps:

- Right of Way Plans anticipated to be complete: September 25, 2016
- Anticipated Let Date: January 26, 2016

SHIPYARD 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:

- Survey to design conceptual plans anticipated May 2015
- R/W plans anticipated August 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:

- Survey to design conceptual plans anticipated May 2015
- R/W plans anticipated August 2015

U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES – This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

Next Steps:

- Right of Way Plans anticipated to be complete: May 23, 2016
- Anticipated Let Date: September 26, 2016

U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE– This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village driveway

Next Steps:

- Draft plans are under review
- Right of Way Plans anticipated to be complete: May 23, 2015
- Anticipated Let Date: January 26, 2016

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, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO established 2 park and ride lots in Brunswick County and a ridesharing program that began on January 5th. The MPO adopted “Work Cape Fear: Expanding Commuter Options in the Cape Fear Region” TDM Short Range Plan on January 28th and also authorized staff to apply for a TDM grant through NCDOT that if approved would fund a full-time TDM Coordinator position

Next Steps:

- Finalize drafting the 25-year TDM plan
- Promote 2 Park & Ride Lots in Brunswick County
- Await a response from NCDOT on the full-time TDM Coordinator position

US 17 BUSINESS CORRIDOR STUDY

In 2007 the Wilmington MPO, in cooperation with NCDOT and the City of Wilmington completed the US 17 Business Corridor Study. The Corridor Study recommended the implementation of a “road diet.” This recommendation included a requirement to construct Independence Boulevard Extension prior to implementation. Citizens have continued to request the implementation of the “road diet,” however the construction of Independence Boulevard extension is now many years off. The City of Wilmington and Wilmington MPO requested an update of this study to re-examine the feasibility of implementing the road diet without first constructing Independence Boulevard extension. The MPO has hired Parsons Brinkerhoff (PB) to develop the update of this study. PB continues to finalize the traffic modeling. The project is anticipate to be completed in June.



Cape Fear Public Transportation Authority

Project Update

May 2015

- 1. Operations center** - construction of 37,621 square foot maintenance and operations facility located on Castle Hayne Road which will serve as operation center for all Wave Transit fixed route and Paratransit operations. Will include compressed natural gas fueling station. Building turnover and move in expected in May 2015.
- 2. Fleet replacement & conversion to CNG** - (no change) identifying state and federal funding opportunities to replace 19 thirty-five foot buses. FTA funding for 80% of two CNG buses has been identified under FTA §5316 and §5317 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 June, 2015. Purchase order for six buses issued February 26, 2015. Production schedule pending.
- 3. FTA §5310 Program** - Designation from NC Governor as designated recipient for FTA §5310 Elderly and Disabled Transportation Program designated recipient completed in July. Section 5310 Program Management Plan (PMP) issued for public comment on March 30, 2015. Final Program Management Plan delivered to FTA on April 27, 2015. Following review and FTA approval, initial grant application to be filed. Mobility Manager scheduled to be hired in summer 2015.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

May 21, 2015

TIP Projects:

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 Alligator Creek.

Estimated Contract Completion Date November 15, 2016

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-2633 BB – (Wilmington Bypass: Bridge over Cape Fear River) 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-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-3432 – SR 1163 (Georgetown Road) extend from SR 1184 (Ocean Isle Beach Road) to NC 179.

Estimated Contract Completion Date May 13, 2016

Market Street Wal-Mart Development: construct a median on Market Street from Marsh Oaks Drive to the existing median at Porter's Neck. Install bulb-outs, on Market Street, at Marsh Oaks Drive & Porter's Neck Road intersections. A signal will be installed on Market Street at the main entrance to the new Wal-Mart.

Estimated Completion Date May 2015

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

Estimated Contract Completion Date September 28, 2016

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

Let Date August 2015

B-4440: replace bridge #163 over Mulberry Branch, on SR 1349 (Bridger Road)

DRAFT TIP Construction 2016

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

Let Date October 2017

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

DRAFT TIP Construction 2018

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

DRAFT TIP Construction 2017

B-5236: replace bridge #19 over Lords Creek on SR 1100 (River Road)

DRAFT TIP Construction 2017

U-3831: SR 2048 (Gordon Road) widen Gordon Road from NC 132 (College Road) to US 17 Business (Market Street)

DRAFT TIP Construction 2019

B-4590: replace bridge #29 over Smith Creek on NC 133 (Old Castle Hayne Road)

DRAFT TIP Construction 2019

R-5701: construct a roundabout at the intersection of US 117 Business, Walker Street & Wilmington Street

DRAFT TIP Construction 2020

B-5540: replace bridge #202 over branch of Shallotte River, on SR 1357 (Smith Ave.)
DRAFT TIP Construction 2020

U-5729: US 421 (Carolina Beach Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway
DRAFT TIP Construction 2020

U-5790: US 421 (Carolina Beach Road) widen existing US 421 from Sanders Road to NC 132 (College Road) and construct fly-overs at Monkey Junction intersection
DRAFT TIP Construction 2020

B-5156: replace bridge #28 over Long Creek on NC 210
DRAFT TIP Construction 2020

U-5792: NC 132 (College Road) from SR 1272 (New Center Drive) to SR 2048 (Gordon Road) widen to multi-lanes and upgrade at-grade intersection at College & Martin Luther King Parkway to an interchange
DRAFT TIP Construction 2022

U-5710: US 74 (Eastwood Road) upgrade at-grade intersection at Eastwood Road & Military Cutoff Road to an interchange
DRAFT TIP Construction 2022

B-5644: replace bridge #15 over Sill's Creek on NC 11
DRAFT TIP Construction 2022

W-5306 Castle Hayne Roundabout: construct a roundabout at the intersection of US 117, NC 132 & NC 133.
Estimated Contract Completion Date January 18, 2016

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
All Bids were high will Re-Let

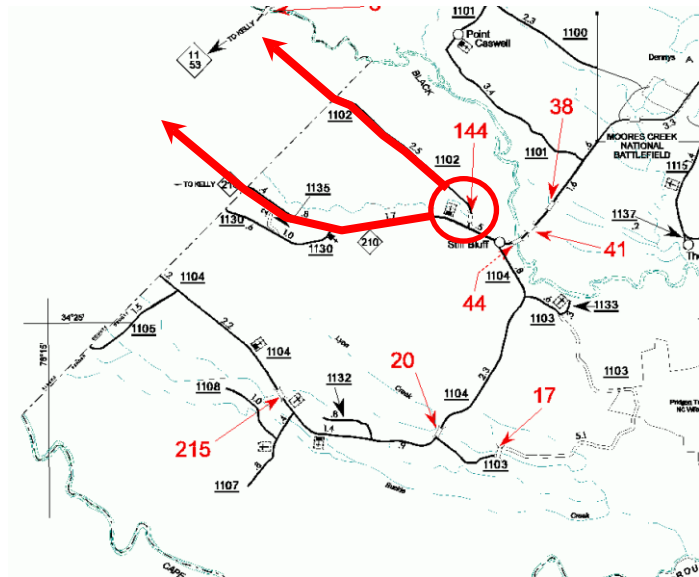
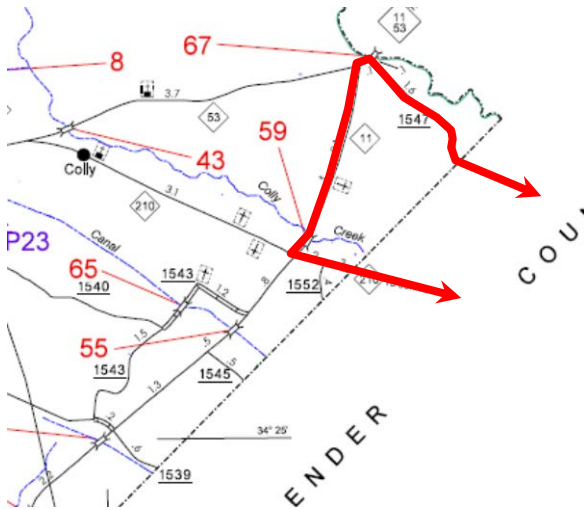
Low Impact Bridge Program:

**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 #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)

Open to Traffic

Resurfacing Contracts:

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 Fall 2015

Resurfacing Contract: DC-00089 3CR.10651.166

Carolina Beach:

US 421 – mill & resurface from E Avenue (Kure Beach) to Cardinal Sands Drive in Carolina Beach.

Work Complete

Resurfacing Contract: DC-00090 3CR.10101.165

Brunswick County:

NC 211 – mill & resurface from NC 87 to end of system at Fort Fisher Ferry Terminal.

Estimated Contract Completion Date November 2015

Resurfacing Contract: DC-00091 3CR.10711.165

Pender County:

NC 53 – resurface from US 117 to I-40.

NC 210 – mill & resurface from NC 210/NC 50 (in Town of Surf City) to Onslow County line.

Estimated Contract Completion Date October 2015

Resurfacing Contract: C203839 3CR.10651.170

New Hanover County:

US 117 – milling & resurfacing from I-40 to bridge at Market Street

US 74 – milling & resurfacing from Kornegay Avenue to Cardinal Drive

Availability Date March 30, 2015

Estimated Contract Completion Date September 2015

Resurfacing Contract: C203630 WBS #46176.3.FS1

New Hanover & Pender Counties:

I-40 – milling & resurfacing from Gordon Road interchange to NC 210 interchange

I-40 – milling & resurfacing from US 117 interchange to mile post 393 (approximately 3.5 miles east of US 117 interchange)

Availability Date March 30, 2015

Estimated Contract Completion Date September 2016

If you have any questions, please contact Patrick Riddle at the Division 3 Office:
priddle@ncdot.gov