



## WILMINGTON URBAN AREA Metropolitan Planning Organization

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

### Members:

City of  
WILMINGTON  
Lead Planning Agency

Town of  
CAROLINA BEACH

Town of  
KURE BEACH

Town of  
WRIGHTSVILLE BEACH

NEW HANOVER  
County

Town of  
BELVILLE

Town of  
LELAND

Town of  
NAVASSA

BRUNSWICK  
County

PENDER  
County

CAPE FEAR  
Public Transportation  
Authority

North Carolina  
BOARD OF  
TRANSPORTATION

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

### Meeting Agenda

Wilmington Urban Area MPO  
Transportation Advisory Committee

**TO:** Transportation Advisory Committee Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** April 19, 2013  
**SUBJECT:** April 24<sup>th</sup> Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, April 24<sup>th</sup> at 4 pm. The meeting will be held in the Lord Spencer Compton Conference Room at City Hall in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Ethics Awareness and Conflict of Interest Reminder
- 3) Approval of Minutes:
  - a. 2/18/13
  - b. 2/27/13
  - c. 3/27/13
- 4) Public Comment Period
- 5) Old Business
- 6) New Business
  - a. Resolution approving the 2012-2013 Unified Planning Work Program Amendment
  - b. Resolution Adopting the 2013-2014 Unified Planning Work Program
  - c. Resolution Confirming the Transportation Planning Process
  - d. Resolution adopting the STIP/MTIP Amendments (February)
  - e. Resolution adopting Amendments to the Wilmington MPO Bylaws
  - f. Resolution adopting the Wilmington/New Hanover Comprehensive Greenway Plan
  - g. Resolution adopting the Wrightsville Beach Community Transportation Plan
  - h. Resolution supporting the Congestion Management Process (CMP) regional objectives, functional type definitions, and CMP network
  - i. Resolution supporting the City of Wilmington Safe Routes to School project in downtown Wilmington
  - j. Resolution supporting the Gary Shell Cross-City Trail sections be considered for designation as a portion of the East Coast Greenway

- k. Resolution requesting the NCDOT and NCTA amend the Cape Fear River Crossing Environmental Study Area to include a newly identified viable option to cross the Cape Fear River
- l. Resolution requesting Brunswick County be returned to the Wilmington MSA
- m. Opening of 30-day Public Comment Period of STIP/MTIP Amendments (April)
- 7) Updates
  - a. Crossing over the Cape Fear River Work Group
  - b. City of Wilmington/Wilmington MPO
  - c. Cape Fear Public Transportation Authority
  - d. NCDOT
- 8) Announcements
  - a. Wilmington MPO Bike/Ped meeting- April 18<sup>th</sup>
- 9) Next Meeting –May 29, 2013

**Attachments:**

- Minutes 2/18/13 meeting
- Minutes 2/27/13 meeting
- Minutes 3/27/13 meeting
- 2012-2013 Unified Planning Work Program Budget Amendments
- Resolution approving the 2012-2013 Unified Planning Work Program Amendments
- 2013-2014 Unified Planning Work Program
- Resolution Adopting the 2013-2014 Unified Planning Work Program
- Resolution Confirming the Transportation Planning Process
- STIP/MTIP Amendments (February)
- Resolution adopting the STIP/MTIP Amendments
- Proposed MPO Bylaw Amendments
- Resolution adopting Amendments to the Wilmington MPO Bylaws
- Wilmington/New Hanover Comprehensive Greenway Plan ([www.wilmingtongreenway.com](http://www.wilmingtongreenway.com))
- Resolution adopting the Wilmington/New Hanover Comprehensive Greenway Plan
- Wrightsville Beach Community Transportation Plan ([www.wmpo.org](http://www.wmpo.org))
- Resolution adopting the Wrightsville Beach Community Transportation Plan
- Resolution supporting the Congestion Management Process (CMP) regional objectives, functional type definitions, and CMP network
- Map of proposed City of Wilmington Safe Routes to School project
- Resolution supporting the City of Wilmington Safe Routes to School project
- Map of Gary Shell Cross-City Trail
- Resolution supporting the Gary Shell Cross-City Trail sections be considered for designation as a portion of the East Coast Greenway
- Resolution requesting the NCDOT and NCTA amend the Cape Fear River Crossing Environmental Study Area to include a newly identified viable option to cross the Cape Fear River
- Resolution requesting Brunswick County be returned to the Wilmington MSA
- Proposed STIP/MTIP Amendments (April)
- City of Wilmington/Wilmington MPO Project Update (April 2013)
- Cape Fear Public Transportation Authority Update
- NCDOT Project Update

**Meeting Minutes**  
**Wilmington Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Date: February 18, 2013**

**Members Present:**

Laura Padgett, Chair, City of Wilmington  
Dean Lambeth, Vice-Chair, Town of Kure Beach  
Pat Batleman, Town of Leland  
Bill Sisson, Town of Wrightsville Beach  
Earl Sheridan, City of Wilmington  
Frank Williams, Brunswick County  
Joe Breault, Town of Belville  
Jonathan Barfield, Cape Fear Public Transportation Authority  
Steve Shuttleworth, Town of Carolina Beach  
Trip Sloan, NC Board of Transportation

**Others Present:**

Michael Lee, NC Board of Transportation  
John Lennon, NC Board of Transportation

**Staff Present:**

Mike Kozlosky, Executive Director

**1. Call to Order**

Ms Padgett called the meeting to order at 3:10 PM. In accordance with the NC State Ethics Commission policy, Ms. Padgett read the conflict of interest statement and asked if members had any conflicts of interest with respect to the matters on the meeting agenda. There were no conflicts of interest reported.

**2. Public Comment Period**

No one chose to address the committee.

**3/4. Presentations**

**a. NCDOT Merger Process/NCDOT Division 3 Organizational Structure**

Ms. Fussell told members she hoped the meeting would provide an opportunity for the MPO to communicate their expectations of the DOT and she would like to share some of the expectations that the DOT have of the MPO.

She told members she was going to give a brief overview of the Merger Process and the Environmental Assessment studies. She suggested calling it the decision making document because at the end of the process, the corridor and the route that has been agreed upon to be the least environmentally damaging alternative is where the road goes. In the merger process, when you go from step-one to step-two, you will not discuss or bring up things that were decided on in

the previous meeting; the process builds upon one another. By the time you get to the last of the meetings when that least environmentally damaging alternative is chosen, that's it. Along the way to that decision, the MPO had a part in the process.

Ms. Fussell noted that there are 540 permanent employees and the number increases to around 600 employees during the summer months in the 6 counties that make up Division 3. Mr. Riddle reviewed the organization chart and briefly described the responsibility of the different sections within Division 3.

Mr. Riddle told members the Merger Process merges the National Environment Policy Act (NEPA) with the Clean Water Act (Section 404) and it's a process that includes 4 agencies. The agencies are the US Army Corps of Engineers for the Wilmington District (USACOE), Federal Highway Administration (FHWA), NC Department of Environment & Natural Resources (NCDENR), and the NC Department of Transportation (NCDOT). The merger process committee/team includes other agencies that have signatory responsibilities. They are US Environmental Protection Agency (EPA), NC Department of Cultural Resources (NCDCR), US Coast Guard (USCG), North Carolina Division of Marine Fisheries (NCDMF), US Fish & Wildlife Service (USFWS), NC Division of Water Quality (NCDWQ or DWQ), NC Wildlife Resources Commission (NCWRC), NC Division of Coastal Management (NCDCM), National Marine Fisheries Service (NMFS), State Historic Preservation Office (SHPO), Metropolitan Planning Organization (MPO), and the Rural Planning Organization (RPO).

Ms. Fussell told members they welcome anyone to come to the merger team meetings. The meetings offer the opportunity to observe how the merger process committee members function together as a team. She suggested that if TAC members attending these meetings desire to address the committee, it's preferable to advise them prior to the meeting so it can be added to the agenda. She told members she receives meeting notifications a week or two in advance and she would forward the information to Mr. Kozlosky for distribution.

Ms. Padgett told members it's important for members to feed comments and questions to Mr. Kozlosky to present to the merger team members. She reminded members that a workgroup has been selected for the crossing over the Cape Fear River to attend meetings and their job is to keep members up to date on the project under consideration.

Mr. Riddle told members the merger process has four concurrence points. He explained that Concurrence Point 1 includes the purpose and need of the project and defines the study area. Concurrence Point 2 determines the alternatives to be studied and 2A includes types and lengths of bridges and pipes. Concurrence Point 3 is making a decision for the selection of the least environmentally damaging practical alternative (LEDPA). Concurrence Point 4 include 4A - avoidance and minimization, 4B - the 30% Hydraulic Design, and 4C - Permit Drawings.

Mr. Hollis, Town Manager for the Town of Leland asked how the process addresses an issue when an agency member of the merger group doesn't come to concurrence. Mr. Hanson, who oversees the project development for the NCDOT's Eastern Region said if it's one of the permitting agencies, the merger team can't move forward until that agency is satisfied. If the agency has a strong objection, other agencies won't permit over their comments. However, they do have an elevation process where conflicts are worked out following a chain of command. If it's an agency that has to issue a permit, the committee must reach accord.

Ms. Padgett asked what happens if the MPO does not agree to sign off on the LEDPA. When exactly would the MPO have an opportunity to give input into the process before being asked to sign the LEDPA? Mr. Hanson stated that prior to the LEDPA meeting, he would have been in communication with Mr. Kozlosky to determine that the MPO is in support of going to the next step. If not, they would not go forward until the differences can be addressed. Mr. Kozlosky cited the example of the Hampstead bypass. When the issues surfaced regarding the development pattern and the need for another interchange, that's when staff took the items back to the TAC for consideration and direction. That's done prior to the LEDPA.

Following the merger process presentation, Division 3 Operations staff members reviewed the projects and duties they oversee. Mr. Chad Kimes, Programs/Technical Services Engineer told members his staff is involved in projects from the original concept until it's ready to go out to bid for division-let projects. He reviewed the funding summary list of projects and budgets for FY 2013 for the six counties in Division 3. Mr. David Thomas, Division Asset Maintenance Engineer told members he is responsible for overseeing roadway, bridge and equipment maintenance. Ms. Amanda Glynn, Division Bridge Program Manager told members her unit focuses on bridge maintenance, preservation and the replacement of structures for Division 3. She told members to-date they have programmed 25 bridges that will be constructed through 2016. Mr. Jackson Provost, Construction Services Engineer told members all the major TIP work talked about in the merger process typically goes through his offices. He noted that the Division currently has \$263

million in active contracts underway and he reviewed a few of the projects on the Division's 5-year let-list.

**5. Adjournment**

With no further business, the meeting was adjourned at 5:00 PM

Respectfully submitted

Mike Kozlosky

Executive Director

Wilmington Urban Area Metropolitan Planning Organization

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

**Meeting Minutes**  
**Wilmington Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Date: February 27, 2013**

**Members Present:**

Pat Batleman, Town of Leland  
Bill Sisson, Town of Wrightsville Beach  
Earl Sheridan, City of Wilmington  
Joe Breault, Town of Belville  
Eulis Willis, Town of Navassa  
David Williams, Pender County  
Jonathan Barfield, Cape Fear Public Transportation Authority  
Woody White, New Hanover County

**Staff Present:**

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

**1. Call to Order**

Mr. Kozlosky called the meeting to order at 4:03 PM. He told members that due to the absence of the Chair and Vice-chair, members would need to elect a temporary chairman for the meeting. He opened to floor for nominations. Mr. Williams nominated Mr. Sisson. With no other nominations, Mr. Williams made the motion to close the nominations and elect Mr. Sisson as Temporary Chairman for the meeting. Ms. Batleman seconded the motion and it carried unanimously.

**2. Ethics Statement**

Mr. Sisson read the conflict of interest statement and asked if members had any conflicts of interest with respect to the matters on the meeting agenda. There were no conflicts of interest reported.

**3. Approval of Minutes:**

The minutes from the January 30, 2013 meetings were approved unanimously.

**4. Public Comment Period**

Mr. Andy Koeppel addressed members regarding the resolution supporting the Brunswick Riverwalk Project. He told members that he would like to encourage supporters of the project to issue a press release so the general public is made aware of the project in order to galvanize additional support from the entire region for the proposed riverwalk.

**5. Old Business**

**a. Resolution supporting the adoption of the Alderman Elementary Safe Routes to School Plan**

Mr. Kozlosky told members due to lack of a motion and a second for the resolution at the last meeting, he is bringing it back for consideration. Mr. Barfield made the motion to adopt the

Alderman Elementary Safe Routes to School Plan. Dr. Sheridan seconded the motion and it carried unanimously.

## **6. New Business**

### **a. Resolution supporting the Greenfield Lake Culvert Replacement**

Mr. Kozlosky told members that the NCDOT is planning to replace the culvert at the intersection of US 421, Front Street and Burnette Boulevard. The existing culvert was constructed in 1940 and widened in 1955. It was damaged in 1999 by Hurricane Floyd. The Department intends to replace the culvert using bridge maintenance and small construction funds.

Mr. Breault made the motion to adopt the resolution supporting the replacement of the Greenfield Lake culvert. Ms. Batleman seconded the motion and it carried unanimously.

### **b. Resolution supporting NC Highway 133 as a Strategic Highway Corridor**

Mr. Kozlosky told members the North Carolina Department of Transportation has a Strategic Highway Corridor Vision Plan for the State and Southeastern North Carolina, and will be updating the Vision Plan. Mr. Kozlosky noted that at the last meeting, the TAC members requested that NC Highway 133 be considered for addition to the Strategic Highway Corridor Vision Plan. NC Highway 133 is critical to fostering economic prosperity and efficient movement of people and goods in the region. It also serves as an important connection that provides access to Sunny Point and the Progress Energy's nuclear power plant. It has also been designated as an All American Defense Highway.

Mr. Sisson told members the Town of Wrightsville Beach passed a resolution supporting the designation. Ms. Batleman and Dr. Sheridan noted that their respective boards also supported the designation by also passing the resolution.

Ms. Batleman made the motion to adopt the resolution requesting the addition of NC Highway 133 to the NCDOT Strategic Highway Corridor Vision Plan. Mr. Breault seconded the motion and it carried unanimously.

### **c. Resolution supporting the Brunswick Riverwalk Project**

Mr. Kozlosky told members that the Town of Belville would like to construct a riverwalk development project that will include a kayak launch, fishing pier, boardwalk, viewing towers, bicycle and pedestrian facilities and parking.

Mr. Breault told members that the Town of Belville considers this to be an economic engine for the entire tri-county region and will be a public/private partnership. He said CAMA and the Department of Natural Resources have flagged the area and they are in the process of doing a 404 survey. He noted that the Town of Belville passed a resolution supporting the project. He told members that the project cost for the project will be \$2.45 million. The private partnership has agreed to invest \$1.5 million. The Town is also seeking funds for the project through grant opportunities and they are asking the TAC to support the initiative.

Mr. Barfield made the motion to approve the resolution supporting the Brunswick Riverwalk Project. Ms. Batleman seconded the motion and it carried unanimously.

**d. Resolution adopting the Transportation Alternatives Program-Direct Attributable Funding Competitive Process**

Mr. Kozlosky told members at the last meeting staff was directed to proceed with utilizing the Surface Transportation Program-Direct Attributable criteria for Bicycle and Pedestrian projects and to use the criteria set out in the STP-DA evaluation criteria process for Transportation Alternatives funding. Mr. Sisson asked if the funds will be renewed each year. Mr. Kozlosky said it's an annual direct attributable and as part of this DA allocation, we're required by federal law to develop a competitive process.

Dr. Sheridan made the motion to adopt the Transportation Alternatives Program-Direct Attributable Funding Competitive Process. Mr. Breault seconded the motion and it carried unanimously.

**e. Resolution supporting the addition of an Accountant position within the Wilmington MPO**

Mr. Kozlosky told members that the new Transportation Management Area (TMA) designation will require additional staff time to properly monitor, verify and record expenditures allocated between the multiple funding sources, and to bill member jurisdictions for their share of costs related to the grants and direct allocation funding. The accountant will monitor the Section PL 104 and Section 5303 funding that staff is currently receiving, along with the STP-DA funding requirements. Funding for the position is available through the STP-DA administrative costs that have been set aside.

Mr. White asked if there was a real need for the position. Mr. Sisson explained that when the change to the TMA designation occurred and money was allocated, he was concerned because smaller jurisdictions do not have staff available to support federal requirements for project monitoring. When the administration funds were set up, part of that 15% was to have staff at the MPO level who could furnish that kind of monitoring support; otherwise, the smaller jurisdictions wouldn't be submitting any projects.

Mr. White asked if the work over the last year or two has gotten to such a point that it's unmanageable with present circumstances. Mr. Kozlosky told members under the current operation, staff has seen an increase in the number of grants submitted and received. Additionally, the Federal Highway Administration is auditing more municipalities. They currently are auditing the Randall Parkway widening project and the Bradley Creek Elementary School sidewalk project. The federal requirements are more cumbersome and that, coupled with the creation of this special project fund within the City of Wilmington, has created the need for the position.

Mr. Breault made the motion to approve the resolution supporting the addition of an Accountant position within the Wilmington MPO. Dr. Sheridan seconded the motion and it carried unanimously.

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

Mr. Kozlosky told members per the Public Involvement Policy, we are required to conduct a public comment period on any STIP/MTIP amendments.

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

## **7. Discussion**

### **a. Crossing over the Cape Fear River Work Group**

Mr. Kozlosky told members that staff is currently working with NCDOT to schedule the first workgroup meeting. He told Mr. Sisson and Mr. Breault they tentative are looking at March 18<sup>th</sup> at 1:00pm. He noted that when the date has been confirmed, he will notify TAC members.

## **8. Updates**

Project updates for the Wilmington MPO/City of Wilmington, CFPTA and NCDOT are included in the agenda packet.

## **9. Announcements**

## **10. Adjournment**

With no further business, the meeting was adjourned at 4:52 PM

Respectfully submitted

Mike Kozlosky

Executive Director

Wilmington Urban Area Metropolitan Planning Organization

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**Meeting Minutes**  
**Wilmington Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Date: March 27, 2013**

**Members Present:**

Laura Padgett, Chair, City of Wilmington  
Pat Batleman, Town of Leland  
Bill Sisson, Town of Wrightsville Beach  
Joe Breault, Town of Belville  
Frank Williams, Brunswick County  
Jonathan Barfield, Cape Fear Public Transportation Authority

**Staff Present:**

Mike Kozlosky, Executive Director  
Tara Murphy, Associate Transportation Planner  
Suraiya Rashid, Associate Transportation Planner

**1. Call to Order**

Ms. Padgett called the meeting to order at 4:12. She told members because we don't have a quorum present, the items on the agenda that require official action will not be discussed.

**2. Ethics Statement**

Ms. Padgett read the conflict of interest statement and asked if members had any conflicts of interest with respect to the matters on the meeting agenda. There were no conflicts of interest reported.

**3. Approval of Minutes:**

No action taken.

**4. Public Comment Period**

Mr. Andy Koeppel addressed members regarding the Wrightsville Beach Community Transportation Plan. He told members that he would like to encourage the Town of Wrightsville Beach to address the need for the plan to support public transportation.

**5. Old Business**

No items

**6. New Business**

No action taken.

**7. Discussion**

**a. Outreach and Coordination – Resurfacing Projects**

Mr. Kozlosky told members he received several complaints from citizens due to problems with traffic delays encountered during the recent resurfacing of Market Street. He noted that the complaints centered on not receiving notification that the work was taking place. He invited Mr. Chad Kimes and Mr. Al Edgerton from Division 3 to give a presentation on the Department's resurfacing program and discuss ways to better coordinate notifying the public about upcoming resurfacing projects.

Mr. Kimes presentation gave a snapshot of what takes place during a typical resurfacing project. He discussed the time restrictions that are included in each project contract. He also noted that other types of restrictions include temperature range, wet weather, phasing by the contractors and availability of asphalt. Additional limitations for project work include events, festivals and holidays. Mr. Kimes noted that going forward the resident engineers will be sending a list of resurfacing locations each week.

Mr. Kozlosky told members it's important to understand that these schedules can change at any given moment due to unforeseen issues such as weather. He noted that after the Market Street resurfacing project, signs went up along Eastwood Road to notify drivers of that upcoming project. Ms Padgett told members she would encourage the use of the variable message signs, especially if they are used far enough in advance that people will have the opportunity to change their route.

Mr. Edgerton told members the Department is currently updating their 5-year plan. It includes primary and secondary routes for resurfacing projects. He invited members to review plans and give input on lane closure restrictions they feel should be put in place before the contract is let.

## **8. Updates**

### **a. Crossing over the Cape Fear River Work Group**

Ms. Padgett told members the first meeting of the work group was held on March 18<sup>th</sup>. Mr. Sisson reported that the work group made it clear that they wanted to be involved and that they expected to represent the MPO as far as having input is concerned.

### **b. STP-DA Project Submittals**

Mr. Kozlosky told members staff received 11 projects submittals. They received four submittals from the City of Wilmington, four from Town of Leland, one from Town of Navassa, and two from the Town of Carolina Beach. Staff is currently reviewing the proposals.

### **c. Project Updates**

Project updates for the Wilmington MPO/City of Wilmington, CFPTA and NCDOT are included in the agenda packet.

## **9. Announcements**

## **10. Adjournment**

With no further business, the meeting was adjourned at 4:45 PM

Respectfully submitted  
Mike Kozlosky  
Executive Director  
Wilmington Urban Area Metropolitan Planning Organization

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FY 2012-2013 Unified Planning Work Program Proposed Budget Amendment

| Wilmington MPO |                                     | SPR       |          | SEC. 104 (f) PL |          | SECTION 5303 |           |         | SECTION 5307 |           |         | ADDITIONAL FUNDS |          | TASK FUNDING SUMMARY |       |         |         |
|----------------|-------------------------------------|-----------|----------|-----------------|----------|--------------|-----------|---------|--------------|-----------|---------|------------------|----------|----------------------|-------|---------|---------|
| TASK CODE      | TASK DESCRIPTION                    | Highway   |          |                 |          |              |           |         | Transit      |           |         | Local 20%        | STP-DA   | LOCAL                | STATE | FEDERAL | TOTAL   |
|                |                                     | NCDOT 20% | FHWA 80% | Local 20%       | FHWA 80% | Local 10%    | NCDOT 10% | FTA 80% | Local 10%    | NCDOT 10% | FTA 80% |                  | FHWA 80% |                      |       |         |         |
| II-A           | Surveillance of Change              |           |          |                 |          |              |           |         |              |           |         |                  |          |                      |       |         |         |
| II-A-1         | Traffic Volume Counts               |           |          | 6,400           | 25,600   |              |           |         |              |           |         |                  |          | 6,400                | 0     | 25,600  | 32,000  |
| II-A-2         | Vehicle Miles of Travel             |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-A-3         | Street System Changes               |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-A-4         | Traffic Accidents                   |           |          | 600             | 2,400    |              |           |         |              |           |         |                  |          | 600                  | 0     | 2,400   | 3,000   |
| II-A-5         | Transit System Data                 |           |          | 100             | 400      |              |           |         |              |           |         |                  |          | 100                  | 0     | 400     | 500     |
| II-A-6         | Dwelling Unit, Pop. & Emp. Change   |           |          | 3,000           | 12,000   |              |           |         |              |           |         |                  |          | 3,000                | 0     | 12,000  | 15,000  |
| II-A-7         | Air Travel                          |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-A-8         | Vehicle Occupancy Rates             |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-A-9         | Travel Time Studies                 |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-A-10        | Mapping                             |           |          | 1,600           | 6,400    |              |           |         |              |           |         |                  |          | 1,600                | 0     | 6,400   | 8,000   |
| II-A-11        | Central Area Parking Inventory      |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-A-12        | Bike & Ped. Facilities Inventory    |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          |                      |       |         | 0       |
| II-B           | Long Range Transp. Plan             |           |          |                 |          |              |           |         |              |           |         |                  |          |                      | 0     |         | 0       |
| II-B-1         | Collection of Base Year Data        |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-2         | Collection of Network Data          |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-3         | Travel Model Updates                |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-4         | Travel Surveys                      |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-5         | Forecast of Data to Horizon year    |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-6         | Community Goals & Objectives        |           |          | 1000            | 4,000    |              |           |         |              |           |         |                  |          | 1,000                | 0     | 4,000   | 5,000   |
| II-B-7         | Forecast of Future Travel Patterns  |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-8         | Capacity Deficiency Analysis        |           |          | 1,000           | 4,000    |              |           |         |              |           |         |                  |          | 1,000                | 0     | 4,000   | 5,000   |
| II-B-9         | Highway Element of the LRTP         |           |          | 2,000           | 8,000    |              |           |         |              |           |         |                  |          | 2,000                | 0     | 8,000   | 10,000  |
| II-B-10        | Transit Element of the LRTP         |           |          | 400             | 1,600    |              |           |         |              |           |         |                  |          | 400                  | 0     | 1,600   | 2,000   |
| II-B-11        | Bicycle & Ped. Element of the LRTP  |           |          | 2,000           | 8,000    |              |           |         |              |           |         |                  |          | 2,000                | 0     | 8,000   | 10,000  |
| II-B-12        | Airport/Air Travel Element of LRTP  |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-B-13        | Collector Street Element of LRTP    |           |          | 600             | 2,400    |              |           |         |              |           |         |                  |          | 600                  | 0     | 2,400   | 3,000   |
| II-B-14        | Rail, Water or other mode of LRTP   |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-B-15        | Freight Movement/Mobility Planning  |           |          | 200             | 800      |              |           |         |              |           |         |                  |          | 200                  | 0     | 800     | 1,000   |
| II-B-16        | Financial Planning                  |           |          | 200             | 800      |              |           |         |              |           |         |                  |          | 200                  | 0     | 800     | 1,000   |
| II-B-17        | Congestion Management Strategies    |           |          | 700             | 2,800    |              |           |         |              |           |         |                  |          | 700                  | 0     | 2,800   | 3,500   |
| II-B-18        | Air Qual. Planning/Conformity Anal. |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          |                      |       |         | 0       |
| III-A          | Planning Work Program               |           |          | 200             | 800      |              |           |         |              |           |         |                  |          | 200                  | 0     | 800     | 1,000   |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          |                      |       |         | 0       |
| III-B          | Transp. Improvement Plan            |           |          | 200             | 800      |              |           |         |              |           |         |                  |          | 200                  | 0     | 800     | 1,000   |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          |                      |       |         | 0       |
| III-C          | Cvl Rgts. Cmp./Otr .Reg. Reqs.      |           |          |                 |          |              |           |         |              |           |         |                  |          |                      | 0     |         | 0       |
| III-C-1        | Title VI                            |           |          | 200             | 800      |              |           |         |              |           |         |                  |          | 200                  | 0     | 800     | 1,000   |
| III-C-2        | Environmental Justice               |           |          | 200             | 800      |              |           |         |              |           |         |                  |          | 200                  | 0     | 800     | 1,000   |
| III-C-3        | Minority Business Enterprise        |           |          | 100             | 400      |              |           |         |              |           |         |                  |          | 100                  | 0     | 400     | 500     |
| III-C-4        | Planning for the Elderly & Disabled |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| III-C-5        | Safety/Drug Control Planning        |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| III-C-6        | Public Involvement                  |           |          | 1,200           | 4,800    |              |           |         |              |           |         |                  |          | 1,200                | 0     | 4,800   | 6,000   |
| III-C-7        | Private Sector Participation        |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          |                      |       |         | 0       |
| III-D          | Incidental Plng./Project Dev.       |           |          |                 |          |              |           |         |              |           |         |                  |          |                      | 0     |         | 0       |
| III-D-1        | Transportation Enhancement Plng.    |           |          | 600             | 2,400    |              |           |         |              |           |         |                  |          | 600                  | 0     | 2,400   | 3,000   |
| III-D-2        | Enviro. Analysis & Pre-TIP Plng.    |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| III-D-3        | *Special Studies                    |           |          | 50,000          | 200,000  |              |           |         |              |           |         |                  |          | 50,000               | 0     | 200,000 | 250,000 |
| III-D-4        | Regional or Statewide Planning      |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          |                      |       |         | 0       |
| III-E          | Management & Operations             |           |          | 24,000          | 96,000   | 6,746        | 6,746     | 53,968  |              |           |         | 14,000           | 56000    | 44,746               | 6,746 | 205,968 | 257,460 |
| TOTALS         |                                     | 0         | 0        | 97,100          | 388,400  | 6,746        | 6,746     | 53,968  |              |           |         |                  |          | 117,846              | 6,746 | 498,368 | 622,960 |

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

**RESOLUTION AMENDING THE FISCAL YEAR 2012-2013 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 2012-2013 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**, on July 18, 2013 the Wilmington MPO was designated as a Transportation Management Area (TMA) which requires more frequent updates of the Metropolitan Transportation Plan (MTP), certification reviews by the Federal Transit Administration(FTA) and Federal Highway Administration (FHWA), the completion of a Congestion Management Process and administration of Surface Transportation Program-Direct Attributable (STP-DA) funds; and

**WHEREAS**, the Wilmington MPO's Transportation Advisory Committee adopted the 2013 modal target investment strategies that included a 15% off the top from the STP-DA funds to supplement the Unified Planning Work Program and to create a reserve; and

**WHEREAS**, the need for amendments of the fiscal year 2012-2013 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for fiscal year 2012-2013; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization can amend the fiscal year 2012-2013 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

**WHEREAS**, the Wilmington MPO proposes amendments to the 2012-2013 Unified Planning Work Program to supplement the Unified Planning Work Program and provide additional staffing to the Wilmington MPO.

**NOW THEREFORE**, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby approves the amendments to the fiscal year 2012-2013 Unified Planning Work Program.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 24, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary  
Transportation Advisory Committee

# ***Wilmington Urban Area Transportation Planning Work Program***

**Fiscal Year 2013-2014**



**DRAFT**

**FY 2013-2014 UNIFIED PLANNING WORK PROGRAM  
for the  
WILMINGTON, NORTH CAROLINA URBAN AREA**

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## **Introduction**

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a "cooperative, comprehensive, and continuing...." transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2013-2014. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

The PWP for the Wilmington Urban Area identifies three separate funding sources for Urban Area transportation planning. A brief description of these funding sources follows:

- Statewide Planning and Research Programs (SPR)-These funds are used by NCDOT to conduct work for the Wilmington Urban Area MPO.

- Federal Highway Administration Section 104(f) Funds-These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.

- Federal Transit Administration Section 5303 Funds-These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

The local match requirements will be shared by all members of the Wilmington Urban Area MPO in direct proportion to population as defined in the Wilmington Urban Area MPO Memorandum of Understanding.

**Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 2013-2014**

(Primary work to be performed by lead planning agency staff except where noted.)

Line Item Code

II-A1 Traffic Volume Counts- Wilmington MPO staff maintains an ongoing traffic counting program. An annual summary of the urban area traffic counts and accident data will be prepared and uploaded to the WMPO website.

II-A2 Vehicle Miles of Travel- Establish VMT as measure of effectiveness of transportation system. Measure the VMT with the new travel demand model.

II-A3 Street System Changes- Update of street system database as needed.

II-A4 Traffic Accidents-Currently MPO staff conducts an ongoing effort to summarize traffic accident data for specific projects. MPO staff also utilizes accident data for specific inquiries.

II-A5 Transit System Data- Update of transit system database as needed.

II-A6 Dwelling Unit, Population, Employment Changes- Will measure land use changes by Transportation Analysis Zone between April 2000 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington planning area boundary.

II-A7 Air Travel- Assistance to Wilmington International Airport as needed.

II-A8 Vehicle Occupancy Rate Counts- Monitor VOC as needed.

II-A9 Travel Time Studies- Conduct key travel time studies for travel demand model and development of the Long Range Transportation Plan.

II-A10 Mapping- Keep Geographic Information System files current and produce maps to support the TCC and TAC, transportation plans, programs, and projects.

II-A11 Central Area Parking Inventory- No tasks foreseen.

II-A12 Bicycle and Pedestrian Facilities Inventory- Update ride suitability assessment of federal-aid functionally classed roadways.

II-B1 Collection of Base Year Data- No tasks foreseen.

II-B2 Collection of Network Data- No tasks foreseen.

II-B3 Travel Model Updates- No tasks foreseen.

II-B4 Travel Surveys- No tasks foreseen.

II-B5 Forecast of Data to Horizon Year-No tasks foreseen.

II-B6 Community Goals and Objectives- Monitor public input as it pertains to goals and objectives set forth in the update of the Long Range Transportation Plan. Staff the Citizen Advisory Committee (CAC).

II-B7 Forecast of Future Year Travel Patterns- No tasks foreseen.

II-B8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model for further analysis as potential long range transportation improvement projects.

II-B9 Highway Element of Metropolitan Transportation Plan (MTP)- Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations in the MTP.

II-B10 Transit Element of Metropolitan Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions for inclusion in the update of the MTP. Provide documentation of process and recommendations.

II-B11 Bicycle and Pedestrian Element of the Metropolitan Transportation Plan- Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the MTP.

II-B12 Airport/Air Travel Element of the Metropolitan Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

II-B13 Collector Street Element of Metropolitan Transportation Plan- Develop regionally acceptable collector street policies and program recommendations for inclusion in the update of the LRTP.

II-B14 Rail, Waterway and Other Elements of Metropolitan Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the MTP. Ensure fiscal constraint in the update of the MTP.

II-B17 Congestion Management Strategies- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of

alternative mode solutions, and transportation system management strategies. Document process and solutions in the update of the MTP.

II-B-18 Air Quality Planning/ Conformity Analysis- No tasks foreseen.

III-A Planning Work Program- Evaluation of FY 2013 PWP and development of FY 2014 PWP.

III-B Transportation Improvement Program-Review and amend the 2012-2020 Transportation Improvement Program on an as needed basis.

III-C1 Title VI Compliance-Work to insure compliance with the requirements of Title VI in urban area policies and practices.

III-C2 Environmental Justice- Analysis and outreach to insure that transportation plans and projects comply with Environmental Justice policies.

III-C3 MBE Planning- Activities to encourage participation of minority-owned business enterprises in contractual and supply opportunities.

III-C4 Planning for the Elderly and Disabled- Ensure the special needs of the elderly and disabled are addressed in all transportation planning projects.

II-C5 Safety/Drug Control Planning- No tasks foreseen by the MPO.

III-C6 Public Involvement- Extensive Public Participation effort will be carried out to solicit input and reaction to the completion of planning studies within the Wilmington MPO's planning area boundary.

III-C7 Private Sector Participation- Activities to encourage private sector participation in planning and project activities.

III-D1 Transportation Enhancement Planning- Prepare and submit applications for potential transportation enhancement funding in the Wilmington Urban Area.

II-D2 Environmental and Pre-TIP Planning- Conduct environmental analysis and planning for the development of transportation projects in the Wilmington Urban Area.

III-D3 Special Studies- Consultant will be contracted to assist in the completion of the Metropolitan Transportation Plan and other studies completed by the MPO.

III-D4 Statewide and Regional Planning- Coordination of urban area activities with statewide and regional initiatives.

III-E Management and Operations- Required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

|                                      |   |
|--------------------------------------|---|
| MPO                                  | Wilmington  |
| FTA Code                             | 44.26.07  |
| Task Codes                           | II-A-5<br>II-B-5<br>II-B-10<br>II-B-16<br>III-C-1<br>III-C-3<br>III-C-6<br>II-E   |
| Title                                | Transit System Data<br>Community Goals & Objectives<br>Transit Element of MTP<br>Financial Planning<br>Title VI<br>Minority Business Enterprises<br>Public Involvement<br>Management & Operations |
| Task Objective                       | Administration, operations, and maintenance planning  |
| Tangible Product Expected            | Transit system operations and maintenance management  |
| Expected Completion Date of Products | June 2014   |
| Previous Work                        | Ongoing management of the system  |
| Relationship                         | This is a collaborative effort of the City of Wilmington and the Cape Fear Public Transportation Authority (Wave Transit)   |
| Responsible Agency                   | CFPTA, in coordination with the City of Wilmington  |
| SPR - Highway - NCDOT 20%            |   |
| SPR - Highway - F11WA 80%            |   |
| Section 104 (f) PL, Local 20%        |   |
| Section 104 (f) PL, FHWA 80%         |   |
| Section 5303 Local 10%               | 7,075   |
| Section 5303 NCDOT 10%               | 7,075   |
| Section 5303 FTA 80%                 | 56,600  |
| Section 5307 Transit - Local 10%     |   |
| Section 5307 Transit - NCDOT 10%     |   |
| Section 5307 Transit - FTA 80%       |   |
| Additional Funds - Local 100%        |   |

## FY 2013-2014 Unified Planning Work Program Proposed Budget

| Wilmington MPO |                                     | SPR       |          | SEC. 104 (f) PL |          | SECTION 5303 |           |         | SECTION 5307 |           |         | ADDITIONAL FUNDS |          | TASK FUNDING SUMMARY |       |         |         |
|----------------|-------------------------------------|-----------|----------|-----------------|----------|--------------|-----------|---------|--------------|-----------|---------|------------------|----------|----------------------|-------|---------|---------|
| TASK CODE      | TASK DESCRIPTION                    | Highway   |          | Local 20%       | FHWA 80% | Local 10%    | NCDOT 10% | FTA 80% | Transit      |           |         | NCDOT            |          | LOCAL                | STATE | FEDERAL | TOTAL   |
|                |                                     | NCDOT 20% | FHWA 80% |                 |          |              |           |         | Local 10%    | NCDOT 10% | FTA 80% | Local 20%        | FHWA 80% |                      |       |         |         |
| II-A           | Surveillance of Change              |           |          |                 |          |              |           |         |              |           |         |                  |          |                      |       |         |         |
| II-A-1         | Traffic Volume Counts               |           |          | 6,400           | 25,600   |              |           |         |              |           |         |                  |          | 6,400                | 0     | 25,600  | 32,000  |
| II-A-2         | Vehicle Miles of Travel             |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-A-3         | Street System Changes               |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-A-4         | Traffic Accidents                   |           |          | 600             | 2,400    |              |           |         |              |           |         |                  |          | 600                  | 0     | 2,400   | 3,000   |
| II-A-5         | Transit System Data                 |           |          | 100             | 400      | 1,061        | 1,061     | 8,488   |              |           |         |                  |          | 1,161                | 1,061 | 8,888   | 11,110  |
| II-A-6         | Dwelling Unit, Pop. & Emp. Change   |           |          | 3,000           | 12,000   |              |           |         |              |           |         |                  |          | 3,000                | 0     | 12,000  | 15,000  |
| II-A-7         | Air Travel                          |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-A-8         | Vehicle Occupancy Rates             |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-A-9         | Travel Time Studies                 |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-A-10        | Mapping                             |           |          | 1,600           | 6,400    |              |           |         |              |           |         |                  |          | 1,600                | 0     | 6,400   | 8,000   |
| II-A-11        | Central Area Parking Inventory      |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-A-12        | Bike & Ped. Facilities Inventory    |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B           | Long Range Transp. Plan             |           |          |                 |          |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-1         | Collection of Base Year Data        |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-2         | Collection of Network Data          |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-3         | Travel Model Updates                |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-4         | Travel Surveys                      |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-5         | Forecast of Data to Horizon year    |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-6         | Community Goals & Objectives        |           |          | 1,000           | 4,000    | 354          | 354       | 2,832   |              |           |         |                  |          | 1,354                | 354   | 6,832   | 8,540   |
| II-B-7         | Forecast of Future Travel Patterns  |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| II-B-8         | Capacity Deficiency Analysis        |           |          | 1,000           | 4,000    |              |           |         |              |           |         |                  |          | 1,000                | 0     | 4,000   | 5,000   |
| II-B-9         | Highway Element of the LRTP         |           |          | 2,000           | 8,000    |              |           |         |              |           |         |                  |          | 2,000                | 0     | 8,000   | 10,000  |
| II-B-10        | Transit Element of the LRTP         |           |          | 400             | 1,600    | 354          | 354       | 2,832   |              |           |         |                  |          | 754                  | 354   | 4,432   | 5,540   |
| II-B-11        | Bicycle & Ped. Element of the LRTP  |           |          | 2,000           | 8,000    |              |           |         |              |           |         |                  |          | 2,000                | 0     | 8,000   | 10,000  |
| II-B-12        | Airport/Air Travel Element of LRTP  |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-B-13        | Collector Street Element of LRTP    |           |          | 600             | 2,400    |              |           |         |              |           |         |                  |          | 600                  | 0     | 2,400   | 3,000   |
| II-B-14        | Rail, Water or other mode of LRTP   |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| II-B-15        | Freight Movement/Mobility Planning  |           |          | 200             | 800      |              |           |         |              |           |         |                  |          | 200                  | 0     | 800     | 1,000   |
| II-B-16        | Financial Planning                  |           |          | 200             | 800      | 707          | 707       | 5,656   |              |           |         |                  |          | 907                  | 707   | 6,456   | 8,070   |
| II-B-17        | Congestion Management Strategies    |           |          | 700             | 2,800    |              |           |         |              |           |         |                  |          | 700                  | 0     | 2,800   | 3,500   |
| II-B-18        | Air Qual. Planning/Conformity Anal. |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| III-A          | Planning Work Program               |           |          | 200             | 800      |              |           |         |              |           |         |                  |          | 200                  | 0     | 800     | 1,000   |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| III-B          | Transp. Improvement Plan            |           |          | 200             | 800      |              |           |         |              |           |         |                  |          | 200                  | 0     | 800     | 1,000   |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| III-C          | Cvl Rgts. Cmp/Otr .Reg. Rqs.        |           |          |                 |          |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| III-C-1        | Title VI                            |           |          | 200             | 800      | 708          | 708       | 5,664   |              |           |         |                  |          | 908                  | 708   | 6,464   | 8,080   |
| III-C-2        | Environmental Justice               |           |          | 200             | 800      |              |           |         |              |           |         |                  |          | 200                  | 0     | 800     | 1,000   |
| III-C-3        | Minority Business Enterprise        |           |          | 100             | 400      | 707          | 707       | 5,656   |              |           |         |                  |          | 807                  | 707   | 6,056   | 7,570   |
| III-C-4        | Planning for the Elderly & Disabled |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| III-C-5        | Safety/Drug Control Planning        |           |          | 0               | 0        |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| III-C-6        | Public Involvement                  |           |          | 1,200           | 4,800    | 708          | 708       | 5,664   |              |           |         |                  |          | 1,908                | 708   | 10,464  | 13,080  |
| III-C-7        | Private Sector Participation        |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| III-D          | Incidental Plng./Project Dev.       |           |          |                 |          |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| III-D-1        | Transportation Enhancement Plng.    |           |          | 600             | 2,400    |              |           |         |              |           |         |                  |          | 600                  | 0     | 2,400   | 3,000   |
| III-D-2        | Enviro. Analysis & Pre-TIP Plng.    |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
| III-D-3        | *Special Studies                    |           |          | 20,000          | 80,000   |              |           |         |              |           |         |                  |          | 20,000               | 0     | 80,000  | 100,000 |
| III-D-4        | Regional or Statewide Planning      |           |          | 50              | 200      |              |           |         |              |           |         |                  |          | 50                   | 0     | 200     | 250     |
|                |                                     |           |          |                 |          |              |           |         |              |           |         |                  |          | 0                    | 0     | 0       | 0       |
| III-E          | Management & Operations             |           |          | 22,000          | 88,000   | 2,476        | 2,476     | 19,808  |              |           |         | 50,000           | 200,000  | 74,476               | 2,476 | 307,808 | 384,760 |
| TOTALS         |                                     | 0         | 0        | 65,100          | 260,400  | 7,075        | 7,075     | 56,600  |              |           |         | 50,000           | 200,000  | 122,175              | 7,075 | 517,000 | 646,250 |

### Anticipated DBE Contracting Opportunities for FY 2013-2014

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky Telephone Number: 910-342-2781

| <b>Prospectus Task Code</b> | <b>Prospectus Description</b> | <b>Name of Agency Contracting Out</b> | <b>Type of Contracting Opportunity (Consultant, etc.)</b> | <b>Federal Funds to be Contracted Out</b> | <b>Total Funds to be Contracted Out</b> |
|-----------------------------|-------------------------------|---------------------------------------|---|---|---|
| III-D-3                     | Special Studies               | City of Wilmington                    | Consultant  | \$80,000                                  | \$20,000                                |
|                             |                               |                                       |   |   |   |
|                             |                               |                                       |   |   |   |
|                             |                               |                                       |   |   |   |
|                             |                               |                                       |   |   |   |
|                             |                               |                                       |   |   |   |

**RESOLUTION**

**APPROVING THE FY 2013-2014 PLANNING WORK PROGRAM  
OF THE WILMINGTON URBAN AREA**

**WHEREAS**, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Wilmington Urban Area;

**WHEREAS**, the City of Wilmington has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303) funds and Federal Highway Administration Metropolitan Planning (Section 104(f)) funds;

**WHEREAS**, members of the Wilmington Urban Area Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2013-2014;

**NOW THEREFORE**, be it resolved that the Transportation Advisory Committee hereby endorses the FY 2013-2014 Planning Work Program for the Wilmington Urban Area.

\*\*\*\*\*

I, Laura Padgett, Chair of the Wilmington Urban Area Transportation Advisory Committee do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Wilmington Urban Area Transportation Advisory Committee, duly held on this the \_\_\_\_ day of \_\_\_\_\_ 2013.

\_\_\_\_\_  
Laura Padgett, Chair  
Wilmington Urban Area TAC

\*\*\*\*\*

Subscribed and sworn to me this the \_\_\_\_ day of April, 2013.

\_\_\_\_\_  
Notary Public

My commission expires\_\_\_\_\_.

## **RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS**

### **RESOLUTION CERTIFYING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS**

**WHEREAS**, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607;

**WHEREAS**, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

**WHEREAS**, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

**WHEREAS**, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38);

**WHEREAS**, the Transportation Plan has a planning horizon year of 2035, and meets all the requirements for an adequate Transportation Plan,

**NOW THEREFORE**, be it resolved that the Wilmington Urban Area Transportation Advisory Committee certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 24<sup>th</sup> day of April, 2013.

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Laura Padgett  
Chair, Transportation Advisory Committee

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Mike Kozlosky  
Secretary, Wilmington Metropolitan Planning Organization

# PROPOSED REVISIONS TO 2012-2020 STIP PROGRAM

## STIP/MTIP ADDITIONS

### DIVISION 3

|   |   |   |
|---|---|---|
| * U-5525<br>BRUNSWICK<br>PENDER<br>NEW<br>HANOVER | VARIOUS, WILMINGTON URBAN AREA<br>METROPOLITAN<br>PLANNING ORGANIZATION PLANNING<br>ALLOCATION<br>AND UNIFIED WORK PROGRAM.<br><b><i>ADD PLANNING IN FY 13 AND FY 14 NOT<br/>PREVIOUSLY PROGRAMMED.</i></b> | FY 2013 - \$56,000 (STPDA)<br>FY 2013 - \$14,000 (L)<br>FY 2014 - \$200,000 (STPDA)<br>FY 2014 - <u>\$50,000</u> (L)<br>\$320,000 |
|---|---|---|

### Public Transportation

|                        |   |  |
|------------------------|---|--|
| TG-4796<br>New Hanover | Four (4) expansion vanpool vans for the WAVE Pool Program | FY 2013 - \$80,000 (STPDA)<br>FY 2013 - \$10,000 (S)<br>FY 2013 - <u>\$10,000</u> (L)<br>\$100,000 |
|------------------------|---|--|

|         |   |  |
|---------|---|--|
| TA-5102 | Routine Capital to include bus stop signage and capitalized route restructuring items which may include shelters, IT equipment, non-revenue vehicles, etc | FY 2013 - \$80,000 (STPDA)<br>FY 2013 - \$20,000 (L)<br>FY 2014 - \$80,000 (STPDA)<br>FY 2014 - \$20,000 (L)<br>FY 2015 - \$80,000 (STPDA)<br>FY 2015 - \$20,000 (L)<br>FY 2016 - \$80,000 (STPDA)<br>FY 2016 - <u>\$20,000</u> (L)<br>\$400,000 |
|---------|---|--|

|         |   |  |
|---------|---|--|
| TM-5120 | Operating Routes above and beyond American Disabilities Act (ADA) | FY 2013 - \$179,000 (FNB)<br>FY 2013 - \$179,000 (L)<br>FY 2014 - \$179,000 (FNB)<br>FY 2014 - \$179,000 (L)<br>FY 2015 - \$179,000 (FNB)<br>FY 2015 - \$179,000 (L)<br>FY 2016 - \$179,000 (FNB)<br>FY 2016 - <u>\$179,000</u> (L)<br>\$1,432,000 |
|---------|---|--|

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

**RESOLUTION SUPPORTING THE AMENDMENT OF THE  
2012-2020 STATE /METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

**WHEREAS**, the North Carolina Board of Transportation adopted the 2012-2020 State Transportation Improvement Program on July 7, 2011 and the Wilmington Metropolitan Planning Organization adopted the Statewide/Metropolitan Transportation Improvement Program on August 11, 2011; and

**WHEREAS**, the Wilmington MPO desires to amend the State/Metropolitan Transportation Improvement Program for the Wilmington MPO's planning allocation and unified planning work program, four expansion vanpool vans, routine capital for the Cape Fear Public Transportation Authority and operating routes above and beyond American Disabilities Act; and

**WHEREAS**, the Wilmington Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these transportation projects.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports amending the 2012-2020 State/Metropolitan Transportation Improvement Programs for the Wilmington MPO's planning allocation and unified planning work program, four expansion vanpool vans, routine capital for the Cape Fear Public Transportation Authority and operating routes above and beyond American Disabilities Act.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 24, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

**BYLAWS  
WILMINGTON URBAN AREA TRANSPORTATION  
ADVISORY COMMITTEE**

**ARTICLE I – NAME**

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

**ARTICLE II – PURPOSE**

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

**ARTICLE III – MEMBERS**

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

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

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

**ARTICLE IV – OFFICERS**

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

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

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

## **ARTICLE V - MEETINGS**

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

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

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

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

used to notify the board members. Only business connected to the emergency may be discussed at this meeting.

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

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

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

## **ARTICLE VI – VOTING PROCEDURES**

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

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

## **ARTICLE VII – AMENDMENTS TO BYLAWS**

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

Date Adopted\_\_\_\_\_

\_\_\_\_\_  
Signature of Chairman

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

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

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

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

**WHEREAS**, the Wilmington MPO has identified a need to amend the Organization's Bylaws to outline the establishment of TAC Sub-Committees and the advertisement procedures for these Sub-Committees.

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

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 24, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary  
Transportation Advisory Committee

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

**RESOLUTION ADOPTING THE *WILMINGTON/NEW HANOVER COMPREHENSIVE  
GREENWAY PLAN***

**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 Wilmington/New Hanover Comprehensive Greenway Plan lays the foundation and blueprint for a future greenway and blueway system in New Hanover County and the City of Wilmington; and

**WHEREAS**, the plan provided for a collaborative process between the citizens, local governments and the Wilmington Metropolitan Planning Organization; and

**WHEREAS**, the plan was a collective effort between the City of Wilmington, New Hanover County, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach and the Wilmington MPO; and

**WHEREAS**, the planning process included six open-house style meetings, a dedicated website, stakeholder interviews, and outreach to civic and community organizations; and

**WHEREAS**, during the planning process, over 3,600 people submitted the public comment forms; and

**WHEREAS**, the Wilmington/New Hanover Comprehensive Greenway Plan outlines the vision and goals, evaluated the existing conditions, provides recommendations for future locations of greenways/blueways, identifies appropriate design standards and outlines an implementation plan; and

**WHEREAS**, the Wilmington/ New Hanover Comprehensive Greenway Plan will be utilized by the local governments and Wilmington MPO to determine the appropriate locations and leverage our limited resources to implement the vision through various partnerships and funding sources.

**NOW THEREFORE**, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the *Wilmington/New Hanover Comprehensive Greenway Plan*.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 24, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

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

**RESOLUTION ADOPTING THE WRIGHTSVILLE BEACH COMMUNITY  
TRANSPORTATION PLAN**

**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 Wilmington MPO and Town of Wrightsville Beach collaboratively began the Wrightsville Beach Community Transportation Plan in June, 2012 to consider a multimodal plan that blends the needs of motorists, bicyclists, pedestrians, and emergency service providers; and

**WHEREAS**, the study included a field inventory of existing conditions, public outreach efforts through the design process and preparation of design plans; and

**WHEREAS**, the Wrightsville Beach Community Transportation Plan will be used as a general guideline to improve motorist, bicycle and pedestrian facilities throughout the Town of Wrightsville Beach; and

**WHEREAS**, the Town of Wrightsville Beach adopted the Wrightsville Beach Community Transportation Plan on February 14, 2013 with the caveat that implementation or requested implementation of any part of the plan will be subject to a public hearing and approval of the Board of Alderman.

**NOW THEREFORE**, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the Wrightsville Beach Community Transportation Plan.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 24, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE CONGESTION MANAGEMENT PROCESS REGIONAL  
OBJECTIVES, FUNCTIONAL TYPE DEFINITIONS, AND NETWORK**

**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 Wilmington Urban Area Metropolitan Planning Organization was designated as a Transportation Management Area (TMA); and

**WHEREAS**, development and adoption of a Congestion Management Process is required of all designated TMAs; and

**WHEREAS**, the Federal Highway Administration defines a Congestion Management Process as a regionally-accepted approach for managing congestion that provides up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs; and

**WHEREAS**, a Congestion Management Process subcommittee has developed a set of regional objectives to define the development of the Congestion Management Process; and

**WHEREAS**, a Congestion Management Process subcommittee has defined functional types for which to evaluate congested corridors; and

**WHEREAS**, a Congestion Management Process subcommittee has further defined a network to evaluate congestion on specific regional corridors; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the regional objectives, functional type definitions, and network defined for the Congestion Management Process.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 24, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

# Safe Routes to School Project Proposal



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

**RESOLUTION SUPPORTING THE CITY OF WILMINGTON'S SAFE ROUTES TO SCHOOL  
PROJECT**

**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 purpose of the Safe Routes to School (SRTS) Program is to address the issues created from a sharp decline in students walking and bicycling to school; and

**WHEREAS**, in 1969 about half of all students walked or bicycled to school where today fewer than 15% of all school trips are made by walking or bicycling; and

**WHEREAS**, this decline has had an adverse effect on traffic congestion and air quality around schools, pedestrian and bicycle safety, and children's health; and

**WHEREAS**, North Carolina Department of Transportation has been allocated \$15 Million for SRTS projects and no local match is required; and

**WHEREAS**, five intersection improvements have been identified to improve walking conditions to and from Gregory Elementary School and Williston Middle School at South 13<sup>th</sup> Street and Castle Street, South 13<sup>th</sup> Street and Wooster Street, South 13<sup>th</sup> and Dawson Street, South 10<sup>th</sup> Street and Wooster Street, and South 10<sup>th</sup> Street and Dawson Street; and

**WHEREAS**, these proposed intersection improvements will include high visibility crosswalks and push-button pedestrian heads; and

**WHEREAS**, The installation of a sidewalk along the west side of South 13<sup>th</sup> Street between Castle Street and Ann Street will connect existing sidewalks and the intersection improvements to the entrance to Gregory Elementary School; and

**WHEREAS**, all five intersections, the proposed improvements, and the sidewalk project are identified in *Walk Wilmington: A Comprehensive Pedestrian Plan*.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports the City of Wilmington's Safe Routes to School project.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 24, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

# Gary Shell Cross-City Trail



## Gary Shell Cross-City Trail

**LEGEND**

- Existing Trail
- Future Trail
- River to Sea Bike Route
- Military Cutoff Trail
- Mile Marker
- School
- Park
- Restroom
- Parking
- FIXIT Station
- Hospital
- Bus Stop

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

**RESOLUTION ENDORSES THE SUBMITTAL OF NEWLY COMPLETED SECTIONS OF THE  
ADOPTED EAST COAST GREENWAY ALIGNMENT FOR OFFICIAL DESIGNATION  
CONSIDERATION BY THE EAST COAST GREENWAY ALLIANCE**

**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 East Coast Greenway is a long-distance, urban, shared-use trail system that (once completed) will link 25 major cities along the eastern seaboard between Calais, Maine and Key West, Florida providing cyclists, walkers, and other muscle-powered modes of transportation a low-impact way to explore the eastern seaboard; and

**WHEREAS**, the alignment of the East Coast Greenway will utilize local trails and local facilities with distinct local names while assuming a new additional identity as part of a larger trail system; and

**WHEREAS**, on September 28, 2011 the Transportation Advisory Committee adopted a specific alignment for the existing and future sections of the East Coast Greenway throughout the MPO's planning area boundary; and

**WHEREAS**, the City of Wilmington has recently completed the construction of several sections of trail along the adopted alignment to include intersection improvements at Park Avenue and Independence Boulevard, intersection improvements at Military Cutoff Road and Eastwood Road, and the multi-use trail through the Autumn Hall development; and

**WHEREAS**, trails are eligible for official designation by the East Coast Greenway Alliance after construction has been completed.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee endorses submittal of newly completed sections to be submitted to the East Coast Greenway Alliance for official designation consideration.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 24, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

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

**RESOLUTION REQUESTING THE NCDOT AND NC TURNPIKE AUTHORITY AMEND THE  
CAPE FEAR RIVER CROSSING ENVIRONMENTAL STUDY AREA TO INCLUDE A NEWLY  
IDENTIFIED VIABLE OPTION TO CROSS THE CAPE FEAR RIVER**

**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 Purpose and Need for an improved crossing over the Cape Fear River includes improvement to traffic flow and enhance freight movements beginning in the vicinity of US 17 and the future I-140 in Brunswick County across the Cape Fear River to US 421 near the Port of Wilmington in New Hanover County; and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) has taken over the project from the North Carolina Turnpike Authority (NCTA) and will begin anew the merger process at Consensus Point #1, as required by policy; and

**WHEREAS**, at public workshop held in the Town of Leland and Belville on October 30, 2010, the overwhelming majority made clear its opposition to the favored “northern alignment” for the Skyway Bridge; and

**WHEREAS**, the NCDOT and NCTA have received affirmation from the WMPO to continue work on the completion of the environmental document to determine the best transportation route to improve mobility and safety between New Hanover and Brunswick Counties; and

**WHEREAS**, a range of alternative concepts are being evaluated and included in that study to identify those that best serve the project’s purpose and need as well as minimize the impacts to the human and natural environment; and

**WHEREAS**, the Town of Leland’s position is that in addition to minimizing the impacts to the human and natural environment, such study should ensure all efforts are made to protect the sovereign boundaries of the town; and

**WHEREAS**, the Town of Leland has identified another potential crossing site from Independence Boulevard across the Cape Fear River slightly south of Town Creek; heading in a general westward direction to the intersection of US 17 and NC 87 at Bell Swamp.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee requests the NCDOT and NCTA amend the Cape Fear River Crossing Environmental Study Area to include a newly identified viable option to cross the Cape Fear River at Independence Boulevard.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 24, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

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

**RESOLUTION REQUESTING THE RETURN OF BRUNSWICK COUNTY TO THE  
WILMINGTON METROPOLITAN STATISTICAL AREA**

**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 United States Census Bureau has completed the 2010 Decennial Census and has reported population, demographic and income figures for all counties, municipalities and Metropolitan Statistical Areas in the country; and

**WHEREAS**, based on population growth patterns in the southeastern North Carolina and northeastern South Carolina between 2000 and 2010, the U.S Office of Management and Budget recently announced the realignment of the nation's metropolitan areas; and

**WHEREAS**, one of the realignments included removing Brunswick County from the Wilmington metropolitan statistical area and placing it in the Myrtle Beach Metropolitan Statistical Area; and

**WHEREAS**, while MSA's crossing state boundaries is not unprecedented, the change could have a major adverse impact on way southeastern North Carolina is viewed by economic development prospects and investors; and

**WHEREAS**, in past census reports, commuting patterns were among the primary reasons a community was recognized to be part of a particular MSA; and

**WHEREAS**, commuting patterns demonstrate that the vast majority of Brunswick County residents commute to New Hanover County and other North Carolina counties, not to South Carolina; and

**WHEREAS**, area Chambers of Commerce, Economic Development Agencies and elected officials that represent jurisdictions in southeastern North Carolina believe this new affiliation will not only negatively impact Brunswick County's development efforts, but those of the other counties in the Wilmington MSA, namely Pender County and New Hanover; and

**WHEREAS**, Brunswick County has a regional focus on economic development and that focus and affiliation and marketing strategy has been aligned with the Wilmington MSA for many years; and

**WHEREAS**, it is the strong desire of Brunswick County to remain in the Wilmington MSA.

**NOW THEREFORE**, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby requests that the U.S Office of Management and Budget revise its recent metropolitan area alignment by returning Brunswick County, North Carolina to the Wilmington Metropolitan Statistical Area.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 24, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

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

**STIP/MTIP ADDITIONS  
APRIL**

**DIVISION 1**

\*E-5501

FREEDOM ROADS. INSTALL  
INTERACTIVE  
WAYSIDE SIGNAGE FOR DESIGNATED  
SITES.

CONSTRUCTION  
FY 2013 - \$96,000 (STPE)  
FY 2013 - \$32,000 (O)  
\$128,000

**DIVISION 3**

\* U-5527  
PENDER  
BRUNSWICK  
NEW  
HANOVER

VARIOUS, W ILMINGTON URBAN AREA MPO  
TRANSPORTATION ALTERNATIVES PROGRAM.  
PROGRAMMED AT THE REQUEST OF THE  
WILMINGTON URBAN AREA MPO.

RIGHT-OF-W AY  
FY 2013 - \$25,000 (TA)  
FY 2013 - \$6,000 (C)  
FY 2014 - \$25,000 (TA)  
FY 2014 - \$6,000 (C)

CONSTRUCTION  
FY 2013 - \$200,000 (TA)  
FY 2013 - \$50,000 (C)  
FY 2014 - \$200,000 (TA)  
FY 2014 - \$50,000 (C)  
\$562,000

**WILMINGTON MPO/CITY OF WILMINGTON**  
**TRANSPORTATION PLANNING**  
**APRIL 2013**

**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. The work group held their initial meeting on March 18<sup>th</sup>.

**Next Steps:**

- **May 13<sup>th</sup> - Next work group meeting**
- The NCTA continues to work through the environmental review process.

**COMPREHENSIVE GREENWAY PLAN**

**Project Description/Scope:** Complete a Comprehensive Greenway Plan for the City of Wilmington and New Hanover County. The greenway plan would lay the foundation for a comprehensive greenway network throughout the community.

**Next Steps:**

- **The Towns of Kure Beach, Carolina Beach, Wrightsville Beach, City of Wilmington and New Hanover County have adopted the plan.**
- **April 2013 adoption by the Wilmington MPO.**

**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

**Next Steps:**

- **WMPO TCC and TAC will review steering committee's proposals for CMP regional objectives, network to be evaluated, and functional type definitions at their April meeting**
- A second steering committee meeting will label congested corridors by functional type in May 2013
- Base data will be collected May, June and July of 2013
- Multi-modal performance measures and a draft CMP will be developed in June, July and August 2013
- Final deliverables and adoption by the WMPO TAC will occur in August 2013

**CONNECTING NORTHERN BRUNSWICK COUNTY**

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

**Next Steps:**

- **Final Plan presented to jurisdictional planning boards in May 2013**
- **Final Plan Presented to jurisdictional boards June 2013**
- **Public Hearings to be scheduled for June 2013**
- **Final deliverables and adoption by local entities July/August 2013**

**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

**Next Steps:**

- **Second meetings of the Modal Subcommittees to initiate the process of mode-specific regional needs April/May 2013**
- Socio-economic data finalized by March 2013
- Public outreach materials and communications plan finalized by May 2013
- Public outreach and data collection initiated May 2013
- Consultant secured July 2013

**MULTI-MODAL TRANSPORTATION CENTER (No significant change)**

**Project Description/Scope:** Purchase right-of-way, develop design plans and construct the Wilmington Multi-modal Transportation Center between N. 3<sup>rd</sup>, N. 4<sup>th</sup>, Hanover and Red Cross streets.

**Next Steps:**

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

**SEE, SHARE AND BE AWARE (No significant change)**

**Project Description/Scope:** Several community and government organizations including the City of Wilmington and Wilmington MPO have come together to create a safety and awareness campaign called "See Share Be Aware." The website has been updated, three additional educational videos are in production, and four audience-specific distribution plans have been created.

**Next Steps:**

- Distribute safety campaign videos to local media, local government websites, local interest groups, etc.
- Secure funding for supplies and materials identified in four distribution plans and event opportunities

**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: 2
- Pender County Development Plan Reviews: 5
- City of Wilmington Plan Reviews: 15
- City of Wilmington Informal Plan Reviews: 16
- City of Wilmington Concept Plan Reviews: 5
- City of Wilmington Projects Released for Construction: 5
- TIA Scoping/Coordination: 5
- TIA Reviews: 2

#### **TRANSPORTATION DEMAND MANAGEMENT PROGRAM**

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

#### **Next Steps:**

- Make final payment for [www.ShareTheRideNC.com](http://www.ShareTheRideNC.com) – NC's carpooling website
- Assist with choosing new vendor for [www.ShareTheRideNC.com](http://www.ShareTheRideNC.com)
- Promote carpooling website, new transit routes, existing bicycle facilities, and Bike to Work Week with employers, private and charter schools, and interest groups
- Cost estimates for UNCW bike map design
- Schedule meeting with major employers and stakeholders to begin 5-7 year TDM plan
- Attend monthly meetings with consultant and lead employer



## **Cape Fear Public Transportation Authority**

### **Project Update**

**April 2013**

- 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. Estimated completion, late summer 2014.  
Project bids opened February 19, 2012. Eight bids received from prequalified contractors ranging from \$8,657,000.00 to \$9,300,000.00. Bids were within budget. Bid protest delayed award until April 25, 2013. Construction to begin in May 2013.
- 2. Wavepool Program** - vanpool program currently serving Elizabethtown and Jacksonville. Two additional vanpools requested in Elizabethtown. Funding for additional vehicles has been identified. Working with MPO to coordinate vanpool and TDM efforts. FTA has issued grant number for four additional vans within the last month. Purchase order for vehicles approved February 28, 2013. Awaiting STIP approval to apply for grant funding and order vehicles. Estimated completion April 2013.
- 3. Short Range Transit Plan route restructuring** – (no significant change) Restructured routes and 33% fare increase implemented on February 03, 2013. Minor modification to the restructured routes expected to be implemented in April 2013. The Authority will continue to evaluate data to ensure that the restructured routes meet the needs of the community.
- 4. Non-Emergency Medical Transportation (NEMT) Medicaid** - (No significant change) NC DHHS plan to broker Medicaid transportation. NEMT is currently provided through local DSS offices by public transportation providers. Proposals for brokers opened on February 06, 2013. Evaluation group from NCDOT and NCDHHS has been established to evaluate proposals.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

April 16, 2013

**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).

**Estimated Contract Completion Date July 2013**

**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.

**Availability Date April 29, 2013**

**Estimated Contract Completion Date May 13, 2016**

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

**Let Date September 17, 2013**

**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).

**Let Date September 17, 2013**

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

**Let Date December 17, 2013**

**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.

**Let Date of February 2014**

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

Start Date May 2014

**Military Cutoff Road Extension (U-4751):** extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass.  
Start Date December 2016

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

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

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

**R-4063:** widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road).  
Post Year

**R-3300 Hampstead Bypass:** extending from Wilmington Bypass to US 17 north of Hampstead.  
Post Year

**U-5300: NC 132 (College Road)** from SR 1272 (New Center Drive) to SR 2048 (Gordon Road) widen to multi-lanes.  
Post Year

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

**Division Project:**

**Dow Road: SR 1573 (Dow Road)** widen roadway for pave shoulders and left turn lanes at three locations, from US 421 to curb & gutter located on K Avenue.

**Estimated Contract Completion Date May 1, 2013 for all work except plantings & Reforestation**

**Wrightsville Beach Draw Bridge:** Replacing the grates, bridge tender's house and other internal mechanical and electrical upgrades.

**March 15, 2012 to October 1, 2012 (SUMMER)** contractor will not be allowed to close a lane of traffic, during the following times:

from 7:00 AM to 9:00 AM

& from 3:00 PM to 6:00 PM

& from 7:00 AM Friday to 6:00 PM Sunday

**October 2012 to March 2013 (WINTER)**, Traffic will be in a two-lane, two-way pattern (on the bridge) for the replacement of the grates. Contractor will not be allowed to close a lane of traffic:

from 7:00 AM to 9:00 AM

& from 3:00 PM to 6:00 PM

& from 7:00 AM Friday to 6:00 PM Sunday

**Currently, Arlie Road is setup for turning only right in and right out**

**Estimated Contract Completion Date July 2013**

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

**Estimated Contract Completion Date Fall 2012**

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

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.

Contractor has to complete the work 410 days after beginning

**W-5306 Castle Hayne Roundabout:** construct a roundabout at the intersection of US 117/NC 132/NC 133. Also widen US 117 to include a second lane northbound from the roundabout to SR 1002 (Holly Shelter Road).

**Let Date February 2014**

**Resurfacing Contracts:**

Contract: C202680

**US 17 Business (Market Street)** milling & resurfacing from 0.2 miles north of SR 2251 (Barclay Hills Drive) at CSX RR tracks to 0.2 miles north of US 74 (MLK Parkway) intersection at the end of the curb & gutter

**SR 1175 (Kerr Ave.)** resurfacing from NC 132 to 0.14 mile south of Randall Pkwy

**Estimated Completion Date Spring 2013**

Pender County: C202187

**NC 50** - Micro-Surfacing of NC 50 from NC 53 to Duplin County line and US 421

(NBL & SBL) from begin/end of divided highway to New Hanover County line.

**Estimated Contract Completion Date July 2013**

Pender County: 3CR.20711.141

**SR 1518 (Moore Town Rd.)** overlay @ various locations from NC 210 to EOP

**SR 1520 (Sycamore Springs Road)** resurface from SR 1526 (Cypress Creek Road) to NC 50

**SR 1526 (Cypress Creek Road)** mill patch from Duplin County line to NC 50

**SR 1553 (Davis Avenue)** place mat w/ 78M & resurface from NC 50 to NC 50

**SR 1555 (Florida Avenue)** place mat w/ 78M & resurface from SR 1558 (Scott Avenue) to NC 50

**SR 1557 (Smith Avenue)** place mat w/ 78M & resurface from SR 1554 (Ocean Blvd) to SR 1555

**SR 1558 (Scott Avenue)** place mat w/ 78M & resurface from SR 1554 to SR 1554

**SR 1559 (Hines Avenue)** place mat w/ 78M & resurface from NC 50 to SR 1558

**Estimated Contract Completion Date June 2013**

Pender County: 3CR.20711.142

**SR 1565 (Country Club Drive)** widen 2' on each side of the roadway and then place a mat seal with #6 Stone and resurface from SR 1563 to SR 1675 (Long Leaf Drive)

**SR 1582 (Washington Acres Road)** widen 2' on each side of the roadway and then place a mat seal with 78M Stone and resurface the roadway from US 17 to SR 1603 (Hughes Road)

**SR 1114 (Blueberry Rd.)** widen 2' on each side of the roadway & resurface from SR 1113 (Montague Rd.) to NC 210

**Estimated Contract Completion Date June 2013**

**Contract C-203192**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Brunswick County 3CR.10101.138 & 3CR.20101.138**

**NC 133** widen & resurface from SR 1518 (Daws Creek Road) to 0.28 mile south of SR 1554 (Old River Road). **SR 1340 (Exum Road)** mill patch from SR 1335 (Big Neck Road) to SR 1342 (Camp Branch Road)

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

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

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

**New Hanover & Pender County 46280.3.3**

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

If you have any questions, please contact Mr. Patrick Riddle: [priddle@ncdot.gov](mailto:priddle@ncdot.gov)