



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

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

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: July 26, 2013
SUBJECT: July 31st Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, July 31st 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. 6/26/13
- 4) Public Comment Period
- 5) Presentations
 - a. 2013 Transportation Alternatives Call for Projects
- 6) Old Business
 - a. Resolution supporting the allocation of STP-DA funds to the selected 2013 projects
- 7) New Business
 - a. Resolution adopting STIP/MTIP Amendments/Modifications (May/June)
 - b. Resolution supporting the Wilmington MPO's Transportation Improvement Program Financial Plan FY 2012-2015
 - c. Resolution supporting Pender County's Safe Routes to School project
 - d. Resolution adopting the Socio-economic Control Totals for the Wilmington MPO
 - e. Resolution adopting the Connecting Northern Brunswick County Collector Street Plan
 - f. Resolution requesting NCDOT Study a modified alignment for the Cape Fear Crossing
- 8) Discussion
 - a. STIP/MTIP Administrative Modifications (July)
 - b. Strategic Mobility Formula
 - c. Trucks with Twin Trailers

- d. 2014 STP-DA and TA funding
- e. Metropolitan Transportation Plan/Comprehensive Transportation Plan
- 9) Updates
 - a. Crossing over the Cape Fear River Work Group
 - b. City of Wilmington/Wilmington MPO
 - c. Cape Fear Public Transportation Authority
 - d. NCDOT Division Report
 - e. NCDOT Transportation Planning Branch Report
- 10) Announcements
 - a. Wilmington MPO Bike/Ped meeting- August 15th
- 11) Next Meeting –August 28, 2013

Attachments:

- Minutes 6/26/13 meeting
- Resolution supporting the allocation of STP-DA funds to the selected 2013 projects (May)
- Letter from Chancellor Miller- Proposed Bicycle/Pedestrian Overpass over S. College Road
- Resolution supporting the allocation of STP-DA funds to the selected 2013 projects (July)
- May STIP/MTIP Amendments and Modifications
- June STIP/MTIP Amendments
- Resolution adopting STIP/MTIP Amendments/Administrative Modifications (May/June)
- Wilmington MPO Transportation Improvement Program Financial Plan FY 2012-2015
- Resolution supporting the Wilmington MPO's Transportation Improvement Program Financial Plan FY 2012-2015
- Map of Proposed Pender County Safe Routes to School Project
- Resolution supporting Pender County's Safe Routes to School project
- Wilmington MPO Socio-economic Data Report
- Resolution adopting the Socio-economic Control Totals for the Wilmington MPO
- Connecting Northern Brunswick County Collector Street Plan (www.wmpo.org)
- Resolution adopting the Connecting Northern Brunswick County Collector Street Plan
- Map of a modified alignment for the Cape Fear Crossing
- Resolution adopted by the Town of Leland
- Resolution requesting NCDOT study a modified alignment for the Cape Fear Crossing
- STIP/MTIP Administrative Modifications (July)
- North Carolina Truck Network
- City of Wilmington/Wilmington MPO Project Update (July)
- Cape Fear Public Transportation Authority Update
- NCDOT Project Update

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: June 26, 2013

Members Present:

Laura Padgett, Chair, City of Wilmington
Dean Lambeth, Town of Kure Beach
Bill Sisson, Town of Wrightsville Beach
Steve Shuttleworth, Town of Carolina Beach
Frank Williams, Brunswick County
Eulis Willis, Town of Navassa
Earl Sheridan, City of Wilmington
Michael Lee, NC Board of Transportation
Jonathan Barfield, Cape Fear Public Transportation Authority

Staff Present:

Mike Kozlosky, Executive Director
Suraiya Rashid, Associate Transportation Planner

1. Call to Order

Ms. Padgett called the meeting to order at 4:02pm.

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

The minutes for May 29th were approved unanimously.

4. Public Comment Period

Mr. Andy Koeppel addressed members regarding the Governor's Strategic Mobility Formula. Mr. Koeppel told members he believes the new Strategic Mobility Formula will change the way transportation funds are distributed. He said he is concerned about projects that go beyond our Divisions, such as the upgrade of US 74/76 to Interstate standards and rail line restoration between Castle Hayne and Wallace. He noted that it will be important to communicate with other Divisions involved in these projects to ensure that they rise to the top of the priority list for funding.

5. July Meeting Discussion

Mr. Kozlosky told members due to the volume of business needing to come before the board, he would recommend scheduling a meeting in July.

Mr. Frank Williams made a motion to add a July 31st TAC meeting to the calendar. Mr. Sisson seconded the motion and it carried unanimously.

6. Old Business

a. Resolution supporting the allocation of STP-DA funds to the selected 2013 projects

Ms. Padgett told members she had received a request to table this item from Mr. White because he could not be in attendance for the meeting.

Mr. Frank Williams made a motion to table the resolution supporting the allocation of STP-DA funds to the next meeting on July 31st. Mr. Lambeth seconded the motion and it carried unanimously.

7. New Business

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

Mr. Kozlosky told members the Federal Transit Administration desired to have the transit task codes included and broken out by task code in the UPWP. There are no changes to the funding in the budget.

Dr. Sheridan made the motion to amend the 2014 UPWP. Mr. Barfield seconded the motion and it carried unanimously.

b. Resolution adopting the Cape Fear Commutes 2035 Long Range Transportation Plan Amendments

Mr. Kozlosky told members that many of the projects submitted for STP-DA funds are not included in the Cape Fear Commutes 2035 Long Range Transportation. Federal Highway Administration requires that the plan be fiscally constrained. Mr. Kozlosky noted that the TCC recommended removing several low ranking projects from the long range plan in order to allow the plan to remain fiscally constrained with the addition of the STP-DA projects approved earlier by the TAC. Projects recommended for removal were the multi-use path between Sturgeon Drive NE and Holly Hills Drive NE in Leland, a multi-use path along Night Harbor Drive SE in Leland, bicycle lanes along Pine Valley Drive in Wilmington, a multi-use path along Shuney Street in Wilmington, bicycle lanes along Dogwood Lane in Pender County, a multi-use path between Timber Lane and Grandiflora Drive in Leland, bicycle lanes along Collector C in Pender County, on-road bicycle lanes on Sidbury Road between Sidbury and US 17, on-road bicycle lanes on Griffith Road between west backage road and US 17 and a multi-use path along the CSX railroad between Navassa Road and US 421.

Mr. Sisson made the motion to adopt the Cape Fear Commutes 2035 Long Range Transportation Plan Amendments. Mr. Lambeth seconded the motion and it carried unanimously.

c. Resolution adopting the Regional and Division Evaluation Criteria for the Strategic Transportation Investments

Ms. Rashid told members that the new Strategic Transportation Investment policy allows for quantitative, as well as qualitative and local input to be used for ranking the Regional and Division needs. The Statewide criteria would be ranked 100% on a data-driven process. The Regional criteria will be 70% data and 30% local input. Ms. Rashid noted that in the new policy, Division 3 is paired with Division 2 to create Region B. The Division criteria would be 50% data and 50% local input. She said the MPOs, RPOs and Divisions Engineers were given the opportunity to define their own quantitative criteria and formula

for the quantitative evaluation of Regional Impact Projects and Division Needs Projects. The Eastern Coalition workgroup met to discuss revising the quantitative criteria to better serve the area's plans. The workgroup recommended using the quantitative criteria of 25% Multimodal, 25% Safety and 20% Benefit Cost for the Regional Impact Projects. For the Division Needs Projects, they recommended using the 20% Safety, 20% Congestion and 10% Multimodal for the quantitative criteria. She told members that each of the MPOs and RPOs would have to adopt the same criteria across-the-board for the Regional as well as the Division criteria. If not, it would return to the default criteria currently being developed state-wide. Ms. Rashid noted that the criteria developed by the Eastern Coalition must be adopted by July 1st by all entities.

Mr. Kozlosky told members that to-date, the revised criteria suggested by the Eastern Coalition workgroup has passed each of the MPOs and RPOs in our Division but the Wilmington MPO and the Mid-Carolina RPO.

Mr. Frank Williams made the motion to adopt the Regional and Division Evaluation Criteria for the Strategic Transportation Investments as developed by the Eastern Coalition Workgroup. Dr. Sheridan seconded the motion. Mr. Lee told members that the Board of Transportation will be discussing this request at their next meeting and therefore he would abstain from voting. The motion carried with 8 members voting in favor and Mr. Lee abstaining.

d. Resolution supporting the Community Transformation Grant for the Town of Belville

Ms. Harrington told members that the Town of Belville is applying for a planning grant to create a master plan for the Brunswick Riverwalk Project on the west side of the Cape Fear River. The master plan is necessary to move forward with the project. The Town of Belville is requesting support for their grant application in the amount of \$19,000 to fund the development of the master plan. The Town approved a match of \$5,000.00 for the project.

Mr. Barfield made the motion to support the Community Transformation Grant for the Town of Belville. Mr. Sisson seconded the motion and it carried unanimously.

e. Resolution supporting the Community Transformation Grant for FOCUS

Ms. Harrington told members that FOCUS is submitting a grant application to request funding for the Cape Fear Regional Gaps Analysis for Active Living and Healthy Eating and they are seeking support for their application. The analysis will provide for data collection on factors to identify local areas that could benefit the most from active living and healthy eating opportunities. FOCUS is seeking support for their grant initiative.

Mr. Sisson made the motion to support the FOCUS' Community Transformation grant to fund the Cape Fear Regional Gaps Analysis for Active Living and Healthy Eating. Dr. Sheridan seconded the motion and it carried unanimously.

f. Opening of the 30-day Public Comment Period for the STIP/MTIP Amendments (June)

Mr. Frank Williams made the motion to open the 30-day Public Comment Period for the STIP/MTIP amendments. Mr. Sisson seconded the motion and it carried unanimously.

8. Discussion

a. Congestion Management Process and Regional Approach

Mr. Sisson told members this area is so compact and when we are talking about congestion management, one of his concerns is entities making decisions without consulting the other local jurisdictions that will be impacted by those decisions. He noted that it became apparent with the congestion related issues related to lane closures on the bridge into Wrightsville Beach. He told members he would like to make a pitch for a method of collaboration as we go forward with the Congestion Management Process development.

b. Call for 2013 Transportation Alternatives funding

Mr. Kozlosky told members that staff is working to develop the call for projects for Transportation Alternative funding. The request for projects will be issued in the next few weeks.

c. Crossing over the Cape Fear River Potential Alignments – Brunswick County

Mr. Kozlosky told members at the last merger team meeting, the team decided to expand the boundary to include the alternative that had been approved at the last TAC meeting. NCDOT is currently evaluating the alternative; however, the Department has agreed to sit down with the Town of Leland and look at other alternatives, possibly shifting that alignment slightly so it may come back to the TAC for an amendment to the alternative that is being studied.

9. Updates

a. Crossing over the Cape Fear River Work Group

Mr. Padgett told members the next work group meeting is July 22nd.

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

10. Announcements

11. Adjournment

With no further business, the meeting was adjourned at 5:10 PM

Respectfully submitted

Mike Kozlosky

Executive Director

Wilmington Urban Area Metropolitan Planning Organization

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

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

**RESOLUTION SUPPORTING THE ALLOCATION OF STP-DA FUNDS TO THE SELECTED
FY2013 PROJECTS**

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

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

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

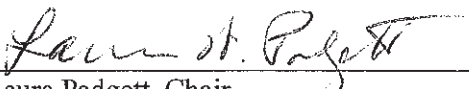
WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee adopted the prioritization process and 2013 modal target investment strategies on October 31, 2012; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization developed a call for projects and received 11 submittals from MPO member agencies; and

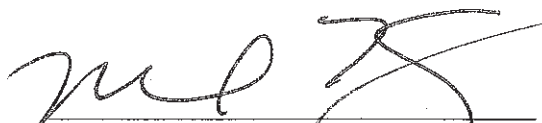
WHEREAS, the Wilmington MPO has reviewed the project submittals based on the modal target investment strategies and prioritization process; and

NOW, THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the allocation of STP-DA funds to the Old Fayetteville Road multi-use path, Heide Trask Drawbridge walkway, Island Greenway and Harper Avenue bike lanes, Main Street widening for bike lanes and Wrightsville Avenue/Greenville Avenue intersection improvements as the selected 2013 fiscal year projects.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on May 29, 2013.



Laura Padgett, Chair
Transportation Advisory Committee



Mike Kozlosky, Secretary



UNIVERSITY OF NORTH CAROLINA WILMINGTON

June 13, 2013

GARY L. MILLER
Chancellor

Mr. Mike Kozlosky
Executive Director
Wilmington MPO
City of Wilmington
305 Chestnut Street
Wilmington, NC 28401

Dear Mike,

Thank you for meeting with us last week to discuss the proposed College Road pedestrian bridge project. The university has a long-standing interest in this project and we continue to be fully committed to working collaboratively with the City and other partners to plan and develop the project.

As a partner in this project and subject to the approval of the UNCW Board of Trustees, the University does expect to contribute resources to the pedestrian bridge. We look forward to working with you to develop a design concept and funding model that we can insert into our budget and facilities planning process.

I am available at your convenience to discuss this important and exciting project as planning proceeds.

Thank you for your great work on behalf of Wilmington and UNCW.

Sincerely,

Gary L. Miller
Chancellor

cc Max Allen, Chief of Staff
Charlie Maimone, Vice Chancellor for Business Affairs

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

**RESOLUTION SUPPORTING THE ALLOCATION OF STP-DA FUNDS TO THE SELECTED
FY2013 PROJECTS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee adopted the prioritization process and 2013 modal target investment strategies on October 31, 2012; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization developed a call for projects and received 11 submittals from MPO member agencies; and

WHEREAS, the Wilmington MPO has reviewed the project submittals based on the modal target investment strategies and prioritization process; and

NOW, THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the allocation of STP-DA funds to the South College Road Bicycle/Pedestrian Bridge as a selected 2013 fiscal year project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on July 31, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**STIP/MTIP ADDITIONS
(MAY)**

DIVISION 3

* U-5534	WILMINGTON URBAN AREA STP-DA PROGRAM.	RIGHT-OF-W AY
BRUNSWICK	ADD RIGHT-OF-W AY AND CONSTRUCTION IN FY	FY 2013 - \$500,000 (STPDA)
PENDER	13 AND FY 14 NOT PREVIOUSLY PROGRAMMED.	FY 2013 - \$125,000 (C)
NEW		FY 2014 - \$500,000 (STPDA)
HANOVER		FY 2014 - \$125,000 (C)
		CONSTRUCTION
		FY 2013 - \$1,725,000 (STPDA)
		FY 2013 - \$431,000 (C)
		FY 2014 - \$1,525,000 (STPDA)
		FY 2014 - <u>\$381,000</u> (C)
		\$5,312,000

STIP MODIFICATIONS

W -5306	NC 133, US 117/NC 132 IN CASTLE HAYNE.	RIGHT-OF-W AY
NEW	CONSTRUCT A ROUNDABOUT.	FY 2013 - \$40,000 (HSIP)
HANOVER	DELAY CONSTRUCTION FROM FY 13 TO FY 14	CONSTRUCTION
	TO ALLOW ADDITIONAL TIME FOR DESIGN.	FY 2014 - <u>\$1,200,000</u> (HSIP)
		\$1,240,000

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

**STIP/MTIP ADDITIONS
(June)**

Public Transportation

TBD	Preventative Maintenance	FY 2014- 85,000 (STP-DA) FY 2014- <u>22,000</u> (Local) 107,000
TBD	Preventative Maintenance	FY 2014- 603,000 (FUZ) FY 2014- <u>201,000</u> (Local) 604,000
TBD	ADA Complementary Paratransit	FY 2014- 265,000 (STP-DA) FY 2014- <u>66,000</u> (Local) 331,000
TBD	Preventative Maintenance	FY 2014- 251,000 (FTA 5339) FY 2014- <u>63,000</u> (Local) 314,000
TBD	Enhanced Mobility for Seniors	FY 2014- 85,000 (FTA 5310) FY 2014- <u>85,000</u> (Local) 170,000

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

**RESOLUTION SUPPORTING THE AMENDMENT/MODIFICATION 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 STP-DA Program, Preventative Maintenance, ADA Complementary Paratransit and to Enhance Mobility for Seniors and a modification to delay the construction of a roundabout at NC 133, US 117 and NC 132 in Castle Hayne; 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 STP-DA Program, Preventative Maintenance, ADA Complementary Paratransit and to Enhance Mobility for Seniors and supports a modification to delay the construction of a roundabout at NC 133, US 117 and NC 132 in Castle Hayne.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on July 31, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

Wilmington Urban Area Metropolitan Planning Organization
Transportation Improvement Program Financial Plan
FY2012-2015

The financial plan will answer three basic questions:

1. What will the needs for transportation in the region cost?
2. What revenues are available that can be applied to the needs?
3. Are the revenues sufficient to cover costs?

Introduction

Federal regulations require that the State Transportation Improvement Program (STIP) include a financial plan that demonstrates there is enough money available to fund projects listing in the TIP for each given year. The tables on the following pages have been included to demonstrate financial constraint of the TIP.

Local, State and Federal Revenues and Revenue Projections

Local transportation revenues are those identified in the City of Wilmington's Capital Improvement Program, approved by Wilmington City Council on June 21, 2011. These funds are allocated to the Streets and Sidewalks Program.

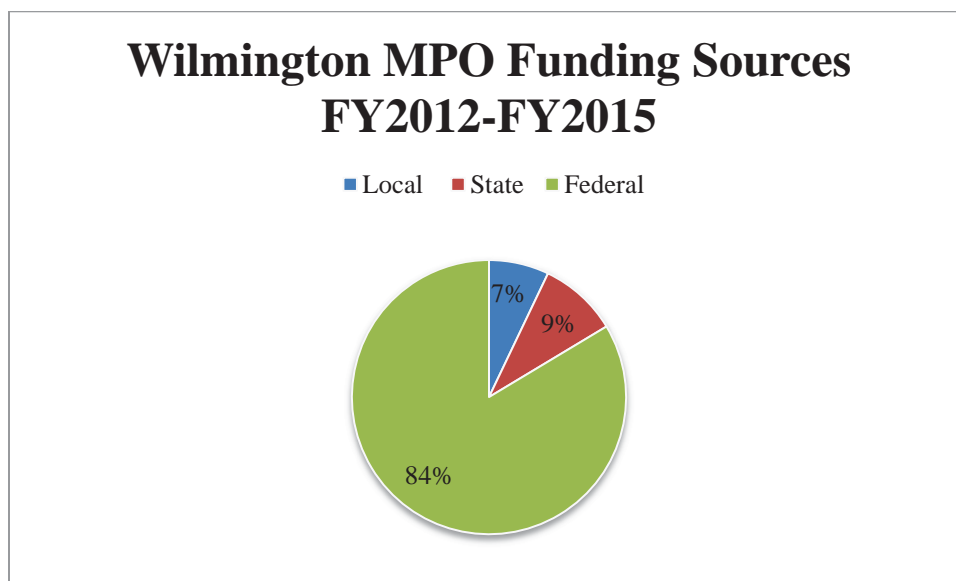
State transportation revenues are derived from user fees in the form of Motor Fuel Tax (MFT), driver and vehicles fees collected by the NC Division of Motor Vehicles (DMV Fees) and a Highway Use Tax (HUT) on vehicle title transfers. Federal transportation revenues are derived from a federal MFT tax and vehicle fees (mostly on trucks). North Carolina's transportation funding comprises roughly 75 percent state revenues and 25 percent federal.

State Revenues are from revenue projections in the Governor's Recommended Biennium Budget are a consensus forecast by Office of State Budget and Management, Legislative Fiscal Research Division and NC Department of Transportation. The Governor's budget forecast serves as a base from which NCDOT staff develops the Work Program forecast for the remaining years. Motor Fuel revenues are forecast based on crude oil prices and expected consumption, derived from information from the US Department of Energy and IHS Global Insight, a private financial forecasting company. DMV fee revenue forecasts are based on historical transactional information, vehicle registration, licensed driver numbers and Office of State Budget and Management projected population growth in the age range 19–84. Highway Use Tax revenue is forecasted based on the number of vehicles purchased or traded in, vehicle price and the statutory rate. The number of vehicles sold and the price depend on economic conditions. Regarding DMV/Title Fees, the two variables are statutory rates and the number of transactions, which is based on licensed drivers and vehicle registration. Generally, DMV fees correlate with projected changes in population. Title fees correlate closer to forecasted changes in car sales.

Federal transportation funding is distributed by Congress based on multi-year reauthorization bills and annual appropriations. The forecast assumes that a new multi-year reauthorization bill will not take place until SFY 2013, and that the overall program structure will remain unchanged. In the

interim, Federal-Aid revenues are assumed to remain at the FY 2010 level until 2013 and will then grow at the same rate assumed by the Congressional Budget Office for national revenue growth.

The primary variables for both state and federal revenues are the MFT rate and fuel consumption. The state MFT rate, under state law, has a fixed portion and variable portion that is based on wholesale prices and can adjust every six months, on January 1st and July 1st. The federal MFT rate, set by Congress, is 18.4 cents per gallon for gasoline and 24.4 cents for diesel. The Fuel consumption is affected by fuel prices, which are determined by world markets and economic domestic output. Vehicle fuel efficiency and alternate fuel vehicles affect fuel consumption in the outer years of the forecast.



Explanation of Data

Table 1 depicts the estimated revenue and proposed commitment of funds for the Wilmington MPO (WMPO) based on funding source from FY2012-2015. These funding sources include local, state and federal dollars.

Table 2 depicts the estimated revenue (including funding source) categorized by local, highway and public transportation funding. Highway and public transportation funding categories include both federal and state funding types and the fund description.

Table 3 depicts specific locally funded projects identified in the City of Wilmington Capital Improvement Program. Table 4 depicts specific highway projects identified in the STIP, and Table 5 depicts specific public transportation projects identified in the STIP. The totals from the specific projects listed in Tables 3, 4 and 5 are used in Table 2 to consolidate the funding descriptions and Table 1 to consolidate the funding source.

The needs for transportation in the WMPO region will cost \$325,380,500 between FY2012-2015. The federal, state and local revenues identified in Table 1 and Table 2 will fund and maintain all projects listed in Tables 3, 4, and 5.

TABLE 1 - Wilmington MPO FY2012 Fiscal Analysis

	FY2012		FY2013		FY2014		FY2015	
Source	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment
L	\$1,564,500	\$1,564,500	\$8,225,900	\$8,225,900	\$6,727,000	\$6,727,000	\$6,543,100	\$6,543,100
FA	\$0	\$0	\$0	\$0	\$11,000	\$11,000	\$5,937,000	\$5,937,000
HES	\$1,288,000	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0
IMPM	\$80,000	\$80,000	\$83,000	\$83,000	\$86,000	\$86,000	\$90,000	\$90,000
NFA	\$328,000	\$328,000	\$430,000	\$430,000	\$906,000	\$906,000	\$369,000	\$369,000
NHS	\$14,437,000	\$14,437,000	\$59,662,000	\$59,662,000	\$39,102,000	\$39,102,000	\$40,668,000	\$40,668,000
STP	\$30,141,000	\$30,141,000	\$110,000	\$110,000	\$21,291,000	\$21,291,000	\$8,892,000	\$8,892,000
S	\$19,000	\$19,000	\$1,169,000	\$1,169,000	\$3,000	\$3,000	\$3,000	\$3,000
S(M)	\$2,568,000	\$2,568,000	\$0	\$0	\$0	\$0	\$0	\$0
T	\$0	\$0	\$0	\$0	\$10,843,000	\$10,843,000	\$10,383,000	\$10,383,000
FBUS	\$7,954,000	\$7,954,000	\$0	\$0	\$0	\$0	\$0	\$0
FED	\$672,000	\$672,000	\$3,534,000	\$3,534,000	\$11,473,000	\$11,473,000	\$596,000	\$596,000
FMPL	\$146,000	\$146,000	\$153,000	\$153,000	\$160,000	\$160,000	\$490,000	\$490,000
FNU	\$538,000	\$538,000	\$0	\$0	\$0	\$0	\$0	\$0
FUZ	\$5,364,000	\$5,364,000	\$5,469,000	\$5,469,000	\$5,689,000	\$5,689,000	\$5,917,000	\$5,917,000
EDTAP	\$150,000	\$150,000	\$156,000	\$156,000	\$162,000	\$162,000	\$169,000	\$169,000
EMP	\$55,000	\$55,000	\$57,000	\$57,000	\$59,000	\$59,000	\$62,000	\$62,000
RGP	\$139,000	\$139,000	\$145,000	\$145,000	\$150,000	\$150,000	\$157,000	\$157,000
SMAP	\$896,000	\$896,000	\$932,000	\$932,000	\$969,000	\$969,000	\$1,008,000	\$1,008,000
TOTAL	\$66,339,500	\$66,339,500	\$80,125,900	\$80,125,900	\$97,631,000	\$97,631,000	\$81,284,100	\$81,284,100

Total Estimated Revenue \$325,380,500
Total Proposed Commitment \$325,380,500

L Local
FA Bridge Replacement on Federal Aid System
HES High Hazard Safety
IMPM Interstate Maintenance
NFA Bridge Replacement off Federal Aid System
NHS National Highway System
STP Surface Transportation Program
S State
S(M) State Match for STP-DA or Garvee Projects
T Highway Trust Funds
FBUS Capital Program - Bus Earmark (5309)
FED Federal
FMPL Federal Metropolitan Planning (5303, 5307)
FNU Non Urbanized Area Formula Program (5307)
FUZ Urbanized Area Formula Program (5307)
EDTAP State Elderly and Disabled Transportation
EMP Rural Employment Transportation (ROPE)
RGF Rural General Public Program
SMAP Operating Assistance and State Maintenance

Table 2
LOCAL FUNDING SUMMARY

FUNDING_TYPE	FUNDING	FUND_DESCRIPTION	2012	2013	2014	2015	
L	CIP	Streets & Sidewalks	\$1,564,500	\$8,225,900	\$6,727,000	\$6,543,100	\$23,060,500

HIGHWAY (INFLATED) FUNDING SUMMARY
In Thousands

FUNDING_TYPE	FUNDING	FUND_DESCRIPTION	2012	2013	2014	2015	
F	FA	Bridge Replacement On Federal Aid System			\$11,000	\$5,937,000	
F	HES	High Hazard Safety	\$1,288,000				
F	IMPM	Interstate Maintenance	\$80,000	\$83,000	\$86,000	\$90,000	
F	NFA	Bridge Replacement Off Federal Aid System	\$328,000	\$430,000	\$906,000	\$369,000	
F	NHS	National Highway System	\$14,437,000	\$59,662,000	\$39,102,000	\$40,668,000	
F	STP	Surface Transportation Program	\$30,141,000	\$110,000	\$21,291,000	\$8,892,000	
S	S	State	\$19,000	\$1,169,000	\$3,000	\$3,000	
S	S(M)	State Match for STP-DA or Garvee Projects	\$2,568,000				
S	T	Highway Trust Funds			\$10,843,000	\$10,383,000	
			\$48,861,000	\$61,454,000	\$72,242,000	\$66,342,000	\$248,899,000

PUBLIC TRANSPORTATION (INFLATED) FUNDING SUMMARY
In Thousands

FUNDING_TYPE	FUNDING	FUND_DESCRIPTION	2012	2013	2014	2015	
F	FBUS	Capital Program - Bus Earmark (5309)	\$7,954,000				
F	FED	Federal	\$672,000	\$3,534,000	\$11,473,000	\$596,000	
F	FMPL	Federal Metropolitan Planning (5303, 5307)	\$146,000	\$153,000	\$160,000	\$490,000	
F	FNU	Non Urbanized Area Formula Program (5311)	\$538,000				
F	FUZ	Urbanized Area Formula Program (5307)	\$5,364,000	\$5,469,000	\$5,689,000	\$5,917,000	
S	EDTAP	State Elderly and Disabled Transportation	\$150,000	\$156,000	\$162,000	\$169,000	
S	EMP	Rural Employment Transportation (ROPE)	\$55,000	\$57,000	\$59,000	\$62,000	
S	RGP	Rural General Public Program	\$139,000	\$145,000	\$150,000	\$157,000	
S	SMAP	Operating Assistance and State Maintenance	\$896,000	\$932,000	\$969,000	\$1,008,000	
			\$15,914,000	\$10,446,000	\$18,662,000	\$8,399,000	\$53,421,000
TOTAL			\$66,339,500	\$80,125,900	\$97,631,000	\$81,284,100	\$325,380,500

TABLE 3 - Local Projects

Code	Project Title	Estimated FY2012	Estimated FY2013	Estimated FY2014	Estimated FY2015	Total
4SW100	Sidewalk Rehab/Repairs		150,000	150,000	150,000	450,000
05SR10	Streets Rehabilitation	1,000,000	3,500,000	4,500,000	4,500,000	13,500,000
4SW200	Pedestrian/Bike Improvements	250,000	500,000	500,000	500,000	1,750,000
05BR20	Bridge Repair	39,500	123,300	43,000	133,100	338,900
2MF160	Multimodal Transportation Center		600,000			600,000
TBD	Kerr Avenue Bicycle Facilities (incl. sidewalks)		468,000	672,000		1,140,000
4SW400	Military Cutoff Multi-use Path - Debt to DOT	178,000				178,000
08SR10	Transportation Reserve		250,000	250,000	250,000	750,000
08ST20	Front Street Improvements (Chestnut to Grace & Phase II Grace to Walnut)		76,000	582,000	380,000	1,038,000
TBD	Water & Market St. Streetscaping		229,000			229,000
TBD	Cinema Drive				600,000	600,000
12ST10	Skyway Bridge Property Acquisition		1,400,000			1,400,000
06ST20	Front & Red Cross Signal		303,600			303,600
11ST10	Riverwalk Assessment/Improvements (Shoreline Stabilization)	97,000	466,000			563,000
TBD	Sign Inventory & Assessment		88,000	30,000	30,000	148,000
TBD	Wayfinding Signage		72,000			72,000
TOTAL STREETS & SIDEWALKS		1,564,500	8,225,900	6,727,000	6,543,100	23,060,500

TABLE 4 - HIGHWAY (INFLATED) STIP PROJECTS

Project ID	Route	Location	Source/Funding	Source/Funding	FY 2012	FY 2013	FY 2014	FY 2015
B-5103	SR 1627, 3rd Avenue	Abandon Railroad, remove bridge no. 3	Bridge Replacement on Federal Aid System	FA			\$11,000	\$5,737,000
B-5236	SR 1100, River Road	Lords Creek, replace bridge no. 19	Bridge Replacement on Federal Aid System	FA				\$200,000
							\$11,000	\$5,937,000
W-5203	Various	Div. 3 rumble strips, guardrail, safety a	High Hazard Safety	HES	\$24,000			
W-5306	NC 133	NC 133, US 117/NC 132 in Castle Hayne	High Hazard Safety	HES	\$1,264,000			
					\$1,288,000			
I-5203	I-40	Interstate maintenance, preservation f	Interstate Maintenance	IMPM	\$80,000	\$83,000	\$86,000	\$90,000
					\$80,000	\$83,000	\$86,000	\$90,000
BF-5303	Various	Screen and evaluate potential federal f	Bridge Replacement off Federal Aid System	NFA	\$3,000	\$3,000	\$3,000	\$3,000
B-4591	SR 1002, Holly Shelter Road	Island Creek, Replace bridge no. 4	Bridge Replacement off Federal Aid System	NFA		\$89,000	\$551,000	
BD-5103	Various	Div. 3 purchase order contract, bridge	Bridge Replacement off Federal Aid System	NFA	\$325,000	\$338,000	\$352,000	\$366,000
					\$328,000	\$430,000	\$906,000	\$369,000
R-3601	US 17/US 74/ US 76	NC 133/SR 1472 (Village Road) interchange to the US 421/NC 133 interchange. Add additional lanes on north and southbound lanes and widen bridge no. 107 and bridge no. 108	National Highway System	NHS	\$486,000	\$22,064,000		
R-2633	I-140/US17, Wilmington Bypass	I-140/US17 Wilmington bypass, US 17 south of NC 87 in Brunswick Co. to I-40 in New Hanover Co., four lane divided freeway on new location	National Highway System	NHS	\$13,951,000	\$37,598,000	\$39,102,000	\$40,668,000
					\$14,437,000	\$59,662,000	\$39,102,000	\$40,668,000
BL-5503	Various	Bridge improvements in div. 3	State	S	\$16,000			
BS-5403	Various	Screen and evaluate potential federal f	State	S	\$3,000	\$3,000	\$3,000	\$3,000
U-3831	SR 2048, Gordon Road	SR 2048 (Gordon Rd), NC132 Interchange ramp to west of US17 Business (Market St) in Wilmington. Widen to multi-lanes.	State	S		\$1,166,000		
					\$19,000	\$1,169,000	\$3,000	\$3,000

[illegible]

TABLE 5 - PUBLIC TRANSPORTATION (INFLATED) STIP PROJECTS

Project ID	Transit Provider	Description	Source/Funding	Source/ Funding	FY 2012	FY 2013	FY 2014	FY 2015
TL-5102	CFPTA	Operating Assistance	State Elderly and Disabled Transportation	EDTAP	\$150,000	\$156,000	\$162,000	\$169,000
					\$150,000	\$156,000	\$162,000	\$169,000
TJ-5102	CFPTA	Operating Assistance	Rural Employment Transportation (ROPE)	EMP	\$55,000	\$57,000	\$59,000	\$62,000
					\$55,000	\$57,000	\$59,000	\$62,000
TD-4942	CFPTA	Facility Ops Center	Capital Program - Bus Earmark	FBUS	\$7,954,000			
					\$7,954,000			
TT-5202	CFPTA	Technology	Federal	FED	\$26,000	\$27,000		
TA-4907	CFPTA	Replacement Bus	Federal	FED	\$95,000	\$198,000		
TA-5130	CFPTA	Expansion Bus	Federal	FED	\$424,000			
TA-5131	CFPTA	Expansion Van	Federal	FED	\$127,000			
TD-4721	CFPTA	Facility Intermodal	Federal	FED		\$1,103,000	\$10,326,000	
TD-4942	CFPTA	Facility Ops Center	Federal	FED		\$2,206,000		
TD-5262	CFPTA		Federal	FED			\$1,147,000	
TD-5261	CFPTA	Facility Transit center	Federal	FED				\$596,000
					\$672,000	\$3,534,000	\$11,473,000	\$596,000
TP-5111	CFPTA	Planning Assistance	Federal Metropolitan Planning (5303, 5307)	FMPL	\$146,000	\$153,000	\$160,000	\$490,000
					\$146,000	\$153,000	\$160,000	\$490,000
TA-6516	CFPTA	Replacement LTV	Non-Urbanized Area Formula Program (5311)	FNU	\$306,000			
TK-6176	CFPTA	Administration	Non-Urbanized Area Formula Program (5311)	FNU	\$232,000			
					\$538,000			
TG-4796	CFPTA	Routine Capital	Urbanized Area Formula Program (5307)	FUZ	\$52,000	\$54,000	\$57,000	\$59,000
TO-4751	CFPTA	Operating Assistance	Urbanized Area Formula Program (5307)	FUZ	\$5,184,000	\$5,391,000	\$5,607,000	\$5,832,000
TP-5110	CFPTA	Planning Assistance	Urbanized Area Formula Program (5307)	FUZ	\$104,000			
TS-5103	CFPTA	Safety & Security	Urbanized Area Formula Program (5307)	FUZ	\$24,000	\$24,000	\$25,000	\$26,000
					\$5,364,000	\$5,469,000	\$5,689,000	\$5,917,000
TR-5127	CFPTA	Operating Assistance	Rural General Public Program	RGP	\$139,000	\$145,000	\$150,000	\$157,000
					\$139,000	\$145,000	\$150,000	\$157,000
TO-4751	CFPTA	Operating Assistance	Operating Assistance and State Maintenance	SMAP	\$896,000	\$932,000	\$969,000	\$1,008,000
					\$896,000	\$932,000	\$969,000	\$1,008,000
					\$15,914,000	\$10,446,000	\$18,662,000	\$8,399,000
								\$53,421,000

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

**RESOLUTION SUPPORTING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION'S TRANSPORTATION IMPROVEMENT PROGRAM
FINANCIAL PLAN FY2012-2015**

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, federal regulations require that the State Transportation Improvement Program (STIP) include a financial plan that demonstrates there is sufficient money available to fund projects listed in the STIP for each given year; and

WHEREAS, the financial plan will show what the needs for transportation in the region cost, what revenues are available that can be applied to the needs, and if the revenues are sufficient to cover the costs.

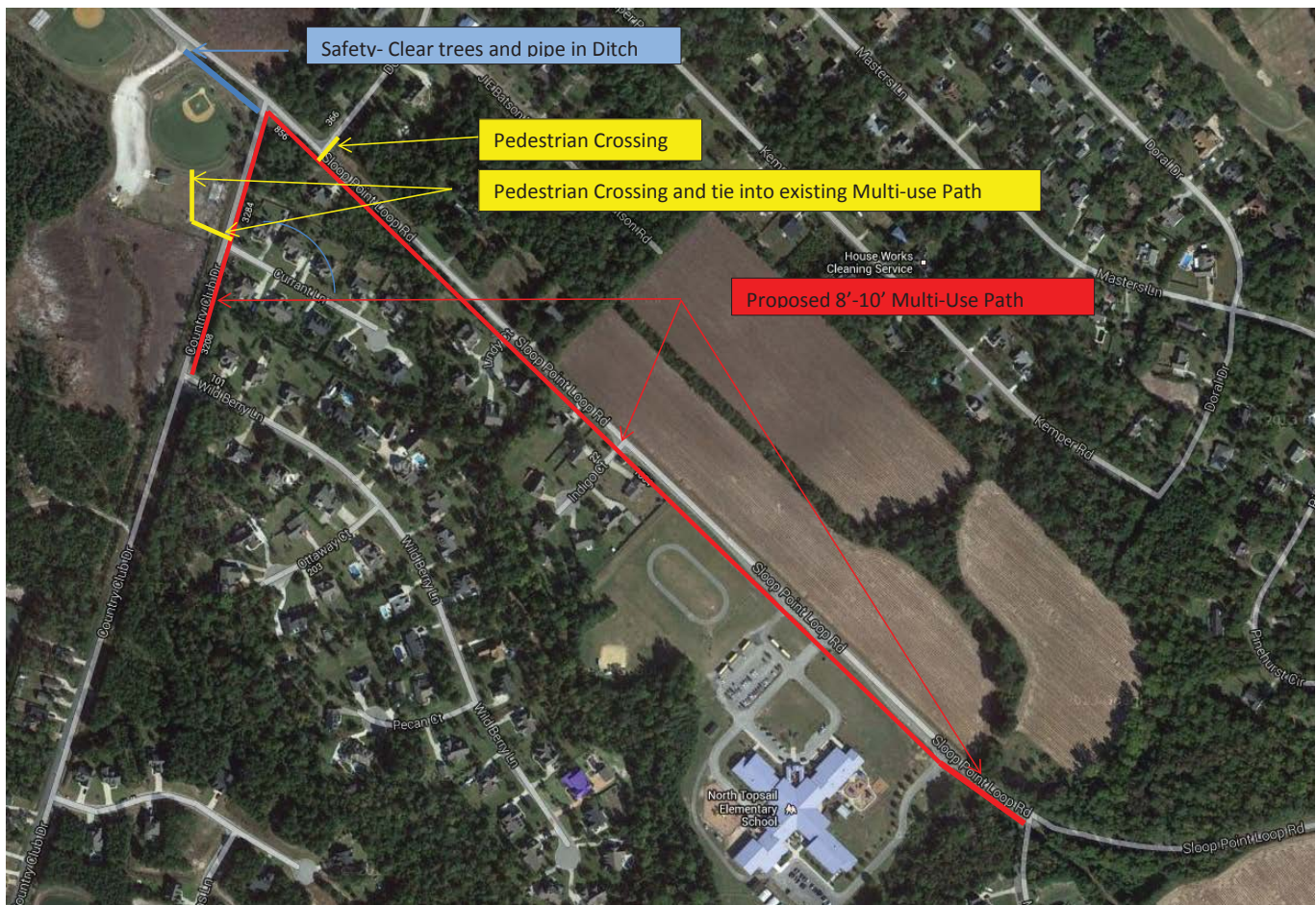
NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the Transportation Improvement Program Financial Plan FY2012-2015.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on July 31, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

Hampstead SRTS Proposal- Pender County



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

RESOLUTION SUPPORTING PENDER COUNTY'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, pedestrian and bicycle improvements have been identified to improve walking and biking conditions to and from North Topsail Elementary School and Hampstead Kiwanis Park, a regional facility, along Sloop Point Loop Road and Country Club Drive; and

WHEREAS, these improvements will include approximately one mile of multi-purpose path and associated improvements as well as a high visibility crosswalk to the park; and

WHEREAS, The installation of a multi-purpose path along the west side of Sloop Point Loop Road and south side of Country Club Drive will connect existing neighborhoods and Hampstead Kiwanis Park to North Topsail Elementary School; and

WHEREAS, the proposed improvements are supported by North Topsail Elementary School.

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

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on July 31, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



WILMINGTON URBAN AREA Metropolitan Planning Organization

Control Total Development for the Wilmington MPO Travel Demand Model

NCDOT Transportation Planning Branch is coordinating with the WMPO to update its 2007 travel demand model. The development and acceptance of control totals is a critical initial step in the creation or update to a travel demand model. WMPO Staff coordinated with the NCDOT Transportation Planning Branch to develop the control totals below.

2013 WMPO Planning Area Boundary Estimation/Projection Tables

WMPO Population Control Totals	
253,738	(2010)
288,729	(2020)
330,398	(2030)
365,927	(2040)

WMPO Employment Control Totals	
109,323	(2010)
119,278	(2020)
134,917	(2030)
150,557	(2040)

The process for the development of these control totals is described below:

WMPO Population Data Control Totals

- 1) All base year data came from the 2010 Census Data clipped to the WMPO Planning Area Boundary
- 2) NC Statewide Travel Model (NCSTM) data was used for future year projections which were based on Woods & Poole data purchased for the state.
 - a. Preliminary Brunswick County Projections used NCSTM growth rates rounded up to the next ¼% point (to account for increased densification of the urbanized versus the non-urbanized/non-MPO area – this was not accounted for in the NCSTM projections) and compounded based on a simple interest formula ($\text{Future} = \text{Present} * (1+i)^n$)
 - b. Brunswick County Projections are then adjusted to account for growth anticipated in Leland, Belville, & Navassa based on approved developments and as documented in their CAMA land use projections. The proportion of growth between Brunswick County and these urbanized areas was held constant to account for concentrations of urbanization in these centers.
 - c. Brunswick County data was clipped to both the WMPO Planning Area Boundary and to the TAZ files model boundary as two separate files.
 - d. New Hanover County Projections used Statewide Model growth rates rounded up to the next 1/4% point (to account for increased densification of the urbanized versus the non-urbanized/non-MPO area – this was not accounted for in the NCSTM projections) and compounded based on a simple interest formula ($\text{Future} = \text{Present} * (1+i)^n$)
 - e. Pender County Projections used Statewide Model Growth Rates rounded up to the next 1/4% point (to account for increased densification of the urbanized versus the non-urbanized/non-MPO area – this was not accounted for in the NCSTM projections) and compounded based on a simple interest formula ($\text{Future} = \text{Present} * (1+i)^n$)
 - f. Pender County Projections were clipped to the WMPO Planning Area Boundary.
- 3) Population totals were aggregated from final county projections in the figure on the previous page

WMPO Employment Data Control Totals

- 1) All employment base year data came from NC Employment Security Commission (using Info USA data purchased for the entire state).
- 2) All future year projections used NCSTM growth rates which were based on Woods & Poole data purchased for the state.
- 3) Brunswick County data was clipped to both the WMPO Planning Area Boundary and to the TAZ files model boundary as two separate files.
- 4) New Hanover County data was adjusted from the NCSTM 2009 estimate to the NC Employment Security Commission 2010 estimate for the base year.
- 5) Pender County data was clipped to the WMPO Planning Area Boundary.
- 6) Employment totals were aggregated from final county projections in the figure on the previous page

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

**RESOLUTION ADOPTING THE SOCIOECONOMIC CONTROL TOTALS FOR THE
WILMINGTON MPO**

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 uses a travel demand model to evaluate existing and future travel conditions in an effort to evaluate future transportation projects for long-range transportation plans and other studies; and

WHEREAS, the last travel demand model for the Wilmington MPO was adopted in 2009; and

WHEREAS, the NCDOT Transportation Planning Branch is in the process of updating the travel demand model from 2009; and

WHEREAS, in 2012 the Wilmington MPO expanded its planning area boundary and began work on an update to the long-range transportation plan; and

WHEREAS, determining control totals for the number of people and employees is a critical initial step in creating a travel demand model; and

WHEREAS, in coordination with the NCDOT's Transportation Planning Branch and the development of the NC Statewide Travel Model, the Wilmington MPO has created a set of control totals for the new WMPO Planning Area Boundary for population and employees estimated for 2010 and projected for 2020, 2030, and 2040.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the socioeconomic data control totals for the Wilmington MPO.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on July 31, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION ADOPTING THE CONNECTING NORTHERN BRUNSWICK COUNTY COLLECTOR
STREET 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 along with the Town of Leland, Town of Belville, Town of Navassa and Brunswick County collaboratively began the Connecting Northern Brunswick County Collector Street Plan in June 2012 in an effort to increase connectivity in northern Brunswick County through identifying needed improvements to the collector street network; and

WHEREAS, the plan involved an existing conditions inventory which reviewed crashes and safety issues on the existing transportation network, existing and projected conditions of traffic congestion, land use and environmental features in the study area, and jurisdictional codes and policies related to the future development of the street network; and

WHEREAS, the plan included extensive public outreach efforts to include focus groups, participation in community events, a project website, a project survey and public workshops; and

WHEREAS, the Connecting Northern Brunswick County Collector Street Plan will be used to guide the future development of the collector street network in the study area; and

WHEREAS, the original draft of the plan was revised to remove recommendations for the Town of Belville; and

WHEREAS, the Town of Leland and Town of Navassa adopted the Connecting Northern Brunswick County Collector Street Plan on June 20, 2013; and

WHEREAS, Brunswick County adopted a resolution recognizing the role of collector streets in relieving congestion and improving connectivity, supporting in principle the list of recommended collector streets in the plan and encouraging implementation of the collector street plan in a manner that respects private property rights and does not place unnecessary burdens on the business community on July 1, 2013.

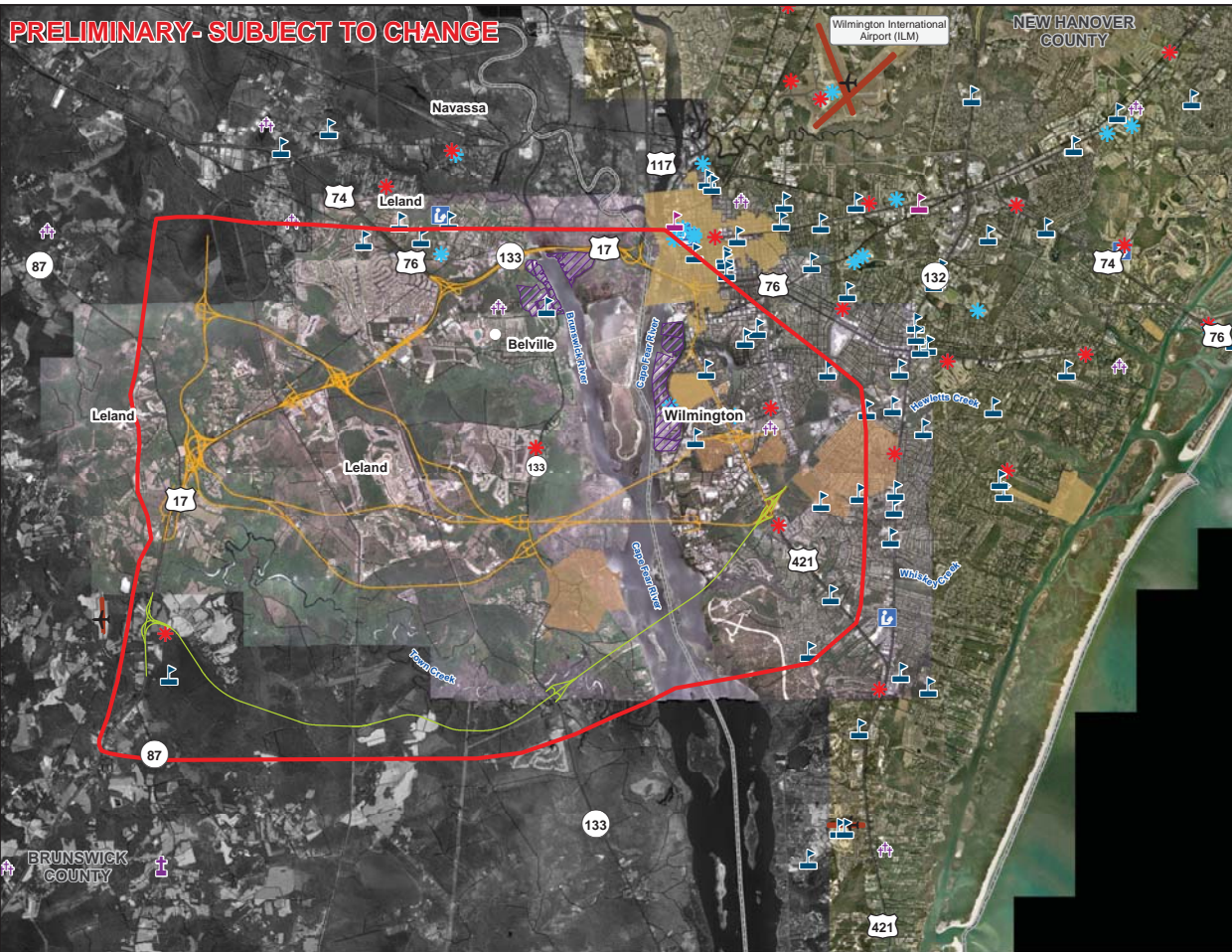
NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the Connecting Northern Brunswick County Collector Street Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on July 31, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

PRELIMINARY- SUBJECT TO CHANGE

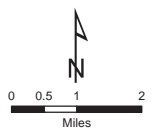


CAPE FEAR CROSSING
State Transportation Improvement Program
Project No. U-4738



Legend

- Project Study Area
- Proposed Alternatives
- Proposed Land Alternative
- Airport
- Cemetery
- Church
- College/Universities
- Fire Station
- Library
- Police Station or EMS
- School
- Airport Runway
- County Boundary
- Interstate Highways
- US Highways
- State Highways
- Local Roads
- Railroad
- Historic Resource
- Port of Wilmington
- Potential Historic Resources



Cape Fear Crossing
Preliminary Project Alternatives
Preliminary-Subject to Change

Date: July 2013
This map is for reference only.
Sources: ESRI Inc., CGIA, NCDOT, and URS.

Resolution



Town Council
Town of Leland
North Carolina

Introduced by: Town Manager

Date: 07/18/2013

**RESOLUTION BY TOWN OF LELAND TO THE
WMPO, NCDOT AND NC TURNPIKE AUTHORITY APPROVING
THE CONCEPTUAL ALIGNMENT DESIGNED BY URS IN RESPONSE
TO THE PROPOSED ALIGNMENT LOCATION PUT FORTH BY
THE TOWN OF LELAND ON JULY 1, 2013 FOR THE CAPE FEAR RIVER
CROSSING ENVIRONMENTAL STUDY**

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

WHEREAS, the 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 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, at the Eastern TEAC Merger Meeting held in Raleigh on June 13, 2013, concurrence was given to allow for the expansion of the Crossing the Cape Fear study area to include the newly identified, viable option for an alternative corridor.

WHEREAS, the Town of Leland held a joint meeting with URS engineers, and representatives from the WMPO and NCDOT on July 1, 2013 for the purpose of creating a conceptual design as envisioned by the Town of Leland to accomplish the goal of

Resolution



Town Council
Town of Leland
North Carolina

identifying more specifically a viable option for the Cape Fear River Crossing environmental study; and

WHEREAS, the Town of Leland wishes to call attention to the following specific highlights in the description of the conceptual alignment in further support and for clarification of the alignment:

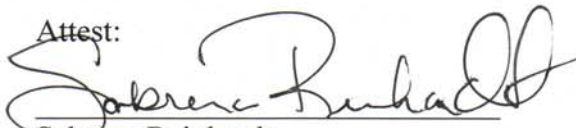
- It is approximately 3800 feet (0.7 miles) longer than the so-called Northern alignment.
- It will require improvement to 1.81 miles of Highway 17 South.
- Part of the improvement to Highway 17 South will be an overpass interchange for Highway 87/Zion Church Road/Snowfield Road.
- The route avoids almost all homes. Only two homes are in the direct path at the interchange on Highway 17.
- The approach into Wilmington lines up well with Independence Blvd.
- The interchange with River Road in New Hanover County can be accomplished easier and near grade.
- The Independence Blvd. connection location is the divide between industrial and residential along River Road; and

NOW THEREFORE, be it resolved by the Town of Leland, North Carolina, that with the collaboration of URS, WMPO, and NCDOT, it approves the conceptual design of an area south of Town Creek as a viable alternative to the initial alignment it originally brought before the WMPO Transportation Advisory Committee on June 26, 2013.


Brenda Bozeman, Mayor

Adopted at a regular meeting
on July 18, 2013

Attest:


Sabrena Reinhardt
Deputy Town Clerk

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

**RESOLUTION REQUESTING NCDOT STUDY A MODIFIED 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 NCDOT 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 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 Wilmington MPO and NCDOT received a request from the Town of Leland in March 2013 to expand the study area and to study a newly identified alignment; and

WHEREAS, in April 2013 the Wilmington MPO requested NCDOT amend the Cape Fear River Crossing Environmental Study Area to include a newly identified option to cross the Cape Fear River; and

WHEREAS, on May 29, 2013 the Wilmington MPO voted to study an alignment prepared by NCDOT which was consistent with the Town of Leland's requested alignment from March 2013; and

WHEREAS, the Merger Team voted on June 24, 2013 to expand the study area and to study alternatives within the expanded study area; and

WHEREAS, on July 1, 2013 representatives from the Wilmington MPO, NCDOT and Town of Leland met to review the study area, potential alignments and environmental impacts in an effort to develop an alignment that would minimize impacts to the environmental features.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby requests NCDOT study a modified option to cross the Cape Fear River.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on July 31, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**STIP/MTIP MODIFICATIONS
JULY**

DIVISION 3
R-2633BA
BRUNSWICK

I-140/US 17 WILMINGTON BYPASS, US
74/US 76 EAST OF MALMO IN
BRUNSWICK COUNTY TO SR 1430
(CEDAR HILL ROAD)
***DELAY CONSTRUCTION FROM FY 13 TO
FY 14 TO ASSIST WITH BALANCING
PROJECT LETTINGS.***

CONSTRUCTION
FY 2014 - \$25,000,000 (S(M))
GARVEE CONSTR
FY 2014 - \$5,125,000 (NHP)
FY 2015 - \$5,125,000 (NHP)
FY 2016 - \$5,125,000 (NHP)
FY 2017 - \$5,125,000 (NHP)
FY 2018 - \$5,125,000 (NHP)
FY 2019 - \$5,125,000 (NHP)
FY 2020 - \$5,125,000 (NHP)
FY 2021 - \$5,125,000 (NHP)
FY 2022 - \$5,125,000 (NHP)
FY 2023 - \$5,125,000 (NHP)
POST YR \$10,250,000 (NHP)
\$86,500,000

U-3338B
NEW
HANOVER

SR 1175 (KERR AVENUE), RANDALL PARKWAY TO
US 74 (MLK, JR. PARKWAY)
***DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO
ALLOW ADDITIONAL TIME FOR UTILITY
RELOCATIONS.***

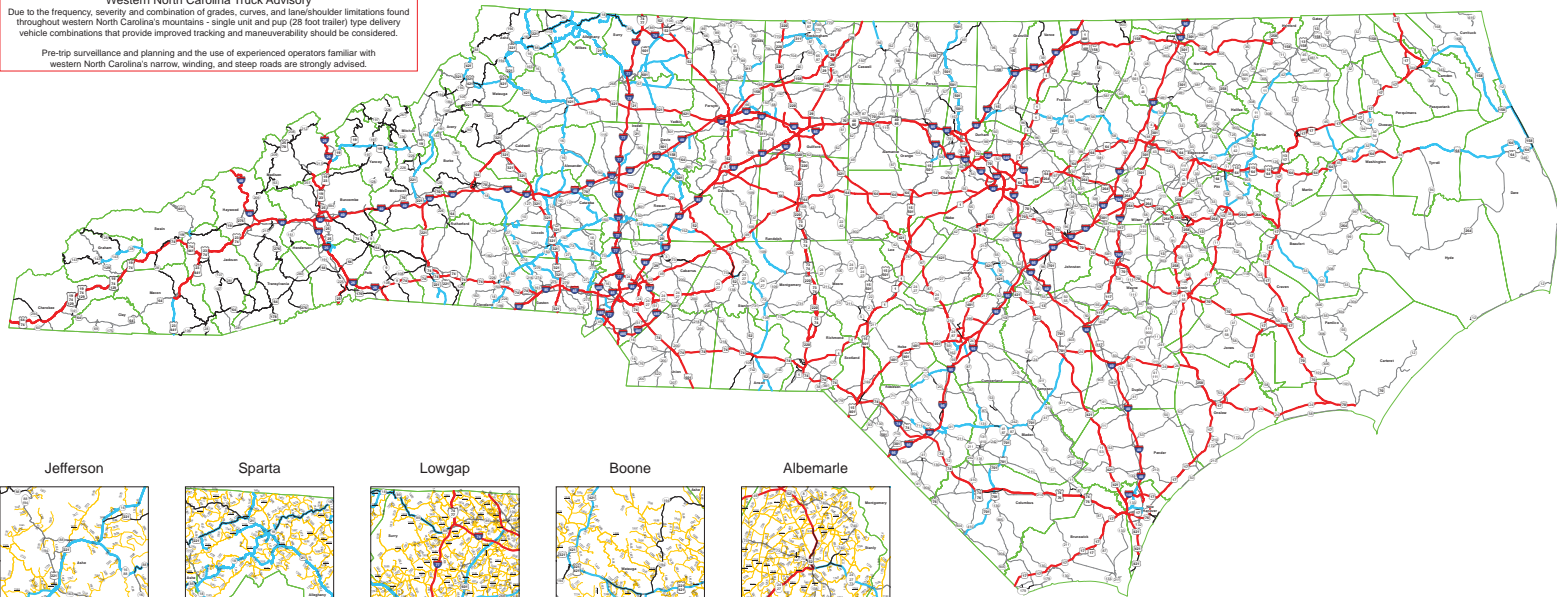
CONSTRUCTION
FY 2015 - \$6,000,000 (STP)
FY 2016 - \$6,000,000 (STP)
FY 2017 - \$6,000,000 (STP)
\$18,000,000

North Carolina Truck Network

with Reasonable Access Routes



Western North Carolina Truck Advisory
 Due to the frequency, severity and combination of grades, curves, and lane/shoulder limitations found throughout western North Carolina's mountains - single unit and pup (28 foot trailer) type delivery vehicle combinations that provide improved tracking and maneuverability should be considered.
 Pre-trip surveillance and planning and the use of experienced operators familiar with western North Carolina's narrow, winding, and steep roads are strongly advised.



Miles
 0 12.5 25 50 75 100 125

— Reasonable access for twins and/or 53-foot trailers with NCDOT approval letter and valid origin/destination along route

— Designated for STAA dimensioned vehicles (includes twins and 53-foot trailers) (three mile reasonable access allowed off these routes unless otherwise posted or restricted)

— Truck restricted route (see NC Truck Restrictions table) <https://connect.ncdot.gov/business/trucking/Trucking%20Documents/North%20Carolina%20Truck%20Restrictions.pdf>

— Non-designated primary highways (53-foot trailers only) (three mile reasonable access allowed off these routes unless otherwise posted or restricted)

Note: Existing truck routes (local and regional), weight and lane restrictions, and prohibitions are still in effect and should continue to be followed/obeyed.

Applications for reasonable access and route designation:
<https://connect.ncdot.gov/business/trucking/Pages/Truck-Access-Designation.aspx>

TRANSPORTATION MOBILITY AND SAFETY DIVISION
 DIVISION OF HIGHWAYS
 N.C. DEPARTMENT OF TRANSPORTATION
 December 28, 2012
 This map supersedes all previous editions and may be revised on short notice. The most recent map is available at <https://connect.ncdot.gov/business/trucking/Pages/Truck-Network-and-Restrictions.aspx>

J. Kevin Lacy, P.E.
 State Traffic Engineer
 N.C. Department of Transportation
 Transportation Mobility and Safety Division
 1561 Mail Service Center
 Raleigh, N.C. 27689-1561

WILMINGTON MPO/CITY OF WILMINGTON
TRANSPORTATION PLANNING
JULY 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.

Next Steps:

- The Merger Team met on June 24th and reached concurrence on Purpose and Need and the Study Area. The adopted study area included the area requested by the Town of Leland and Wilmington MPO.
- Next Cape Fear Crossing Work Group meeting- July 22nd
- The NCDOT continues to work through the environmental review process.

CONGESTION MANAGEMENT PROCESS

Project Description/Scope: Comply with a Federal mandate to create and adopt a process to evaluate the region's most congested corridors through locally-defined multi-modal performance measures in an effort to suggest improvements that would alleviate traffic congestion in the region. Base data collection began during the month of May.

Next Steps:

- Base data will continue to be collected through the month of July 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. The plan was adopted by the Town of Leland and the Town of Navassa on June 20th, 2013.

Next Steps:

- Consideration by the WMPO TAC on July 31, 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 through July 2013
- Consultant to be secured July 2013
- Public outreach and initial data collection efforts continue through November 2013

- Data collected and prepared for the WMPO Travel Demand Model through August 2013

17TH STREET STREETScape (NO SIGNIFICANT PROGRESS)

Project Descriptions/Scope: The 17th streetscape project will include upgrades to 17th Street between Dock and Princess Place Streets. The project will provide for a more efficient transportation system by reduced travel speeds, removal of the lateral shift, improved pedestrian crossings, improved safety and enhance the aesthetics of the area to improve safety in the community. The project may also include aesthetic improvements that will enhance the entryway into Carolina Heights and a pocket park. The project design is 60% complete.

Next Steps:

- Completion of the 90% design plans with no landscaping and an alternate that includes bio-retention

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: 4
- TIA Scoping/Coordination: 7
- TIA Reviews: 6 (3 new City of Wilmington, 1 new in Brunswick County and 2 on-going)
- Pender County Development Plan Reviews: 4
- Pender County Informal Plan Reviews: 0
- City of Wilmington Formal Reviews: 12 (2 new and 10 on-going)
- City of Wilmington Informal Reviews: 10 (2 new and 8 on-going)
- City of Wilmington Concept Reviews: 8 new concept reviews

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Guaranteed Ride Home, park and ride lots, etc.

Next Steps:

- Continue monthly TDM Committee meetings to develop the 5 and 25 year TDM plans
- Coordinate with NCDOT to identify and review model TDM plans
- Create an inventory of data collected for other 5-year and 25-year TDM plans
- Create an inventory of TDM initiatives recommended in other 5-year and 25-year TDM plans
- Coordinate with NCDOT and Congestion Management Process Committee to assist with data collection
- Begin design work for UNCW bike map
- Assist with development of UNCW bike share program
- Assist with UNCW transportation study



Cape Fear Public Transportation Authority

Project Update

July 2013

1. **Operations center** - (no significant change) construction of 37,621 square foot maintenance and operations facility located on Castle Hayne Road which will serve as operation center for all Wave Transit fixed route and Paratransit operations. Will include compressed natural gas fueling station. Estimated completion, late summer 2014. Project awarded to Clancy & Theys Construction of Wilmington. Demolition complete and sitework underway, construction to begin summer 2013.
2. **Wavepool program** - (no significant change) vanpool program currently serving Elizabethtown and Jacksonville. Two additional vanpools requested in Elizabethtown. Funding for additional vehicles has been identified. Working with MPO to coordinate vanpool and TDM efforts. FTA has issued grant number for four additional vans within the last month. Purchase order for vehicles approved February 28, 2013. Awaiting STIP approval to apply for grant funding and order vehicles. Estimated completion August 2013.
3. **Fleet replacement & conversion to CNG** - (no significant change) identifying state and federal funding opportunities to replace 18 thirty-five foot buses. New buses to be fueled by compressed natural gas. CNG fueling station at new operations facility expected to be operational in late 2014. Fleet replacement expected to cost \$8,100,000. Bid packet to be released in summer 2013 with delivery of first vehicles expected in late 2014 or early 2015.
4. **Reduction in service** - due to a reduction in funding from New Hanover County and an increase in insurance costs of over 100%, Wave Transit has begun the process to eliminate routes 107/301 and route 207. The public comment period began on June 28, 2013 and will continue for a ninety (90) day period. The routes are scheduled to end service on September 30, 2013.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

July 25, 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 Fall 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.

Estimated Contract Completion Date May 13, 2016

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

Let Date September 17, 2013

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 January 21, 2014

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.

Design/Build will be assigned to Contractor/PEF Team December 2013

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

Let Date November 2014

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

Let Date December 20, 2016

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

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.
Work Complete except reforestation & striping

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, 4-lane pattern with Arlie Road open to full movement

Estimated Contract Completion Date Spring 2014

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

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

Work to begin August 2013

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 C-203192

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Contract C-203192 (Continued)

Brunswick County 3CR.10101.138 & 3CR.20101.138

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

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

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

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

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

New Hanover & Pender County 46280.3.3

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

Estimated Contract Completion Date June 2014

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