



## WILMINGTON URBAN AREA Metropolitan Planning Organization

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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:** October 23, 2013  
**SUBJECT:** October 30<sup>th</sup> Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, October 30<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) Conflict of Interest Reminder
- 3) Approval of Minutes:
  - a. 9/25/13
- 4) Public Comment Period
- 5) New Business
  - a. Resolution supporting NCDOT to conduct a study to investigate making safety improvements at the intersection of Wrightsville Avenue and Airlie Road
  - b. Resolution supporting NCDOT's efforts to study the potential implementation of the compressed urban diamond interchange at various locations within the Wilmington MPO's planning area boundary
  - c. Resolution adopting the Federal Functional Classification Maps
  - d. Resolution adopting the Roadways projects for submittal in Prioritization 3.0
  - e. Resolution adopting Public Transportation projects for submittal in Prioritization 3.0
  - f. Resolution adopting Aviation projects for submittal in Prioritization 3.0
  - g. Resolution adopting the STIP/MTIP Amendments (August/September)
  - h. Resolution adopting STIP/MTIP Administrative Modifications (August/September)
- 6) Discussion
  - a. STIP/MTIP Administrative Modifications (October)
  - b. Strategic Mobility Formula
  - c. NCDOT Guidance on Local Input Methodology

- d. Public Transportation Agencies Representation Guidance
- 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 Division Report
  - e. NCDOT Transportation Planning Branch Report
- 8) Announcements
  - a. Wilmington MPO Bike/Ped Committee meeting- November 21<sup>st</sup>
- 9) Next Meeting –December 11, 2013

**Attachments:**

- Minutes 9/25/13 meeting
- Map of the intersection of Wrightsville Avenue/Airlie Road and the Heide Trask drawbridge
- Resolution supporting NCDOT to conduct a study to investigate making safety improvements at the intersection of Wrightsville Avenue and Airlie Road
- Aerials of potential locations for the compressed diamond interchange design
- Example of a compressed urban diamond in Mt. Pleasant, South Carolina
- Resolution supporting NCDOT's efforts to study the potential implementation of the compressed urban diamond interchange at various locations within the Wilmington MPO's planning area boundary
- Proposed modifications to the Federal Functional Classification Maps
- Proposed Federal Functional Classification Maps
- Resolution adopting the Federal Functional Classification Maps
- New Highway Project Submittals and Local Input Points
- Existing Highway Projects for Prioritization 3.0
- Memo recommending removal of projects for Prioritization 3.0
- Proposed Roadway Projects for consideration for Prioritization 3.0
- Resolution adopting the Roadways projects for submittal in Prioritization 3.0
- Proposed Public Transportation Projects for consideration for Prioritization 3.0
- Resolution adopting Public Transportation projects for submittal in Prioritization 3.0
- Proposed Aviation Projects for consideration for Prioritization 3.0
- Resolution adopting Aviation projects for submittal in Prioritization 3.0
- Proposed STIP/MTIP Amendments/Modifications (August)
- Proposed STIP/MTIP Amendments/Modifications (September)
- Resolution adopting the STIP/MTIP Amendments (August/September)
- Resolution adopting STIP/MTIP Administrative Modifications (August/September)
- STIP/MTIP Administrative Modifications (October)
- NCDOT Guidance on Local Input Methodology
- Federal Registry- Proposed Policy Guidance on MPO Representation
- City of Wilmington/Wilmington MPO Project Update (October)
- Cape Fear Public Transportation Authority Update
- NCDOT Project Update

**Meeting Minutes**  
**Wilmington Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Date: September 25, 2013**

**Members Present:**

Laura Padgett, Chair, City of Wilmington  
Bill Sisson, Town of Wrightsville Beach  
Steve Shuttleworth, Town of Carolina Beach  
Frank Williams, Brunswick County  
Earl Sheridan, City of Wilmington  
Eulis Willis, Town of Navassa  
Woody White, New Hanover County  
Jon Tait, Town of Leland  
Michael Lee, NC Board of Transportation

**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. Conflict of Interest Reminder**

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

**3. Approval of Minutes**

The minutes for August 28th were approved unanimously.

**4. Public Comment Period**

Mr. Andy Koeppel addressed members regarding the resolution supporting an alternative access for the Love Grove neighborhood. Mr. Koeppel requested that staff identify the access routes that were studied in 2006 by the City of Wilmington during the discussion of Item 6a.

**5. Presentations**

**a. Traffic Forecasting – Nora McCann, NCDOT**

Ms. McCann, with NCDOT's Transportation Planning Branch gave a brief overview on Traffic Forecasting. She reviewed information on how traffic forecasts are created, what information is contained in the report and how the data collection can be used to support transportation projects.

**b. Surface Transportation Program-Direct Attributable (STP-DA) and Transportation Alternatives Program-Direct Attributable (TAP-DA) 2014 Call for Projects – Suraiya Rashid**

Ms. Rashid gave a presentation on the application process for submitting projects for the 2014 STP-DA and TAP-DA call for projects. She told members the call for projects was released on September 16<sup>th</sup> for FY 2014. She noted that staff will offer pre-application review option prior to the submittal deadline. The pre-application due date is October 15<sup>th</sup> and the final submittal deadline is November 15<sup>th</sup>. Ms. Stark, with Federal Highway

Administration reminded members that there must be some movement with the project within 3 years from the date funding is allocated.

## **6. New Business**

### **a. Resolution supporting an alternate access for the Love Grove neighborhood**

Dr. Sheridan told members this has been a concern for the Love Grove neighborhood going back to the 1940's. He noted that a study was done for Wilmington's City Council in 2006 and at that time no action was taken due to funding issues. The train derailment in June emphasized the public safety aspect and the importance of having a second access for the community. Dr. Sheridan noted that CSX, NCDOT and the City of Wilmington are now having discussions regarding finding a solution to the issue. As the regional transportation body, he said it was important to bring the need for a second access to the TAC for support.

Mr. Frank Williams told members he thought the TAC should support the resolution requesting the second access. He asked where access was considered into the neighborhood. Mr. Kozlosky told members that the alternatives included access from MLK Parkway, One Tree Hill Way, a private road that ran adjacent to the RA Jefferies, an overpass via King Street and others. He noted that the resolution does not support any alternatives; it is an acknowledgement that the TAC supports establishing another access to the Love Grove community.

Mr. White made a motion to adopt the resolution supporting an alternative access for the Love Grove neighborhood. Mr. Sisson seconded the motion and it carried unanimously.

### **b. Resolution supporting the installation of bicycle lanes on Wrightsville Avenue from Greenville Avenue to Oleander Drive and re-allocating the funds from the Myrtle Grove resurfacing project.**

Mr. Kozlosky told members that on July 12, 2013, Ms. Laura Blackburn, Director of the NC Department of Bicycle and Pedestrian Division advised the Divisions that all available existing funding must be committed and constructed by the end of 2015. NCDOT announced a call for projects that can partner with resurfacing projects and utilize the bike/ped improvement funds for installation of bicycle lanes. These projects must be constructed within the two years to qualify.

Mr. Kozlosky told members that the MPO identified several resurfacing projects to the Department for consideration. NCDOT had previously allocated funds to the Myrtle Grove Road resurfacing project for bike lanes. The Department conducted a field review of Myrtle Grove Road and several other facilities for consideration. They determined that the Myrtle Grove Road has numerous locations where the shoulder width is inadequate to accommodate the widening. It also includes some environmentally sensitive areas that could cause delays in the acquiring permits. The Department's review did not anticipate any delays to permitting for the Wrightsville Avenue project from Greenville Avenue to Oleander Drive. The project also falls within the timeline requirements.

Mr. Frank Williams made a motion to support the installation of bicycle lanes on Wrightsville Avenue from Greenville Avenue to Oleander Drive and re-allocating the funds from the Myrtle Grove Road resurfacing project. Mr. Lee seconded the motion and it carried unanimously.

**c. Resolution adopting the Military Cutoff Trail as the selected TAP-DA Project for FY 2013**

Mr. Kozlosky told members that three projects were submitted for TAP-DA funding. The first project was the Middle Sound Loop greenway with a total project cost of \$112,500. It scored a total of 46.75 points. Also submitted was the Military Cutoff Trail with a total project cost of \$297,435. It scored 83.75. The third project was the Pelican Drive/Salisbury Street bicycle improvements with a total project cost of \$143,439. It scored a total of 50 points. He said that based on the scoring criteria established by the TAC, staff recommends the Military Cutoff Road Multi-use Trail as the selected project for FY 2013.

Mr. Shuttleworth asked what can be done to increase the scoring for projects from the smaller jurisdictions. Mr. Kozlosky stated that the scores are based on the established criteria. Ms. Rashid told members that in looking at the three projects submitted for this year's funding, the Military Cutoff Road Multi-use Trail was a missing link between two constructed portions. She noted that staff plans to establish a sub-committee to review the criteria for scoring projects in 2015.

Mr. White asked if more citizens would be served if the Middle Sound Loop greenway and the Pelican Drive/Salisbury Street projects were combined. He noted that public benefit is the real fundamental criteria. Mr. Kozlosky said that the scoring was based on stand-alone projects. Mr. Sisson told members that the combining of projects could be helpful for future project submittals.

Mr. Shuttleworth told members that every time there has been any kind of review criteria, the Wilmington projects always rank higher. He asked what could the MPO do to help smaller municipalities submit projects for consideration. Ms. Rashid reminded members that a TCC subcommittee created the scoring criteria and they knew it would not be a perfect system the first time. Mr. Kozlosky told members it also comes back to local support due to the 20% local match. There are many Boards that are not willing to contribute the match. Ms. Rashid noted that the criteria was developed to take into consideration the number of citizens affected by a project. But, because Wilmington is a concentrated urban area, city projects will achieve the most public benefit and rise to the top in the scoring process.

Mr. White told members that he would like to adopt the one or a combination of projects that would affect more of the citizens in the County. He asked staff to give an opinion on how many people would be benefited by adopting the first or the last two projects. Mr. Kozlosky told members that in staff's opinion, the Military Cutoff Road Multi-use Trail project would affect the most citizens because of its close proximity to shopping, transit, schools and residential areas.

Mr. White made a motion to approve the resolution adopting the Military Cutoff Trail as the selected TAP-DA Project for FY 2013 because it affects more citizens. Mr. Lee seconded the motion and it carried unanimously.

**d. Resolution supporting the submission of Bicycle and Pedestrian Projects for Consideration by NCDOT in SPOT 3.0**

Ms. Rashid told members under the Strategic Mobility Formula all modes of transportation will be competing for the same source of funds and all projects are required to be submitted through the

TAC. She said in mid-2014 the TAC will have an opportunity to prioritize projects from each of the modes using a set of local input points. The list of MPO's Bicycle and Pedestrian Projects submitted for review was supported by the Bike/Ped Committee and the TCC. Ms. Rashid noted that the list is a modified version of the list that was submitted in Prioritization 2.0.

Mr. Frank Williams made a motion to adopt the resolution supporting the submission of Bicycle and Pedestrian Projects for consideration by NCDOT in SPOT 3.0. Mr. Sisson seconded the motion and it carried unanimously.

**e. Opening of the 30-day Public Comment Period for STIP/MTIP Amendments (September)**

Mr. Lee made a motion to open the 30-day public comment period for STIP/MTIP amendments. Dr. Sheridan seconded the motion and it carried unanimously.

**7. Discussion**

**a. Strategic Mobility Formula**

Mr. Kozlosky told members that staff will be bringing lists of roadway, aviation, and ferry projects to the TAC for consideration at the October meeting. Mr. Eby will bring WAVE's projects to the TAC for consideration. Mr. Kozlosky noted that the TAC members will begin the prioritization process in January of 2014. Methodology for prioritization must be approved and local input points assigned to the projects. He told members that key dates include submittal of projects between January 1<sup>st</sup> and January 31<sup>st</sup>. Methodology for prioritization must be submitted by April 30<sup>th</sup>. The assigning of local input points must be submitted between May 1<sup>st</sup> and July 31<sup>st</sup> so the Department can release the draft STIP for comment in December of 2014.

**8. Updates**

Mr. Kozlosky told member that the Merger Team met in Raleigh on September 18<sup>th</sup>. The alternatives were reviewed and the Merger Team decided to eliminate the alignment that had proposed by the Town of Leland due to the additional travel time and environmental impacts. They agreed to also study an alignment that was developed by EPA that would come down US 421, across Eagle Island and tie into Carolina Beach Road.

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

**9. Announcements**

**10. Adjournment**

With no further business, the meeting was adjourned at 5:16 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.**



**Intersection Safety Improvements  
Investigation Request**



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

**RESOLUTION SUPPORTING THE NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION INVESTIGATE MAKING SAFETY IMPROVEMENTS TO THE  
INTERSECTION OF AIRLIE ROAD AND WRIGHTSVILLE AVENUE**

**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 Airlie Road/Wrightsville Avenue intersection provides challenges for vehicles due to the proximity to the Heide Trask Drawbridge and the volume of traffic in the area; and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) is seeking the Wilmington MPO's support to investigate opportunities for improving safety at this intersection; and

**WHEREAS**, this type of investigation will require coordination between the Town of Wrightsville Beach, NCDOT, Wilmington MPO, City of Wilmington, and any changes that are proposed will only be done after NCDOT completes a public process to receive input on any options.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the North Carolina Department of Transportation's efforts to investigate making safety improvements to the intersection of Airlie Road and Wrightsville Avenue.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 30, 2013.

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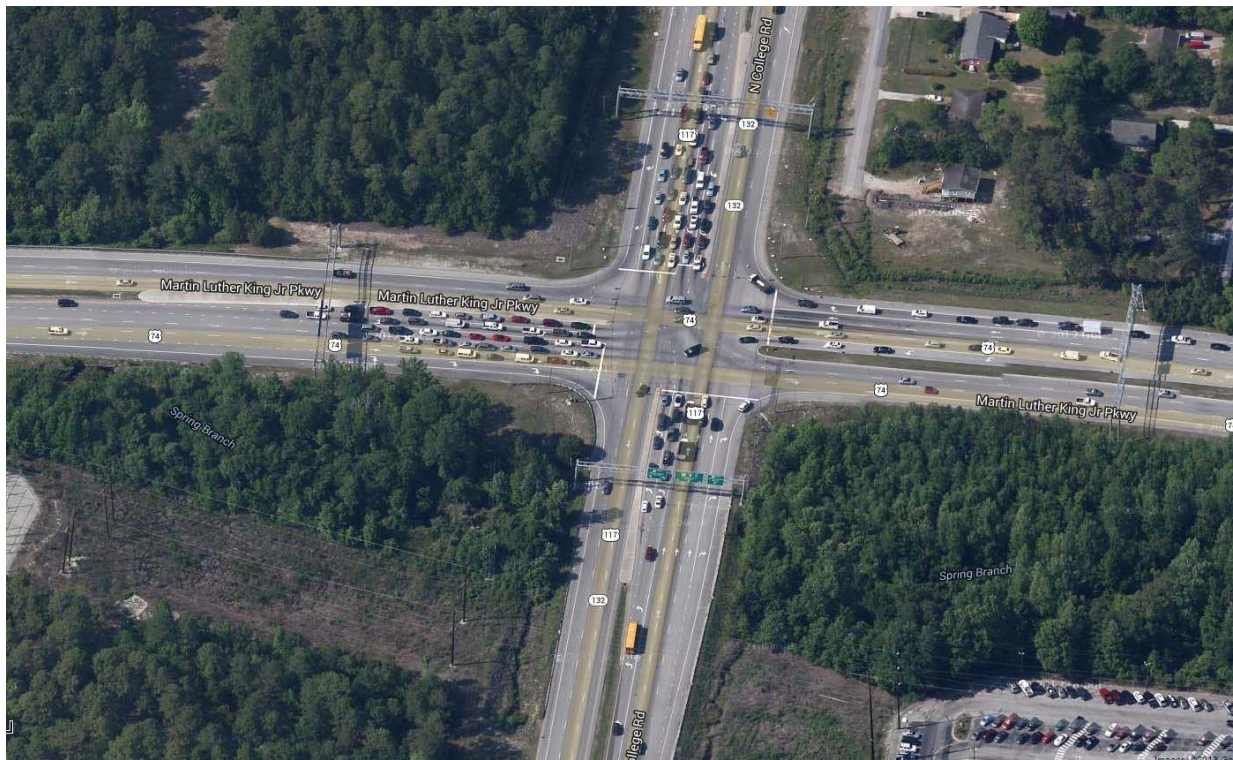
Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary



**NEW PROJECT PROPOSAL- SITE 1 College/MLK**

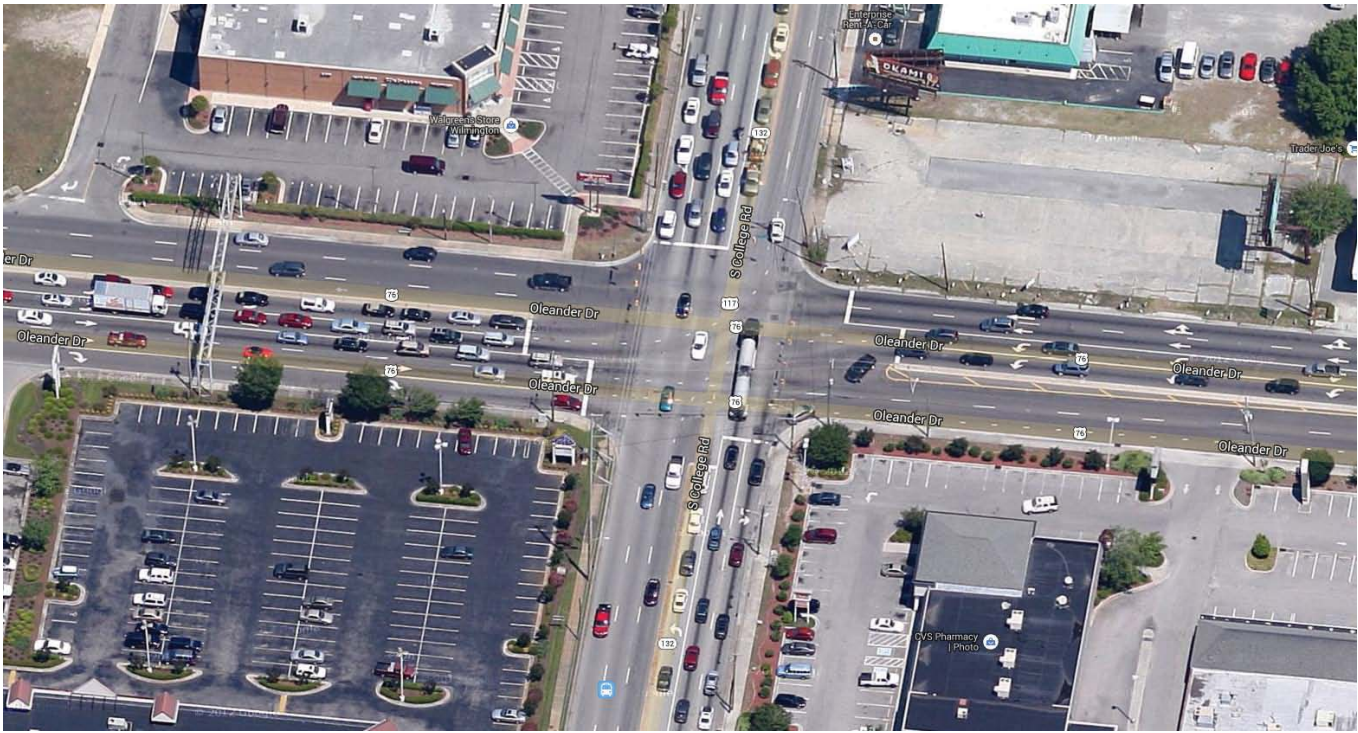


**NEW PROJECT PROPOSAL- SITE 2 Eastwood/ Market**





**NEW PROJECT PROPOSAL -Site 3 Oleander/College**



**NEW PROJECT PROPOSAL -Site 4 Eastwood/Military Cutoff**





**NEW PROJECT PROPOSAL (Mt. Pleasant SC)**



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

**RESOLUTION SUPPORTING NCDOT'S EFFORTS TO STUDY THE POTENTIAL  
IMPLEMENTATION OF THE COMPRESSED URBAN DIAMOND INTERCHANGE AT  
VARIOUS LOCATIONS WITHIN THE MPO PLANNING AREA BOUNDARY**

**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**, an interchange is a grade-separated intersection with ramps to connect them to the street network with a complete interchange providing access to/from any direction from each facility; and

**WHEREAS**, there are varying types of interchanges that include diamond, cloverleaf and directional; and

**WHEREAS**, the compressed urban diamond interchange has closely spaced ramp intersections with side-by-side left turn lanes on the minor streets that extend beyond the first ramp intersection and special signal phasing allows queuing of vehicles outside the ramp intersection and minimizes queuing of vehicles between the ramp intersections; and

**WHEREAS**, compressed urban diamond interchanges are typically utilized in areas where right-of-way is a constraint; and

**WHEREAS**, there are several locations within the Wilmington MPO's planning area boundary that may be viable locations to include the intersections of College Road/Martin Luther King Jr., Parkway, Eastwood Road/Market Street, Oleander Drive/College Road and Eastwood Road/Military Cutoff Road in which the compressed urban diamond interchange could be considered to improve mobility and safety; and

**WHEREAS**, the North Carolina Department of Transportation desires to study the feasibility of implementing the compressed urban diamond interchange at various locations within the Wilmington MPO's planning area boundary.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the North Carolina Department of Transportation's efforts to study the potential implementation of the compressed urban diamond interchange at various locations within the Wilmington MPO's planning area boundary.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 30, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

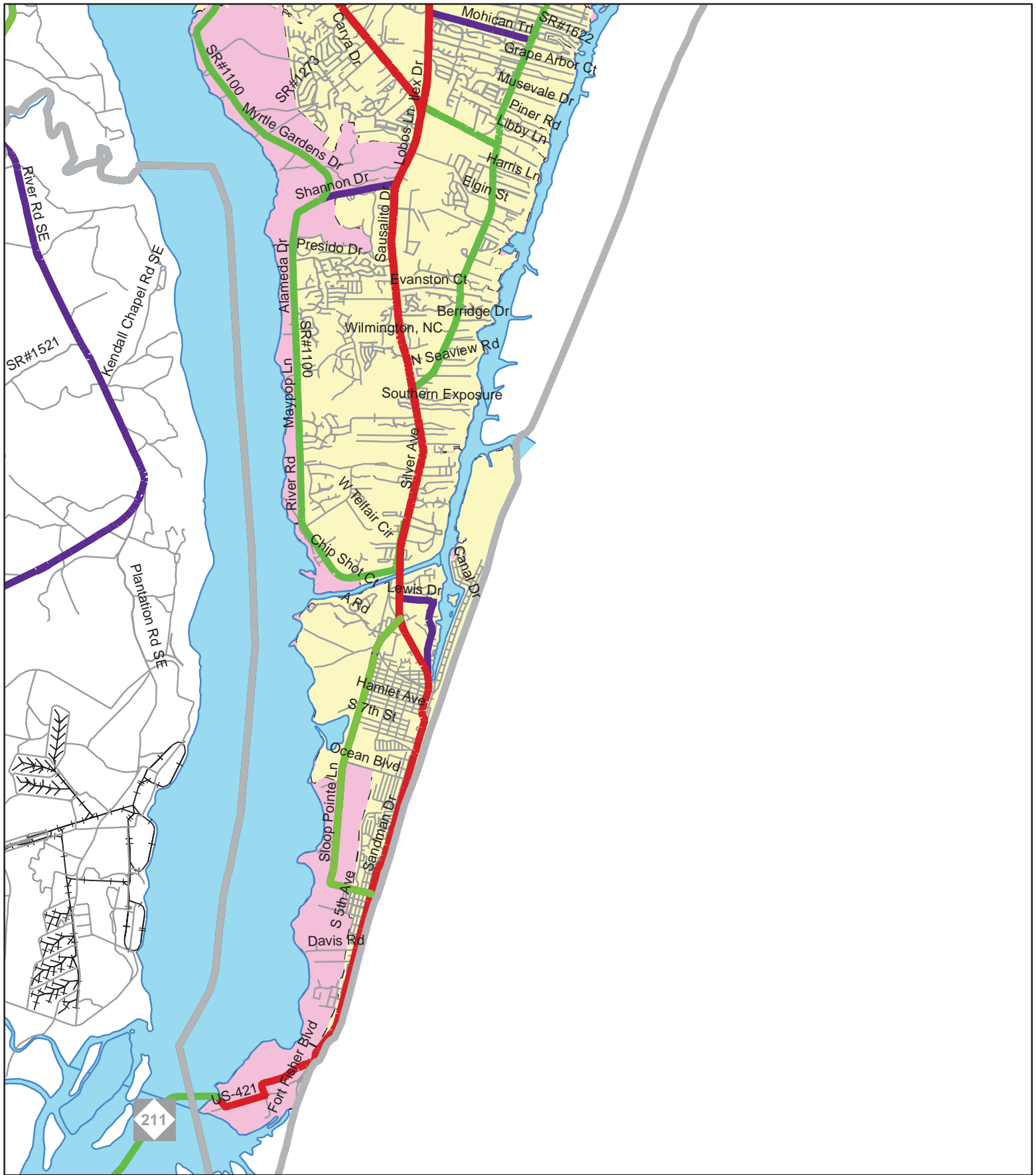
**Proposed Changes to WMPO Functional Classification System - October 2013**

Facility	From	To	Change	Reason
US 421	I-140	Northern Planning Bndry	Change to Principal Arterial	Connects 1-140 to NC 210 a Minor Arterial
NC 210	US 421	US 17	Change to Minor Arterial	Connects two Principal Arterials to I-40
Gordon Rd	College Rd	Market St	Change to Principal Arterial	Growth in area
US 117	Cape Fear River	Northern Planning Bndry	Change to Minor Arterial	Growth in this part of County
Wilmington Bypass	US 421	US 74/76	Change to Dashed Interstate	New Construction
Wilmington Bypass	US 74/76	US 17	Change to Solid Interstate	New Construction
Village Rd	US 17/74/76	Lavendale Rd	Change to Principal Arterial	Carries large Volumes
NC 133 (River Rd)	Leland	Southern Planning Bndry	Change to Minor Arterial	Provides intercounty service lots of new development
Grandiflora Dr	Lanvale Rd	US 17	Change to Minor Collector	connectivity
Lincoln Rd	Mt. Misery Rd	Old Mill Rd	Change to Minor Collector	connectivity
Sidbury Rd	Old Dairy Farm Rd	1 mile east of Dairy Farm Rd	Change to Minor Collector	error
Holly Shelter Rd	Blue Clay Rd	0.5 miles east of Blue Clay Rd	Change to Minor Collector	error
Murraysville Rd	College Rd	Retriever Ln	Add new Minor Collector	connectivity
Sloop Point Rd	US-17	US-17	Add new Minor Collector	development
Country Club Dr	US-17	Sloop Point Rd	Add new Major Collector	development
Dow Rd	US 421	US 421	Change to Minor Arterial	it serves trip lengths and travel density greater than collectors
Beasley Rd	Pine Grove Rd	Masonboro Sound Rd	Add new Minor Collector	land use
Pine Valley Dr	Robert E Lee Dr	Amber Dr	Add new Minor Collector	land use
Eagles Nest Dr	Amber Dr	Beasley Rd	Add new Minor Collector	land use
John D Berry Dr	17 th St	Robert E Lee Dr	Add new Minor Collector	land use
Robert E Lee Dr	John D Berry Dr	Pine Valley Dr	Add new Minor Collector	land use
Greenville Ave	Oleander Dr	Wrightsville Ave	Add new Minor Collector	connectivity
Rogersville Rd	Wrightsville Ave	Eastwood Rd	Add new Minor Collector	Connects Principal Arterial to Major Collector
Hooker Rd	Wrightsville Ave	Rose Ave/ Mallard St	Add new Minor Collector	connectivity
Rose Ave	Wrightsville Ave	Cahill Dr / Hooker Rd	Add new Minor Collector	connectivity
Mallard Dr	Cahill Dr / Hooker Rd	Clear RunDr	Add new Minor Collector	connectivity
Clear RunDr	Cardinal Dr	Mallard Dr	Add new Minor Collector	connectivity
Lennon Dr	Market St	Hunters Trl	Add new Minor Collector	connectivity
Hunters Trl	College Rd	New Center Dr	Add new Minor Collector	connectivity
Independence Blvd	River Rd	US 412 Carolina Beach Rd	Change to Minor Arterial	land use
S Cardinal Dr	Clear Run Dr	Eastwood Rd	Add new Minor Collector	connectivity
N Cardinal Dr	Eastwood Rd	Market St	Add new Minor Collector	connectivity
Independence Blvd	US 412 (Carolina Beach Rd)	Randall Parkway	Change to Principal Arterial	development on 17 St, Shipyard Blvd, recent widening of Randall Pkwy
16th St & 17 the St	Shipyard Blvd	Dawson St	Change to Principal Arterial	land use, medical center, connects principal arterial to principal arterial
Fordham Rd	Canterbury Rd	Oleander Dr	Add new Minor Collector	connectivity
Canterbury Rd	Independence Blvd	Fordham Rd	Add new Minor Collector	connectivity
New Center Dr	Kerr Ave	Market St	Add new Minor Collector	connectivity
Kerr Ave	College Rd	Martin Luther King Pkwy	Change to Principal Arterial	Connects two Principal Arterials
Willshire Blvd	Wrightsville Ave	College Rd NC 132	Change to Major Collector	Access and Traffic circulation
Martin Luther King Pkwy	N 23rd St	Isabel Holmes Bridge	Change to Freeway/Expressway	Full control of access facility
Middle Sound Loop Rd	US 17	Sound Loop Rd	Add new Major Collector	connectivity to school residential development
Middle Sound Loop Rd	Darden Rd	Darden Rd	Add new Minor Collector	connectivity
Covil Farm Rd	Military Cutoff Rd	Red Cedar Rd	Add new Minor Collector	connectivity
Red Cedar	Covil Farm Rd	Middle Sound Loop Rd	Add new Minor Collector	connectivity
Darden Rd	Middle Sound Loop Rd	Wendover Ln	Add new Minor Collector	connectivity
Wendover Ln	US 17	Darden Rd	Add new Minor Collector	connectivity
Porter's Neck Rd	US 17	Edgewater Club Rd	Add new Major Collector	connectivity
Porter's Neck Rd	Edgewater Club Rd	Bald Eagle Ln	Add new Minor Collector	connectivity
Edgewater Club Rd	Porter's Neck Rd	Avenel Dr	Add new Minor Collector	connectivity
White Rd	Gordon Rd	Courtney Pines Rd	Add new Minor Collector	connectivity
Courtney Pines Rd	White Rd	Torchwood Blvd	Add new Minor Collector	connectivity
Torchwood Blvd	Courtney Pines Rd	Market St/US 17	Add new Minor Collector	connectivity
Bayshore	Market St/US 17	Shorepoint Dr	Add new Minor Collector	connectivity
Station Rd	Market St/US 18	Military Cutoff	Change to Major Collector	Connects two Principal Arterials



## 2013 WMPO Proposed Functional Classification Map (Sheet 1 of 5)



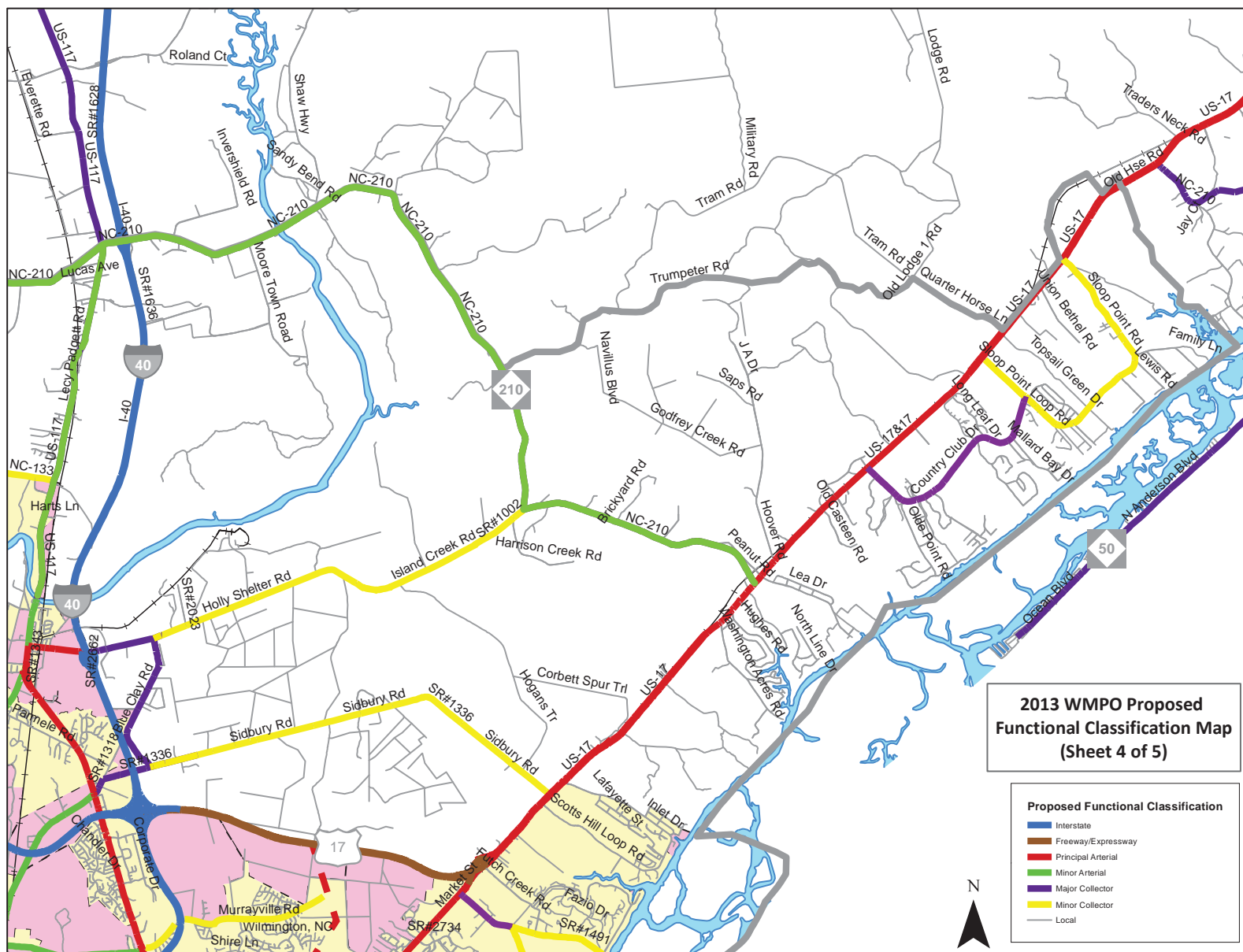


## 2013 WMPO Proposed Functional Classification Map (Sheet 2 of 5)

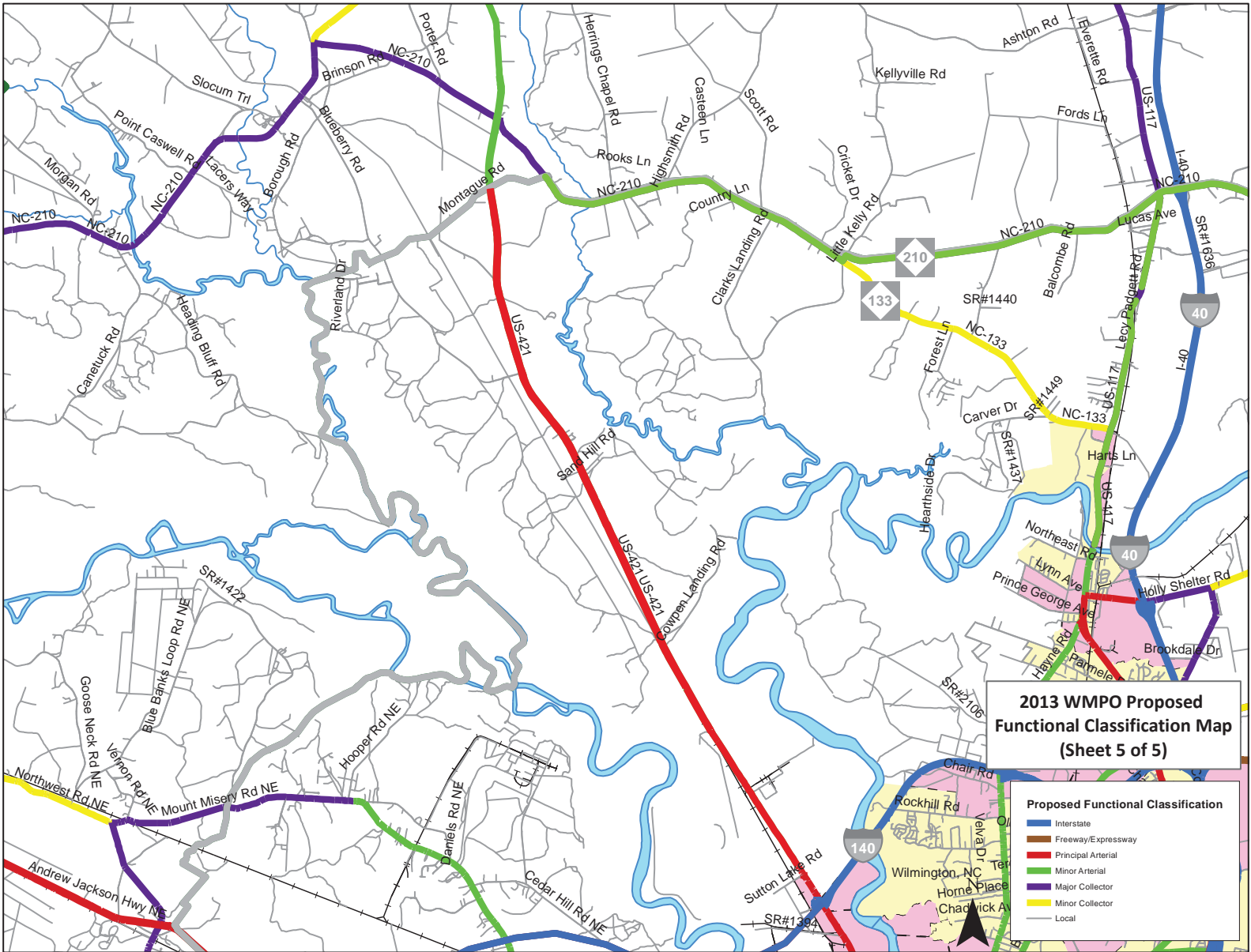
### Proposed Functional Classification

- Interstate
- Freeway/Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local











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

**RESOLUTION ADOPTING FEDERAL FUNCTIONAL CLASSIFICATION MAPS 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 functional classification of roadways defines the role each element of the roadway network plans in serving the travel needs; and

**WHEREAS**, functional classification carries with it expectations about roadway design including its speed, capacity and relationship to existing and future land use development; and

**WHEREAS**, Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program; and

**WHEREAS**, as agencies continue to move towards a more performance-based management approach the functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety; and

**WHEREAS**, as a result of the decennial census transportation agencies should review the functional classification of the roadway network; and

**WHEREAS**, the functional classification allows roadways to be classified as Interstate, Freeway/Expressway, Principal Arterials, Minor Arterial, Major Collector, Minor Collector and Local; and

**WHEREAS**, the Wilmington MPO has reviewed the suggested modifications to the Functional Classification maps for the Wilmington MPO's planning area boundary.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the Functional Classification maps for the Wilmington MPO.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 30, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

# New Highway Project Submittals and Local Input Points (applied across all modes) for Prioritization 3.0

Agreed to by Prioritization 3.0 Workgroup on July 1, 2013

MPO/RPO Name	2010 Census Pop.	P3.0 Pop. (Rounded to nearest 100,000)	Maximum # of New Highway Project Submittals	P3.0 Pop. (Rounded to nearest 50K)	Local Input Points
Albemarle RPO	171,978	200,000	12	150,000	1,300
Burlington-Graham MPO	161,833	200,000	12	150,000	1,300
Cabarrus Rowan MPO	316,683	300,000	13	300,000	1,600
Cape Fear RPO	127,099	100,000	11	150,000	1,300
Capital Area MPO	1,346,515	1,300,000	20	1,350,000	2,500
Down East RPO	184,432	200,000	12	200,000	1,400
Durham-Chapel Hill-Carrboro MPO	397,626	400,000	14	400,000	1,800
East Carolina RPO	241,808	200,000	12	250,000	1,500
Fayetteville Area MPO	372,142	400,000	14	350,000	1,700
French Broad River MPO	397,527	400,000	14	400,000	1,800
Gaston Urban Area MPO	382,078	400,000	14	400,000	1,800
Goldsboro Urban Area MPO	93,050	100,000	11	100,000	1,200
Grand Strand MPO	40,373	50,000	10	50,000	1,100
Greater Hickory MPO	300,564	300,000	13	300,000	1,600
Greensboro Urban Area MPO	370,312	400,000	14	350,000	1,700
Greenville Urban Area MPO	134,936	100,000	11	150,000	1,300
High Country RPO	210,885	200,000	12	200,000	1,400
High Point Urban Area MPO	283,468	300,000	13	300,000	1,600
Isothermal RPO	133,365	100,000	11	150,000	1,300
Jacksonville Urban MPO	140,320	100,000	11	150,000	1,300
Kerr-Tar RPO	168,248	200,000	12	150,000	1,300
Land-of-Sky RPO	61,072	100,000	11	50,000	1,100
Lumber River RPO	225,874	200,000	12	250,000	1,500
Mid-Carolina RPO	180,745	200,000	12	200,000	1,400
Mid-East RPO	106,401	100,000	11	100,000	1,200
Mecklenburg-Union MPO	1,249,746	1,200,000	20	1,250,000	2,500
New Bern MPO	56,949	100,000	11	50,000	1,100
Northwest Piedmont RPO	168,875	200,000	12	150,000	1,300
Peanut Belt RPO	122,701	100,000	11	100,000	1,200
Piedmont Triad RPO	252,559	300,000	13	250,000	1,500
Rocky Mount Urban Area MPO	85,452	100,000	11	100,000	1,200
Rocky River RPO	104,977	100,000	11	100,000	1,200
Southwestern RPO	147,454	100,000	11	150,000	1,300
Triangle Area RPO	209,893	200,000	12	200,000	1,400
Unifour RPO	79,595	100,000	11	100,000	1,200
Upper Coastal Plain RPO	148,305	100,000	11	150,000	1,300
Wilmington Urban Area MPO	252,862	300,000	13	250,000	1,500
Winston Salem Urban Area MPO	408,563	400,000	14	400,000	1,800

Division	2010 Census Pop.	P3.0 Pop. (Rounded to nearest 100K)	Maximum # of New Highway Project Submittals	P3.0 Pop. (Rounded to nearest 50,000)	Local Input Points
01	264,551	300,000	13	250,000	1,500
02	490,035	500,000	15	500,000	2,000
03	662,023	700,000	17	650,000	2,300
04	579,818	600,000	16	600,000	2,200
05	1,394,973	1,400,000	20	1,400,000	2,500
06	661,565	700,000	17	650,000	2,300
07	890,700	900,000	19	900,000	2,500
08	508,916	500,000	15	500,000	2,000
09	740,617	700,000	17	750,000	2,500
10	1,386,464	1,400,000	20	1,400,000	2,500
11	371,760	400,000	14	350,000	1,700
12	733,422	700,000	17	750,000	2,500
13	496,197	500,000	15	500,000	2,000
14	354,442	400,000	14	350,000	1,700

## Notes:

All Areas receive a minimum of 10 new highway project submittals

Areas receive an additional submittal per 100,000 people

Maximum number of new highway project submittals is 20

Areas have an option to swap up to 5 existing projects in the Prioritization system for 5 new highway projects (in addition to the maximum of new projects)

Population is rounded to nearest 100,000 people to determine maximum # of new highway project submittals for each MPO/RPO or Division

All Areas receive a minimum of 1,000 points

Areas receive an additional 100 points per 50,000 people

Maximum number of local input points is 2,500

Population is rounded to nearest 50,000 people to determine # of local input points for each MPO/RPO or Division

Areas receive separate allocation of local input points for Regional Impact and Division Needs funding categories (amount of points is the same for each)

MPO/RPO boundaries are based on current/proposed boundaries.

**P3.0 Existing Highway Projects**  
**DRAFT - SUBJECT TO CHANGE**

September 25, 2013

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description
H090215	215	Statewide Mobility	Capacity	Construct Roadway on New Location	5	R-3300	US 17	New Route - Hampstead Bypass	US 17 South of Hampstead	US 17 North of Hampstead	Construct Multi-Lanes on New Location
H090261	261	Division Needs	Modernization	Modernize Roadway	16	R-3824	SR 1644		NC 210	SR 1569 (Hoover Road)	NC 210 to SR 1569 (Hoover Road). Upgrade Roadway to Secondary Standards, Some New Location.
H090287	287	Statewide Mobility	Capacity	Upgrade Arterial to Freeway/Expressway	2	R-4462	US 74/76		Whiteville	I-140/US 17 Wilmington Bypass	Upgrade Roadway to interstate Standards.
H090291	291	Division Needs	Modernization	Modernize Roadway	16	R-4708	SR 1573	Dow Road	US 421 in Carolina Beach	US 421 in Kure Beach	Widen to Multi-Lanes
H090293	293	Statewide Mobility	Corridor Management	Upgrade Arterial to Superstreet	4	R-4732	US 17		South Carolina State Line	US 74/76	Access Management Improvements at Various Locations.
H090360	360	Regional Impact	Capacity	Widen Existing Roadway	1	U-2724	NC 133		US 74 (Martin Luther King, Jr. Parkway)	SR 1002 (Holly Shelter Road)	US 74 (Martin Luther King, Jr. Parkway) to SR 1002 (Holly Shelter Road) at Castle Hayne and Along SR 1002 to I-40. Widen to Multi-Lanes.
H090389	389	Division Needs	Interchange/Intersection	Convert Grade Separation to Interchange	9	U-3337	US 74/76		SR 1437 (Old Fayetteville Road)		Convert Grade Separation to interchange
H090390-C	390	Statewide Mobility	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation	7	U-3338C	SR 1175	Kerr Avenue	US 74 (Martin Luther King, Jr. Parkway)		Convert at-Grade intersection to interchange
H090448-A	1304	Division Needs	Capacity	Widen Existing Roadway	1	U-3831A	SR 2048	Gordon Road	NC 132 interchange	SR 2270 (Wood Sorrell Road)	Widen to Three Lanes
H090448-B	448	Division Needs	Capacity	Widen Existing Roadway	1	U-3831B	SR 2048	Gordon Road	NC 132 interchange Road	West of US 17 (Market Street)	Widen to Multi-Lanes
H090489	489	Statewide Mobility	Capacity	Widen Existing Roadway	1	U-4718	NC 132	College Road	US 76 (Oleander Drive)		US 76 (Oleander Drive) and NC 132 (College Road). intersection Improvements. Construct An Additional Northbound Through Lane on College Road from Shipyard Boulevard to Wilshire Boulevard
H090499-B	499	Regional Impact	Corridor Management	Access Management	11	U-4902B	US 17 Business	Market Street	Colonial Drive	SR 1272 (New Centre Drive)	Construct Access Management Improvements
H090499-C	500	Statewide Mobility	Corridor Management	Access Management	11	U-4902C	US 17 Business	Market Street	US 74 (Martin Luther King, Jr. Parkway)	SR 1409 (Military Cutoff Road)	Construct Access Management Improvements
H090499-D	501	Statewide Mobility	Corridor Management	Access Management	11	U-4902D	US 17 Business	Market Street	SR 1409 (Military Cutoff Road)	SR 1402 (Porters Neck Road)	Construct Access Management Improvements

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**P3.0 Existing Highway Projects**  
**DRAFT - SUBJECT TO CHANGE**

September 25, 2013

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description
H090711	711	Statewide Mobility	Capacity	Upgrade Arterial to Superstreet	4		US 117/NC 132	College Road	SR 2048 (Gordan Road)	SR 1272 (New Centre Drive)	Upgrade College Road from Gordon Road to the SR 1272 (New Centre Drive)
H090713	713	Regional Impact	Capacity	Widen Existing Roadway	1		NC 133		Cape Fear Skyway	US 17/74/76	Widen NC 133 (River Road) from the Planned Cape Fear Skyway to the interchange at US 17/74/76
H090714	714	Statewide Mobility	Capacity	Upgrade Expressway to Freeway	3			New Route - Scientific Park Drive Extension	23rd Street	Creekwood Neighborhood	Construct the Extension of Scientific Park Drive from 23Rd Street to the Creekwood Neighborhood. This Will Allow the Closure of the only Existing Access on Martin Luther King Jr. Parkway Which Will Allow It to Become a Fully Controlled Access Facility.
H090717	717	Regional Impact	Capacity	Widen Existing Roadway	1		US 421	Carolina Beach Road	NC 132	Sanders Road	Widen Carolina Beach Road from Sanders Road to College Road/NC 132/Piner Road
H090718	718	Division Needs	Capacity	Construct Roadway on New Location	5			New Route	US 421	Piner Road	Construct a New Route on New Location from Carolina Beach Road (US 421) to Piner Road
H090720	720	Division Needs	Capacity	Construct Roadway on New Location	5			New Route - River Road Relocation	South of Shipyard Boulevard	River Road	Relocate River Road South of Shipyard Boulevard to River Road
H090721	721	Division Needs	Capacity	Widen Existing Roadway	1			North 23rd Street	US 74 (Martin Luther King, Jr. Parkway)	NC 133 (Castle Hayne Road)	Widen North 23Rd Street from US 74 (Martin Luther King, Jr. Parkway) to NC 133 (Castle Hayne Road).
H090722	722	Division Needs	Capacity	Construct Roadway on New Location	5			New Route	Military Cutoff Road Extension	Market Street	Construct a Route on New Location from Military Cutoff Road Extension to Market Street
H090724	724	Division Needs	Capacity	Construct Roadway on New Location	5			New Route	Mount Misery Road	Cedar Hills Road	Construct New Route
H090725	725	Division Needs	Capacity	Construct Roadway on New Location	5			New Route	Mount Misery Road	Old Mill Road	Construct An Improved Facility Between Mt. Misery Road and Old Mill Road
H090803	803	Statewide Mobility	Corridor Management	Access Management	11		US 17		Wilmington Bypass	Onslow County Line	Improve Safety and Preserve the Capacity of the Highway from the Mpo Boundary to the onslow County Line. (Tip # Fs-0803B)
H110974	974	Division Needs	Capacity	Widen Existing Roadway and Construct Part on New Location	6		SR 1576	River Road	Independence Boulevard	US 421 (Snows Cut Bridge Road)	Widen from 2 to 4 Lane Highway with Portions Constructed As 4 Lane Highway on New Location, with a Multi-Use Path
H110975	975	Regional Impact	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation	7		US 74		Market Street		Construct Flyovers at intersection

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**P3.0 Existing Highway Projects**  
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September 25, 2013

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description
H110976	976	Regional Impact	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation	7		US 421	Carolina Beach Road	NC 132 (South College Road)		Construct Flyovers at intersection
H110978	978	Statewide Mobility	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation	7		US 74		US 17/421		Construct a Flyover and Free-Flow Ramp at interchange
H110979	979	Statewide Mobility	Corridor Management	Access Management	11		NC 132	South College Road	US 17 Business (Market Street)	Randall Parkway	Upgrade Roadway, Add Bicycle Lanes and Sidewalks
H110980	980	Regional Impact	Capacity	Widen Existing Roadway	1		NC 133		I-140/US17 (Wilmington Bypass)	Division Drive	Widen Highway, Add Multi-Use Path
H110981	981	Regional Impact	Capacity	Widen Existing Roadway	1		US 421 Truck	South Front Street	US 17 Business/76/421 (Cape Fear Memorial Bridge)	US 421 (Burnett Boulevard)	Widen to Four Lane Divided Arterial, Add Multi-Use Path and Sidewalk
H110987	987	Regional Impact	Corridor Management	Upgrade Arterial to Superstreet	4		US 421	Carolina Beach Road	US 421 (Burnett Boulevard)	US 117 (Shipyard Boulevard)	Upgrade Arterial with a Landscaped Median and Bulb-Outs
H110988	988	Regional Impact	Corridor Management	Access Management	11		US 421	Carolina Beach Road	US 117 (Shipyard Boulevard)	George anderson Drive	Upgrade Arterial By Adding a Landscaped Median
H110989	989	Regional Impact	Modernization	Modernize Roadway	16		US 17 Business		US 17 (South 17th Street)	Covil Avenue	Construct a Road Diet, Add Bicycle Lanes
H110991	991	Division Needs	Capacity	Construct Roadway on New Location	5		SR 1175	Kerr Avenue	SR 1411 (Wrightsville Avenue)	US 76 (Oleander Drive)	Construct Extension of Existing Roadway on New Location
H110992	992	Statewide Mobility	Modernization	Modernize Roadway	16		US 117	South College Road	Randall Parkway	US 76 (Oleander Drive)	Upgrade Arterial, Add Bicycle Lanes and Sidewalks
H110993	993	Division Needs	Capacity	Widen Existing Roadway	1		SR 1175		Patrick Avenue	SR 1411 (Wrightsville Avenue)	Widen Arterial from Two to Four Lanes with a Median
H110994	994	Regional Impact	Modernization	Modernize Roadway	16		NC 133		US 17/74/76	SR 1554 (Old River Road)	Upgrade Arterial; Add Landscaped Median, Left-Turn Lanes, Bicycle Lanes and Sidewalks
H111303	1303	Division Needs	Capacity	Widen Existing Roadway	1	R-4063	SR 1472	Village Drive	West of SR 1437 (Old Fayetteville Road)	SR 1438 (Lanvale Road)	Widen to Multi-Lanes
H111336	1336	Division Needs	Modernization	Modernize Roadway	16		SR 1492	Myrtle Grove Road	Masonboro Loop Road	Carolina Beach Road	Construct Bicycle Lanes (Soundside Route)

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**P3.0 Existing Highway Projects**  
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September 25, 2013

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description
H111337	1337	Regional Impact	Modernization	Modernize Roadway	16		US 117	US 117 (Shipyard Boulevard)	River Road	College Road	Construct Bicycle Lanes
H111338	1338	Division Needs	Modernization	Modernize Roadway	16		SR 1492	Masonboro Loop Road	Pine Grove Drive	Myrtle Grove Road	Construct Bicycle Lanes (Soundside Route)
H111339	1339	Division Needs	Modernization	Modernize Roadway	16		SR 1472	Village Road	Lanvale Road	Carolina Avenue	Construct Bicycle Lanes on New Pavement
H129103	9103	Statewide Mobility	Capacity	Construct Roadway on New Location	5	U-4751	SR 1409	New Route - Military Cutoff Road Extension	SR 1409 (Military Cutoff Road) at US 17 Business	US 17 Bypass	Construct Multi-Lanes on New Location
H129637	9637	Regional Impact	Capacity	Construct Roadway on New Location	5	U-4434	SR 1209	New Route - Independence Boulevard Extension	Randall Parkway	US 74 (Martin Luther King, Jr. Parkway)	Construct Multi-Lanes on New Location
H129646	9646	Statewide Mobility	Capacity	Construct Roadway on New Location	5	U-4738		New Route - Cape Fear Crossings	US 17 in Brunswick County	US 421 (Independence Boulevard) in New Hanover County	Construct Freeway on New Location with a Structure Over the Cape Fear River
H129648	9648	Division Needs	Interchange/Intersection	Convert Grade Sep	9	U-4436	I-140/US 17	Wilmington Bypass	SR 1318 (Blue Clay Road)		Convert Grade Separation to interchange

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## WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810  
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CAPE FEAR  
Public Transportation  
Authority

North Carolina  
BOARD OF  
TRANSPORTATION

**TO:** Transportation Advisory Committee Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** October 3, 2013  
**SUBJECT:** Prioritization 3.0 Roadway Project Removals

WMPO staff recommends that the following roadways be removed from the NCDOT Prioritization 3.0 Roadway Project list.

- **R-4708 Dow Road**  
**Reason: Constructed**





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**TO:** Technical Coordinating Committee Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** October 3, 2013  
**SUBJECT:** Submittal of Prioritization 3.0 Roadway Projects (2013)

The following is the proposed list of highway projects to be considered in NCDOT's Prioritization 3.0:

- A. Hampstead Bypass (Porters Neck Road to Sloop Point Road)
- B. SR 1644 Extension (NC 210 to SR 1569/Hoover Road)
- C. US 74 Upgrade (I-140/US 17 Wilmington Bypass to Whiteville)
- D. US 17 Access Management (US 74/76 to South Carolina State Line)
- E. NC 133/Castle Hayne Road Widening (US 74/Martin Luther King Jr. Parkway to SR 1002/Holly Shelter Road)
- F. US 17/74/76 at SR 1437/Old Fayetteville Road Interchange
- G. SR 1175/Kerr Avenue and US 74/Martin Luther King Jr. Parkway Interchange
- H. SR 2048/Gordon Road Widening (US 117/NC 132/N College Road to US 17/Market Street)
- I. NC 132/South College Road Widening (SR 2313/Wilshire Boulevard to US 117/Shipyard Boulevard)
- J. US 17 Business/Market Street Access Management (Section B) (Colonial Drive to SR 1272/New Centre Drive)
- K. US 17 Business/Market Street Access Management (Section C) (US 74/Eastwood Road to SR 1409/Military Cutoff Road)
- L. US 17 Business/Market Street Access Management (Section D) (SR 1409 Military Cutoff Road to SR 1402/Porters Neck Road)
- M. US 117/NC 132/College Road Widening (SR 1272/New Centre Drive to SR 2048/Gordon Road)
- N. NC 133/River Road Widening (US 17/74/76 to south of Rabon Way SE)
- O. Scientific Park Drive Extension (N 23<sup>rd</sup> Street to Creekwood)
- P. US 421/Carolina Beach Road Widening (SR 1187/Sanders Road to SR 1521/Piner Road)
- Q. SR 1520/Masonboro Loop Extension (SR 1187/Sanders Road to SR 1521/Piner Road)

- R. River Road Relocation (US 117/Shipyard Boulevard to south of Port of Wilmington)
- S. North 23<sup>rd</sup> Street Widening ( US 74/Martin Luther King Jr. Parkway to NC 133/Castle Hayne Road)
- T. Plantation Road (NC 132/College Road to US 17 Business/Market Street)
- U. New Route between SR 1426/Mt. Misery Road and SR 1430/Cedar Hill Road
- V. Magnolia Drive Extension (SR 1426/Mt. Misery Road to Old Mill Road)
- W. US 17 Safety Improvements to Onslow County Line (Wilmington Bypass to Onslow County Line)
- X. Cape Fear Riverway US 421/River Road/SR 1576 (Independence Boulevard to Snows Cut Bridge)
- Y. US 74/Martin Luther King Jr. Parkway & US 17 Business/Market Street Flyovers
- Z. US 421/Carolina Beach Road & NC 132/South College Road Flyovers
- AA. US 74/NC 133 and US 17/421 Isabel Homes Bridge Interchange
- BB. NC 132/ South College Road Upgrade (US 17 Business/Market Street to Randall Parkway)
- CC. NC 133/Castle Hayne Road Widening (I-140/US 17/Wilmington Bypass to SR 1310/Division Drive)
- DD. US 421 Truck/South Front Street Widening (US 17 Business/76/421/Cape Fear Memorial Bridge to US 421/Burnett Boulevard)
- EE. US 421/Carolina Beach Road Streetscape (US 421/Burnett Boulevard to US 117/Shipyard Boulevard)
- FF. US 421/Carolina Beach Road Streetscape (US 117/Shipyard Boulevard to George Anderson Drive)
- GG. US 17 Business/Market Street Road Diet (SR 2817/S 17<sup>th</sup> Street to Covil Avenue)
- HH. South Kerr Avenue Extension (SR 1411/Wrightsville Avenue to US 76/Oleander Drive)
- II. South College Road Upgrade (Randall Parkway to US 76/Oleander Drive)
- JJ. Kerr Avenue Widening (Patrick Avenue to SR 1411/Wrightsville Avenue)

- KK. NC 133/River Road Streetscape (US 17/74/76 to SR 1554/Old River Road)
- LL. SR 2048/Gordon Road Widening (I-40 to Wood Sorrell Road)
- MM. SR 1472/Village Road Widening Phase II (SR 1438/Lanvale Road to SR 1437/Old Fayetteville Road)
- NN. Village Road Bicycle Lanes (Lanvale Road to Carolina Avenue)
- OO. Military Cutoff Extension (SR 1409/Military Cutoff Road to US 17 Bypass)
- PP. Independence Boulevard Extension (Randall Parkway to US 74/Martin Luther King Jr. Parkway)
- QQ. Cape Fear River Crossing (US 17/Ocean Highway to US 421/Independence Boulevard)
- RR. I-140/US 17/Wilmington Bypass at SR 1318/Blue Clay Road Interchange
- SS. Dow Road (US 421/Lake Park Boulevard to US 421/Fort Fisher Boulevard)
- TT. Myrtle Grove Road Bicycle Lanes (Masonboro Loop Road to Carolina Beach Road)
- UU. Shipyard Boulevard Bicycle Lanes (River Road to College Road)
- VV. Masonboro Loop Road Bicycle Lanes (Pine Grove Drive to Myrtle Grove Road)



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

**RESOLUTION SUBMITTING HIGHWAY PROJECTS FOR CONSIDERATION BY  
NCDOT IN PRIORITIZATION 3.0**

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

**WHEREAS**, the Strategic Transportation Investment Bill (HB 817), was signed into law on June 26, 2013, as a way to help the better leveraging of existing funds to enhance the state's transportation infrastructure, providing greater opportunity for economic growth; and

**WHEREAS**, the Strategic Transportation Investments – also known as the Strategic Mobility Formula – is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state; and

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

**WHEREAS**, the Strategic Planning Office of Transportation's prioritization process will evaluate projects based on a quantitative and qualitative analysis and developed a selection process that is transparent and data driven; and

**WHEREAS**, the Wilmington MPO can submit up to 13 new highway projects and can also substitute up to 5 new highway projects from the existing list of highway projects to be considered in the prioritization process for Prioritization 3.0.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the submission of Highway projects for consideration by NCDOT in Prioritization 3.0.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 30, 2013.

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Laura Padgett, Chair  
Transportation Advisory Committee

---

Mike Kozlosky, Secretary



## **WILMINGTON URBAN AREA Metropolitan Planning Organization**

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**TO:** Technical Coordinating Committee Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** October 3, 2013  
**SUBJECT:** Submittal of Prioritization 3.0 Public Transportation Projects (2013)

The following is the proposed list of public transportation projects to be considered in NCDOT's Prioritization 3.0:

### **A. Wilmington Multi-modal Transportation Center**

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

**RESOLUTION SUBMITTING PUBLIC TRANSPORTATION PROJECTS FOR  
CONSIDERATION BY NCDOT IN PRIORITIZATION 3.0**

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

**WHEREAS**, the Strategic Transportation Investment Bill (HB 817), was signed into law on June 26, 2013, as a way to help the better leveraging of existing funds to enhance the state's transportation infrastructure, providing greater opportunity for economic growth; and

**WHEREAS**, the Strategic Transportation Investments – also known as the Strategic Mobility Formula – is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state; and

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

**WHEREAS**, the Strategic Planning Office of Transportation's prioritization process will evaluate projects based on a quantitative and qualitative analysis and developed a selection process that is transparent and data driven; and

**WHEREAS**, MPOs and RPOs and public transportation agencies can submit the public transportation projects to be included in the prioritization process for Prioritization 3.0.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the submittal the Wilmington Multi-modal Transportation Center as a Public Transportation a project for consideration by NCDOT in Prioritization 3.0.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 30, 2013.

---

Laura Padgett, Chair  
Transportation Advisory Committee

---

Mike Kozlosky, Secretary



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**TO:** Technical Coordinating Committee Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** October 3, 2013  
**SUBJECT:** Submittal of Prioritization 3.0 Aviation Projects (2013)

The following is the proposed list of aviation projects to be considered in NCDOT's Prioritization 3.0:

- A. Rehabilitation of RWY 17-35
- B. Pipe Ditches RWY 24 (Mitigation)
- C. ILM Water System Interconnect for Secondary Source
- D. Runway 17 Easement and Approach Clearing
- E. Establish FAA Reimbursable Agreement for NAVAIDS
- F. Upgrade Airfield Lighting Vault
- G. Pipe Ditches in RWY 24 RSA and Glide Slope (Design)
- H. Pipe Ditches in FBO # 2 (Design and Permitting)
- I. Taxiway A and H Widening and Paved Shoulders
- J. Outbound Bag Room Retrofit
- K. BCA/EA for RWY 24 Extension
- L. Pipe Ditches in RWY RSA and Glide Slope (Construction)
- M. Pipe Ditches in FBO#2 Area (Construction)
- N. Rehabilitate GA Apron North (Phase I)
- O. Rehabilitate GA Apron North (Phase II)
- P. Terminal Expansion and New Gates
- Q. Extend RWY 6-24 Phase I
- R. Airport Master Plan
- S. Design and Construction of Boat Ramp for Water Access



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

**RESOLUTION SUBMITTING AVIATION PROJECTS FOR CONSIDERATION BY  
NCDOT IN PRIORITIZATION 3.0**

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

**WHEREAS**, the Strategic Transportation Investment Bill (HB 817), was signed into law on June 26, 2013, as a way to help the better leveraging of existing funds to enhance the state's transportation infrastructure, providing greater opportunity for economic growth; and

**WHEREAS**, the Strategic Transportation Investments – also known as the Strategic Mobility Formula – is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state; and

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

**WHEREAS**, the Strategic Planning Office of Transportation's prioritization process will evaluate projects based on a quantitative and qualitative analysis and developed a selection process that is transparent and data driven; and

**WHEREAS**, MPOs and RPOs and aviation agencies can submit Aviation projects to be included in the prioritization process for Prioritization 3.0.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the submittal of Aviation projects for consideration by NCDOT in Prioritization 3.0.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 30, 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  
AUGUST**

<b>STATEWIDE</b>			
* W-5517	VARIOUS, SAFETY MANAGEMENT	ENGINEERING	FY 2013 - \$11,000,000 (HSIP)
STATEWIDE	PROGRAM, PROJECT IDENTIFICATION,		FY 2016 - \$5,500,000 (HSIP)
<b>PROJ. CATEGORY</b>	ANALYSIS AND PRELIMINARY		FY 2017 - \$5,500,000 (HSIP)
STATEWIDE	ENGINEERING.		FY 2018 - \$5,500,000 (HSIP)
	<b><i>ADD PRELIMINARY ENGINEERING IN FY</i></b>		FY 2019 - \$5,500,000 (HSIP)
	<b><i>13, 16, 17, 18, 19, AND 20</i></b>		FY 2020 - <u>\$5,500,000</u> (HSIP)
	<b><i>NOT PREVIOUSLY PROGRAMMED.</i></b>		\$38,500,000

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

## **STIP/MTIP ADDITIONS SEPTEMBER**

### **STATEWIDE**

* Y-5500	VARIOUS, TRAFFIC SEPARATION STUDY	RIGHT-OF-WAY	FY 2013 - \$500,000 (RR)
STATEWIDE	IMPLEMENTATION AND CLOSURES.		FY 2014 - \$500,000 (RR)
STATEWIDE	<b><i>ADD RIGHT-OF-WAY AND</i></b>		FY 2015 - \$500,000 (RR)
<b>PROJ.CATEGORY</b>	<b><i>CONSTRUCTION IN FY 14 AND FY 15 NOT</i></b>	CONSTRUCTION -	FY 2013 - \$2,500,000 (RR)
	<b><i>PREVIOUSLY PROGRAMMED, PENDING</i></b>		FY 2014 - \$2,500,000 (RR)
	<b><i>ADOPTION OF NEW STIP.</i></b>		FY 2015 - <u>\$2,500,000</u> (RR)
			\$9,000,000

* Z-5400	VARIOUS, HIGHWAY-RAIL GRADE	RIGHT-OF-WAY	FY 2013 - \$500,000 (RR)
STATEWIDE	CROSSING SAFETY		FY 2014 - \$500,000 (RR)
STATEWIDE	IMPROVEMENTS.		FY 2015 - \$500,000 (RR)
<b>PROJ.CATEGORY</b>	<b><i>ADD RIGHT-OF-WAY AND</i></b>	CONSTRUCTION	FY 2013 - \$3,000,000 (RR)
	<b><i>CONSTRUCTION IN FY 14</i></b>		FY 2014 - \$3,000,000 (RR)
	<b><i>AND FY 15 NOT PREVIOUSLY</i></b>		FY 2015 - <u>\$3,000,000</u> (RR)
	<b><i>PROGRAMMED,</i></b>		\$10,500,000
	<b><i>PENDING ADOPTION OF NEW STIP.</i></b>		

## **MODIFICATIONS**

W-5301	VARIOUS, LANE DEPARTURE	<b><i>DELETE, WORK TO BE</i></b>
STATEWIDE	SYSTEMIC IMPROVEMENTS.	<b><i>ACCOMPLISHED UNDER</i></b>
		<b><i>PROJECT W-5517.</i></b>

## Public Transportation Proposed STIP Modification

### Proposed STIP Modification

Current STIP AMD 006

			FY 13		FY 14	
TD-4292	Cape Fear Public Transportation Authority	Operations & Maintenance Facility	FBUS	5309	\$ 6,000	
			FUZ	5307		\$ 4,093
			STAT	S	\$ 190	\$ 191
			Local	L	\$ 1,310	\$ 553

Proposed STIP

			FY 13		FY 14	
TD-4292	Cape Fear Public Transportation Authority	Operations & Maintenance Facility	FBUS	5309	\$ 6,000	
			FUZ	5307		\$ 3,754
			STAT	S		\$ 469
			Local	L		\$ 469

Reduction in STIP for project of \$144,000



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

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

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

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

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

**WHEREAS**, the Wilmington MPO desires to amend the State/Metropolitan Transportation Improvement Programs for Statewide various traffic separation study implementation and closure, Statewide various highway guard-rail grade crossing safety improvements and Statewide various safety management program, project identification, analysis and preliminary engineering; 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 Statewide various traffic separation study implementation and closure, Statewide various highway guard-rail grade crossing safety improvements and Statewide various safety management program, project identification, analysis and preliminary engineering.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 30, 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 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 modify the State/Metropolitan Transportation Improvement Program for the Statewide various lane departure systemic improvements and Cape Fear Public Transportation Authority's Operations and Maintenance Facility; and

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports modifying the 2012-2020 State/Metropolitan Transportation Improvement Programs for the Statewide various lane departure systemic improvements and Cape Fear Public Transportation Authority's Operations and Maintenance Facility.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 30, 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 MODIFICATIONS OCTOBER**

### **Division 3**

EB-5543 NEW HANOVER DIVISION <b>PROJ.CATEGORY</b>	SR 1403 (MIDDLE SOUND LOOP ROAD), OGDEN ELEMENTARY SCHOOL TO SR 1986 (OYSTER DRIVE). CONSTRUCT MULTI-USE PATH. <b><i>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 14 TO ALLOW ADDITIONAL TIME FOR DESIGN.</i></b>	RIGHT-OF-WAY  CONSTRUCTION -	FY 2014 - \$16,000 (DP) FY 2014 - \$4,000 (C) FY 2014 - \$165,000 (DP) FY 2014 - <u>\$41,000</u> (C) \$226,000
F-5301 BRUNSWICK CARTERET NEW HANOVER REGIONAL <b>PROJ.CATEGORY</b>	VARIOUS, CEDAR ISLAND, SOUTHPORT AND FORT FISHER DOCKS. REPLACE DOLPHINS. <b><i>ACCELERATE CONSTRUCTION FROM FY 15 TO FY 14.</i></b>	CONSTRUCTION	FY 2014 - <u>\$1,150,000</u> (S) \$1,150,000
U-4751 NEW HANOVER STATEWIDE <b>PROJ.CATEGORY</b>	SR 1409 (MILITARY CUTOFF ROAD EXTENSION), SR 1409 (MILITARY CUTOFF ROAD) TO US 17 IN WILMINGTON. MULTI- LANES ON NEW LOCATION. <b><i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME FOR DESIGN.</i></b>	UTILITIES RIGHT-OF-WAY  MITIGATION CONSTRUCTION	FY 2015 - \$565,000 (T) FY 2015 - \$23,500,000 (T) FY 2016 - \$23,500,000 (T) FY 2016 - \$3,271,000 (T) FY 2017 - \$14,750,000 (T) FY 2018 - \$14,750,000 (T) FY 2019 - \$14,750,000 (T) FY 2020 - <u>\$14,750,000</u> (T) \$109,836,000



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699 - 1501

ANTHONY J. TATA  
SECRETARY

October 15, 2013

MPO/RPO  
Address  
City, State Zip

ATTENTION: TAC Chair

Subject: Guidance For Implementation of Strategic Prioritization - Session Law 2012-84

Session Law 2012-84 amended Section 2 of the General Statutes 136-18 by adding a new subdivision to read:

*"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input. The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization."*

The Department engaged the P3.0 Workgroup to assist in developing guidance on how to implement S.L. 2012-84. The emphasis is on an open and transparent process. On September 30<sup>th</sup> the Workgroup reached agreement on recommended guidance. The Department agrees.

Outlined below is the guidance each MPO and RPO needs to follow in developing their local methodology. This methodology will be used to assign MPO/RPO local input points under the new Strategic Transportation Investments (STI) law. The Department requests you submit your local methodology for approval and address each of the following items:

- Describe the MPO/RPO ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process. These criteria should be understandable to the public. In other words, the measures and the percentages assigned to each measure should be defined, described, and outlined in such a way that the public can follow how project points will be assigned.
- Describe how your organization intends to engage and solicit public input on your methodology: i.e., the rationale behind the preliminary assignment of points; posting of this approach on a public website; holding a public hearing to receive comments on the preliminary assignment and/or how your organization followed its public input policies to adhere to this requirement. At least one public review period and public meeting/hearing should be included in the process. This review period needs to allow sufficient time for consideration of any public comments prior to the TCC/TAC making the final point assignment.
- Describe how your Technical Coordinating and Transportation Advisory Committees (TCC/TAC) will consider the input of public comments on the preliminary assignment of points as they develop and ultimately approve the final point assignment.



October 15, 2013

Page 2

- Describe how the final local point assignment (approved by your TAC) will be disseminated and shared with the public. Include dates on your schedule you are targeting to achieve this.
- The methodology needs to be approved by the TAC.

Please develop and submit a proposed methodology, a contact person and/or narrative to Don Voelker, Director, Strategic Prioritization Office of Transportation, as soon as you believe your methodology follows the above guidance. The Department will review each submission and provide a response on its acceptability. We look forward to working with each MPO and RPO to ensure an acceptable methodology is in place before local input points are assigned beginning May 1, 2014; otherwise, the Department will not accept local input points from the MPO/RPO for that area. This lead time should be sufficient for each MPO/RPO to ensure their local methodologies will meet this guidance.

Sincerely,

Jim Trogdon, P.E.  
Chief Deputy for Operations

cc: Don Voelker  
cc: MPO/RPO Staff Point of Contact

rate of crash involvement than the general population. The diabetes rule provides that "A person is physically qualified to drive a commercial motor vehicle if that person has no established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control" (49 CFR 391.41(b)(3)).

FMCSA established its diabetes exemption program, based on the Agency's July 2000 study entitled "A Report to Congress on the Feasibility of a Program to Qualify Individuals with Insulin-Treated Diabetes Mellitus to Operate in Interstate Commerce as Directed by the Transportation Act for the 21st Century." The report concluded that a safe and practicable protocol to allow some drivers with ITDM to operate CMVs is feasible. The September 3, 2003 (68 FR 52441), **Federal Register** notice in conjunction with the November 8, 2005 (70 FR 67777), **Federal Register** notice provides the current protocol for allowing such drivers to operate CMVs in interstate commerce.

These 16 applicants have had ITDM over a range of 1 to 28 years. These applicants report no severe hypoglycemic reactions resulting in loss of consciousness or seizure, requiring the assistance of another person, or resulting in impaired cognitive function that occurred without warning symptoms, in the past 12 months and no recurrent (2 or more) severe hypoglycemic episodes in the past 5 years. In each case, an endocrinologist verified that the driver has demonstrated a willingness to properly monitor and manage his/her diabetes mellitus, received education related to diabetes management, and is on a stable insulin regimen. These drivers report no other disqualifying conditions, including diabetes-related complications. Each meets the vision requirement at 49 CFR 391.41(b)(10).

The qualifications and medical condition of each applicant were stated and discussed in detail in the June 26, 2013, **Federal Register** notice and they will not be repeated in this notice.

#### Discussion of Comments

FMCSA received two comments in this proceeding. The comments are considered and discussed below.

Laurie Susan Palmer expressed concern regarding the new A1C testing regulations.

John D. Heffington requested information regarding the new A1C testing regulations.

#### Basis for Exemption Determination

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the diabetes requirement in 49 CFR 391.41(b)(3) if the exemption is likely to achieve an equivalent or greater level of safety than would be achieved without the exemption. The exemption allows the applicants to operate CMVs in interstate commerce.

To evaluate the effect of these exemptions on safety, FMCSA considered medical reports about the applicants' ITDM and vision, and reviewed the treating endocrinologists' medical opinion related to the ability of the driver to safely operate a CMV while using insulin.

Consequently, FMCSA finds that in each case exempting these applicants from the diabetes requirement in 49 CFR 391.41(b)(3) is likely to achieve a level of safety equal to that existing without the exemption.

#### Conditions and Requirements

The terms and conditions of the exemption will be provided to the applicants in the exemption document and they include the following: (1) That each individual submit a quarterly monitoring checklist completed by the treating endocrinologist as well as an annual checklist with a comprehensive medical evaluation; (2) that each individual reports within 2 business days of occurrence, all episodes of severe hypoglycemia, significant complications, or inability to manage diabetes; also, any involvement in an accident or any other adverse event in a CMV or personal vehicle, whether or not it is related to an episode of hypoglycemia; (3) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (4) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

#### Conclusion

Based upon its evaluation of the 16 exemption applications, FMCSA exempts Tyler A. Benjamin (AL), Larry K. Brindle (KS), James D. Damske (MA), Manuel M. Fabela, Jr. (CA), Ryan L. Guffey (IL), Richard B. Harvey (CA), Donald F. Kurzejewski (PA), Joshua O. Lilly (VA), Steven C. Lundberg (IA),

Frank D. Marcou, Jr. (VT), Roger D. Mott (IA), Bernard K. Nixon (FL), Thomas P. Olson (WI), Steven T. Vanderburg (NC), John P. Washington (NJ), and Christopher J. Wisner (MD) from the ITDM requirement in 49 CFR 391.41(b)(3), subject to the conditions listed under "Conditions and Requirements" above.

In accordance with 49 U.S.C. 31136(e) and 31315 each exemption will be valid for two years unless revoked earlier by FMCSA. The exemption will be revoked if the following occurs: (1) The person fails to comply with the terms and conditions of the 1/exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315. If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: September 20, 2013.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2013-23766 Filed 9-27-13; 8:45 am]

BILLING CODE 4910-EX-P

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

### Federal Highway Administration

[Docket No. FTA-2013-0029]

### Proposed Policy Guidance on Metropolitan Planning Organization Representation

**AGENCY:** Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), DOT.

**ACTION:** Proposed policy guidance; request for comments.

**SUMMARY:** The FTA and FHWA are jointly issuing this proposed guidance on implementation of provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21), Public Law 112-141, that require representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA) no later than October 1, 2014. The purpose of this guidance is to assist MPOs and providers of public transportation in complying with this new requirement.

**DATES:** Comments must be received by October 30, 2013. Any comments



received beyond this deadline will be considered to the extent practicable.

**ADDRESSES: Comments.** You may submit comments identified by the docket number (FTA-2013-0029) by any of the following methods:

**Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the online instructions for submitting comments.

**DOT Electronic Docket:** Go to <http://dms.dot.gov> and follow the instructions for submitting comments.

**U.S. Mail:** Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Room W12-140, Washington, DC 20590.

**Hand Delivery or Courier:** Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, Southeast, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

**Fax:** 202-493-2251.

**Instructions:** You must include the agency names (Federal Transit Administration and Federal Highway Administration) and docket number (FTA-2013-0029) for this notice at the beginning of your comments. You must submit two copies of your comments if you submit them by mail. If you wish to receive confirmation that FTA and FHWA received your comments, you must include a self-addressed, stamped postcard. Due to security procedures in effect since October 2001, mail received through the U.S. Postal Service may be subject to delays. Parties submitting comments may wish to consider using an express mail firm to ensure prompt filing of any submissions not filed electronically or by hand. All comments received will be posted, without change and including any personal information provided, to <http://www.regulations.gov>, where they will be available to Internet users. You may review DOT's complete Privacy Act Statement published in the **Federal Register** on April 11, 2000, at 65 FR 19477. For access to the docket to read background documents and comments received, go to <http://www.regulations.gov> at any time, or to the Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

**FOR FURTHER INFORMATION CONTACT:** Dwayne Weeks, FTA Office of Planning and Environment, telephone (202) 366-4033 or [Dwayne.Weeks@dot.gov](mailto:Dwayne.Weeks@dot.gov); or Harlan Miller, FHWA Office of Planning, telephone (202) 366-0847 or [Harlan.Miller@dot.gov](mailto:Harlan.Miller@dot.gov).

## SUPPLEMENTARY INFORMATION:

### I. Introduction

The FTA and FHWA are jointly issuing this proposed policy guidance on the implementation of 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B), which require representation by providers of public transportation in each MPO that serves an area designated as a TMA. The FTA and FHWA anticipate issuing a joint notice of proposed rulemaking to amend 23 CFR part 450 to implement 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) as amended by sections 1201 and 20005 of MAP-21. These United States Code sections now require representation by providers of public transportation in each MPO that serves an area designated as a TMA. A TMA is defined as an urbanized area with a population of over 200,000 individuals as determined by the 2010 census, or an urbanized area with a population of fewer than 200,000 individuals that is designated as a TMA by the request of the Governor and the MPO designated for the area.<sup>1</sup> As of the date of this guidance, of the 384 MPOs throughout the Nation, 184 MPOs serve an area designated as a TMA.

The FTA conducted an On-Line Dialogue on this requirement from March 5 through March 29, 2013. Through this forum, FTA received input from MPOs, local elected officials, transit agencies, and the general public, with over 3,000 visits to the Web site. Over 100 ideas were submitted from 340 registered users who also provided hundreds of comments and votes on these ideas. Participants discussed the complex nature of MPOs and the advantages of providing flexibility for MPOs and transit providers to decide locally how to include representation by providers of public transportation in the MPO.

To increase the accountability and transparency of the Federal-aid highway and Federal transit programs and to improve project decision-making through performance-based planning and programming, MAP-21 establishes a performance management framework. The MAP-21 requires FHWA to establish, through a separate rulemaking, performance measures and standards to be used by States to assess the condition of the pavements and bridges, serious injuries and fatalities, performance of the Interstate System and National Highway System, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System.<sup>2</sup> The MAP-21 also

requires FTA to establish, through separate rulemakings, state of good repair and safety performance measures, and requires each provider of public transportation to establish performance targets in relation to these performance measures.<sup>3</sup>

To ensure consistency, an MPO must coordinate to the maximum extent practicable with the State and providers of public transportation to establish performance targets for the metropolitan planning area that address these performance measures.<sup>4</sup> An MPO must describe in its metropolitan transportation plans the performance measures and targets used to assess the performance of its transportation system.<sup>5</sup> Statewide and metropolitan transportation improvement programs (STIPs and TIPs) must include, to the maximum extent practicable, a description of the anticipated effect of the program toward achieving the performance targets established in the statewide or metropolitan transportation plan, linking investment priorities and the highway and transit performance targets.<sup>6</sup> These changes to the planning process will be addressed in FHWA and FTA's anticipated joint rulemaking amending 23 CFR part 450.

As part of its performance management framework, MAP-21 assigns MPOs the new transit related responsibilities described above, i.e., to establish performance targets with respect to transit state of good repair and transit safety and to address these targets in their transportation plans and TIPs. Representation by providers of public transportation in each MPO that serves a TMA will better enable the MPO to define performance targets and to develop plans and TIPs that support an intermodal transportation system for the metropolitan area. Including representation by providers of public transportation in each MPO that serves an area designated as a TMA is an essential element of MAP-21's performance management framework and will support the successful implementation of a performance-based approach to transportation decisionmaking.

The FTA and FHWA seek comment on the following proposals in this guidance: the determination of specifically designated representatives, the eligibility of representatives of providers of public transportation to

<sup>1</sup> 49 U.S.C. 5326(b), (c), 5329(b), (d).

<sup>2</sup> 23 U.S.C. 134(h)(2); 49 U.S.C. 5303(h)(2).

<sup>3</sup> 23 U.S.C. 134(i)(2)(B); 49 U.S.C. 5303(i)(2)(B).

<sup>4</sup> 23 U.S.C. 134(j)(2)(D); 49 U.S.C. 5303(j)(2)(D) (TIPs) and 23 U.S.C. 135(g)(4); 49 U.S.C. 5304(g)(4) (STIPs).

<sup>1</sup> 23 U.S.C. 134(k)(1); 49 U.S.C. 5303(k)(1).

<sup>2</sup> 23 U.S.C. 150(c).



serve as specifically designated representatives, and the cooperative process to select a specifically designated representative in MPOs with multiple providers of public transportation. There is wide variation in transit agency representation among MPOs and in the governance structure of MPOs throughout the country. To accommodate the many existing models of transit agency representation on MPO boards, this proposed guidance proposes flexible approaches for MPOs and providers of public transportation to work together to meet this requirement.

## II. Specifically Designated Representatives

MAP-21 requires that by October 1, 2014, MPOs that serve an area designated as a TMA must include local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials.<sup>7</sup> The requirement to include "representation by providers of public transportation" is a new requirement under MAP-21. The FHWA and FTA construe that the intent of this provision is that representatives of providers of public transportation, once designated, will have equal decision-making rights and authorities as other members listed in 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) that are on the policy board of an MPO that serves a TMA. This expectation reflects the long-standing position of FHWA and FTA with respect to statutorily required MPO board members.<sup>8</sup>

A public transportation representative on an MPO board is referred to herein as the "specifically designated representative." A specifically designated representative should be an elected official or a direct representative employed by the agency being represented, such as a member of a public transportation provider's board of directors, or a senior transit agency official like a chief executive officer or a general manager.

## III. Providers of Public Transportation

This guidance proposes that only representation by providers of public transportation that operate in a TMA and are direct recipients<sup>9</sup> of the Urbanized Area Formula Funding program<sup>10</sup> will satisfy 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B).

## IV. Process for the Selection of Specifically Designated Representatives

The FTA and FHWA's Metropolitan Transportation Planning rule at 23 CFR 450.314 provides for metropolitan planning agreements in which MPOs, States, and providers of public transportation cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. This guidance proposes that MPOs that serve an area designated as a TMA should cooperate with providers of public transportation and the State to amend their metropolitan planning agreements to include the cooperative process for selecting the specifically designated representative(s) for inclusion on the MPO board and for identifying the representative's role and responsibilities.

## V. Role of the Specifically Designated Representative

To the extent that an MPO has bylaws, the MPO should, in consultation with transit providers in the TMA, develop bylaws that describe the establishment, roles, and responsibilities of the specifically designated representative. These bylaws should explain the process by which the specifically designated representative will identify transit-related issues for consideration by the full MPO policy board and verify that transit priorities are considered in planning products to be adopted by the MPO. In TMAs with multiple providers of public transportation, the bylaws also should outline how the specifically designated representative(s) will consider the needs of all eligible<sup>11</sup> providers of public transportation and address issues that are relevant to the responsibilities of the MPO.

## VI. Restructuring MPOs To Include Representation by Providers of Public Transportation

Title 23 U.S.C. 134(d)(5)(B) and 49 U.S.C. 5303(d)(5)(B) provide that an

MPO may be restructured to meet MAP-21's representation requirements without having to secure the agreement of the Governor and units of general purpose government as part of a redesignation.

There are multiple providers of public transportation within most TMAs. In large MPOs that include numerous municipal jurisdictions and multiple providers of public transportation, FTA and FHWA expect that it would not be practical to allocate separate representation to each provider of public transportation. Consequently, this guidance proposes that an MPO that serves an area designated as a TMA that has multiple providers of public transportation should cooperate<sup>12</sup> with the eligible providers to determine how the MPO will include representation by providers of public transportation.

There are various approaches to meeting this requirement. For example, an MPO may allocate a single board position to eligible providers of public transportation collectively, providing that one specifically designated representative must be agreed upon through the cooperative process. The requirement for specifically designated representation might also be met by rotating the board position among all eligible providers or by providing all eligible providers with proportional representation. However the representation is ultimately designated, the MPO should provide specifics of the designation in its bylaws, to the extent it has bylaws.

Apart from the requirement for specifically designated representation on the MPO's board, an MPO also may allow for transit representation on policy or technical committees. Eligible providers of public transportation not given decision-making rights on the MPO's board may hold positions on policy or technical committees.

The FHWA and FTA encourage MPOs, State Departments of Transportation, local stakeholders, and transit providers to take this opportunity to determine the most effective governance and institutional arrangements to best serve the interests of the metropolitan planning area.

**Peter Rogoff,**

*FTA Administrator.*

**Victor M. Mendez,**

*FHWA Administrator.*

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<sup>7</sup> 23 U.S.C. 134(d)(2); 49 U.S.C. 5303(d)(2).

<sup>8</sup> While this guidance specifically addresses the new requirement for representation by providers of public transportation, all MPOs that serve a TMA must consist of local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials by October 1, 2014. 23 U.S.C. 134(d)(2); 49 U.S.C. 5303(d)(2). Only those MPOs acting pursuant to authority created under State law that was in effect on December 18, 1991, that meet the requirements of 23 U.S.C. 134(d)(3) and 49 U.S.C. 5303(d)(3), are exempt.

<sup>9</sup> A direct recipient is defined as a public entity that is legally eligible under Federal transit law to apply for and receive grants directly from FTA.

<sup>10</sup> 49 U.S.C. 5307.

<sup>11</sup> Eligible transit agencies are those that are direct recipients of the Urbanized Area Formula Funding program, 49 U.S.C. 5307, and operate in a TMA.

<sup>12</sup> Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective. 23 CFR 450.104.



**WILMINGTON MPO**  
**TRANSPORTATION PLANNING**  
**OCTOBER 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 NCDOT Merger Team will meet on September 18<sup>th</sup>
- NCDOT continues coordination with the merger team regarding recommendations for Detailed Study Alternatives following the Concurrence Point 2 meeting in September. Due to additional impact analyses needed as well as potential delays in correspondence due to the federal shutdown, NCDOT is anticipating getting to Concurrence Point 2 by the end of the year.
- Staff proposes the next Work Group meeting for the beginning of next year.
- 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. Creation of draft CMP Report began in September 2013.

**Next Steps:**

- Draft CMP Report to be reviewed by Steering Committee in October 2013
- Final deliverables and adoption by the WMPO TAC will occur in December 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:**

- Kimley-Horn & Associates was secured to prepare the environmental, financial and GIS efforts for Cape Fear Transportation 2040
- Public outreach and initial data collection efforts continue through November 2013
- Data collected and prepared for the WMPO Travel Demand Model through November 2013

**17<sup>TH</sup> STREET STREETScape**

**Project Descriptions/Scope:** The 17<sup>th</sup> streetscape project will include upgrades to 17<sup>th</sup> 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 provide a pocket park. The project design is complete.

**Next Steps:**

- Staff met with adjacent property owners to review the plans and receive feedback.
- The City Engineering Department has developed the design plans and is assembling the plan sets. The final plan sets are anticipated to be completed by the end of October.
- Once the plan sheets are assembled, staff will host a public meeting to receive feedback from the community.

**SITE DEVELOPMENT REVIEW**

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

- New Hanover County Development Plan Reviews: 5
- New Hanover County Informal Plan Reviews: 1
- TIA Scoping/Coordination: 7
- TIA Reviews: 8 total (4 New Hanover County, and 4 City of Wilmington) 3 new and 5 ongoing
- Pender County Development Plan Reviews: 5
- Pender County Informal Plan Reviews: 1
- City of Wilmington Formal Reviews: 12 (5 new and 7 on-going)
- City of Wilmington Informal Reviews: 10 (4 new and 6 on-going)
- City of Wilmington Concept Reviews: 8 new concept reviews
- COW Project Releases: 2

**TRANSPORTATION DEMAND MANAGEMENT PROGRAM (NO SIGNIFICANT PROGRESS)**

**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
- Establish goals and objectives of the 5-year and 25-year TDM plans
- Create an inventory of TDM strategies and initiatives recommended in other 5-year and 25-year TDM plans
- Determine which TDM strategies and initiatives should be considered in the 5-year and 25-year TDM plans
- Coordinate with NCDOT and Congestion Management Process Committee to assist with data collection
- Assist with development of UNCW bike share program
- Assist with UNCW transportation study



## Cape Fear Public Transportation Authority

### Project Update

October 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. Minor delays due to heavy rains during July and August and utility relocation.
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 and FHWA transfer to order vehicles. All approvals expected to be complete prior to end of federal fiscal year Sept. 30, 2013. Estimated completion October 2013.
3. **Fleet replacement & conversion to CNG** - (no significant change) identifying state and federal funding opportunities to replace 17 thirty-five foot buses. FTA funding for 80% of pilot CNG bus has been identified under FTA \$5316 program. Local funding identification in process. 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 programmed at a cost of \$8,100,000. Bid packet to be released in summer 2013 with delivery of first vehicles expected in late 2014 or early 2015.
4. **Federal Government Shutdown** - as a result of the government shutdown, Wave Transit has been restricted from accessing the federal treasury to draw FTA reimbursement. In addition, NCDOT has furloughed 22 or the 24 public transportation division employees leaving the Authority without access to state funding. These actions have left Wave Transit without access to reimbursement since October 01, 2013. Without a timely resolution to the government shutdown, Wave Transit could spend all cash reserves by October 21, 2013. A contingency plan to deal with a long term shutdown would require significant revenues from local sources. Reimbursement is imminent following a resolution to the shutdown.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

October 17, 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**

**Proposal's Availability Date October 28, 2013**

**Proposal's Completion Date April 30, 2018**

**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.

**Right of Way September 2014**

**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).

**Right of Way is scheduled for October 17, 2014**

Let Date is January 19, 2021 (Post Year)

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

**Right of Way is scheduled for February 20, 2015**

Let Date is February 21, 2017 (Post Year)

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

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

Post Year

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

Post Year

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

Post Year

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

Post Year



### **Division Projects:**

**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](mailto:priddle@ncdot.gov)