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*Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that pro-actively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.*

**Wilmington Urban Area Metropolitan Planning Organization  
Board  
Meeting Agenda**

**TO:** Wilmington Urban Area MPO Board Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** November 23, 2016  
**SUBJECT:** November 30<sup>th</sup> meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, November 30<sup>th</sup> at 3 pm. The meeting will be held in the 6<sup>th</sup> Floor Conference Room at 320 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Approval of Minutes:
  - a. 10/26/16
- 6) Public Comment Period
- 7) Presentation
  - a. 2016 Commuter Challenge Results, Adrienne Harrington, WMPO
- 8) Consent Agenda
  - a. Opening of the 45-day public comment for the Wilmington Urban Area MPO's Public Participation Plan
  - b. Resolution approving STIP/MTIP Amendments (September and October)
  - c. Resolution adopting the 2017 Meeting Calendar
- 9) Regular Agenda
  - a. Resolution supporting the North Carolina Ports Authority's submittal of FY17 TIGER and FASTLANE grant applications to help fund intermodal and container improvements to the container terminal at the Port of Wilmington
- 10) Discussion
  - a. Metropolitan Transportation Plan Development
  - b. Congestion Management Process Updates
  - c. WMPO Strategic Business Plan Objectives and Strategies
- 11) Updates
  - a. Crossing over the Cape Fear River

**Wilmington Urban Area Metropolitan Planning Organization**

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- b. Wilmington Urban Area MPO
  - c. Rail Re-alignment Task Force
  - d. Cape Fear Public Transportation Authority
  - e. NCDOT Division
  - f. NCDOT Transportation Planning Branch
- 12) Announcements
- a. 2017 STBGP-DA and TASA-DA Submittals Due- November 30th
  - b. WMPO Bike/Ped Committee Meeting December 15<sup>th</sup>
- 13) Reception with TCC members
- 14) Next meeting –January 25, 2017

**Attachments**

- Minutes 10/12/16 meeting
- Draft Public Participation Plan
- STIP/MTIP Amendments (September)
- STIP/MTIP Amendments (October)
- Resolution approving STIP/MTIP Amendments (September and October)
- Proposed 2017 Meeting Calendar
- Resolution adopting the 2017 Meeting Calendar
- Resolution supporting the North Carolina Ports Authority's submittal of FY17 TIGER and FASTLANE grant applications to help fund intermodal and container improvements to the container terminal at the Port of Wilmington
- WMPO Strategic Business Plan Objectives and Strategies
- Cape Fear River Crossing Update (November)
- Wilmington MPO Project Update (November)
- Cape Fear Public Transportation Authority Update (November)
- NCDOT Project Update (November)

**Meeting Minutes**  
**Wilmington Urban Area Metropolitan Planning**  
**Organization Board Meeting**  
**Date: October 26, 2016**

**Members Present:**

Gary Doetsch, Town of Carolina Beach  
Frank Williams, Brunswick County  
Pat Batleman, Town of Leland  
David Piepmeyer, Pender County  
Skip Watkins, New Hanover County  
Eulis Willis, Town of Navassa  
Charlie Rivenbark, City of Wilmington  
Emilie Swearingen, Town of Kure Beach  
Joe Breault, Town of Belville  
Hank Miller, Town of Wrightsville Beach  
Jonathan Barfield, Cape Fear Public Transportation Authority

**Staff Present:**

Suraiya Motsinger, Sr. Transportation Planner

**1. Call to Order**

Mr. Doetsch called the meeting to order at 3:00pm.

**2. Conflict of Interest Reminder**

Mr. Doetsch 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 Board Member Excused Absence**

Ms. Motsinger told members there were no requests to be excused from today's meeting.

**4. Approval of Agenda**

With no requested changes to the agenda, Mr. Williams made the motion to approve the agenda. Ms. Batleman seconded the motion and it carried unanimously.

**5. Approval of Minutes**

The minutes for the September 28, 2016 meeting were approved unanimously.

**6. Public Comment Period**

No one requested to speak during the Public Comment Period.

**7. Presentation**

**a. NCDOT Project Update, Katie Hite and David Leonard, NCDOT**

Ms. Katie Hite and Mr. David Leonard, Engineers with NCDOT Division 3 gave a presentation on committed and non-committed projects within the WMPO Boundary in the 10 year State Transportation Improvement Program (STIP). Ms. Hite reviewed the purpose/goals for each project and the anticipated dates for right-of way acquisition and letting.

**b. Cape Fear Public Transportation Authority Locally Coordinated Plan, Vanessa Lacer, CFPTA**

Ms. Vanessa Lacer, Mobility Manager with CFPTA gave a presentation on the Draft Locally Coordinated Plan for Cape Fear Public Transportation Authority. She told members that the plan is federally mandated and Sections 3 through 5 of the plan are requirements of the FTA. She reviewed the plan and talked about how the data was collected and the steps involved in developing the plan. Ms. Lacer noted that the public comment period opened October 14<sup>th</sup>.

**c. NCDOT Ferry Division Presentation, Lance Winslow and Catherine Peele, NCDOT Ferry Division's Marine Maintenance Unit**

Ms. Peele, Environmental Specialist for the NCDOT Ferry Division gave a presentation highlighting the needs of the Ferry Division's maintenance support fleet that included pictures of the current condition of the Marine Maintenance Unit's vessels. She explained how the maintenance vessels are used to support and maintain the ferry terminals, which include navigation aid maintenance, moving dredging equipment, and maintenance of dolphins, ramps and bulkhead repairs.

Ms. Peele told members that the maintenance vessels include three tugs and three barges. She noted that the tugs range in age from 33 to 39 years and the three barges range from 48 to 52 years of age. Ms. Peele said all the vessels are past the recommended life expectancy age of 30 years and they are asking for help to replace the aging fleet because of safety and efficiency concerns. She noted that they have received support from all three Divisions and several RPOs to include the replacement of the maintenance vessels in Prioritization 4.0.

A general discussion followed regarding the replacement cost for new vessels, cost sharing for that replacement and the condition of vessels currently in use.

Mr. Williams said given that the Board has a resolution to address this need on the regular agenda, he suggested that the discussion should be held at that point on the agenda. The consensus of the Board was to hold the discussion until that time.

**7. Consent Agenda**

- a. Opening of the 30-day public comment period for STIP/MTIP Amendments (October)**
- b. Resolution approving STIP/MTIP Amendments (August)**
- c. Resolution approving STIP/MTIP Modifications (September)**
- d. Resolution amending the adopted 2016 Wilmington Urban Area MPO meeting calendar**

Mr. Watkins made the motion to approve the consent agenda. Mr. Miller seconded the motion and it carried unanimously.

**8. Regular Agenda**

**a. Resolution supporting point sharing with the Cape Fear RPO for the NCDOT Ferry Division's Statewide Support Vessel**

Ms. Motsinger told members that the resolution addresses the request made during the presentation by the NCDOT Ferry Division's Maintenance Unit. She told members that according to a preliminary analysis prepared by staff, the point sharing from the Cape Fear RPO will not affect funding for any of the projects in our MPO.

Ms. Motsinger explained that the SPOT Group indicated that they will allow this particular project to get full funding across all Divisions as long as all MPOs and RPOs within the Divisions allocate the maximum allowable points to it. The 16 points from the Cape Fear RPO will give the statewide support vessels the full maximum points necessary to meet the SPOT requirement and the Board will still be able to use its maximum 1500 points.

Mr. Williams made the motion to adopt the resolution supporting point sharing with the Cape Fear RPO for the NCDOT Ferry Division's Statewide Support Vessel project. Mr. Barfield seconded the motion and it carried unanimously.

**b. Resolution approving the Wilmington Urban Area MPO's Division Needs Point Assignment for Prioritization 4.0**

Ms. Motsinger told members that a few changes have been made to the preliminary draft point assignment spreadsheet. The changes include the inclusion of the 16 points allocated from the Cape Fear RPO through point-sharing, along with an explanation regarding the acceptance of those points.

Mr. Williams told members that the widening of NC Highway 133 is an important project in Brunswick County and he requested that additional points be added to that project. He suggested that the 100 points assigned to the new route for the Cape Fear Crossing (SPOT ID# H129646) be assigned to the widening of NC Highway 133 (SPOT ID # H091713). Mr. Williams told members he would like to seek input from Board members on his request before making a motion. Ms. Batleman told members she supported moving points to the NC Highway 133 widening project. She noted that in the analysis for the scoring indicates that the traffic level is beyond what it is constructed to handle.

Mr. Williams made the motion to approve the Wilmington Urban Area MPO's Division Needs Point Assignment for Prioritization 4.0 with the change of moving the 100 points previously allocated to line 12, the Cape Fear Crossing to line 24, the NC Highway 133 widening project. Ms. Batleman seconded the motion.

Mr. Watkins called for discussion on the motion. He asked if the Board takes points from Cape Fear Crossing project, are we confident that moving those points to another project will not hurt that project. Ms. Motsinger said because points were allocated to the Cape Fear Crossing projects at a previous Tier, this Board has demonstrated support for that project. She noted that resolutions were also passed at the last meeting indicating the Boards support for the Cape Fear Crossing project.

Mr. Barfield suggested that pulling points back from the Cape Fear Crossing may be sending mixed signals regarding the project. He noted that the Board must make sure it's consistent in the message being sent to Raleigh. It's important to demonstrate that the Board supports the project at every level.

Mr. Williams noted that he thought about that as well, but considering we have already allocated points at the Regional Tier that is most likely where this project will be funded, it does not fit at the Divisions Needs Point Assignment level given the price tag.

Ms. Motsinger told members to keep in mind that any of bike/ped projects on the list will require a 20% local match from the jurisdiction in which that project resides. That being said, in the Preliminary Analysis of Assignment of Local Input Points for the Division Needs Tier done by staff, it does not look

like there will be any funding for any of the Bike/Ped projects. Mr. Williams said it sounds like it might be feasible to take the 100 points away from a bike/ped project instead of the Cape Fear Crossing.

Mr. Williams told members he would amend his earlier motion. Mr. Williams made the motion to approve the Wilmington Urban Area MPO's Division Needs Point Assignment for Prioritization 4.0 with the change of moving the 100 points previously allocated in line 14, the US 17 & Old Waterford Way/Ploof Road SE Crosswalk project to line 24, the NC Highway 133 widening project. Ms. Batleman seconded the amended motion and it carried unanimously.

**c. Resolution authorizing the Wilmington Urban Area MPO to enter into the FY 16-17 Section 5303 Agreement between the City of Wilmington, Wilmington MPO and Cape Fear Public Transportation Authority**

Ms. Motsinger told members that this resolution comes before the Board on an annual basis and allows the MPO to share Section 5303 funds with Cape Fear Public Transportation Authority for transit planning functions.

Mr. Watkins made the motion to approve the resolution authorizing the Wilmington Urban Area MPO to enter into the FY 16-17 Section 5303 Agreement between the City of Wilmington, Wilmington MPO and Cape Fear Public Transportation Authority. Mr. Barfield seconded the motion and it carried unanimously.

**d. Resolution supporting the Wilmington MPO's submission of a NCDOT FY 2018 Transportation Demand Management Grant and provide the required local match**

Ms. Batleman made the motion to approve the resolution supporting the Wilmington MPO's submission of a NCDOT FY 2018 Transportation Demand Management Grant and provide the required local match. Mr. Williams seconded the motion and it carried unanimously.

**10. Discussion**

**a. MPO Strategic Business Plan**

Ms. Motsinger told members that a draft copy of the objectives and strategies had been emailed out earlier for comments from the Board. She noted that staff received one comment on the plan.

Ms. Batleman told members that in her comment she proposed an additions to Target 3: Cape Fear Crossing. Under Strategies, she said she would like to add an additional strategy: Identify negative consequences of not beginning pursuit of the replacement of the Cape Fear Memorial Bridge. In other words, the affect it would have on our future economic development, safety and regional mobility.

Mr. Williams suggested staff send out an additional reminder to members for comments.

**b. Public Participation Plan**

Mr. Lopez gave a presentation on the proposed changes to the Public Participation Plan. He told members that the proposed changes to the plan include adding a table of contents, added information regarding the Bike/Ped committee, and the requirements from the FAST Act. Mr. Lopez said staff also added language regarding Environmental Justice in an effort to provide more information and clarity to the Plan.

A brief question/answer period followed.

**c. Social Media Administrative Policy**

Mr. Lopez presented information on the new the Social Media Administrative Policy. He reviewed the types of information that can be accessed through the social media sites.

A brief question/answer period followed.

**11. Updates**

Updates are included in the agenda packet.

**12. Adjournment**

With no further business, the meeting was adjourned at 4:58pm

Respectfully submitted

Mike Kozlosky

Executive Director

Wilmington Urban Area Metropolitan Planning Organization

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

Wilmington Urban Area  
Metropolitan Planning Organization  
Public Participation Plan



Draft



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# 1 Introduction

## 1.1 Overview

The Wilmington Urban Area Metropolitan Planning Organization's (WMPO) Public Participation Plan is an umbrella policy, encompassing the plans and programs of the greater Wilmington Urban Area's transportation planning process. Public participation is an integral part of the WMPO's planning efforts. The Public Participation Plan is comprised of the public involvement programs for all the major planning activities, including the Metropolitan Transportation Plan (MTP), Metropolitan Transportation Improvement Program (MTIP), the Unified Planning Work Program (UPWP) and federal requirements (FAST Act, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act).

The WMPO is an intergovernmental transportation planning agency created by an agreement among the City of Wilmington, the Town of Belville, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, Town of Wrightsville Beach, Brunswick County, New Hanover County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation. Federal and state laws require the formation of Metropolitan Planning Organizations (MPO) in urbanized areas with populations of greater than 50,000 in order for surface transportation projects to be eligible for federal transportation funding.

The Wilmington Urban Area population has exceeded 200,000 and in July 2012 the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) designated the Wilmington Urban Area as a Transportation Management Area (TMA). This new designation provides for additional requirements including a Congestion Management Process, official FHWA/FTA Certification Review, additional federal reporting requirements and the administration of the Direct Attributable Programs.

The WMPO is responsible for conducting a continuing, cooperative, and comprehensive transportation planning process for all of the members within the WMPO urbanized area. The WMPO must plan for the movement of both people and goods within the WMPO boundaries by all modes of travel, including highways, public transportation, bicycles, and pedestrians. It also plans for the connections (such as airports, seaports, buses, railroads, and pipeline terminals) linking these modes and connecting the greater Wilmington area to the rest of the State, country, and world.

## 1.2 The WMPO Mission Statement

*Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that proactively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.*

## 1.3 The WMPO Board

The Board is the policy and decision-making body for the WMPO. The Board is comprised of elected and appointed officials from the City of Wilmington, the Towns of Belville, Carolina Beach, Kure Beach, Leland, Navassa, Wrightsville Beach, Brunswick County, New Hanover County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina

Board of Transportation. The Board is ultimately responsible for providing opportunities for citizen participation in the transportation planning process.

WMPO Voting Members:

**Brunswick County:** One elected official

**New Hanover County:** One elected official

**Pender County:** One elected official

**City of Wilmington:** Two elected officials

**Town of Belville:** One elected official

**Town of Carolina Beach:** One elected official

**Town of Kure Beach:** One elected official

**Town of Leland:** One elected official

**Town of Navassa:** One elected official

**Town of Wrightsville Beach:** One elected official

**Cape Fear Public Transportation Authority:** One elected official (appointed by the New Hanover County Board of Commissioners to the Authority Board)

**North Carolina Board of Transportation:** One appointed official

WMPO Non-Voting Members:

**Federal Highway Administration**

**Cape Fear Council of Governments**

**North Carolina State Ports Authority**

**Wilmington Airport Authority**

**North Carolina Turnpike Authority**

### 1.3.1 Board Meetings

Regular schedules will be adopted by the Board at the last meeting of the calendar year for the upcoming year. These meetings will typically be held eleven (11) times per calendar year unless otherwise approved. Notice of these meetings will be published in the Star News and Wilmington Journal at least five (5) days prior to the day of the meeting and also posted in accordance to the State Open Meetings Laws. These meetings and agendas will also be published on the WMPO's website. These meetings are open to members of the public and upon request anyone can be placed on the Board mailing list. At the beginning of each regular meeting, a sign-in sheet will be available before each meeting for those who wish to speak. Each speaker is limited to three (3) minutes and the entire public comment period shall not exceed fifteen (15) minutes. If necessary, the Chairman can extend the public comment period by a vote of the Board.

### 1.4 Technical Coordinating Committee (TCC)

The Technical Coordinating Committee (TCC) is made of planners, engineers, and other staff from each of the member agencies to facilitate coordination of the WMPO's planning activities and transportation planning and related activities occurring within each member agency's jurisdiction. The TCC makes recommendations to the Board.

### 1.5 Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee is composed of members appointed by the Board, the Chancellor of the University of North Carolina at Wilmington, and the Chairman of the Bicycle and Pedestrian Advisory Committee. The Bicycle and Pedestrian Advisory Committee promotes the safe use of bicycling and walking for transportation, fitness, and recreation; provides recommendations on policies and plans that affect the development of bicycle and pedestrian facilities; and contributes to the development of the MTP.

## 2 Purpose

The purpose of the WMPO Public Participation Plan is to create an open decision-making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process. This policy is designed to ensure that transportation decisions will reflect public priorities.

### 2.1 Goals

The goals of the WMPO's Public Participation Plan are:

- A. The WMPO will actively seek and consider public input and incorporate or otherwise respond to the views of its stakeholders in making its decisions.
- B. The public will be informed in a timely manner about and empowered to participate in the WMPO's decision-making processes, which are open, understandable, and consistently followed. Access points for public input will be clearly defined from the earliest stages of a decision process and provide adequate time for stakeholders to participate.
- C. Credible, effective public participation processes will be consistently incorporated into the WMPO's program operations, planning activities, and decision-making processes, at headquarters and in the field. Every employee within the WMPO will share responsibility to promote, practice, and improve public participation.

### 2.2 Objectives

- Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.
- Maintain public involvement from the early stages of the planning process through detailed project development.
- Use different combinations of public involvement techniques to meet the diverse needs of the general public.
- Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
- Educate citizens and elected officials in order to increase general understanding of transportation issues.
- Make technical and other information available to the public.
- Establish a channel for an effective feedback process. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the FAST Act (or most current regulation), NEPA, and FTA/FHWA Guidance on Public Participation.

### 3 Federal Requirements

The federal laws and processes covering public participation in the transportation planning process include the following:

- *Fixing America's Surface Transportation Act (FAST Act)*, (or most current regulation);
- *Title VI of the Civil Rights Act of 1964*;
- *Executive Order 13161, Improving Access to Services for Persons with Limited English Proficiency (2000)*;
- *The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504)*, and *Rehabilitation Act Amendments of 1998 (Section 508)*; and
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)*, *USDOT Order 5610.2(a)*, and *FHWA Order 6640.23A*.

In order to be in compliances with the federal requirements for Environmental Justice (EJ) and Limited English proficiency (LEP), the WMPO may develop strategies that encourage EJ and LEP populations to participate in the transportation planning process.

#### 3.1 Federal Regulation

As mandated under the 23 U.S. Code § 134 and directed by the FAST Act, or other, current supporting federal regulations, MPOs must establish, periodically review and update public participation processes. These processes should assure early and continued public awareness of and access to the transportation decision-making process.

The planning regulations contain a number of performance standards for public involvement, including:

- Providing timely notice and reasonable access to information about transportation issues and processes;
- Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the MTIP;
- Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the MTIP;
- Employing visualization techniques to describe metropolitan transportation plans and MTIPs; and
- Making public information (technical information and meeting notices) available in electronically accessible formats and means.

#### 3.2 Title VI of the Civil Rights Act of 1964

*Title VI of the Civil Rights Act of 1964* states that “no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

### 3.3 The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504), and the Rehabilitation Act Amendments of 1998 (Section 508)

The *Americans with Disabilities Act of 1990* mandates that public facilities be made accessible to people with disabilities and has been the basis for requiring that transit buses and street curbs be retrofitted or reconstructed with appropriate equipment and design details.

The *Rehabilitation Act of 1973* (Section 504) states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that receives federal financial assistance.

The *Rehabilitation Act Amendments of 1998* (Section 508) states that federal agencies must ensure that electronic and information technology is accessible to employees and members of the public with disabilities to the extent it does not pose an “undue burden.”

All notices for planning activities of the **WMPO** will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (e.g., having available large print documents, audio material, someone proficient in sign language, a translator or other provisions requested). Public meetings will be held in locations accessible to persons with disabilities and will be located near or on a transit route if possible. TTY users may dial 711 to contact the WMPO.

### 3.4 Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (2000)

The basis of *Executive Order 13166* lies in *Title VI of the Civil Rights Act of 1964*. It requires that federal agencies work to ensure that recipients of federal financial assistance provide “meaningful access” to their limited English proficiency applicants and beneficiaries.

### 3.5 Executive Order 12898, USDOT Order 5610.2(a), and FHWA Order 6640.23A.

#### 3.5.1 Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)

The basis of *Executive Order 12898* lies in *Title VI of the Civil Rights Act of 1964*. The Executive Order directs that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

#### 3.5.2 Department of Transportation Update Environmental Justice Order 5610.2(a)

The *USDOT Order 5610.2(a)* sets forth the U.S. Department of Transportation (USDOT) policy to consider environmental justice principles in all USDOT programs, policies, and activities. The three fundamental environmental justice principles include:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;



- To ensure full and fair participation by all potentially affected communities in transportation decision-making; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

### 3.5.3 Federal Highway Administration Order 6640.23A Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

The *FHWA Order 6640.23A* is the directive that establishes policies and procedures for the FHWA to use in complying with *Executive Order 12898*. In addition, it defines the following terms:

**Low-Income** – A person whose median household income is at or below the Department of Health and Human Services poverty guidelines.

**Low-Income Population** – Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed program, policy, or activity.

**Minority** – A person who is:

- Black: a person having origins in any of the black racial groups of Africa;
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;
- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

**Minority Population** – Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed program, policy, or activity.

### 3.6 Environmental Justice and Limited English Proficiency Outreach Strategies

The WMPO places great emphasis on reaching people and groups that have not traditionally been participants in the transportation planning process. These traditional non-participants include low-income, minority, elderly and disabled; do not have vehicles; and low literate or have limited English proficiency. The WMPO will develop strategies to address participation barriers that may include the following listed below. In addition, staff may modify the techniques listed in the next section, Outreach Efforts, to ensure traditionally non-participating populations are involved in the transportation planning process.

### 3.6.1 Develop and Implement a Plan to Reach Non-Participating Minority and Low Income Populations

WMPO staff should identify and meet with organizations and community leaders who represent traditional non-participant populations. The purpose of these meetings will be to build relationships with the groups and leaders as well as identify strategies to bring traditional non-participants into the planning process. The identified strategies will be implemented in cooperation with the organizations and community leaders. Detailed plans may outline the meetings with group leaders and implementing strategies.

### 3.6.2 Develop Outreach and Education Programs

The WMPO should develop outreach and education program designed to educate the public about the regional transportation planning process and its relevancy to all stakeholders. English and Spanish materials may be produced as part of this program and may include such tools as pamphlets and brochures which can be used in various presentations and for distribution.

Special considerations and arrangements will be made to design a program that is tailored for traditional non-participants. These considerations may include developing materials specifically targeted to those communities. It will be necessary to periodically review and update the program and materials.

## 4 Outreach Efforts

The WMPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations, periodic transportation summits, and the Citizen's Advisory Committee (CAC). The techniques employed will vary, depending on the specific planning task and a menu of options are outlined in this section. The WMPO will hold a forty-five (45) day public comment period for amendments to the Public Participation Plan and will seek input and feedback on the WMPO's public involvement efforts.

### 4.1 Stakeholder Interviews

A stakeholder is defined as any person or group that is affected by a transportation plan, program or project, including those who are not aware they will be affected. In accordance with the FAST Act, stakeholders will include “individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties.”

Individuals will include the general public; environmental, health, neighborhood, citizen and civic organizations; and, traditionally underserved communities such as people with disabilities, and/or low-income, minority, and elderly.

The WMPO will create a database holding contact information for individual stakeholders and representative stakeholder groups. The WMPO will continually work to identify new stakeholders interested in and or affected by the transportation planning process. With their consent, these names, addresses, phone numbers and e-mail addresses will be included in the stakeholder, contact database.

Ongoing meetings with stakeholders will be conducted to share information and for the WMPO to receive feedback on transportation issues throughout the community and region.

### 4.2 Publicize WMPO Activities

Media coverage will be actively cultivated to ensure that mainstream and ethnic radio, television and newspaper outlets understand the importance of providing information on transportation planning activities. In addition, articles, new releases and/or media releases will be used to disseminate information to announce public review and comment periods and public meetings. In order to accomplish this task, a current list of media outlets such as mainstream and ethnic television and radio stations and newspapers, including small community-based publications, will be established and maintained.

### 4.3 Establish a Speaker Bureau

The Speaker's Bureau will consist of WMPO members and staff who can speak to civic organizations, professional organizations, neighborhood associations and other groups about the

regional transportation planning process. Members of the Speaker's Bureau will present information in order to educate the public regarding the WMPO planning process and on-going transportation projects within the region. A goal of holding a Speaker's Bureau will be that WMPO staff will gain further insight on the public's issues/concerns and transportation needs within the region.

#### 4.4 Maintain a Website

The WMPO's website ([www.wmpo.org](http://www.wmpo.org)) provides information about WMPO meetings and activities, including listing all upcoming meetings. This website includes a calendar, agendas and minutes; plans and documents and updates on current transportation projects. This website should provide the public with an opportunity to provide input and formal comments on an ongoing basis through the e-mail links.

#### 4.5 Develop and Distribute Brochures

The WMPO may produce a brochure in English and Spanish dedicated to explaining the WMPO and its roles and responsibilities. If requested, this brochure will be provided in large print format. The brochure should be available on-line and made available to identified stakeholders, libraries, government buildings, WMPO offices and other locations. Specialized brochures may be required to be provided to targeted groups.

#### 4.6 Conduct Public Informational Workshops, Charrettes and Public Open Houses

Public Informational Workshops, Charrettes and Public Open Houses may be conducted on topics associated with the transportation planning process. Such workshops, charrettes and/or open houses will be designed based on the intent of the meeting. These can be used to educate the participants on specific topics, e.g. transportation projects, the transportation model, planning efforts, etc. Public Informational Workshops, Charrettes and Public Open Houses provide a means for allowing the public to express their ideas and concerns in an informal setting. The workshops, charrettes and open houses may be conducted on an as-needed basis.

#### 4.7 Conduct Surveys

Surveys may be used to gather information from peoples' perceptions, preferences and practices. In areas where low literacy exists; surveys should be conducted in person. In limited English proficient communities, these surveys should be published in Spanish. In areas where the public is literate, surveys may be mailed, e-mailed or posted on the WMPO's website.

#### 4.8 Create Newsletters

The WMPO may produce a quarterly newsletter in both English and Spanish dedicated to transportation planning activities in the Wilmington region. If requested, this newsletter should be provided in a large print format. This newsletter should include information regarding technical issues written in layman's terms for the general public. In addition, the newsletter should provide the public with periodic updates of WMPO activities. The newsletter should be available on-line and distributed to all identified stakeholders, made available to libraries, government buildings, WMPO offices and other locations. Additionally, a specialized newsletter may be needed to provide timely information on targeted projects/topics.

#### 4.9 Periodic Transportation Summits

Periodic Transportation Summits may be conducted by the WMPO to educate local elected officials, business, transportation, and community leaders on topics in the transportation industry. These summits will be focused on federal, state and local transportation issues and serves as an avenue to bring these leaders together to discuss transportation concerns and needs. The WMPO may utilize Transportation Summits for State and local leaders to discuss local and regional transportation issues.

#### 4.10 Citizen Advisory Committee (CAC)

The WMPO Board may establish a Citizen Advisory Committee (CAC). The CAC is a volunteer group consisting of representatives from community organizations, professional associations, neighborhood associations, civic and community organizations and the private sector. The CAC will assist in developing public participation programs and collecting public input for the decision making process. Comments received from the CAC members and non-members are treated equally. The CAC will establish a meeting schedule approved at the last meeting of the calendar year for the upcoming year. These meetings are open to the public and provide an opportunity for interested parties to hear and discuss transportation matters to guide developing the MTP and other studies.

#### 4.11 Social Media

The WMPO may use social media outlets to provide an additional avenue to effectively communicate information and encourage citizen participation. Adjusting practices to involve innovative technologies ensures that the WMPO is capitalizing on cost-effective resources that citizens use when obtaining and sharing information. Posts and comments directed to the WMPO through social media outlets will not be considered to be public comments for planning activities or projects.

#### 4.12 Annual Report

The WMPO may publish an Annual Report that highlights annual agency accomplishments and provides a review of the services provided to the community.

#### 4.13 Visualization Techniques

The WMPO may use visualization techniques for communicating information to the public, elected and appointed officials, and other stakeholders. Visualization techniques should deliver information in a clear and concise manner, promoting a better understanding of existing or proposed transportation planning activities.

Depending on the planning activity, visualization techniques may include, but not limited to: GIS maps; web-based surveys; videos; brochures or flyers; PowerPoint presentations; or photographic renderings. The WMPO should evaluate the effectiveness of visualization techniques and seek guidance from other partnering agencies, including, but not limited to FHWA's "Visualization in Planning" website.

## 5 Plan Specific Guidelines

The WMPO's Public Participation Plan is consist of a number of procedures and all planning programs and activities are required to go through the Board's public participation process. In addition, the WMPO has initiated specific public participation techniques for the MTP, the MTIP, the UPWP complying federal requirements – FAST Act, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act.

### 5.1 Public Comment for MTP, UPWP, and MTIP

The WMPO will provide an opportunity for meaningful public involvement in the development and update of the MTP; final draft of the MTIP; and in the development of the UPWP. The public comment period will be a minimum thirty (30) day period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the WMPO. The WMPO's contact person, phone number and e-mail address will be included in the public notice. The Board shall hold at least one public hearing prior to the adoption of the MTIP every two years. A public comment period is not required for administrative modifications to the MTIP.

The WMPO will assemble all comments and forward summary of comments to the TCC and the Board. The Board typically acknowledges public comments for the MTP, UPWP, and MTIP in one of the following two ways: the Board may incorporate a summary of public comments and the WMPO's response, as an appendix, into the specific planning document, or, depending on the number of comments, the Board may instruct the planning staff to respond directly by letter. Acknowledging public comments is a way to let the public know that its comments are being addressed and is part of the public involvement feedback process.

### 5.2 Metropolitan Transportation Plan (MTP)

The MTP is developed for the Metropolitan Planning Area (MPA) and covers at least a 20-year planning horizon. The MTP encompasses transportation strategies to maintain the existing transportation infrastructure while meeting the future needs of all federally funded transportation modes in the MPA, including highways, public transportation, bicycle and pedestrian, freight and rail, ferry, and aviation.

#### 5.2.1 Objectives

- Proactive participation techniques may be employed to involve citizens and provide fuller access to information and technical data on the Transportation Plan. The technique may include, but not be limited to, public meetings/hearings, surveys, focus groups, newsletters, public service announcements, charrettes, transportation advisory group, mass media, etc.
- Public meetings may be held to formulate a vision for the MTP development, provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the MTP update process, and to receive citizen input.

- Public meetings (forums) designed to solicit public comment may be held at various locations around the metropolitan area to encourage the greatest public participation.
- Efforts will be made to hold public meetings at a locations which are accessible to persons with disabilities and preferably located along a transit route.

Notifications will inform the public of the availability of the draft MTP for review and comment, where to send written comments, and addresses and phone numbers of contact persons. The notices also will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (e.g. having available large print documents, audio material, someone proficient in sign language, a translator, or other provisions as requested). Additionally, the notice will inform the public where copies of the draft MTP will be on file for public review. A copy will also be available in a PDF format for downloading on the WMPO website.

### 5.3 Metropolitan Transportation Improvement Program (MTIP)

The federally required Metropolitan Transportation Improvement Program, or MTIP, is a comprehensive listing of all the WMPOs transportation projects that receive federal funds. The MTIP sets forth the Board's priorities, funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, transit capital and operating assistance, and other transportation improvements in the WMPO) using State and federal funds. The MTIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the MTP are reached.

The MTIP and the State Transportation Improvement Program (STIP) must match exactly in projects, schedule, and scope, for projects to move forward with federal funding. It is therefore critical that close coordination be held with the State to assure that both parties are in agreement with the program and thus allow projects and programs (including transit elements) to move forward.

The Board adopts the MTIP and STIP every two years. By law, the MTIP and STIP must cover at least a three-year period and contain a priority list of projects grouped by year. Further, the MTIP and STIP must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available). Federal regulations also require an opportunity for public comment prior to MTIP approval.

#### 5.3.1 Annual Listing of Obligated Projects

The WMPO publishes the annual listing of obligated projects which displays projects and strategies that were authorized and committed using federal funds in the previous year. The annual listing will be published on the WMPO website at [www.wmpo.org](http://www.wmpo.org) within ninety (90) days following the end of the program year. Hard copies are available upon request by contacting the WMPO.

### 5.4 Unified Planning Work Program (UPWP)

The FAST Act requires each MPO, as a condition to the receipt of federal highway and transit capital or operating assistance, to conduct a documented comprehensive transportation planning



process. A Unified Planning Work Program (UPWP), which includes planning and project development activities that address transportation issues in the area, is required by this process. Annual certification that the planning process is being carried on in conformance with stated requirements is necessary for the receipt of funding for surface transportation programs, air quality, national highway system, Interstate maintenance, state bridge replacement, and transit capital and operating funds.

The purpose of the UPWP is to administer the MPO planning program and carry out the planning activities necessary to implement the MTP. It also serves to document the proposed expenditures of federal, state and local transportation planning funds, and provides a management tool for the WMPO and the funding agencies in scheduling major transportation planning activities and projects.

The major elements of the Unified Planning Work Program include:

- Surveillance of Change
- Metropolitan Transportation Plan
- Planning Work Program
- Transportation Improvement Plan
- Civil Rights/Other Regulatory Requirements
- Incidental Planning/Project Development
- Management and Operations

The UPWP must identify the MPO's planning tasks to be undertaken with the use of federal transportation funds, including highway and transit funds. The purpose of public involvement in the UPWP process is to keep the public apprised of and to receive input on the planning activities to be undertaken by the MPO.

## 5.5 Plan Specific Chart

	<b>Public Comment Period</b>	<b>Public Hearing</b>	<b>Draft Document Availability</b>	<b>Responding to Public Comment</b>	<b>Final Plan Availability</b>
<b>MTP</b>	Minimum 30 days	Not required	WMPO offices and website, WMPO member planning department offices, and at area libraries	When significant written/oral comments are received on the draft, a summary, analysis, and report on the disposition of comments shall be made as part of the final MTP	WMPO offices and website, WMPO member planning department offices, and at area libraries
<b>MTIP</b>	Minimum 30 days	Yes, prior to the MTIP adoption every 2 years	WMPO offices and website	When significant written/oral comments are received shall be presented to the Board	WMPO offices and website
<b>UPWP</b>	Minimum 30 days	Not required	WMPO offices and website	When significant written/oral comments are received shall be presented to the Board	WMPO offices and website
<b>PPP</b>	Minimum 45 days	Not required	WMPO offices and website	When significant written/oral comments are received shall be presented to the Board	WMPO offices and website



Proposed Revisions to 2016-2025 STIP/MTIP Program

STIP/MTIP Amendments (September)			
* M-0515	VARIOUS, RIGHT-OF-WAY BRANCH, REVIEW OF	RIGHT OF WAY	FY 2017 - \$250,000 (T)
STATEWIDE	LOCAL PUBLIC AGENCY (LPA) PROJECTS BY THE		FY 2018 - <u>\$250,000</u> (T)
PROJ.CATEGORY	APPRAISAL SECTION.		\$500,000
DIVISION	<u>ADD PROJECT AT THE REQUEST OF THE RIGHT-OFWAY BRANCH.</u>		

## Proposed Revisions to 2016-2025 STIP/MTIP Program

### STIP/MTIP Amendments (October)

R-3300B PENDER PROJ.CATEGORY REGIONAL	US 17, NC 210 TO US 17 NORTH OF HAMPSTEAD. <u>PROGRAMMED FOR PRELIMINARY ENGINEERING FOR DESIGN.</u>	DELETIONS			
* B-9000DIV STATEWIDE PROJ.CATEGORY DIVISION	VARIOUS, BRIDGE INSPECTION PROGRAM <u>DELETE PROJECT. IT HAS BEEN DETERMINED THAT EXISTING STIP PROJECT B-9999 WILL CONTINUE TO BE USED FOR BRIDGE INSPECTIONS.</u>		IMPLEMENTATION	FY 2017 - \$3,300,000 (STBG) FY 2018 - \$3,300,000 (STBG) FY 2019 - \$3,300,000 (STBG) FY 2020 - <u>\$3,300,000</u> (STBG) \$13,200,000	
* B-9000REG STATEWIDE PROJ.CATEGORY REGIONAL	VARIOUS, BRIDGE INSPECTION PROGRAM <u>DELETE PROJECT. IT HAS BEEN DETERMINED THAT EXISTING STIP PROJECT B-9999 WILL CONTINUE TO BE USED FOR BRIDGE INSPECTIONS.</u>		IMPLEMENTATION	FY 2017 - \$3,300,000 (STBG) FY 2018 - \$3,300,000 (STBG) FY 2019 - \$3,300,000 (STBG) FY 2020 - <u>\$3,300,000</u> (STBG) \$13,200,000	

FY 2017 - \$4,400,000 (STBG)	
FY 2018 - \$4,400,000 (STBG)	
FY 2019 - \$4,400,000 (STBG)	
FY 2020 - <u>\$4,400,000 (STBG)</u>	
	\$17,600,000

IMPLEMENTATION

* B-9000SW STATEWIDE PROJ.CATEGORY STATEWIDE	<p>VARIOUS, BRIDGE INSPECTION PROGRAM</p> <p><u>DELETE PROJECT. IT HAS BEEN DETERMINED</u></p> <p><u>THAT EXISTING STIP PROJECT B-9999 WILL</u></p> <p><u>CONTINUE TO BE USED FOR BRIDGE</u></p> <p><u>INSPECTIONS.</u></p>
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**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING AMENDMENTS TO THE  
2016-2025 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 2016-2025 State Transportation Improvement Program on June 4, 2015 and the Wilmington Urban Area Metropolitan Planning Organization adopted the Statewide/Metropolitan Transportation Improvement Program on June 24, 2015; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the State/Metropolitan Transportation Improvement Programs for projects M-0515, R-3308B, B-9000DIV, B-9000REG and B-9000SW; and

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

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending 2016-2025 State/Metropolitan Transportation Improvement Programs for projects M-0515, R-3308B, B-9000DIV, B-9000REG and B-9000SW.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 30, 2016.

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Gary Doetsch, Chair

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Mike Kozlosky, Secretary



305 Chestnut Street  
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Fax: (910) 341-7801  
www.wmpo.org

## MEMORANDUM

TO: TCC/Board members

FROM: Mike Kozlosky, Executive Director

DATE: November 8, 2016

SUBJECT: Wilmington Urban Area MPO Proposed 2017 Meeting Schedule

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Technical Coordinating Committee	Board
January 11	January 25
February 8	February 22
March 15	March 29
April 12	April 26
May 17	May 31
June 14	June 28
July 12	July 26
August 16	August 30
September 13	September 27
October 11	October 25
November 15	November 29
December –no meeting scheduled	December –no meeting scheduled

The TCC meetings will begin at 10 am on the date of the meetings.

The Board meetings will begin at 3 pm on the date of the meetings.

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### Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach  
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick  
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION ADOPTING THE 2017 WILMINGTON URBAN AREA MPO MEETING  
CALENDAR**

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

**WHEREAS**, the Wilmington Urban Area MPO's Board adopts the meeting calendar on an annual basis.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the 2017 Wilmington Urban Area MPO meeting calendar.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 30, 2016.

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Gary Doetsch, Chair

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA PORTS AUTHORITY'S  
SUBMITTAL OF FY17 TIGER AND FASTLANE GRANT APPLICATIONS TO HELP  
FUND INTERMODAL AND CONTAINER IMPROVEMENTS**

**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 North Carolina State Ports Authority owns and operates an ocean port terminal in Wilmington, North Carolina in New Hanover County and the operation of such a terminal is a tremendous catalyst for economic growth and development throughout North Carolina, and particularly in eastern North Carolina; and

**WHEREAS**, the North Carolina State Ports Authority's contributes more than \$14 billion in annual economic contribution to the state's economy constituted by goods moving through the port facilities and supports 76,700 full-time jobs at North Carolina businesses; and

**WHEREAS**, in order to service existing container customers and accommodate growing container volumes at the Port of Wilmington, intermodal and container improvements at the facility will be required to accommodate forecasted volumes and simultaneously work multiple large vessels; and

**WHEREAS**, the project will allow the North Carolina Ports to leverage the state's investment in the new CCX intermodal hub in Rocky Mount with intermodal rail service from the Port of Wilmington; and

**WHEREAS**, the North Carolina State Ports Authority, in coordination with the North Carolina Department of Transportation, is preparing grant applications for the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) and Transportation Investment Generating Economic Recovery (TIGER) programs for Fiscal Year 2017 to help fund the intermodal and container improvements at the Port of Wilmington.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina Ports Authority's submittal of FY17 TIGER and FASTLANE grant applications to help fund intermodal and container improvements to the container terminal at the Port of Wilmington.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 30, 2016.

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Gary Doetsch, Chair

---

Mike Kozlosky, Secretary



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## MEMORANDUM

TO: Board members

FROM: Mike Kozlosky, Executive Director

DATE: November 15, 2016

SUBJECT: MPO Strategic Business Plan Objectives and Strategies

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### **Target 1: Hampstead Bypass**

#### **Objective:**

Identify and secure funding sources to accelerate the project as quickly as possible

#### *Strategies:*

- Identify funding sources to accelerate right of way as soon as possible
- Pursue right of way acquisition for all phases of the project

#### **Objective:**

Identify and promote regional benefits of Hampstead Bypass through outreach and public engagement

#### *Strategies:*

- Show how project plays into the regional puzzle of transportation goals and the network

#### **Objective:**

Continue to work to protect the corridor to in an effort to preserve it from development

#### *Strategies:*

- Ensure Prioritization 4.0/5.0 addresses Map Act
- Address repeal of Map Act
- Continue to have a “champion” for the project



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## **Target 2: Rail Re-alignment**

### **Objective:**

Identify the opportunities and constraints related to the rail re-alignment and re-purposing of the existing rail corridor

### *Strategies:*

- Complete feasibility study

### **Objective:**

Identify and assist in securing funding sources to construct the rail re-alignment and re-purposing of the existing rail corridor

### *Strategies:*

- Research past grant opportunities
- Identify potential funding sources
- Identify and secure funding sources to accelerate the project

### **Objective:**

Identify and promote regional benefits of rail re-alignment and re-purposing of the rail line through outreach and public engagement

### *Strategies:*

- Work with the City and NCDOT to prepare information on what the rail corridor looks like now vs. in the future

### **Objective:**

Identify and gather support from stakeholders to include state, local, and congressional delegation

### *Strategies:*

- Secure resolutions and letters of support for the project

## **Target 3: Cape Fear Crossing**

### **Objective:**

Identify the environmental impacts related to the Cape Fear Crossing project and long-term replacement of the Cape Fear Memorial Bridge

### *Strategies:*

- Complete environmental document for Cape Fear Crossing Project
- Merger Team selects the Least Environmentally Damaging Practical Alternative (LEDPA) for the Cape Fear Crossing Project
- Identify opportunities and constraints for the replacement of the Cape Fear Memorial Bridge

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Requested Addition:

- Identify negative consequences of not beginning pursuit of the replacement of the Cape Fear Memorial Bridge for economic development, safety and regional mobility

**Objective:**

Identify and secure funding sources to accelerate the project(s)

*Strategies:*

- Identify potential funding sources for MEGA projects
- Collaborate/coordinate with other MPOs / RPOs, NCDOT, etc. to explore and develop funding programs for MEGA projects
- Identify and secure funding to construct the project(s)

**Objective:**

Identify and promote the regional benefits of the Cape Fear Crossing and replacement of the Cape Fear Memorial Bridge through public engagement

*Strategies:*

- Promote regional collaboration
- Improve communication about new location and/or upgrade existing options and replacement
- Educate Board/Community/Leaders, etc. on processes

**Target 4: Independence Boulevard Extension**

**Objective:**

Identify the environmental impacts related to potential alignments for Independence Boulevard Extension

*Strategies:*

- Complete environmental document

**Objective:**

Identify and secure funding for the project

*Strategies:*

- Work through STI to develop a strategy to fund the project
- Evaluate other potential funding sources to accelerate the projects construction

**Objective:**

Identify the desired design for Independence Boulevard Extension through engagement with the MPO Board, Wilmington City Council and community

*Strategies:*

- Develop what the project will look like through visualization techniques

- 
- Receive guidance and a position from Board/City Council on elevated vs. at grade design options
  - Attain regional concurrence
  - Provide information to the Board in an effort to educate on relocation/right of way acquisition process
  - Provide information to the Board regarding environmental justice issues/concerns

**Objective:**

Continue to work to protect the corridor in an effort to preserve it from future development

*Strategies:*

- Protect corridor – reserve/address when selected
- Work with City of Wilmington and NCDOT on the location for the City’s police firing range

**Target 5: Wallace to Castle Hayne**

**Objective:**

Identify and secure funding sources to implement the re-establishment of the rail line between Wallace and Castle Hayne

*Strategies:*

- Identify potential funding sources available through STI and grants
- Determine if feasibility study on construction is needed
- Work with other MPOs / RPOs, Port of Wilmington, NCDOT, etc. to pursue re-establishment

**Objective:**

Promote regional benefits of the re-establishment of the rail line through outreach and public engagement

*Strategies:*

- Champion this project through collaboration with other MPOs/RPOs, NCDOT, etc.

**Target 6: Increase ILM Direct Routes**

**Objective:**

Identify and assist ILM in securing additional funding that will allow ILM to grow and expand

*Strategies:*

- Support ILM infrastructure improvements for airport expansion
- Support surrounding roadway infrastructure

**Objective:**

Identify and help ILM promote regional benefits of the airport through outreach and public engagement

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*Strategies:*

- Assist ILM in promoting their services and making ILM more attractive for existing and potential customers

**Objective:**

Identify and assist ILM in the expansion of services provided to residents, businesses and visitors

*Strategies:*

- Work with ILM Board to try to attract low cost providers/additional providers
- Promote economic development on and surrounding the airport and within the free trade zone



# Cape Fear Crossing

## STIP U-4738

### Brunswick and New Hanover Counties

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#### PROJECT STATUS REPORT

November 3, 2016

##### Project Description

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

##### Current Status

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

- The project team continues to coordinate and correspond with project stakeholders.
- The Historic Architecture Eligibility Report has been finalized. The project team will meet with the State Historic Preservation Office in the next few months to determine potential effects to these resources from the 12 Detailed Study Alternatives.
- Studies for the Traffic Noise Analysis and Air Quality Analysis are ongoing.
- An update to the Draft Natural Resources Technical Report is ongoing.
- The Draft Sea Level Rise Assessment is currently under review by NCDOT.
- An update to the Archaeological Predictive Model is ongoing.
- Right-of-Way cost estimates and relocation reports have been initiated.
- NCDOT is currently evaluating an additional alternative proposed by the WMPO near the Port of Wilmington. There are currently 12 alternatives being designed and evaluated for inclusion in the draft environmental document. NCDOT is coordinating with the NCSPA regarding this alternative; if it is determined this alternative is reasonable, studies may need to be redone to include this alternative.
- The Cape Fear Crossing project is programmed in the 2016-2025 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.
- The project team will plan to present the status of the project to the WMPO TAC before the next NEPA/Section 404 Merger Team Meeting.

##### Contact Information

NCDOT – Jay McInnis, [jmcinnis@ncdot.gov](mailto:jmcinnis@ncdot.gov), 919.707-6029

AECOM – Joanna Rocco, [joanna.rocco@aecom.com](mailto:joanna.rocco@aecom.com), 919.239.7179

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

Email: [capefear@ncdot.gov](mailto:capefear@ncdot.gov)

Hotline: 1.800.233.6315

**WILMINGTON MPO**  
**TRANSPORTATION PLANNING**  
**NOVEMBER 2016**

**17TH STREET STREETScape**

**Project Descriptions/Scope:** The 17th Street streetscape project will include upgrades to 17th Street between Wrightsville Avenue and Princess Place Drive. The project will provide for a more efficient transportation system by reduced travel speeds, removal of the lateral shift, improved pedestrian crossings, improved safety and enhance the aesthetics of the area. The project may also include aesthetic improvements that will enhance the entryway into Carolina Heights and provide a pocket park. The project had a bid opening on March 3rd. The City awarded the construction contract to Lanier Construction on June 21st. Construction began on August 22nd. Construction is anticipated to last 9 months.

**Next Steps:**

- Complete construction of the improvements

**GULCH GREENWAY MASTER PLAN**

**Project Description/Scope:** Create a master plan to guide the development of a section of trail located in the former railroad bed between 3rd and McRae Streets in downtown Wilmington. This section of trail is identified in the Wilmington/New Hanover County Comprehensive Greenway Plan as part of the top-ranked “Downtown Trail”. A lease for the right-of-way for this section of future trail has been authorized through SB174. The master plan will utilize broad community and stakeholder engagement to lay out a conceptual design towards successful funding and construction of this project. This plan is being created through a joint effort between the Wilmington MPO, NCDOT, City of Wilmington, and the Cape Fear Public Transportation Authority.

**Next Steps:**

- Implement the Public Outreach Plan to develop public engagement/marketing tools to include a project website, a PowerPoint template, and other marketing materials
- Officially launch the project and engage the public/stakeholders in the development of the plan
- Finalize existing conditions analysis work to inform the development of the trail’s conceptual design

**MAYOR’S RAIL RE-ALIGNMENT TASK FORCE**

**Project Description/Scope:** The City of Wilmington has appointed a Mayor’s Task Force to evaluate the feasibility of re-aligning the rail line that currently traverses the City of Wilmington and potentially re-purpose this rail line for another use. This project is jointly funded by the City of Wilmington, North Carolina Department of Transportation and Wilmington MPO. The City contracted with Moffatt & Nichol to complete the study. A steering committee project kick-off meeting was held on July 15th. The draft physical conditions report and socio-economic report have been reviewed and comments have been provided to the consultant.

**Next Steps:**

- The consultant is currently evaluating potential rail alignments and the legal conditions analysis are underway.

## **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. The plan was adopted by all Wilmington Urban Area Metropolitan Planning Organization member jurisdictions and the WMPO Board. The MPO is developing the 2017-2021 Strategic Business Plan in an effort to implement the MTP. The MPO will send out the strategies and objectives for comment after November 8<sup>th</sup>.

### **Next Steps:**

- Implementation of the plan
- Develop a Strategic Business Plan

## **ON-CALL PLANNING STUDIES**

**Project Description/Scope:** The Wilmington Urban Area MPO will be utilizing on-call consultants to assist with special studies. The MPO solicited proposals and received 15 responses for these planning services. The MPO has selected 4 firms. These firms will be used to complete long-range planning studies to include the Leland Street design manual and northern New Hanover County Collector Street Plan funded in the current fiscal year and future planning projects funded by the MPO in the Unified Planning Work Program.

### **Next Steps:**

- Approval to enter into agreements with the selected consultants will be on the November 15th City Council meeting
- Select Firms to complete the Leland Street Design Manual and northern New Hanover Collector Street Plan

## **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: 6 reviews
- New Hanover County Informal Plan Reviews: 1 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 3 reviews
- Town of Leland Informal Reviews: 1 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 14 total (New Hanover County 3, City of Wilmington 6, Carolina Beach 0, Leland 0, and Pender County 5) new 1 and ongoing 13
- Pender County Development Plan Reviews: 4 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 29 ( 8 new, 21 on-going)
- City of Wilmington Informal Reviews: 15 ( 1 new, 14 on-going)
- City of Wilmington Concept Reviews: 9 (8 new concept reviews- 1 on-going concept)

- COW Project Releases: 8 Full releases

**STP-DA/TAP-DA FY 2013, 2014 and 2015 Project Status**  
**STP-DA**

**U-5534A - TOWN OF NAVASSA – MAIN STREET BICYCLE LANES**

**Project Descriptions/Scope:** This project will include planning, design, and construction of an additional 4 feet on either side of Main Street for bike lanes starting at the existing Navassa bike path east of Brooklyn Street to Old Mill Road.

**Next Steps:**

- The Town had a meeting with the MPO to discuss this project and the Navassa Park MUP project on 11/7/16. The Town indicated a request to the Board to remove this project from the STIP and move the funds to the Navassa Park MUP project is forthcoming. Staff is awaiting a letter from the Town.
- Staff is anticipating this item to come before the Board in January.

**U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE**

**Project Descriptions/Scope:** This project consists of construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide for a safe crossing for cyclists and pedestrians across US 74 (Wrightsville Avenue) on the mainland side of the drawbridge in Wilmington.

**Next Steps:**

- Construction contract awarded to Intercoastal Marine, LLC
- Contractor is preparing to begin installing piles.
- RFI's regarding materials and pile locations have been issued to the design engineer.
- Preliminary plan to address utility conflict has been received and circulated to the contractor

**U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE**

**Project Descriptions/Scope:** The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

**Next Steps:**

- Design plans are complete
- Right of Way acquisition is underway on the last remaining parcel
- Finalizing comments from CFPUA

**U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP**

**Project Descriptions/Scope:** This project is for design and construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

**Next Steps:**

- Currently working on redesign and updating the PCE
- A meeting was held on September 27th to resolve design issues on the project with NCDOT.
- Revised 65% (right of way) plans are anticipated by early November 2016.



- Construction contract let is anticipated in FY 2018

#### **U-5534E - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE**

**Project Descriptions/Scope:** This project is for the design and construction of an off-road multi-use path that begins at Mike Chappell Park and winds along the existing cleared fire path and terminates at Alabama Avenue and the Harper Avenue bike lanes will consist of a bicycle boulevard on existing pavement on each side of Harper Avenue from Dow Road to Lake Park Boulevard. The Town desires to combine the project with the awarded 2014 STP-DA project.

##### **Next Steps:**

- MOTSU Easement agreement has been executed
- A meeting was held October 20th to discuss the status of plans and specifications with NCDOT. NCDOT gave direction on how to proceed with plan comments. SEPI is updating plans and specifications. Final plans and specs submittal anticipated for 12/5/2016.
- Anticipated let date: March 16, 2017

#### **U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II**

**Project Descriptions/Scope:** This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue.

##### **Next Steps:**

- Right of Way certification received November 2<sup>nd</sup>
- Request needs to be submitted to NCDOT to move construction funds to FY 2017
- Final plans, specifications, contract documents, and final cost estimate need to be submitted to NCDOT for review

#### **U-5534S (Formerly U-5534M)– Coral Drive Sidewalks**

**Project Descriptions/Scope:** The construction of sidewalks along coral drive will install approximately 954 feet of 5 foot wide sidewalk on Coral Drive adjacent to Wrightsville Beach Elementary. • Letters of Interest has closed and the Town has received proposals.

##### **Next Steps:**

- The Town is revisiting scope of the project with the consultant
- R/W Plans complete: February 2017
- Let Date: April 2017

#### **U-5534H – HINTON AVE MULTI-USE PATH**

**Project Descriptions/Scope:** This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

##### **Next Steps:**

- Plan comments have been received from NCDOT
- Right of way authorization and acquisition are on hold until the plan issues can be addressed
- The City is performing an internal review of the plans after receiving the last comments from NCDOT.
- A meeting with McKim & Creed is anticipated week of November 7<sup>th</sup> to discuss design and contractual issues

- Utility coordination underway
- Anticipated Let Date of July 2017

#### **U-5534G –HOOKER ROAD MULTI-USE PATH**

**Project Descriptions/Scope:** The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

##### **Next Steps:**

- Plan comments have been received from NCDOT
- Right of way authorization and acquisition are on hold until the plan issues can be addressed
- The City is performing an internal review of the plans after receiving the last comments from NCDOT
- A meeting with McKim & Creed is anticipated week of November 7th to discuss design and contractual issues
- Utility coordination underway
- Anticipated Let Date of July 2017

#### **U-5534K –LELAND MIDDLE SCHOOL SIDEWALK**

**Project Descriptions/Scope:** The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Rd to the Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

##### **Next Steps:**

- 100% Construction Plans completed
- R/W Certification anticipated by 10/21/2016
- The project is currently under review
- Anticipated Let Date: February 2017
- LOI for CEI services currently under review with NCDOT

#### **U-5534J –OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP**

**Project Descriptions/Scope:** The construction of 5 foot wide sidewalks in three locations: along Village Road from Town Hall Drive going southeast to the existing sidewalk in front of the apartment complex, along Town Hall Drive from Village Road NE to the sidewalk currently under construction by the new Town Hall, and along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE

##### **Next Steps:**

- 100% Construction Plans completed
- R/W Certification anticipated by 10/21/2016
- The project is currently under review
- Anticipated Let Date: February 2017
- LOI for CEI services currently under review with NCDOT

#### **U-5534I –VILLAGE ROAD MULTI-USE PATH EXTENSION**

**Project Descriptions/Scope:** The construction of a 10 foot wide asphalt multi-use path routed across Perry Ave, behind the library, out to Village Road, down Village Road ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge

**Next Steps:**

- 100% Construction Plans completed
- R/W Certification anticipated by 10/21/2016
- The project is currently under review
- Anticipated Let Date: February 2017
- LOI for CEI services currently under review with NCDOT

**SHIPYARD BOULEVARD SIDEWALK-**

**Project Description/Scope:** The construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive. This will be a partnership between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO.

**Next Steps:**

- Design kickoff meeting held on November 4<sup>th</sup> with LJB and NCDOT
- Design completion anticipated August 2017

**U-5534O Cape Fear Blvd Multi-Use Path –**

**Project Description/Scope:** The construction of approximately 3200 lf of 10' wide paved off-road Multi-use Path along the south side of Cape Fear Blvd. from 6<sup>th</sup> Street to Dow Road.

**Next Steps:**

- Design consultant agreement executed
- Consultant revisiting 30% design plans

**U-5534Q –S. College/Holly Tree Crosswalks –**

**Project Description/Scope:** The project will install sidewalk, ADA ramps, Curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

**Next Steps:**

- AECOM has been selected to complete this design.
- AECOM preparing the scope and fee letter
- City working on consultant contract
- City to provide the survey for the project

**U-5534P –Westgate Multi-Use Path (Design Phase) –**

**Project Description/Scope:** funding for preliminary engineering and design phase services for this project in the amount of \$96,172

**Next Steps:**

- Awaiting PE Authorization from NCDOT

**TAP-DA****CITY OF WILMINGTON – MILITARY CUTOFF ROAD MULTI-USE PATH**

**Project Descriptions/Scope:** This project is for the design and construction of a 10-foot wide, asphalt multi-use path on Military Cutoff Road from Eastwood Road to Drysdale Drive.

**Next Steps:**

- City is negotiating contract with consultant. Discussions now proceeding between the City and MPO staff in regards to the design cost and design issues surfacing during scope and fee discussions with consultant
- Meeting scheduled with NCDOT to discuss the scope of the project on November 8<sup>th</sup>
- R/W plans anticipated December 2016

**U-5527B CITY OF WILMINGTON – 5<sup>th</sup> AVE INTERSECTION UPGRADES**

**Project Descriptions/Scope:** This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

**Next Steps:**

- City of Wilmington is preparing plans for the project
- Signal plans sent to NCDOT for review.
- Quantities and specs are complete
- Right-of-way certification has been obtained
- PCE approval received
- Signal Agreement has been submitted to NCDOT for Board of Transportation approval (needed before signal plans can be reviewed)
- Anticipated Let Date: March 2017

**U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE**

**Project Descriptions/Scope:** This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village driveway.

**Next Steps:**

- NHC conducting interviews for consultant selection

**U-5527D HARPER AVE. MULTI-USE PATH**

**Project Descriptions/Scope:** The construction of approximately 2104 lf of 10' wide paved multi-use path along Harper Ave. from Dow Road to 6th Street

**Next Steps:**

- NCDOT Agreement is in place
- PE funds authorized August 2, 2016
- Advertised for PE services

**TRANSPORTATION DEMAND MANAGEMENT PROGRAM**

**Project Description/Scope:** UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO established 2 park and ride lots in Brunswick County and a ridesharing program that began on January 5, 2015. The MPO adopted "Work Cape Fear: Expanding Commuter Options in the Cape Fear Region" TDM Short Range

Plan on January 28, 2015 and also authorized staff to apply for a TDM grant through NCDOT that if approved would fund a full-time TDM Coordinator position. The Agreement with NCDOT for the full-time TDM Coordinator position was approved on November 4, 2015. The Wilmington MPO has hired a full-time TDM Coordinator.

Next Steps:

- Continue regularly scheduled TDM Committee meetings
- Kick-off meeting for TDM branding materials and marketing plan is December 7, 2016
- Wrap up Cape Fear Commuter Challenge with press release, prize distribution, and thank you to sponsors
- Partner with K-12 schools in WMPO jurisdiction to provide carpool opportunities to parents
- Partner with UNCW to explore carpool matching options and guaranteed ride home strategies
- Coordinate with employers to implement 2 additional vanpool programs



## **Cape Fear Public Transportation Authority**

### **Project Update**

**November 2016**

- 1. Bus fleet replacement & conversion to CNG** - identifying state and federal funding opportunities to replace ten thirty-five foot buses and two trolleys. Two shuttle buses are on order with three more anticipated to be ordered in the next four months. The Authority continues to seek federal funding for replacement buses.
- 2. Wilmington Multimodal Transportation Center** - Interlocal Agreement between Authority, City of Wilmington, WMPO and NCDOT finalized. Demolition of Haul building has been completed. The NEPA document has been submitted and approved by FTA making the project eligible for federal funding. FTA funding has been appropriated to the project and will be submitted in a formal grant proposal during the current quarter. Property transfer is complete. A contract with HR Associates for stabilization construction management and design of the renovations to the Neuwirth Building will be considered by the Authority on November 17. Stabilization of Thomas Grocery and Neuwirth Motors buildings is expected to be awarded early in 2017. Stabilization and construction of the facility is expected to be complete in mid 2018.
- 3. Short Range Transportation Plan** - (no significant change) following adoption of Cape Fear Transportation 2040 by the Wilmington Metropolitan Planning Organization (WMPO), Wave Transit is preparing to begin its latest short range plan. The plan will set a course for public transportation initiatives, route structure and revenue programming for the next five years. The plan will also include a financial element to ensure that transit programs are compliant with FTA rules and regulations. Under the direction of the Authority's Operations and Planning Committee made up of Board members, staff, WMPO planners, passengers, interested citizens, and professional transit planning consultants, the 12-18 month plan is an important tool in meeting the public transportation needs of the community. Marketing, public relations and community support for financing transit in Southeastern North Carolina will also be a focus of the plan. A key component of the plan will be extensive surveying to assess the needs of current and prospective passengers. An RFP for consulting services to undertake the plan was issued November 01, 2016.
- 4. Long Term Funding** - (no significant change) currently, the Authority does not have a dedicated source of local funding. An initiative to analyze long term revenue stability of Wave Transit has also been proposed by the City of Wilmington. This effort is critical to the long term financial health of the Authority. No timetable for the analysis has been developed. Authority staff has drafted a short range financial plan which is expected to be considered by the Board in December 2016.
- 5. Shelter Program** - (no significant change) a program to replace and add up to 50 bus shelters and 25 benches at bus stops is nearing construction. A contract to install five shelters was awarded to Paragon Building Corp. on May 26, 2016. Construction of the first five shelters is complete. An additional three shelters are currently under

construction. Phase two, consisting of 12 shelters and 15 benches is expected to begin in January. Phase three consisting of three super stops at Independence Mall, Hanover Center, and Monkey Junction is in the engineering and permitting phase.

November 17, 2016

**WMPO**

**TIP Projects:**

**R-3601 (US 17/74/76: C203359)** Widening across the “CAUSEWAY”, between Leland/Belville and the Cape Fear River. Replacing the bridges over the Brunswick River and one of the bridges over Alligator Creek.

**Contractor: S.T. Wooten**

**Estimated Contract Completion Date November 2016**

**Currently working on adding some additional work, but intend to have the causeway in final pattern by mid Nov 2016 per the original contract.**

**Percent Complete: 94.9%**

**R-2633 BA – (Wilmington Bypass: C203199)** construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).

**Estimated Contract Completion Date April 30, 2018**

**Open to traffic on November 2017**

**Contractor: Barnhill Contracting**

**Percent Complete: 63.6%**

**R-2633 BB – (Wilmington Bypass: Bridge over Cape Fear River: C203198)** construct a 4-lane divided highway from SR 1430 (Cedar Hill Road) to US 421 (where I-140 currently ends in New Hanover County...this includes the large bridge over the Cape Fear River).

**Estimated Contract Completion Date April 30, 2018**

**Open to traffic on November 2017**

**Contractor: Balfour Beatty Infrastructure**

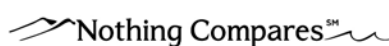
**Percent Complete: 74.5%**

**R-3324 – (Long Beach Road Extension: C202155)** 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 Fall 2016, small “punch list” of items to be completed**

**Contractor: Balfour Beatty Infrastructure**

**Percent Complete: 92.8%**





**B-5103: (C203540)** replace bridge #35 over the abandoned railroad on SR 1627 (3<sup>rd</sup> Street), in Wilmington.

Estimated Contract Completion Date September 28, 2016, small “punch list” of items to be completed.

Contractor: Carolina Bridge Company

Punch items have been completed. Waiting on estimate to be finalized.

**U-3338 B: (C203772)** Widening of Kerr Ave. from Randall Parkway to Martin Luther King, Jr. Parkway.

Estimated Contract Completion Date September 2019

Contractor: Sealand Contractors Corp.

Percent Complete: 21.1%

**Wrightsville Avenue (EB-4411C:DC00119):**

Widen for bike lanes on SR 1411 (Wrightsville Ave.) from Huntington Ave. to US 76 (Oleander Drive). Pavement markings have been placed.

Estimated Contract Completion Date September 2016. Pushed back

Contractor: Highland Paving Company

Percent Complete: 80.2%

**B-4929: (C203789) Bridge @ Surf City NC 50/210** - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure. No activity to report to date. Pender County

Availability Date September 26, 2016

Estimated Contract Completion Date November 11, 2020

Contractor: Balfour Beatty Infrastructure

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

Let Date September 20, 2017

**U-4751: Military Cutoff Road Extension:** extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. No activity to report to date.

Let Date October 2017

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

Let Date June 2018

**U-4902 C&D: US 17 Business (Market Street)** construct a “super-street” (median) from SR 2734 (Marsh Oaks Drive) to Lendire Drive & from Station Road to US 74 (MLK Parkway/Eastwood Road).

Let Date October 2018

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

Let Date December 2018

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

Let Date July 2021

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

Design Build Selection Date January 2020

**U-5732: US 17 (Ocean Highway in Hampstead)**

Convert to superstreet from SR 1582 (Washington Acres Road) to SR 1563 (Sloop Point Loop Road).

Let Date September 2020

**U-5710: US 74 (Eastwood Road)** construct an interchange at the at-grade intersection of SR 1409 (Military Cutoff Road) & US 74 (Eastwood Road)

Let Date January 2022

**Greenfield Lake Culvert:** replace the large culvert under 3<sup>rd</sup> Street and US 421 Truck/Front Street...Utility relocation work will begin late 2013 and finish prior to let date

Let Date Winter 2016

**R-3432: SR 1163 (Old Georgetown Road Ext. C203163):** Add roadway extension from SR 1184 (Ocean Isle Beach Road), to NC 179.

Completion Date May 2016

Contractor: A.O.Hardee & Son, Inc.

Percent Complete: 95.7%

**FS-1503A: Feasibility Study US 17 Bus. (Market Street)** study the at-grade intersection of US 17 Business (Market Street), US 74 (MLK Parkway) & US 74 (Eastwood Road) for installment of an interchange.

**FS U-5734: Feasibility Study S. Front Street** study the widening of S. Front Street from the intersection of Burnett Blvd. and US 421 (Carolina Beach Road), to Dawson Street.

Environmental Assessment in progress.

## Resurfacing Contracts - New Hanover County

### **Mill & resurface the following primary routes in New Hanover County:**

- US 421 (Carolina Beach Road)** – from 0.26 miles south of Independence Blvd. (non-system portion) to west of Lake Shore Drive (non-system)
- US 117 Northbound Lanes (Shipyard Blvd)** – from US 421 to 0.05 miles east of US 421 (Carolina Beach Road)
- US 117 Southbound Lanes (Shipyard Blvd)** – from 0.20 miles east of US 421 to US 421 (Carolina Beach Road)
- US 421 Southbound Lanes (South 3<sup>rd</sup> Street)** – from US 76 (Dawson Street) to Greenfield Street (non-system)
- US 421 Northbound Lanes (South 3<sup>rd</sup> Street)** – from Greenfield Street (non-system) to US 76 (Dawson Street)
- US 17 Business (South 3<sup>rd</sup> Street)** – from US 76 eastbound lanes to US 76 westbound lanes

### **Mill & resurface the following secondary routes in New Hanover County:**

- SR 1218 (16<sup>th</sup> Street)** – from US 76 westbound lanes (Wooster Street) to US 76 eastbound lanes (Dawson Street)
- SR 1371 (16th St.)** - from Grace Street (non-system) to US 17 Business (Market Street)
- SR 2816 (16th St.)** - from US 17 Business (Market Street) to US 76 westbound lanes (Wooster Street)
- SR 1301 (17<sup>th</sup> Street)** - from US 17 Business (Market Street) to Grace Street (non-system)
- SR 2817 (17th Street)** - from US 76 eastbound lanes (Dawson Street) to US 17 Business (Market Street)
- SR 1411 (Wrightsville Avenue)** - from Dawson Street Extension (non-system) to SR 1209 (Independence Blvd.)

### **Resurface the following secondary routes in New Hanover County:**

- SR 2699 (Amsterdam Way)** - from SR 2700 (Old Dairy Rd.) to SR 2048 (Gordon Rd.)
- SR 2701 (Antilles Ct.)** - from SR 2698 (Netherlands Dr.) to end maintenance
- SR 2698 (Netherlands Dr.)** - from SR 2048 (Gordon Rd.) to SR 2700 (Old Dairy Rd.)
- SR 2700 (Old Dairy Rd.)** - from US 17 Bus. (Market St.) to SR 2699 (Amsterdam Way)
- SR 2220 (Windmill Way)** - from SR 2219 (N. Green Meadows Dr.) to SR 2700 (Old Dairy Rd.)
- SR 2183 (Spring Rd)** - from NC 133 (Castle Hayne Rd.) to SR 2184 (Fairfield Rd.)
- SR 2184 (Fairfield Rd.)** - from SR 2183 (Spring Rd) to SR 1318 (Blue Clay Rd)

**Widen & resurface following routes in New Hanover County:**

**SR 1940 (Covil Farm Rd)** - from SR 1409 (Military Cut-Off Rd) to SR 1916  
( Red Cedar Rd)

**SR 2717 (Torchwood Blvd.)** - from US 17 Bus. (Market St.) to SR 2718  
(Beacon Dr.)

**Mill & resurface a section & just resurface another section of SR 1363  
(Bayshore Dr.)** from US 17 Bus. (Market St.) to SR 1393 (Biscayne Dr.)

**New Hanover:**

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

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

**Estimated Contract Completion Date December 2016**

**No activity to report to date**

**Resurfacing Contract: 2016CPT.03.07.20651**

**New Hanover County: Various Secondary Rds. & NC State Port Authority Property**

**SR 1335 (Parmele Road)** resurfacing from NC 133 (Castle Hayne Road) to  
US 117/NC 132 (North College Road)

**SR 1276 (Cathay Road)** resurfacing from US 421 (Carolina Beach Road) to  
SR 1281 (Ventura Drive)

**SR 1524 (Golden Road)** resurfacing from US 421 (Carolina Beach Road) to  
SR 1492 (Myrtle Grove Road)

**SR 1544 (Friendly Lane)** resurfacing from SR 1492 (Masonboro Loop Road) to  
end of system

**SR 1616 (Pelican Point)** resurfacing from SR 1492 (Masonboro Loop Road) to  
end of system

**SR 1386 (Hall Drive)** resurfacing from SR 1318 (Blue Clay Road) to  
SR 1312 (Trask Drive)

**SR 1311 (Gardner Drive)** resurfacing from SR 1312 (Trask Drive) to  
SR 1312 (Trask Drive)

**SR 1312 (Trask Drive)** resurfacing from SR 1311 (Gardner Drive) to  
SR 1311 (Gardner Drive)

**State Port Roadway resurfacing**

**Estimated Contract Completion Date Summer 2016**

**Progress Schedule is at 100%. Waiting on estimate to be finalized.**

**New Hanover County: Resurfacing Contract: DC00155**

**SR 1310 (Division Drive)** from NC 133 (Castle Hayne Road) to  
SR 1302 (23<sup>rd</sup> Street)

**SR 2270 (Wood Sorrell Road)** from SR 2048 (Gordon Road) to  
SR 2219 (N. Green Meadows Road)

**SR 2281 (Spicewood Street)** from Wood Sorrell Road to N. Green Meadows

**SR 2054 (Diamond Dr)** from SR 2154 (Little Creek Rd) to SR 2053 (Apple Road)

**SR 2219 (N. Green Meadows Rd)** from Wood Sorrell Rd to Spicewood St.

SR 2266 (**Twin Leaf Rd**) from SR 2286 (Strawfield Dr) to SR 2018 (Fitzgerald Dr)  
 SR 2267 (**Bracken Fern Road**) from Twin Leaf Road to cul-de-sac  
 SR 2268 (**Butterfly Court**) from Bracken Fern Road to cul-de-sac  
 SR 2271 (**Rushwood Court**) from Wood Sorrell Road to cul-de-sac  
 SR 2272 (**Sunwood Circle**) from Wodd Sorrell Road to Wood Sorrell Road  
 SR 2273 (**Cainslash Court**) from Sunwood Circle to cul-de-sac  
 SR 2274 (**Emberwood Road**) from Wood Sorrell Road to cul-de-sac  
 SR 2275 (**Vinewood Court**) from Emberwood Road to cul-de-sac  
 SR 2276 (**Pearwood Court**) from Vinewood Court to cul-de-sac  
 SR 2277 (**Mintwood Court**) from Wood Sorrell Road to cul-de-sac  
 SR 2278 (**Wood Sorrell Loop**) from Wood Sorrell Road to Wood Sorrell Road  
 SR 2279 (**Red Bay Court**) from Wood Sorrell Road to cul-de-sac  
 SR 2280 (**Red Bay Loop Road**) from Red Bay Court to Red Bay Court  
 SR 2282 (**Low Bush Court**) from Spicewood Street to cul-de-sac  
 SR 2283 (**Spicewood Loop Road**) from Spicewood Street to cul-de-sac  
 SR 2284 (**Lupine Court**) from Spicewood Street to cul-de-sac  
 SR 2285 (**Golden Astor Court**) from Spicewood Street to cul-de-sac  
 SR 2286 (**Strawfield Drive**) from N. Green Meadows Road to  
     N. Green Meadows Road  
 SR 2287 (**Sweetbay Court**) from Strawfield Drive to cul-de-sac  
 SR 2294 (**Silver Grass Court**) from Wood Sorrell Road to cul-de-sac  
 SR 2295 (**Cherry Laurel Court**) from Wood Sorrell Road to cul-de-sac  
 SR 2297 (**Nettle Circle**) from Strawfield Drive to Strawfield Drive  
 SR 2298 (**Fern Court**) from Nettle Circle to cul-de-sac  
 SR 2299 (**Batsonwood Court**) from Wood Sorrell Road to cul-de-sac  
 SR 2618 (**High Bush Court**) from Strawfield Drive to cul-de-sac  
 SR 2687 (**Legend Drive**) from SR 2683 (Enterprise Drive) to cul-de-sac  
 SR 2688 (**Promenade Court**) from Legend Drive to cul-de-sac  
 SR 1327 (**Farley Road**) from SR 1175 (Kerr Ave.) to Kerr Ave.  
 SR 2686 (**Justus Court**) from Enterprise Drive to cul-de-sac  
 SR 2685 (**Drewman Court**) from Enterprise Drive to cul-de-sac

**Estimated Contract Completion Date November 2016**

**Contractor: Highland Paving Company**

**Percent Complete: 20.5%**

**New Hanover County: Resurfacing Contract: C203868, I-5760**

I-140 (**Wilmington Bypass**) resurface from I-40 to US 421 & reconstruction of bridge approaches, joint repair & signals. **No activity to report to date.**

**Contractor: Barnhill Contracting Company**

**Availability Date September 26, 2016**

**Estimated Contract Completion Date August 2017**

**New Hanover County: Resurfacing Contract: 2017CPT.03.01.10651 C203888**

US 117/NC 132 (**College Road**) from US 17 Business (Market Street) to  
 SR 2313 (Wilshire Blvd.)

**Includes safety projects:**

**W-5203AA** construct offset left turn lanes on College Road & Hurst/Hoggard Drive upgrade pedestrian facilities to high visibility crosswalks w/ countdown pedestrian heads. Extend sidewalk to connect with existing sidewalk.

**W-5601BB** install high visibility crosswalks & push button pedestrian signals at the intersection of College Road & New Center Drive.

**WBS #36249.3622** City of Wilmington signal plan modifications & work to install pedestrian upgrades at the intersection of US 117/NC 132 (College Road) and SR 2313 (Wilshire Blvd).

No activity to report to date.

**Contractor: Barnhill Contracting Company**

**Availability Date September 26, 2016**

**Estimated Contract Completion Date February 2018**

**Resurfacing Projects - Brunswick County**

**Resurfacing Contract: C203480, 3CR.10101.150, 3CR.20101.150, 3CR.10651.150, 3CR.20651.150 & 3CR.10711.150 Barnhill Contracting**

**Brunswick County primary routes:**

**US 17 Business** – mill & resurface from US 17 (south end of US 17 Bus.) to US 17 (@ nose of concrete island)...Bolivia area

**US 17 Bypass (Southbound lanes)** – patch, mill & resurface from 0.17 miles north of SR 1401 (Galloway Road) to 0.09 miles south of SR 1401

**Contractor: Barnhill Contracting**

**Percent Complete: 98.7%. Waiting for final estimate to be finalized**

**Resurfacing Contract: I-5357, C203630, WBS #46176.3.FS1, Brunswick County secondary routes:**

**SR 1104 (Beach Drive)** – patching, milling, resurface & leveling from beginning of curb & gutter section to end of SR 1104

**SR 1828 (Kings Lynn Drive)** – patching, mill & resurface from SR 1104 (West Beach Drive) to SR 1828

**SR 1401 (Galloway Road)** – resurface from US 17 to SR 1402 (Randolphville Road)

**SR 1435 (North Navassa Road)** – patching, mill & resurface from SR 1472 (Village Road Northeast) to SR 1432 (Old Mill Road Northeast)

**SR 1430 (Cedar Hill Road)** – patching, mill & resurface from SR 1435 (North Navassa Road) to 0.58 miles south of SR 1431 (Royster Road Northeast)

**SR 1430 (Cedar Hill Road)** – patching, mill & resurface from 0.54 miles north of SR 1431 (Royster Road Northeast) to SR 1426 (Mount Misery Road)

**Completion Date: October 2016**

**Contractor: S.T. Wooten**

**Percent Complete: 90.1%. Waiting on estimate to be finalized**

**Resurfacing Contract: DC00117, Brunswick County:**

- NC 87/NC 133 (River Road)** resurfacing from project limits of R-3324 (Long Beach Road Extension) to SR 1526 (Jabbertown Road)
- SR 1100 (Caswell Beach Road)** milling & resurfacing from SR 1190 (Oak Island Drive) to end of system
- SR 1101 (Fish Factory Road)** resurfacing from NC 133 (Long Beach Road) to end of system
- SR 1194 (West Street)** resurfacing from NC 211 to end of system, in Southport
- SR 1209 (9<sup>th</sup> Street)** resurfacing from NC 211 to end of system, in Southport
- SR 1210 (Old Bridge Road)** resurfacing from NC 133 (Long Beach Road) to end of system
- SR 1526 (Jabbertown Road)** resurfacing from NC 87 to SR 1527 (Leonard Street), in Southport
- SR 1528 (Moore Street)** resurfacing from NC 211 to end of system, in Southport

**Work Complete**

**Contractor: Highland Paving Company**

**Progress Schedule is at 99.9%. Waiting on estimate to be finalized**

**Resurfacing Contract: 2016, C203760, Brunswick County:**

- US 17 NBL & SBL** resurfacing from NC 904 to South Carolina line
- SR 1139 (Seashore Road)** resurfacing from NC 130 (Holden Beach Road) to
- SR 1137 (Boones Neck Road)**
- SR 1184 (Ocean Isle Beach Road)** resurfacing from US 17 to NC 904/179
- SR 1241 (Milliken Avenue)** resurfacing from
- SR 1242 (Beach Drive)** resurfacing from NC 179 Bus. to end of the system
- SR 1940 (Claremont Drive)** resurfacing from SR 1941 (Stratford Place) to end of the system
- SR 1941 (Stratford Place)** resurfacing from SR 1943 (Country Club Drive) to SR 1940 (Claremont Drive)
- SR 1942 (Bruce Lane)** resurfacing from SR 1941 (Stratford Place) to SR 1944 (Deep Branch Road)
- SR 1944 (Deep Branch Road)** resurfacing from SR 1942 (Bruce Lane) to SR 1940 (Claremont Drive)
- SR 1813 (Pinewood Drive)** resurfacing from SR 1950 (Camelia Drive) to end of system
- SR 1943 (Country Club Drive)** resurfacing from SR 1949 (Brierwood Road) to SR 1941 (Stratford Place)
- SR 1949 (Brierwood Road)** resurfacing from SR 1943 (Country Club Drive) to Shallotte City Limits
- SR 1950 (Camelia Drive)** resurfacing from SR 1141 (Kirby Road) to SR 1813 (Pinewood Drive)

**SR 1951 (Driftwood Acres Drive)** resurfacing from SR 1950 (Camelia Drive) to end of the system

**SR 1952 (Myrtlewood Drive)** resurfacing from SR 1950 (Camelia Drive) to end of the system

**Estimated Contract Completion Date November 2016**

**Contractor: S.T.Wooten Corporation**

**Percent Complete: 69.1%**

## **Resurfacing Projects - Pender County**

### **Pender County primary routes:**

**US 117** - mill & resurface from 0.30 miles north of NC 210 to 0.026 miles north of US 117 Business

**NC 11/53** - mill & resurface from begin curb & gutter @ western city limits of Town of Atkinson to end curb & gutter @ the eastern city limits.

**NC 53** - Patch ONLY from I-40 to US 117 (Town of Burgaw).

**Estimated Contract Completion Date Spring/Summer 2016**

**Progress Schedule at 100%. Waiting on estimate to be finalized**

### **Resurfacing Contract: C203746, Pender County:**

**US 117 Bypass** milling & resurfacing from southern city limits of Burgaw to SR 1504 (Murphy Road).

**NC 53** milling & resurfacing from US 117 Bypass to US 117 Business

**SR 1104 (Canetuck Road)** resurfacing from bridge #20 over Lyon Creek to Bladen County line

**SR 1301 (Bay Road)** resurfacing from SR 1300 (Englishtown Road) to SR 1001 (Willard Road)

**SR 1411 (Old River Road)** resurfacing from US 117 to SR 1412 (New Road)

**Contractor: Barnhill Contracting Company**

**Work Complete at 100%. Waiting on estimate to be finalized**

### **Resurfacing Contract: 2017CPT.03.31.20711 DC00136, Pender County:**

**SR 1113 (Montague Road)** resurface from SR 1114 (Blueberry Road) to US 421

**SR 1412 (Newroad Ave., Front St. & Dickerson St.)** resurface from US 117 to Hayes Road.

**Contractor: Barnhill Contracting Company**

**Estimated Contract Completion Date October 2016**

**Progress Schedule is at 100%. Waiting on estimate to be finalized.**

If you have any questions, please contact Alan Pytcher at the Division 3 Office:  
(910) 341-2000, [apytcher@ncdot.gov](mailto:apytcher@ncdot.gov)