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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: March 22, 2017
SUBJECT: March 29th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, March 29th at 3 pm. The meeting will be held in the 6th 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) Public Comment Period
- 6) Presentation
 - a. Cape Fear River Crossing, Joanna Rocco, AECOM
- 7) Consent Agenda
 - a. Approval of Board Meeting Minutes- February 22, 2017
 - b. Resolution approving the Wilmington Urban Area MPO's FY 18 Unified Planning Work Program
 - c. Resolution Certifying the Transportation Planning Process for the Wilmington Urban Area MPO
 - d. Resolution amending the FY 16- 17 Unified Planning Work Program
 - e. Resolution approving the STIP/MTIP Amendments (January)
 - f. Resolution approving the STIP/MTIP Modifications (February)
 - g. Resolution adopting the Wilmington Traffic Separation Study
 - h. Resolution requesting the North Carolina Department of Transportation designate the Hampstead Bypass as US 17 Bypass and retain US 17 on the existing route
- 8) Regular Agenda
 - a. Resolution requesting the North Carolina Department of Transportation re-examine the Traffic Noise Policy

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

-
- b. Resolution requesting the North Carolina Department of Transportation assign all highway projects in the Wilmington Urban Area MPO Planning Area Boundary to the NCDOT Division 3 office
 - c. Resolution supporting the allocation of Remaining Direct Attributable funds to the Town of Carolina Beach and City of Wilmington
 - 9) Discussion
 - a. STBGP-DA and TASA-DA Reserve Anticipated Expenditures
 - b. STBGP-DA and TASA-DA Process Improvements
 - c. STIP/MTIP Modifications (March)
 - 10) Updates
 - a. Crossing over the Cape Fear River
 - 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
 - 11) Announcements
 - a. NCDOT STIP Public Informational Workshop- March 30th
 - b. WMPO Bike/Ped Committee Meeting- April 11th
 - c. NC State Ethics Information Due- April 15th
 - 12) Next meeting –April 26, 2017

Attachments

- Board Minutes 2/22/17 meeting
- Draft Wilmington Urban Area MPO's FY 18 Unified Planning Work Program
- Resolution approving the Wilmington Urban Area MPO's FY 18 Unified Planning Work Program
- Resolution Certifying the Transportation Planning Process for the Wilmington Urban Area MPO
- Proposed FY 16-17 Unified Planning Work Program Amendments
- Proposed Amended FY 16-17 Unified Planning Work Program Budget
- Resolution amending the FY 16- 17 Unified Planning Work Program
- STIP/MTIP Amendments (January)
- Resolution approving the STIP/MTIP Amendments (January)
- STIP/MTIP Modifications (February)
- Resolution approving the STIP/MTIP Modifications (February)
- Wilmington Traffic Separation Study Executive Summary
- Wilmington Traffic Separation Study can be found at http://wdc.wmpo.s3.amazonaws.com/wp-content/uploads/2017/03/Final-Wilmington-TSS_3-6-17noappendixRS.pdf
- Resolution adopting the Wilmington Traffic Separation Study
- Map of Proposed US 17 Bypass Designation
- Resolution requesting the North Carolina Department of Transportation designate the Hampstead Bypass as US 17 Bypass and retain US 17 on the existing route
- Resolution requesting the North Carolina Department of Transportation re-examine the Traffic Noise Policy
- Resolution requesting the North Carolina Department of Transportation assign all highway projects in the Wilmington Urban Area MPO Planning Area Boundary to the NCDOT Division 3 office
- Letter from the Town of Carolina Beach
- Letter from the City of Wilmington
- Resolution supporting the allocation of Remaining Direct Attributable funds to the Town of Carolina Beach and City of Wilmington
- STBGP-DA and TASA-DA Reserve Anticipated Expenditures
- STBGP-DA and TASA-DA Potential Process Improvements
- Proposed STIP/MTIP Modifications (March)
- Cape Fear River Crossing Update (March)
- Wilmington MPO Project Update (March)
- Cape Fear Public Transportation Authority Update March)
- NCDOT Project Update (March)

Meeting Minutes
Wilmington Urban Area Metropolitan Planning
Organization Board Meeting
Date: February 22, 2017

Members Present:

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

Others Present:

Mike Kozlosky, Executive Director, WMPO
Karen Collette, Division Engineer, NCDOT

1. Call to Order

Mr. Doetsch called the meeting to order at 3:03pm.

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 members Excused Absence

Mr. Kozlosky told members that Mr. Breault submitted a request to be excused from today's meeting.

Mr. Piepmeyer made the motion to excuse Mr. Breault absence from the meeting. Mr. Rivenbark seconded the motion and it carried unanimously.

4. Approval of Agenda

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

5. Public Comment Period

Mr. Andy Koeppel told members that he wanted to praise Mr. Kozlosky for the fact the he invited Mr. Kevin Lacy to the last Board meeting to speak about future numbering plans for the Hampstead Bypass. He said he agreed with Mr. Lacy in that Highway 17 leading into Market Street should be designated as US 17 Business, while the Hampstead Bypass designation should be US 17. Mr. Koeppel told members that he would like to encourage them to pass a resolution endorsing that concept.

Mr. Koeppel stated that the major thing he wished to speak about is the rail re-alignment. He noted that conceptually it's a good idea. He said even though he does not have any clue about what the feasibility study is going to say, he is concerned that those funds may be competing for funds that we might want to set aside

for a southern bridge. Mr. Koeppel stated that the southern bridge may be a higher priority for most people. He told members that he wanted to bring it before everyone's attention that the existing feasibility study does not include the feasibility relative to the cost to eliminate all the grade-crossings in New Hanover County, as opposed to relocating the rail to Brunswick County. Mr. Koeppel told members that eliminating the grade-crossings will certainly be substantially less than a billion dollars. If you take away the grade-crossings, the problem with traffic being held up goes away. He said that option should be included in the feasibility study and he would strongly recommend that the Board consider that approach when holding discussions with the consultant who is working on the feasibility study.

6. Presentations

a. Initiating the WMPO's 2042 MTP Development, Suraiya Motsinger, WMPO

Ms. Motsinger gave a presentation on the development of the WMPO's 2045 Metropolitan Transportation Plan (MTP). She told members that the WMPO is currently operating under Cape Fear Transportation 2040 and staff is at the point to begin looking at the process for developing the next plan. Ms. Motsinger noted that the MTP must be updated every five years. She told members that staff will work to incorporate the recommended changes from the Cape Fear Transportation 2040 process going forward in to the 2045 MTP. During the presentation, Ms. Motsinger reviewed the decision making process that will be put in place for the 2045 plan and the anticipated schedule/timeline moving forward to the adoption of the new MTP. A brief question and answer period followed.

9. Consent Agenda

a. Approval of Board Meeting Minutes

The minutes for the January 25, 2017 meeting were approved unanimously.

b. Opening of the 30-day public comment for the Wilmington Urban Area MPO's Draft FY 18 Unified Planning Work Program

c. Resolution approving the STIP/MTIP Modifications (January)

d. Resolution adopting the Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan

e. Resolution adopting the 2017-2021 Strategic Business Plan Targets, Objectives and Strategies

Mr. Williams made the motion to approve the consent agenda. Ms. Bozeman seconded the motion and it carried unanimously.

10. Regular Agenda

a. Resolution supporting the re-alignment of North Carolina Bicycling Highways 3 and 5 and request NCDOT to re-analyze Bicycle Highways Statewide

Ms. Doliboa told members that in August the WMPO received a letter from Mr. Paul Cozza, NC Ports Executive Director identifying potential safety concerns involved when mixing bicycle traffic with freight traffic. He requested that the designation of the Bicycle Highway be removed from South Front Street. Ms. Doliboa stated that she presented the request from Mr. Cozza to the Bike/Pedestrian Advisory Committee for discussion. The committee decided to create a sub-committee and invite the NC Ports to participate along with members from the Bike/Ped Committee and WMPO staff members to review the request and make a recommendation.

Ms. Doliboa told members that the WMPO met with NCDOT Bike and Pedestrian Division in October. They recognized the need for the Bicycle Highway routes to be reviewed and updated.

Ms. Doliboa said when the sub-committee convened in November, members noted that bike suitability map shows Front Street is listed as an advanced-rider route. She said the sub-committee discussed alternate routes that would accommodate inexperienced riders and tourist. Their recommended alternate route for NC Bicycling Highways 3 and 5 follows a path down Castle Street to 5th Avenue, to Willard Street, and then turning left on to 3rd Street which will take riders to Greenfield Avenue. The route will then follow the multi-use path to Lake Shore Drive. From Lake Shore Drive, riders will take Morning Side Drive to cross at a signalized crosswalk on to Central Boulevard. Riders will then merge in with the existing state bike route. A brief question/answer and discussion period followed.

Mr. Rivenbark made the motion to support re-alignment of North Carolina Bicycling Highways 3 and 5, and request that NCDOT re-analyze Bicycle Highways Statewide. Mr. Barfield seconded the motion and it carried unanimously.

11. Discussion

a. Potential Options for Expenditure of the Remaining Direct Attributable Allocations

Mr. Kozlosky told members that at the last meeting members discussed the fund balance remaining from the 2017 Surface Transportation Block Grant Program-Direct Attributable (STBGP-DA) and Transportation Alternatives Set Aside – Direct Attributable (TASA-DA) call for projects. Staff compiled a list of potential options for the Board for consider in allocating the remaining fund balance.

Mr. Kozlosky told members that the remaining balance from the 2017 call for projects, as well as the un-awarded amounts from previous years, total \$2.5 million dollars available for allocation.

Mr. Kozlosky reviewed the list of suggested options as follows:

- A.) Hold funds in reserve. Mr. Kozlosky noted that that will allow the member jurisdictions to request additional federal dollars towards their existing projects if needed.
- B.) Open up a second call for projects. Mr. Kozlosky explained that staff only received applications for 4 projects in the last call. He noted that some of that could be due to the member jurisdictions staffing capacity. If that is the case, we would run the risk of not receiving any additional applications.
- C.) Contact NCDOT and gage their interest in utilizing these funds to off-set some of their shortfalls in TIP projects that are federally funded projects
- D.) Flex these funds over to the Cape Fear Public Transportation Authority. Mr. Kozlosky told members that staff received a letter from Mr. Eby indicating that they would be interested in acquiring 4 compressed natural gas busses at about \$465,000.00 each. The Authority would provide the local match for these busses.
- E.) Provide funding to determine the Least Environmental Damaging Practical Alternative for the Cape Fear crossing. Mr. Kozlosky explained that it is estimated that the completion of that study will cost between \$1.5 and \$1.8 million. He noted that NCDOT informed staff that because the project is not funded in the State Transportation Improvement Program, they will propose to cease work on the study once they get to Concurrence Point 2A. Mr. Kozlosky said by providing funds to this effort, it will continue the study to determine what will be the Least Environmental Damaging Practical Alternative.

Mr. Piepmeyer asked if the Board could combine a mix of the options presented by staff. Mr. Kozlosky told members that the Technical Coordinating Committee (TCC) recommended a combination of A., D., and E. He said the TCC members did not indicate a dollar value to each, as they preferred that the Board identify the funding for each one.

Mr. Kozlosky told members that staff took the recommendation from the TCC and created four possible combinations for options A., D., and E. The combinations are as follows:

- #1) Purchase 1 CNG bus for Wave = \$372,000; Allocate \$750,000 towards Cape Fear Crossing Study; Keep \$1,429,913 in reserve for project overages
- #2) Purchase 2 CNG buses for Wave = \$744,000; Allocate \$750,000 towards Cape Fear Crossing Study; Keep \$1,057,913 in reserve for project overages
- #3) Allocate \$1,500,000 towards Cape Fear Crossing Study; Keep \$1,051,913 in reserve for project overages
- #4) Purchase 4 CNG buses for Wave = \$1,488,000; Keep \$1,063,913 in reserve for project overages

Mr. Piepmeyer told members he thought combining the options was the best solution. Mr. Barfield told members he agreed with the TCC recommendation. Mr. Barfield said members have recently had several conversations regarding support for an additional river crossing and this would help get to the next step in that process. He noted that at the same time, item D will provide funding for Cape Fear Public Transportation Authority and that will benefit both Brunswick and New Hanover counties in trying to get people back and forth.

Mr. Watkins asked Mr. Eby about the request for new busses. Mr. Eby told members WAVE currently has 39 fixed-route busses and shuttles in the fleet. He noted that 12 of the 21 larger busses have exceeded their useful life. Replacing the aging fleet would save on operating and maintenance costs every year. Mr. Eby told members about the challenges they face in finding federal funding for the purchase of new busses.

Mr. Williams told members that he feels that option A is the number one priority because if we've already started projects and they are coming up short, then we need to finish the ones we've started. Secondly with the Cape Fear Crossing, we need to finish that study and see what it says. He said he was not opposed to the request for the purchase of busses, he too would like to see more information. Mr. Williams said the options A and D are his top two priorities.

Mr. Doetsch asked staff to share more of the details regarding funding going forward. Mr. Kozlosky told members that the WMPO had \$1.3 million in requests for Direct Attributable funds last year and they received \$3 million in funding. He noted that the purpose of the discussion is to auto-correct and draw down some of that balance. Staff looked at several combinations for how the Board might utilize these funds. Mr. Kozlosky reviewed four different scenarios for expending the funds.

Ms. Swearingen asked if we would come up short on the Cape Fear Crossing and not be able to finish it if we don't allocate the \$1.5 million. Mr. Kozlosky stated that the \$1.5 million would get us to the point

of identifying the Least Environmental Damaging Practical Alternative. He noted that NCDOT indicated that we could break it up over a course of two years. That \$750,000 is included as part of combination options 1 and 2.

Staff reviewed the four combination options again for the Board and a general discussion followed regard the funding amounts for the different combinations.

Mr. Kozlosky stated that staff is looking for direction from the Board on coming back for adoption or approval in March.

Mr. Piepmeyer said the number 2 option is an equitable split between three different needs and all three of the needs are very worthy issues that the Board should address. Mr. Williams told members he leans toward option number 2, with option 1 as his second choice. He asked if staff could provide a list of projects that would be funded with the overage. Mr. Kozlosky said staff could pull that information together for the Board. Mr. Williams asked how time-sensitive this decision is. Mr. Kozlosky said DOT is asking because they are trying to identify and wrap up the draft STIP and they need to know if the WMPO is willing to put funds toward the crossing.

Mr. Barfield told members that he would like to move option #2. Mr. Anderson seconded the motion and it carried unanimously.

Ms. Bozeman suggested that before the final decision is made on finding project overages, the list needs to be looked at to see if there are any dire-needs that need to be done before anything else is done. Mr. Kozlosky said staff will bring a list of projects for over-runs to the next meeting.

b. STBGP-DA and TASA Process Improvements

Mr. Kozlosky told members that at the Board's request, staff was asked to review the STBGP-DA and TASA-DA processes to see if improvements can be made. He said staff met with TCC members regarding the processes and will be sending out a memo on the issues that were identified along with options/solutions available to work through those issues. Mr. Kozlosky said staff will work to put the process improvements in place prior to the next call for projects.

c. Unobligated PL Balances

Mr. Kozlosky told members that the unobligated PL balance is \$198,000 and he said that amount is relatively low in comparison to other MPOs around the state. He noted that there could be a rescission of funds in 2019 but staff does not anticipate any issues because our PL balance is low.

d. STIP/MTIP Modifications (February)

Mr. Kozlosky told members the modifications to the STIP/MTIP for February are for information purposes only and staff will bring a resolution to the March meeting for consideration.

e. Prioritization 5.0 Project Development/Evaluations

Ms. Motsinger told members that NCDOT's SPOT group is allowing MPOs to submit roadway projects a month in advance of the actual submittal due date. That will allow the SPOT staff to review the submittals, make suggestions and provide feedback regarding the projects to the WMPO staff prior to the actual submittal deadline. Ms. Motsinger said staff plans to submit the list of projects as outlined in

the memo provided in the meeting packet to the SPOT group on 28th of February. She asked members to contact staff if they had any questions or if they would add any projects to the submittal list. A brief question/answer and discussion period followed.

f. **March 29th Board Meeting**

Mr. Kozlosky told members that the March 29th meeting conflicts the Town Hall Day and asked members if that meeting should be rescheduled. Ms. Swearingen and Mr. Willis said they will be attending Town Hall Day. Consensus of the remaining members was to keep the date as scheduled since a quorum of members will be available.

12. Updates

Updates are included in the agenda packet.

13. Adjournment

With no further business, the meeting was adjourned at 4:30pm

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.**



Unified Planning Work Program

Fiscal Year 2018

DRAFT

**FY 2017-2018 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON, NORTH CAROLINA URBAN AREA**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a “cooperative, comprehensive, and continuing....” transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2017-2018. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

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

- Statewide Planning and Research Programs (SPR)-These funds are used by NCDOT to conduct work for the Wilmington Urban Area MPO.
- Federal Highway Administration Section 104(f) Funds-These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.
- Federal Transit Administration Section 5303 Funds-These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.
- Surface Transportation Program-Direct Attributable Funds- These funds are dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. They require a 20% local match.

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

Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 2017-2018

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

Line Item Code

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

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

II-A3 Street System Changes- No tasks foreseen.

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

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

II-A6 Dwelling Unit, Population, Employment Changes- Will measure land use changes by Transportation Analysis Zone between 2010 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington planning area boundary.

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

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

II-A9 Travel Time Studies- No tasks foreseen.

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

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

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

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

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

II-B3 Travel Model Updates- In concert with the North Carolina Department of Transportation, MPO staff will assist in the development of the 2045 travel demand model.

II-B4 Travel Surveys- No tasks foreseen.

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

II-B6 Community Goals and Objectives- Monitor public input as it pertains to goals and objectives set forth in the adopted Metropolitan Transportation Plan. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

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

II-B-8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model for further analysis as potential long range transportation improvement projects.

II-B9 Highway Element of Metropolitan Transportation Plan (MTP)- Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations in the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B10 Transit Element of Metropolitan Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions for inclusion in the update of the MTP. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B11 Bicycle and Pedestrian Element of the Metropolitan Transportation Plan- Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B12 Airport/Air Travel Element of the Metropolitan Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B13 Collector Street Element of Metropolitan Transportation Plan- Develop regionally acceptable collector street policies and program recommendations for inclusion in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B14 Rail, Waterway and Other Elements of Metropolitan Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of

process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the MTP. Ensure fiscal constraint in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B17 Congestion Management Strategies- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate strategies developed for the Congestion Management Process. Document process and solutions in the update of the MTP and CMP report. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

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

III-A Planning Work Program- Evaluation of FY 2018 PWP and development of FY 2019 PWP.

III-B Transportation Improvement Program- Adopt the 2018-2027 Transportation Improvement Program. Review and amend the 2018-2027 Transportation Improvement Program on an as needed basis.

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

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

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

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

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

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

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

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

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

III-D3 Special Studies- Consultant will be contracted to assist in the completion of the Metropolitan Transportation Plan and other studies completed by the MPO. These special studies include Leland Street Design Manual, Northern New Hanover Collector Street Plan, Wrightsville Beach Drawbridge Feasibility Study, and the Pender County Bike/Pedestrian Plan. The Cape Fear Public Transportation Authority will also work toward the completion of the Authority's Short-range Transit Plan.

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

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

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-A-5
Title	Transit System Data
Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2018
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	1,200
Section 5303 NCDOT 10%	1,200
Section 5303 FTA 80%	9,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-6
Title	Community Goals & Objectives
Task Objective	Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2018
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-10
Title	Transit Element of the LRTP
Task Objective	Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2018
Previous Work	Provided input and educated decision makers regarding the federal and state public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-16
Title	Financial Planning
Task Objective	Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2018
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-C-1
Title	Title VI
Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2018
Previous Work	Title VI program development and compliance efforts
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-C-3
Title	Minority Business Enterprise
Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2018
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-C-6
Title	Public Involvement
Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 2018
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-D-3
Title	Special Studies
Task Objective	The CFPTA, with assistance from the MPO, will engage consulting services for the development of the Authority's Five Year Short Range Transit Plan (FY18-FY22).
Tangible Product Expected	Compliance with FTA and NCDOT requirements and a Short Range Planning Report that meets the mass transportation needs of the community for the next five years.
Expected Completion Date of Products	December 2017
Previous Work	The Authority's Five Year Short Range Transit Plan Final Report dated June 2012.
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	
Section 5303 NCDOT 10%	
Section 5303 FTA 80%	
Section 5307 Transit - Local 10%	7,500
Section 5307 Transit - NCDOT 10%	7,500
Section 5307 Transit - FTA 80%	60,000
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-E
Title	Management & Operations
Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2018
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,800
Section 5303 NCDOT 10%	2,800
Section 5303 FTA 80%	22,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	



Wilmington Urban Area Metropolitan Planning Organization

FY2018 Unified Planning Work Program

Draft

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL		SECTION 5303			STBGP-DA		TDM		SECTION 5307			TASK FUNDING SUMMARY			
		Highway / Transit		Transit / Highway			Highway / Transit		Transit		Transit			LOCAL	NCDOT	FEDERAL	TOTAL
		LOCAL 20%	FHWA 80%	LOCAL 10%	NCDOT 10%	FTA 80%	LOCAL 20%	FHWA 80%	LOCAL 50%	NCDOT 50%	LOCAL 10%	NCDOT 10%	FTA 80%				
II-A	SURVEILLANCE OF CHANGE																
II-A-1	Traffic Volume Counts	10,600	42,400											10,600		42,400	53,000
II-A-2	Vehicle Miles of Travel	50	200											50		200	250
II-A-4	Traffic Accidents	600	2,400											600		2,400	3,000
II-A-5	Transit System Data	100	400	1,200	1,200	9,600	1,000	4,000						2,300	1,200	14,000	17,500
II-A-6	Dwelling Unit, Pop. & Emp. Change	400	1,600											400		1,600	2,000
II-A-7	Air Travel	50	200											50		200	250
II-A-8	Vehicle Occupancy Rates	50	200											50		200	250
II-A-10	Mapping	2,000	8,000				9,967	39,869						11,967		47,869	59,836
II-A-12	Bike & Ped. Facilities Inventory	600	2,400											600		2,400	3,000
II-B	LONG RANGE TRANSPORTATION PLANNING																
II-B-3	Travel Model Updates	2,000	8,000											2,000		8,000	10,000
II-B-6	Community Goals & Objectives	4,000	16,000	400	400	3,200	1,000	4,000						5,400	400	23,200	29,000
II-B-8	Capacity Deficiency Analysis	400	1,600				1,000	4,000						1,400		5,600	7,000
II-B-9	Highway Element of th L RTP	4,800	19,200											4,800		19,200	24,000
II-B-10	Transit Element of the L RTP	400	1,600	400	400	3,200								800	400	4,800	6,000
II-B-11	Bicycle & Ped. Element of the L RTP	4,000	16,000											4,000		16,000	20,000
II-B-12	Airport/Air Travel Element of L RTP	1,000	4,000											1,000		4,000	5,000
II-B-13	Collector Street Element of L RTP	600	2,400											600		2,400	3,000
II-B-14	Rail, Water or other mode of L RTP	1,000	4,000											1,000		4,000	5,000
II-B-15	Freight Movement/Mobility Planning	600	2,400											600		2,400	3,000
II-B-16	Financial Planning	400	1,600	800	800	6,400								1,200	800	8,000	10,000
II-B-17	Congestion Management Strategies	1,000	4,000				1,000	4,000						2,000		8,000	10,000
III-A	PLANNING WORK PROGRAM	224	896											224		896	1,120
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	200	800											200		800	1,000
III-C	CVL RGTS. CMP./OTR. REG. REQS.																
III-C-1	Title VI	250	1,000	800	800	6,400								1,050	800	7,400	9,250
III-C-2	Environmental Justice	600	2,400											600		2,400	3,000
III-C-3	Minority Business Enterprise	200	800	800	800	6,400								1,000	800	7,200	9,000
III-C-4	Planning for the Elderly & Disabled	50	200											50		200	250
III-C-6	Public Involvement	1,000	4,000	800	800	6,400								1,800	800	10,400	13,000
III-C-7	Private Sector Participation	400	1,600											400		1,600	2,000
III-D	INCIDENTAL PLNG./PROJECT DEV.																
III-D-1	Transportation Enhancement Plng.	50	200											50		200	250
III-D-2	Enviro. Analysis & Pre-TIP Plng.	50	200											50		200	250
III-D-3	Special Studies	2,000	8,000				11,000	44,000			7,500	7,500	60,000	20,500	7,500	112,000	140,000
III-D-4	Regional or Statewide Planning	100	400											100		400	500
III-E	MANAGEMENT & OPERATIONS	28,000	112,000	2,800	2,800	22,400	60,000	240,000	60,000	60,000				150,800	62,800	374,400	588,000
TOTALS		\$67,774	\$271,096	\$8,000	\$8,000	\$64,000	\$84,967	\$339,869	\$60,000	\$60,000	\$7,500	\$7,500	\$60,000	\$228,241	\$75,500	\$734,965	\$1,038,706

Anticipated DBE Contracting Opportunities for FY 2017-2018

Name of MPO: Wilmington Urban Area MPO

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

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	City of Wilmington	Consultant	\$36,000	\$45,000
III-D-3	Special Studies	Cape Fear Public Transit Authority	Consultant	\$60,000	\$75,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING THE FY 2017-2018 PLANNING WORK PROGRAM
OF THE WILMINGTON URBAN AREA**

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

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

WHEREAS, members of the Wilmington Urban Area Metropolitan Planning Organization Board agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2017-2018.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the FY 2017-2018 Planning Work Program for the Wilmington Urban Area.

I, Gary Doetsch, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 29th day of March, 2017.

Gary Doetsch, Chair

Subscribed and sworn to me this the ____ day of _____, 2017.

Notary Public

My commission expires_____.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION CERTIFYING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY
2017**

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

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

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

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

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2040, and meets all the requirements for an adequate Transportation Plan.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 29th day of March, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

2016-2017 Unified Planning Work Program Amendments

March 15, 2017

INCREASES:

II-A-6 Dwelling Unit and Population Changes – Based on anticipated expenditures, the line item increased by \$500

II-A-9 Travel Time Studies – Based on anticipated expenditures, the line item increased by \$500

II-A-10 Mapping – Based on anticipated expenditures, the line item increased by \$2,000

II-A-12 Bicycle and Ped Facilities Planning – Based on anticipated expenditures, the line item increased by \$1,000

II-B-9 Highway Element of LRTP – Based on anticipated expenditures, the line item increased by \$10,000

II-B-11 Bicycle and Pedestrian Planning – Based on anticipated expenditures, the line item increased by \$5,000

II-B-17 Congestion Management – Based on anticipated expenditures, the line item increased by \$2,500

III-C-2 Environmental Justice – Based on anticipated expenditures, the line item increased by \$500

III-C-4 Planning for the Elderly & Disabled – Based on anticipated expenditures, the line item increased by \$250

III-C-6 Public Environment – Based on anticipated expenditures, the line item increased by \$1,000

III-C-7 Private Sector Participation – Based on anticipated expenditures, the line item increased by \$500

DECREASES:

II-A-2 Vehicle Miles of Travel – Based on anticipated expenditures, the line item decreased by \$250

II-A-4 Traffic Accidents – Based on anticipated expenditures, the line item decreased by \$1,500

II-A-7 Air Travel – Based on anticipated expenditures, the line item decreased by \$250

II-A-8 Vehicle Occupancy Rates – Based on anticipated expenditures, the line item decreased by \$250

II-B-6 Community Goals and Objectives – Based on anticipated expenditures, the line item decreased by \$15,000

II-B-8 Capacity Deficiency Analysis – Based on anticipated expenditures, the line item decreased by \$1,000

II-B-10 Transit Element of LRTP – Based on anticipated expenditures, the line item decreased by \$2,000

II-B-12 Airport/Air Travel Time – Based on anticipated expenditures, the line item decreased by \$1,000

II-B-13 Collector Street Element of LRTP – Based on anticipated expenditures, the line item decreased by \$1,000

II-B-14 Rail, Waterway, and Other Mode – Based on anticipated expenditures, the line item decreased by \$1,500



TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL			SECTION 5303			STP-DA		TDM		SECTION 5307			TASK FUNDING SUMMARY			
		Local 20%	Highway / Transit FHWA 80%	Transit	Local 10%	State 10%	FTA 80%	Local 20%	Highway / Transit FHWA 80%	Local 50%	State 50%	Local 10%	State 10%	Transit	LOCAL	STATE	FEDERAL	TOTAL
II-A	Surveillance of Change																	
II-A-1	Traffic Volume Counts	8,800	35,200												8,800		35,200	44,000
II-A-2	Vehicle Miles of Travel														-		-	-
II-A-3	Street System Changes																	
II-A-4	Traffic Accidents	300	1,200												300		1,200	1,500
II-A-5	Transit System Data	100	400		1,200	1,200	9,600								1,300	1,200	10,000	12,500
II-A-6	Dwelling Unit, Pop. & Emp. Change	500	2,000												500		2,000	2,500
II-A-7	Air Travel														-		-	-
II-A-8	Vehicle Occupancy Rates														-		-	-
II-A-9	Travel Time Studies	100	400												100		400	500
II-A-10	Mapping	1,000	4,000												1,000		4,000	5,000
II-A-11	Central Area Parking Inventory																	
II-A-12	Bike & Ped. Facilities Inventory	250	1,000												250		1,000	1,250
II-B	Long Range Transp. Plan																	
II-B-1	Collection of Base Year Data																	
II-B-2	Collection of Network Data																	
II-B-3	Travel Model Updates																	
II-B-4	Travel Surveys																	
II-B-5	Forecast of Data to Horizon Year																	
II-B-6	Community Goals & Objectives	1,000	4,000		400	400	3,200								1,400	400	7,200	9,000
II-B-7	Forecast of Future Travel Patterns																	
II-B-8	Capacity Deficiency Analysis	200	800												200		800	1,000
II-B-9	Highway Element of the L RTP	4,000	16,000												4,000		16,000	20,000
II-B-10	Transit Element of the L RTP				400	400	3,200								400	400	3,200	4,000
II-B-11	Bicycle & Ped. Element of the L RTP	3,000	12,000												3,000		12,000	15,000
II-B-12	Airport/Air Travel Element of L RTP	250	1,000												250		1,000	1,250
II-B-13	Collector Street Element of L RTP	400	1,600												400		1,600	2,000
II-B-14	Rail, Water or other mode of L RTP	500	2,000												500		2,000	2,500
II-B-15	Freight Movement/Mobility Planning	200	800												200		800	1,000
II-B-16	Financial Planning	200	800		800	800	6,400								1,000	800	7,200	9,000
II-B-17	Congestion Management Strategies	1,000	4,000												1,000		4,000	5,000
II-B-18	Air Qual. Planning/Conformity Anal.																	
III-A	Planning Work Program	200	800												200		800	1,000
III-B	Transp. Improvement Plan	200	800												200		800	1,000
III-C	Cul Rpts. Cmp./Otr. Reg. Reqs.																	
III-C-1	Title VI	200	800		800	800	6,400								1,000	800	7,200	9,000
III-C-2	Environmental Justice	300	1,200												300		1,200	1,500
III-C-3	Minority Business Enterprise	100	400		800	800	6,400								900	800	6,800	8,500
III-C-4	Planning for the Elderly & Disabled	100	400												100		400	500
III-C-5	Safety/Drug Control Planning																	
III-C-6	Public Involvement	800	3,200		800	800	6,400								1,600	800	9,600	12,000
III-C-7	Private Sector Participation	150	600												150		600	750
III-D	Incidental Png./Project Dev.																	
III-D-1	Transportation Enhancement Png.	50	200												50		200	250
III-D-2	Enviro. Analysis & Pre-TIP Png.	50	200												50		200	250
III-D-3	Special Studies	28,000	112,000									6,250	6,250	50,000	34,250	6,250	162,000	202,500
III-D-4	Regional or Statewide Planning	100	400												100		400	500
III-E	Management & Operations	22,000	88,000		2,800	2,800	22,400	60,000	240,000	60,000	60,000	6,250	6,250		144,800	62,800	350,400	558,000
TOTALS		74,050	296,200		8,000	8,000	64,000	60,000	240,000	60,000	60,000	6,250	6,250		208,300	74,250	650,200	932,750

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION AMENDING THE FISCAL YEAR 2016-2017 UNIFIED PLANNING WORK
PROGRAM OF THE WILMINGTON URBAN AREA METROPOLITAN PLANNING
ORGANIZATION**

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

WHEREAS, the fiscal year 2016-2017 Unified Planning Work Program documenting the comprehensive and continuing transportation planning program in the Wilmington Urban Area was adopted by the Wilmington MPO's Transportation Advisory Committee; and

WHEREAS, the need for amendments of the fiscal year 2016-2017 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for fiscal year 2016-2017; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has the ability to amend the fiscal year 2016-2017 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the 2016-2017 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the amendments to the fiscal year 2016-2017 Unified Planning Work Program.

ADOPTED at a regular meeting Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2016-2025 STIP/MTIP Program

STIP/MTIP Amendments
(January 2017)

U-5948 NEW HANOVER PROJ.CATEGORY REGIONAL	US 17 (MARKET STREET), SR 1272 (NEW CENTER DRIVE). IMPROVE INTERSECTION. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT</u>
U-5954 NEW HANOVER REGIONAL PROJ.CATEGORY	NC 133 (CASTLE HAYNE ROAD), NORTH 23RD STREET. CONSTRUCT A ROUNDABOUT. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT</u>

**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 Board 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 U-5948 and U-5954; 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 the 2016-2025 State/Metropolitan Transportation Improvement Programs for projects U-5948 and U-5954.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2016-2025 STIP/MTIP Program

STIP/MTIP Modifications (February 2017)

U-5729A NEW HANOVER STATEWIDE PROJ. CATEGORY	US 421, US 117 (SHIPYARD BOULEVARD). INTERSECTION IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN AND FOR RIGHT OF WAY ACQUISITION AND UTILITY RELOCATION, DELAY RIGHT-OF-WAY FROM FY 18 TO FY 19 AND CONSTRUCTION FROM FY 21 TO FY 22.</u>	RIGHT OF WAY UTILITIES CONSTRUCTION	FY 2019 - \$1,000,000 (T) FY 2019 - \$500,000 (T) FY 2022 - <u>\$2,400,000 (T)</u> \$3,900,000
U-5729B NEW HANOVER REGIONAL PROJ. CATEGORY	US 421, US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON. UPGRADE ROADWAY. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN AND FOR RIGHT OF WAY ACQUISITION AND UTILITY RELOCATION, DELAY RIGHT-OF-WAY FROM FY 18 TO FY 19 AND CONSTRUCTION FROM FY 21 TO FY 22.</u>	RIGHT OF WAY UTILITIES CONSTRUCTION	FY 2019 - \$3,000,000 (T) FY 2019 - \$275,000 (T) FY 2022 - \$3,333,000 (T) FY 2023 - \$3,333,000 (T) FY 2024 - <u>\$3,334,000 (T)</u> \$13,275,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING MODIFICATIONS 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 Board 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 modify the State/Metropolitan Transportation Improvement Programs for projects U-5729A and U-5729B.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2016-2025 State/Metropolitan Transportation Improvement Programs for projects U-5729A and U-5729B.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary



NC Department of Transportation
RAIL DIVISION

WILMINGTON

TRAFFIC SEPARATION STUDY

FEBRUARY 2017



79-1

STV 100
Years

WILMINGTON TRAFFIC SEPARATION STUDY

February 2017



Gregory Sigmom, P.E.; Principal-In-Charge
STV Inc.



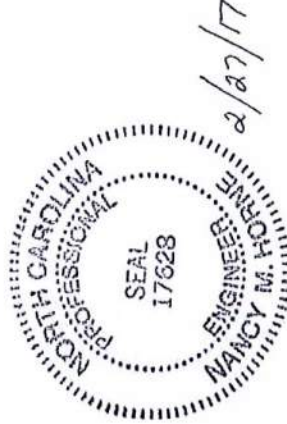


Kathryn Curry, AICP Project Manager
STV Inc.

For the North Carolina Department of Transportation



Nancy Home, P.E.; NCDOT Rail Division, Project Manager



For the City of Wilmington



Mike Kozlosky, Executive Director
Wilmington Metropolitan Planning Organization

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EXECUTIVE SUMMARY

In a joint cooperative effort with the City of Wilmington and CSX Transportation (CSXT), Wilmington Urban Area MPO, the North Carolina Department of Transportation (NCDOT) has completed the Wilmington Traffic Separation Study (TSS), focusing on 26 existing at-grade roadway-railroad crossings along a 6-mile span of the CSXT rail line which runs from the Port to Pembroke, NC. Wilmington's River to Sea Trail crosses the CSX within the study area, but was excluded from this study. The study team evaluated the CSXT rail line, as well as any planned or programmed railroad and roadway improvements within the study area. **Figure 1** defines the study area of the project.

The process involved public input and involved a series of meetings to gather information and receive public comments on proposed recommendations. These recommendations include safety improvements and possible closures at existing street/rail grade crossings in the City of Wilmington.

A Stakeholder Committee was comprised of members of CSX rail, NCDOT Rail Division and NCDOT Division 3. This committee was established to guide the development of the analysis and recommendations due to their role in providing financial assistance to the completion of the study, and possibly the implementation of approved recommendations. The Stakeholder Committee met twice over the course of the project; the first meeting was held on March 25, 2014 to introduce the project and study area; the second meeting was held on December 2, 2014 to present the draft recommendations and receive feedback on which draft recommendations should be presented to additional stakeholders and to the public.

The study team met with additional stakeholders in order to gain critical input in reaching consensus on grade crossing recommendations. These stakeholders included various city departments, local neighborhood associations, emergency response, and school district representatives met three times during the course of this study; June 10th 2014 March 25, 2015, and November 13, 2015. The Public Involvement program included two Citizens Informational Workshops (CIWs) and one neighborhood group meeting. These meetings are summarized below.

Citizens Informational Workshop #1

The first series of CIWs were held on June 9th and June 10th. 2014 Study team members were available to introduce the Wilmington Traffic Separation Study, to answer questions related to the study, and to receive comments to aid in developing recommendations for improving the 26 rail crossings.

Advertisements were placed in the Wilmington Star News, Greater Diversity Newspaper and the Wilmington Journal. There were also 1672 postcards sent out to residents located within the study area surrounding the railroad corridor. There were a total of 12 attendees at the meetings. Residents of area neighborhoods were primarily concerned with increased freight train activity, at-grade crossing safety, and investigating new freight railroad corridors. Comments included the need to close redundant crossings, concern over the frequency of train horns, and need for investigating grade separated crossings. Love Grove neighborhood (King Street crossing) expressed concern over the one neighborhood access point that requires residents and emergency response vehicles to cross the CSX Transportation corridor.

Citizens Informational Workshop #2

The second CIW was held on May 11th and 12th, 2015 at Wilmington City Hall and Sunset Park Baptist Church, respectively. The study team developed and presented preliminary study recommendations and renderings of improvements to the 26 crossings. Study team members were available to answer questions related to the study, and to receive comments on the preliminary recommendations on safety improvements and closures for the 26 rail crossings.

Advertisements were placed in the Wilmington Star News, Greater Diversity Newspaper and the Wilmington Journal. There were also 1672 postcards sent out to residents located within the study area surrounding the railroad corridor. There were a total of 45 attendees at the meetings. Residents of area neighborhoods were primarily concerned with access to homes and businesses north and south of the tracks. Some stakeholders perceived S. 8th and S. 10th Streets as local thoroughfares with substantial traffic, and felt that 7th Street and 9th Street would be better options for closures. Residents were concerned that dead-end streets in the southern section caused by the closures would be disadvantageous to the neighborhood. They shared their concern for aesthetic treatments of proposed barriers, maintenance of landscaped areas, the potential that these areas would be dumping grounds for trash, EMS accessibility to homes in the area, impediment of economic development initiatives, and the potential for increased criminal activities. At the Love Grove neighborhood, the King Street improvements were well-received but the need for a second access was also discussed.

Neighborhood Group Meeting

In an extra effort to reach residents in the area between S. 4th Street and S. 10th Street, a small group meeting was held on June 29th, 2015 at St. Andrews AME Zion Church. Concept renderings were revised based on feedback from the CIWs, and were shared with the group. Study team members were available to answer questions related to the study, and to receive comments on the recommendations.

Over 800 door hanger meeting announcements were delivered to local residents. There were a total of 48 attendees at the meeting. Residents re-iterated their concern that dead-end streets in the southern section of the study resulting from the proposed closing would disadvantageous to the neighborhood, and shared the same concerns shared at CIW #2. Additionally, they felt the closures would force vehicular traffic on roads that currently carried large volumes of traffic.

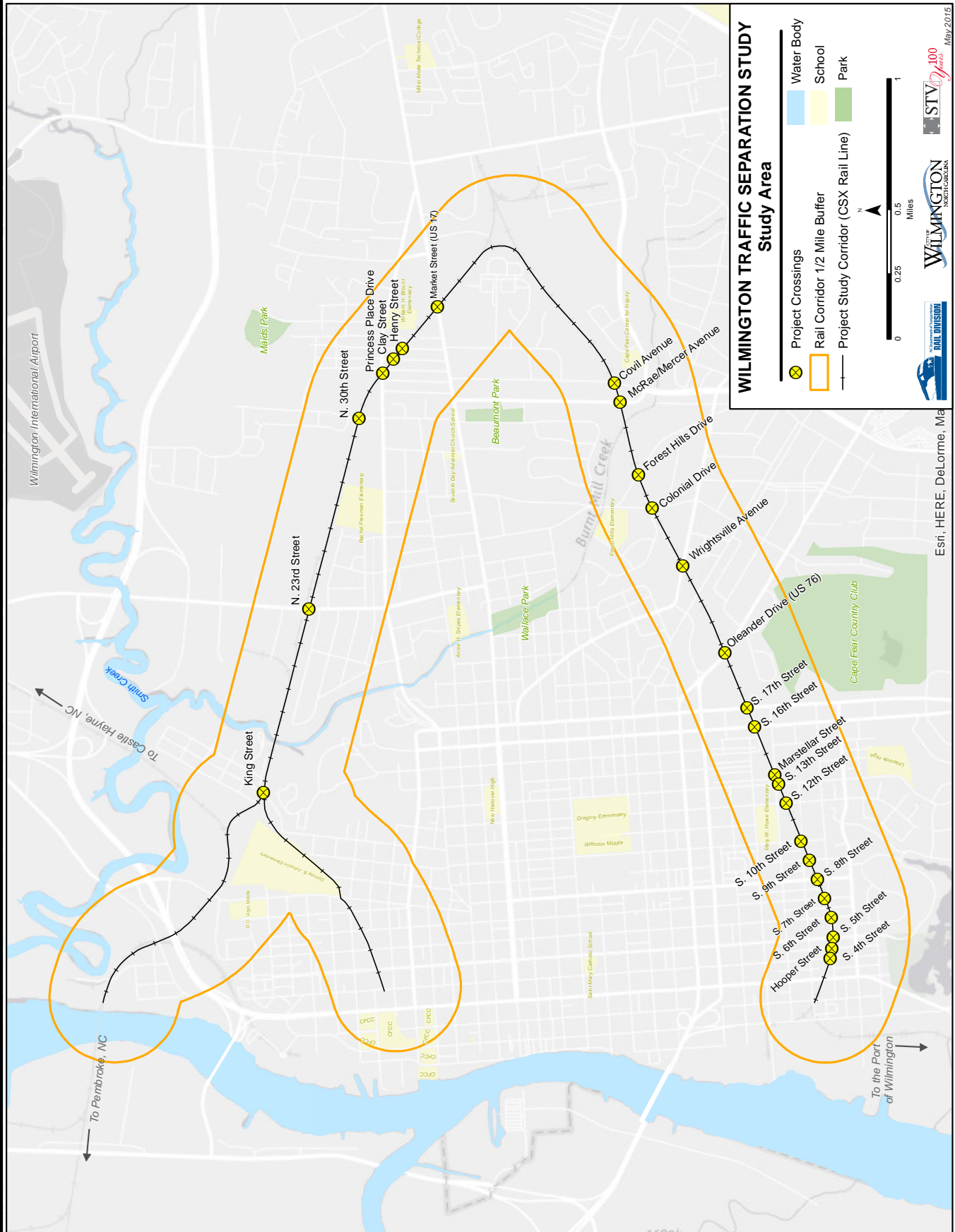


Figure 1 – Wilmington TSS Project Limits

Study Recommendations

The North Carolina Department of Transportation Rail Division recommends the following crossing improvements at this time. Additional recommendations are outlined in section G.

A. S. 4th Street (Crossing # 629 445S)

Signal and gate 4th Street and connect Hooper Street to S. 4th Street using Martin Street modifications. Martin Street's roadway classification proposed to be a driveway to provide access to adjacent parcels only.

B. Hooper Street/Martin Street (Crossing # 629 443D)

Close the at-grade crossing as well as close a portion of Martin Street from S. 4th Street to S. 5th Street. Install end of road markers, guardrail and landscaping (per CSXT standards). Define the edge of pavement to minimize parking within railroad limits on the southwest corner property of S. 5th Street and Martin Street.

C. S. 5th Street (Crossing # 629 442W)

Extend existing medians and construct concrete noses. Convert Martin Street on east side into driveway. Convert S. 5th Street into a complete street concept. Reduce the 4-lane cross section to a 2-lane cross section, incorporate bike lanes and on-street parking.

D. S. 6th Street (Crossing # 629 441P)

S. 6th Street at-grade crossing to remain open. Close Martin Street from S. 5th Street to Stroud Alley. Install curb and gutter and landscaping within Martin Street;

though providing a driveway along the northern side of Martin Street between S. 5th Street and S. 6th Street to access commercial properties.

E. S. 7th Street (Crossing # 629 440H)

Continue to operate the crossing as an at-grade crossing. Martin Street would be closed west of Stroud Alley. Install flashers and gates.

F. S. 8th Street (Crossing # 629 439N)

Keep S. 8th Street open; install flashers and gates and improve crossing surface. Construct Kidder Street connector between S. 8th Street and S. 9th Street.

G. S. 9th Street (Crossing # 629 438G)

Close the at-grade crossing and install end of road markers, guardrail and landscaping (per CSXT standards). Construct Kidder Street connector between S. 8th Street and S. 9th Street.

H. S. 10th Street (Crossing # 629 437A)

Crossing to remain open with Kidder Street Roadway modifications to include installing end of road markers and guardrail, and landscaping (per CSXT standards); upgrade flashers and install gates at S. 10th Street.

I. S. 12th Street (Crossing # 629 436T)

Continue to operate the crossing as an at-grade crossing. Install flashers and gates.

J. S. 13 th Street (Crossing # 629 435L)	Install gates at crossing.	Q. Forest Hills Drive (Crossing # 629 428B)	Install gates at crossing.
K. Marsteller Street (Crossing # 629 434E)	Improve existing crossing by replacing the rail seal and ensure there is horizontal clearance for two-way traffic. In addition, investigate possible extended gate arms to increase horizontal coverage of crossing closure due to the skewed crossing.	R. Mercer Avenue (Crossing # 629 427U)	Install gates at crossing.
L. S. 16 th Street (Crossing # 629 433X)	Improve the crossing surface and upgrade sidewalks.	S. Covil Avenue (Crossing # 629 426M)	Install cantilevers, improve crossing surface.
M. S. 17 th Street (Crossing # 629 432R)	Improve the crossing surface and upgrade sidewalks.	T. US 17/Market Street (Crossing # 629 290C)	Improve the crossing surface and install concrete median.
N. US 76/Oleander Drive (Crossing #629 431J)	Upgrade crossing signals and install concrete medians in order to prevent vehicles from crossing the at-grade crossing, as the gates do not protect all movements.	U. Henry Street (Crossing # 629 289H)	Upgrade signal system.
O. Wrightsville Avenue (Crossing # 629 430C)	Improve the crossing surface and upgrade signal system.	V. Clay Street (Crossing # 642 724T)	Close the at-grade crossing and install end of road markers, guardrail and landscaping (per CSXT standards). Construct new street connection between Henry and Clay Street.
P. Colonial Drive (Crossing # 629 429H)	Install gates at crossing.	W. Princess Place Drive (Crossing # 629 288B)	Install cantilevers, improve crossing surface, and provide pedestrian crossing.
		X. N. 30 th Street (Crossing # 629 287U)	

Install gates, improve surface crossing.

Y. N. 23rd Street (Crossing # 629 286M)

Improve crossing surface and install concrete median.

Z. King Street (Crossing # 629 284Y)

Install flashers and gates. Slightly re-align King Street, relocate utility pole, and improve crossing surface.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING THE WILMINGTON TRAFFIC SEPARATION STUDY

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

WHEREAS, in a joint cooperative effort with the City of Wilmington, CSX Transportation (CSXT), and Wilmington Urban Area Metropolitan Planning Organization, the North Carolina Department of Transportation (NCDOT) has completed the Wilmington Traffic Separation Study (TSS); and

WHEREAS, this study focused on 26 existing at-grade roadway/railroad crossings along a 6-mile span of the CSXT rail line which runs from the Port of Wilmington to Pembroke, North Carolina; and

WHEREAS, the Traffic Separation Study recommends crossing improvements at designated locations along this rail line; and

WHEREAS, these recommendations were based on both data and physical inspections at each of the crossing locations as well as public input; and

WHEREAS, these recommendations are identified in an effort to provide safer and improved mobility on and adjacent to the rail corridor for all modes of travel; and

WHEREAS, the Wilmington City Council adopted the Wilmington Traffic Separation Study on February 21, 2017.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Wilmington Traffic Separation Study.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2017.

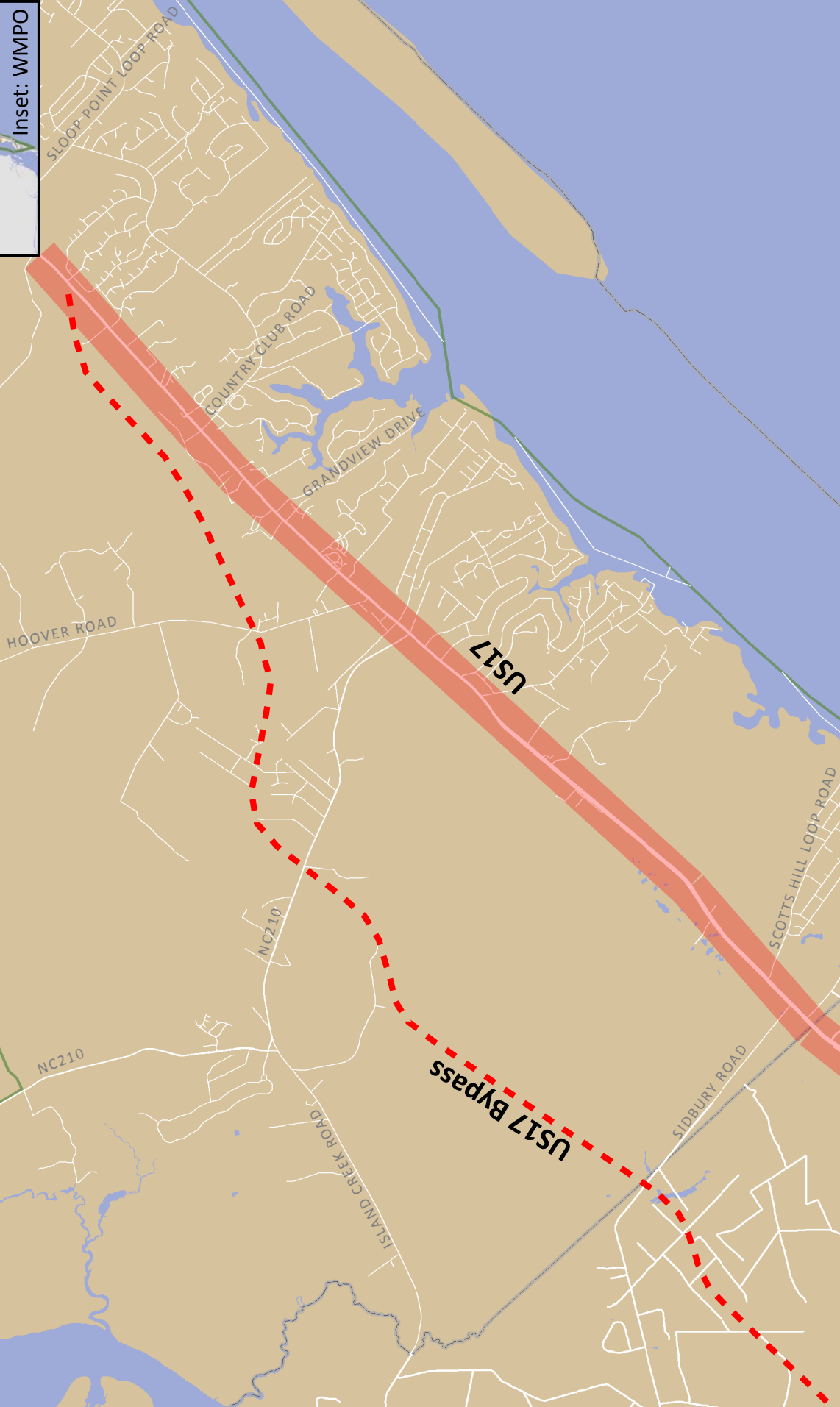
Gary Doetsch, Chair

Mike Kozlosky, Secretary



Inset: WMPO

US17 Routing Designation Recommendations



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION REQUESTING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION (NCDOT) DESIGNATE THE HAMPSTEAD BYPASS AS US 17 BYPASS
AND RETAIN US 17 ON THE EXISTING ROUTE**

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 right-of-way acquisition and construction of the Hampstead Bypass (R-3300B) from NC 210 to US 17 north of Hampstead is programmed for funding in the Draft 2018-2027 State/Metropolitan Transportation Improvement Program; and

WHEREAS, the right-of-way acquisition and construction of the Hampstead Bypass (R-3300A) from US 17 south of Hampstead to NC 210 is currently unfunded in the Draft 2018-2027 State/Metropolitan Transportation Improvement Program; and

WHEREAS, the North Carolina Department of Transportation coordinates with the United States Department of Transportation on highway designations; and

WHEREAS, once complete, the Hampstead Bypass will connect US 17 north of Hampstead in Pender County and US 17 (John Jay Burney Jr. Freeway) in New Hanover County; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires for the US 17 designation to remain on the existing route between the terminus of the Hampstead Bypass near Sloop Point Road to US 17 (John Jay Burney Jr. Freeway) in New Hanover County.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby requests that the North Carolina Department of Transportation designate the Hampstead Bypass as US 17 Bypass and retain US 17 on the existing route.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION REQUESTING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION (NCDOT) RE-EXAMINE THE TRAFFIC NOISE POLICY**

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 Department of Transportation's most recent Traffic Noise Policy was effective on October 6, 2016; and

WHEREAS, this is the policy on highway traffic noise and construction noise and describes the implementation of the requirements of the Federal Highway Administration (FHWA) Noise Standard in 23 Code of Federal Regulations Part 772 (23 CFR 772) as they relate to federal-aid and select state-funded highway construction in North Carolina; and

WHEREAS, the policy was developed by the NCDOT and reviewed and approved by the FHWA; and

WHEREAS, the policy describes the NCDOT process used in determining traffic noise impacts, abatement measures and the equitable and cost-effective expenditure of public funds for noise abatement; and

WHEREAS, as referenced in the Traffic Noise Policy, the Date of Public Knowledge of the location and potential noise impacts of a proposed highway project is the approval date of the final environmental document, e.g., Categorical Exclusion (CE), State or Federal Finding of No Significant Impact (FONSI) or State or Federal Record of Decision (ROD); and

WHEREAS, based on this policy, NCDOT is not responsible for evaluating or implementing any noise barriers to protect developed lands that were not permitted before the Date of Public Knowledge; and

WHEREAS, NCDOT advocates use of local government authority to regulate land development, planning, design and construction in such a way that noise impacts are minimized; and

WHEREAS, there is often a significant period of time between the Date of Public Knowledge and the construction of the highway; and

WHEREAS, during this period of time, undeveloped properties are approved and developed adjacent to the proposed corridor; and

WHEREAS, the subsequent construction of the highway then creates negative noise impacts on these adjacent property owners with no requirements for mitigation or installation of noise controls by the Department.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby requests that the North Carolina Department of Transportation re-examine the Traffic

Noise Policy to consider the situation described above and develop strategies to protect the citizens of North Carolina from these negative noise impacts.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION REQUESTING THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
(NCDOT) ASSISGN ALL HIGHWAY PROJECTS LOCATED IN THE WILMINGTON URBAN AREA
MPO BOUNDARY TO THE NCDOT DIVISION 3 OFFICE**

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 *NCDOT Restructure Study and Plan: A Report to the Joint Legislative Oversight Committee* was prepared and submitted to the Committee; and

WHEREAS, as part of this study, the Department reviewed their operations and organizational structure; and

WHEREAS, the plan provides for improvements to efficiency and effectiveness throughout the organization specific to project development and delivery, and allows the Department to better align the organization with the strategic goals; and

WHEREAS, the plan identifies a new organizational structure to shift project ownership to the fourteen (14) Divisions, project development resources available to Division offices and project development resources available to multidisciplinary teams; and

WHEREAS, project development and implementation are currently being managed at both the Division and Central offices; and

WHEREAS, based on current experiences, projects being managed at the Division level are being accelerated in project delivery; and

WHEREAS, in an effort to build upon this success and expedite project delivery, the Wilmington Urban Area Metropolitan Planning Organization desires for the Division 3 office to manage the design and project implementation of all of the highway projects located in the MPO planning area boundary.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby requests that the North Carolina Department of Transportation assign all highway projects located in the Wilmington Urban Area Metropolitan Planning Organization's boundary to the NCDOT Division 3 office.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

Dan Wilcox
Mayor

Tom Bridges
Council Member

Steve Shuttleworth
Council Member



LeAnn Pierce
Mayor Pro Tem

Gary Doetsch
Council Member

Michael Cramer
Town Manager

TOWN OF CAROLINA BEACH
1121 N. Lake Park Boulevard
Carolina Beach, North Carolina 28428
910 458 2996
FAX 910 458 2997

February 27, 2017

Tim Lowe, P.E., STP
Wilmington MPO
P.O. Box 1810
Wilmington, NC 28402

Re: DA Funding Request – U 5534 E/L – Carolina Beach Greenway

Dear Tim,

We understand that the TCC and TAC boards are currently considering allocation of current DA funds to jurisdictions experiencing or anticipating project cost overages. Please accept this letter as the Town's request for consideration of funding for the Carolina Beach Greenway Project.

I have attached the current Engineer's Cost Estimate for the project. We received plan approval from NCDOT last week so we do not anticipate further design-related cost increases. Current estimates are:

Current total cost estimate:	\$1,008,013.49
Total original cost estimate:	<u>\$732,645.00</u>
Estimated overage:	\$275,368.89

The overages have occurred due to the addition of a pedestrian bridge needed for the trail re-route around the Town stormwater pond behind the Carolina Sands neighborhood, a 15% administrative fee for NCDOT Construction Administration Fee the Town was not aware of until after execution of the Grant Agreements, and associated additional design fees to the trail re-route and the prolonged DOT review/approval process.

We understand the Town will be responsible for the required 20% match for funds approved. I will forward a resolution of support and match commitment from the Town Council after they take action at their March 14 meeting.

We appreciate your assistance and consideration of our request by the Board. Please let me know if you need additional information.

Sincerely,

Jerry Haite
Project Manager



City of Wilmington
Engineering
P.O. Box 1810
212 Operations Center Drive
Wilmington, NC 28402-1810

910 341-7807
910 341-5881 fax
www.wilmingtonnc.gov
Dial 711 TTY/Voice



February 28, 2017

Mr. Mike Kozlosky, Director
Wilmington WPO
P.O. Box 1810
Wilmington, NC 28402

Re: City of Wilmington
Park Avenue MUP, TIP U-5534-F

Dear Mr. Kozlosky,

I would like to bring you up to date on the progress of the City of Wilmington's Park Avenue MUP project. As you are aware, the project is intended to provide a multi-use path, approximately 2,590 LF from Audubon Blvd to Kerr Ave within the plaza area of the City's Park Avenue. The project design is at 95% with all permit and easements in hand. The initial cost estimate was \$400,000.

However the latest opinion of the project's cost from the City's Engineering Department shows a total project cost of \$612,549. With the funds that have been spent or committed to the engineering consultant, material testing, NCDOT review, other project related costs, and estimated construction costs, the estimated shortfall is \$300,000.

Therefore, City of Wilmington requests that the Wilmington MPO commit to the additional funding, with the understanding that the City of Wilmington would contribute the required 20 percent match of this additional request. We thank you in advance for your consideration.

Sincerely,

Carl H. Farmer, Jr., P.E.
Division Engineer

Cc: David Cowell, P.E., City Engineer

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF SURFACE TRANSPORTATION BLOCK
GRANT- DIRECT ATTRIBUTABLE RESERVE FUNDS TO THE ISLAND GREENWAY AND PARK
AVENUE MULTI-USE PATH – PHASE II PROJECTS**

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

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

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

WHEREAS, the STBGP-DA program was previously known as the Surface Transportation Program-Direct Attributable (STP-DA) program under Moving Ahead for Progress in the 21st Century Act (MAP-21); and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Board allocated FY 2013 and FY 2014 STP-DA funds to the Island Greenway Project between Mike Chappell Park and Alabama Avenue; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Board allocated FY 2013 STP-DA funds to the Park Avenue Multi-Use Path – Phase II Project between Audubon Drive and Kerr Avenue; and

WHEREAS, the Town of Carolina Beach has requested an additional \$220,295 from the Wilmington Urban Area Metropolitan Planning Organization's reserve funds for un-anticipated project costs; and

WHEREAS, the City of Wilmington has requested an additional \$240,000 from the Wilmington Urban Area Metropolitan Planning Organization's reserve funds for un-anticipated project costs; and

WHEREAS, if approved, both projects will require a 20% local contribution from the member jurisdiction for the local match.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of STBGP-DA reserve funds to the Town of Carolina Beach for the Island Greenway Project and to the City of Wilmington for the Park Avenue Multi-use Path – Phase II Project.

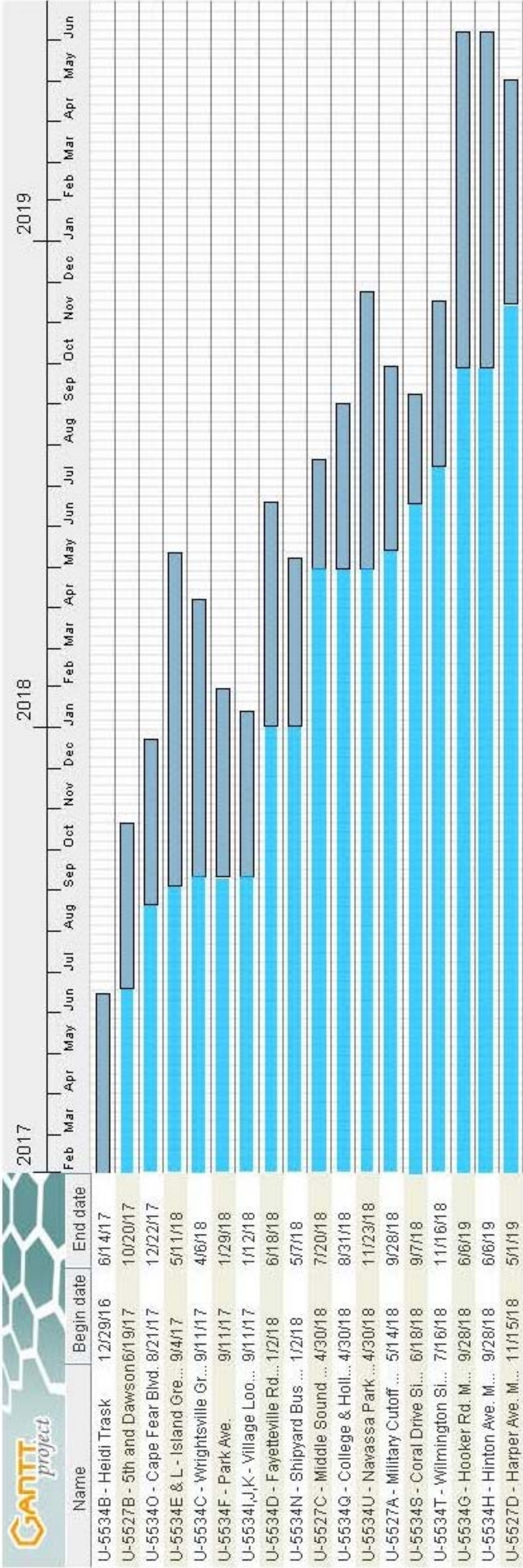
ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

STBGP-DA and TASA-DA
Anticipated Additional Fund Requests

Project #	Project Name	Member Jurisdiction	Award Year	Award Amount To-Date	Local Match	Project Stage	Anticipated FY of Construction	Anticipated Overage	Anticipated Surplus	Potential Additional Federal Fund Requests
5527A	Military Cutoff Multi-Use Path Extension	Wilmington	2013	\$ 222,151.50	25%	Design	2018	\$150,378.00	N/A	\$112,783.50
5527B	5th and Dawson	Wilmington	2014	\$ 94,987.00	20%	Design	2017	\$141,877.00	N/A	\$113,501.60
5527C	Middle Sound Multi-Use Path	New Hanover County	2014	\$ 90,000.00	20%	Not Started	2018	\$0.00	\$0.00	\$0.00
5527D	Harper Avenue Multi-Use Path	Carolina Beach	2015	\$ 222,151.50	20%	Design	2018	\$0.00	\$0.00	\$0.00
5534B	Heidi Trask Walkway	Wilmington	2013	\$ 560,000.00	20%	Construction	Current	\$0.00	\$0.00	
5534C	Wrightsville / Greenville Intersection	Wilmington	2013	\$ 340,400.00	20%	Design	2017	\$181,412.00	N/A	\$145,129.60
5534D	Old Fayetteville Rd. Multi-Use Path	Leland	2013 / 2015	\$ 353,000.00	50%	Design	2018	\$853,173.00	N/A	\$426,586.50
5534E/L	Island Greenway	Carolina Beach	2013 / 2014	\$ 586,030.80	20%	Design	2017	\$275,368.00	N/A	\$220,294.40
5534F	Park Avenue Multi-Use Path - Phase II	Wilmington	2013	\$ 320,000.00	20%	Design	2017	\$300,000.00	N/A	\$240,000.00
5534G	Hooker Road Multi-Use Path	Wilmington	2014	\$ 812,646.00	20%	Design	2019	\$258,596.00	N/A	\$206,876.80
5534H	Hinton Ave. Multi-Use Path	Wilmington	2014	\$ 293,673.00	20%	Design	2019	\$349,678.00	N/A	\$279,742.40
5534I	Village Road Multi-Use Path Extension	Leland	2014	\$ 97,914.00	30%	Design	2017	\$0.00	\$0.00	\$0.00
5534J	Old Fayetteville Rd. Pedestrian Loop	Leland	2014	\$ 193,427.00	30%	Design	2017	\$0.00	\$0.00	\$0.00
5534K	Leland Middle School Sidewalk	Leland	2014	\$ 222,932.00	20%	Design	2017	\$0.00	\$0.00	\$0.00
5534N	Shipyard Blvd. Bus Pullout	Wilmington	2014	\$ 240,000.00	20%	Design	2018	\$46,970.00	N/A	\$37,576.00
5534O	Cape Fear Blvd. Multi-Use Path	Carolina Beach	2015	\$ 425,639.00	20%	Design	2018	\$0.00	\$0.00	\$0.00
5534P	Westgate Multi-Use Path	Leland	2015	\$ 96,172.00	20%	Not Started	2019	\$0.00	\$0.00	\$0.00
5534Q	College Rd. and Holly Tree Ped. Crossing	Wilmington	2015	\$ 226,481.00	20%	Design	2018	\$34,000.00	N/A	\$27,200.00
5534S	Coral Drive Sidewalk	Wrightsville Beach	2015	\$ 233,600.00	20%	Not Started	2018	\$0.00	\$0.00	\$0.00
								\$2,591,452.00	\$0.00	\$1,809,690.80



Proposed STBGP-DA and TASA-DA Program Improvements

WMPO Board Meeting

March 29, 2017

	Project Management	
	Comment / Concern	Follow Up / Proposed Solutions
1	Existing local government staff not familiar with detailed NCDOT procedures	1) See below for discussion regarding Counties providing resources from their engineering departments. 2) See discussion regarding NCDOT taking over administration of projects. 3) Provide additional training via workshop series for member jurisdiction project managers. This is currently being implemented with the latest round of projects that were awarded funds.
2	Local government staff not adequately trained or experienced in construction management to administer these projects	1) The WMPO currently has staff for member jurisdictions' use for construction management. 2) See below for discussion regarding Counties providing resources from their engineering departments. 3) See discussion regarding NCDOT taking over administration of projects.
3	Difficulty in acquiring easements or ROW due to lack of adequately trained staff	1) See below for discussion regarding Counties providing resources from their engineering departments. 2) See discussion regarding NCDOT taking over administration of projects. 3) Provide additional training via workshop series for member jurisdiction project managers. This is currently being implemented with the latest round of projects that were awarded funds.
4	Project Administrative / Management Assistance	1) See below for discussion regarding Counties providing resources from their engineering departments. 2) See discussion regarding NCDOT taking over administration of projects. 3) Provide additional training via workshop series for member jurisdiction project managers. This is currently being implemented with the latest round of projects that were awarded funds.
5	LGA's not set up to take on engineering projects in NCDOT / FHWA format	1) See below for discussion regarding Counties providing resources from their engineering departments. 2) See discussion regarding NCDOT taking over administration of projects. 3) Provide additional training via workshop series for member jurisdiction project managers. This is currently being implemented with the latest round of projects that were awarded funds.
6	LGA staff capacity – time consuming and other priorities may take precedence at times	1) See below for discussion regarding Counties providing resources from their engineering departments. 2) See discussion regarding NCDOT taking over administration of projects. 3) Provide additional training via workshop series for member jurisdiction project managers. This is currently being implemented with the latest round of projects that were awarded funds.
7	Possibility for County's and Town's to partner for engineering assistance? (i.e. use County Engineer staff?)	Facilitate conversations between Town's and respective Counties to discuss this possibility.
8		

Preliminary Analysis / Applications		
	Comment / Concern	Follow Up / Proposed Solutions
1	Inadequate research or preliminary engineering undertaken prior to application submittal	Introduce project "due diligence" elements into the process. This will involve a proposed intermediate planning step that would look to properly scope and estimate costs for the project. Some options for accomplishing include: 1) Member jurisdictions hire a NCDOT pre-qualified consultant to work with the member jurisdiction to develop a project scope and estimate that will meet the member jurisdictions desires and meet the appropriate engineering requirements. 2) Increase the UPWP budget to allow for "due diligence / constructibility" studies. The MPO would then administer a call for these studies and make a criteria based selection. This will serve as an intermediate planning step.
2	Budgeting for NCDOT administration often not taken into account up front	This has been identified and clarified in the program guidance to make sure that these costs are identified in the project cost estimate.
3	Hold preapplication meeting to review the scope and schedule and review requirements. Ensure hidden costs for predesign, preconstruction cost, post construction cost, 15% construction administration cost.	Currently, a pre-application meeting is highly recommended in the project guidelines. One change that can be made, is to make this mandatory; however, it can also be addressed through the discussion above regarding "due diligence".
4	Need for tightening up cost estimates	See discussion above regarding "due diligence".
5	Getting match money appropriated	This is an item that needs to be discussed at the local member jurisdiction's level.
6	Risk Assessment – preference given for having program experience and for already completed partial design	Consider adding preference points to the scoring criteria for having a project manager assigned to the project that has previously managed FHWA / NCDOT funded projects in the past. There are already preference points awarded to projects that are partially through the project process.
7	Have a second engineer review estimates	See discussion above regarding "due diligence".
8	More robust pre-application process	See discussion above regarding "due diligence".

Project Process and Coordination (Local Level)		
	Comment / Concern	Follow Up / Proposed Solutions
1	We need to know the team members from DOT that will be directly involved and what will their role be in the process. Municipalities need direct access to these people so we know where the problems are and can expedite solutions. There needs to be people assigned to projects in the following roles. 1. Contract document review should be a specific person 2. Project manager 3. Individual specialist to review the proposal	These individuals have been identified in the required Project Manager training at the start of each Call for Projects. This has only been in effect since 2015 so some of the early projects did not receive this information. Additional refinement can also be done through the making sure roles are clearly defined at the recommended scoping meeting between NCDOT, WMPO, and the member jurisdiction, and making this scoping meeting mandatory or risk losing the funding. Many times it is also advisable to have the consultant involved as well once they are selected so that they know the individuals and everyone's roles on the project.
2	Currently we have someone from DOT who can navigate the system but he hasn't conveyed the specific details needed for each step. Mostly because he was unsure what should or should not be required.	Provide additional training via workshop series for member jurisdiction project managers. This is currently being implemented with the latest round of projects that were awarded funds. These workshops will hone in on the specific details and hands on training for each specific step in the project process.
3	Consolidate all projects together to simplify management and possibly experience some cost savings?	Follow up with NCDOT and FHWA will be required to investigate the feasibility of a program as described. Additionally, significant coordination and follow up will be required by the member jurisdictions to implement such a program as legal and financial elements will all come into play and need to be streamlined for this undertaking.
4	Monthly Reporting	This has been implemented at the start of 2017. We will continue with what was recently started and re-evaluate at a later date.
5	Unclear deadlines or milestones from funding sources	Improvements have been occurring in this since 2015 through provision of example schedules and general timeframes for different tasks, reviews, and requests. This is further being addressed through the proposed workshop program which is intended to be an assisted and detailed walk through of the various phases of the project.
6		
7		
8		

NCDOT / FHWA Process		
	Comment / Concern	Follow Up / Proposed Solutions
1	Applicants/Local Project Managers do not understand what will be required of them when making a submittal. Individual department comments will conflict.	Understanding the project submittals is much of what the hired consultant who is pre-qualified by NCDOT should be able to assist the member jurisdiction with. Staff may assist in providing the member jurisdictions with the information that NCDOT points to in the project agreement and may help in interpretation of those manuals and documentation; however, this is likely to be best served by the consultant who performs design work for the NCDOT on a regular basis. Regarding the conflicting comments, staff will bring this concern to NCDOT.
2	Simplify the review process for smaller processes. If no DOT property is involved why are DOT requirements imposed. If the local government is responsible for the infrastructure why is it being required to meet a higher standard? If it doesn't involve a DOT street the Town should be able to have some flexibility in design if we are willing to accept. Once you submit plans go simultaneous to MPO and send to Raleigh one time. Let that be it. Eliminate 30/60/90 plan reviews	Staff will follow up with NCDOT regarding this request. However, please note that the 30/60/90 plan reviews are not necessarily a requirement from NCDOT as this actually deviates from their typical project process. The 30/60/90 plan progression is a hybrid recommendation that is intended to protect the member jurisdictions from going too far down a path and pay a lot of money in design fees for something that ultimately requires NCDOT approval, and by requirement of FHWA, must meet NCDOT design standards and guidelines. If these things are not caught before 90% plans, the member jurisdiction could be caught exposed to very expensive change orders from their design firm or with projects that greatly exceed their conceptual construction estimates.
3	DOT needs to clarify language utilized for letting a proposal/project. Terms and processes utilized at the local government level are significantly different than what is used by DOT. This needs to be clarified during preapplication. DOT needs to review advertisement requirements and reference NC General Statute requirements for consistency.	Staff will bring these concerns to NCDOT.
4	More NCDOT Involvement? What is cost for NCDOT to take over management of projects from beginning to end?	Staff can follow up with NCDOT on this matter if the Board desires to proceed in this direction.
5	DOT does not show up for reviews or when they do show up they don't give comments. Disconnect in communication at project manager level to offer constructive guidance. They are waiting to an official submittal to finally give comments.	Staff will bring these concerns to NCDOT.
6	Small projects are taken through the same steps and complex projects. All projects are sent to Raleigh even for simple projects. Doesn't have to go to Raleigh but there is no one qualified local that can complete the review. Raleigh gives conflicting information with Division 3. Process to generate the final product is overly cumbersome. Eliminate DOT "process" that treats a multiuse path equivalent to the review specifics needed for an interstate highway.	Staff will bring these concerns to NCDOT.
7	Talk to NCDOT for relief on restrictions / regulations	Staff will discuss the need for the program requirements with NCDOT to see if any changes can be made to relax some of the plan requirements. Please note, however, that much of what is being required is standard across the Country, is fairly standard practice for linear projects, and NCDOT Division 3 has been very flexible to-date in comparison to other DOTs.
8	Extremely detailed requirements/limitations from the funding sources	Staff will share these concerns to NCDOT and FHWA.

Proposed Revisions to 2016-2025 STIP/MTIP Program

STIP/MTIP Modifications (March 2017)			
* R-5783	<u>VARIOUS, DIVISION 3 TRANSPORTATION</u>		2017 - \$200,000 (S)
PROJ.CATEGORY	<u>ALTERNATIVES PROGRAM.</u>	CONSTRUCTION	2017 - <u>\$800,000</u> (TAP)
DIVISION	<u>ADD CONSTRUCTION IN FY 17 NOT PREVIOUSLY PROGRAMMED.</u>		\$1,000,000



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

March 3, 2017

Project Description

The Cape Fear Crossing project is proposed as a 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. The project is programmed in the approved 2016-2025 and draft 2017-2027 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.

The following list includes tasks during the month of February:

Current Activities

- The project team continues to coordinate and correspond with project stakeholders.
- 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 under review by NCDOT.
- The Archaeological Predictive Model Update was finalized on February 13, 2017.
- 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.

Upcoming Activities

- The project team will provide the State Historic Preservation Office with additional information regarding impacts to various resources to finalize the Section 106 effect calls.
- The project team will plan to present the status of the project to the WMPO TAC in March 2017 before holding the next NEPA/Section 404 Merger Team Meeting.

Past Activities

- The project team held the Section 106 Effects meeting with the State Historic Preservation Office and Federal Highway Administration on 12/08/2016.
- The NEPA/Section 404 Merger Team reached Concurrence Point 1 – “Purpose and Need and Study Area Defined” on 12/12/2013.
- The NEPA/Section 404 Merger Team reached Concurrence Point 2 – “Detailed Study Alternatives Carried Forward” on 2/10/2014.
- Technical documents that have been finalized are available on the project website under “Project Documents.”

Contact Information

NCDOT – Jay McInnis, jmcinnis@ncdot.gov, 919.707.6029

AECOM – Joanna Rocco, joanna.rocco@aecom.com, 919.239.7179

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

Email: capefear@ncdot.gov

Hotline: 1.800.233.6315

WILMINGTON MPO
TRANSPORTATION PLANNING
FEBRUARY 2017

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 on-going and 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:

- Receive direction from elected leadership regarding the progress of the Gulch Greenway Master Plan and the implementation of the Public Outreach Plan
- 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. Moffatt & Nichol is completing the study. The draft Physical Conditions, Socio-economic Conditions, Financial Conditions, Legal Conditions, Transit Economic Benefit Assessment, Transit Environmental Analysis Summary, Rail Transit Recommendations, Engineering Analysis, Environmental Analysis and Rail Environmental Analysis Summary reports have been reviewed and comments have been provided to the consultant. Public meetings were held on February 20th and 22nd.

Next Steps:

- The consultant is currently preparing the draft Financial Analysis, Executive Summary and Implementation Schedule reports.
- Hold a Task Force meeting in April
- Presentations to the Wilmington City Council and Wilmington MPO in April

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. The MPO and member jurisdictions have selected VHB to prepare these reports.

Next Steps:

- Contract with VHB to complete the Leland Street Design Manual and northern New Hanover Collector Street Plan
- Begin and complete the planning effort

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: 7 reviews
- New Hanover County Informal Plan Reviews: 2 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 2 reviews
- Town of Leland Informal Reviews: 0 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: 15 total (New Hanover County 4, City of Wilmington 7, Carolina Beach 0, Leland 1, and Pender County 3) new 2 and ongoing 13
- Pender County Development Plan Reviews: 6 reviews
- Pender County Informal Plan Reviews: 2 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 46 (11 new, 36 on-going)
- City of Wilmington Informal Reviews: 18 (4 new, 14 on-going)
- City of Wilmington Concept Reviews: 19 (17 new concept reviews- 2 on-going concept)
- COW Project Releases: 8 Full releases

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

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
- Alternative selected for addressing later loads on the piles. Supplier providing pricing.
- DOT is reviewing revised structural design.
- City selecting Geo-tech consultant from on-call list to verify and finalize final design and provide construction support services.

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:

- Final plan package and contract documents anticipated submission March 15, 2017
- Property acquisition issues on two of the parcels (same owner). Anticipate R/W acquisition completed May 2017.
- 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:

- Revised 25% plans submitted in February
- Begin R/W acquisition anticipated December 2017
- Construction contract let is anticipated in May 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. The right of way certification received December 14, 2016. The design plans have been approved.

Next Steps:

- Comments on contract documents received. Revised contract documents need to be submitted.

- Anticipated let date needs adjustment: If additional funds are awarded at the MPO Board meeting this month, a supplemental agreement will be needed. I could be August or September 2017 for revised let date.

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. The right of Way certification was received November 2, 2016.

Next Steps:

- Final plans, specifications, contract documents, and final cost estimate need to be submitted to NCDOT for review
- Project let anticipated August 2017

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. The Letters of Interest has closed and the Town has received proposals.

Next Steps:

- The Town is working through contract negotiations with the consultant. Anticipated design NTP late February 2017.
- Anticipated Let Date: November 2017. May need to push to contractor NTP to summer 2018 due to amount of school traffic on the roadway.

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
- City following up on revised scope from McKim and Creed
- Revised 60% plans anticipated by May 2017
- Anticipated Let Date of Fall 2018

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
- City following up on revised scope from McKim and Creed
- Revised 60% plans anticipated by May 2017
- Anticipated Let Date of Fall 2018

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. The design plans are complete.

Next Steps:

- Right of way acquisition underway
- Right of way Certification anticipated April 2017
- Anticipated Let Date: August 20172017
- CEI has been selected

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. The design plans are complete.

Next Steps:

- Right of way acquisition underway
- Right of way Certification anticipated April 2017
- Anticipated Let Date: August 20172017
- CEI has been selected

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. The design plans are complete.

Next Steps:

- Right of way acquisition underway
- Right of way Certification anticipated April 2017
- Anticipated Let Date: August 20172017
- CEI has been selected

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:

- 25% plan comments received.
- 60% design plans anticipated in April 2017
- 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 6th Street to Dow Road.

Next Steps:

- Design consultant agreement executed
- 25% plan review completed by WMPO and NCDOT
- Waiting on 60% design submittal

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:

- 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:

- PE authorization request has been rescinded
- Project is on hold until the Town determines the route for the project

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 entering into a contract with LJB for design services
- Anticipated let date Fall 2018

U-5527B CITY OF WILMINGTON – 5th 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 approved
- Specifications sent to City Purchasing for preparation of contract documents
- NCDOT is reviewing intersection plans
- Right-of-way certification has been obtained
- PCE approval received
- Construction authorization request submitted

- Anticipated Let Date: May 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 selected Davenport for design
- Consultant preparing scope and fee
- NHC reaching out to NCDOT to request speed reduction on Middle Sound in the project vicinity

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
- Advertisement of PE Services is anticipated
- Anticipated let date June 2018

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. Pulsar is continuing to develop branding materials for the TDM program.

Next Steps:

- Continue regularly scheduled TDM Committee meetings
- Pulsar is preparing proposed branding materials
- 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 and potential Park & Ride lot locations
- Coordinate bike share presentations for interested employers



Cape Fear Public Transportation Authority

Project Update

March 2017

REGIONAL AUTHORITY PROJECTS

1. **Bus fleet replacement** - identifying state and federal funding opportunities to replace ten thirty-five foot buses, two trolleys, and eleven shuttles. The Authority continues to seek federal funding for replacement buses. Federal funding for two CNG replacement buses was appropriated by the WMPO Board in January 2017. A detailed update is in the *WMPO Sponsored Projects* section. Funding for two replacement diesel shuttle buses and three replacement CNG shuttle buses has been identified. Replacement vehicles should begin arriving in March 2017 and continue throughout the summer.
2. **Short Range Transportation Plan** - 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 funding partners, Board members, staff, WMPO staff, passengers, interested citizens, and professional transit planning consultants, the 9 - 12 month plan is an important tool in identifying and quantifying 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 and data collection to assess the needs of current and prospective passengers. A contract with Nelson Nygaard/HTNB Consulting is being finalized and is expected to be approved on March 23, 2017.
3. **Long Term Funding** - (no significant change) currently, the Authority does not have a dedicated source of local funding. Strategies to meet future revenue requirements will be identified during SRTP development. The Authority has drafted a *Short Range Final Plan* which was adopted on January 26, 2017. The financial plan findings will be reviewed by the SRTP consultant and included in the final plan.
4. **Shelter Program** - a program to replace and add up to 50 bus shelters and 25 benches at bus stops is underway. Construction of the first eight shelters is complete. Phase two, consisting of 12 shelters and 15 benches is expected to begin in March 2017. Phase three consisting of three super stops at Independence Mall, Hanover Center, and Monkey Junction is in the engineering and permitting phase.

WMPO SPONSORED PROJECTS

1. **Pleasure Island Special Appropriation** - (no change) an STBGP-DA transfer was approved by the WMPO in 2016 for \$75,000 to support Wave Transit route 301. The process of flexing the funds from FHWA to FTA is in process and expected to be complete in the first quarter of calendar 2017.

- 2. Wilmington Multimodal Transportation Center** - An Interlocal Agreement between Authority, City of Wilmington, WMPO, and NCDOT has been executed. Demolition of Haul building is complete. The NEPA document has been submitted and approved by FTA making the project eligible for federal funding. Thanks to generous support from the WMPO, STP-DA funding in the amount of \$2,400,000 has been flexed by FHWA to FTA for the project and a formal grant with FTA has been submitted. Approval of the grant application is expected in the first quarter of calendar 2017.

The real property transfer is complete. A contract with HR Associates for stabilization construction management and design of the renovations to the Neuwirth Motors and Thomas Grocery buildings has been executed. Due to issues with the original stabilization design under contract to NCDOT, stabilization design and engineering will need full revision. A Task Order in the amount of \$54,900 has been issued by the Authority to HR Associates of Wilmington for stabilization redesign. Stabilization redesign is nearing completion. Stabilization construction has been moved to spring 2017 for completion in summer/fall 2017. Renovation of the Neuwirth Building expected to commence fall 2017 with completion early in 2018.
- 3. Preventive Maintenance & ADA** - STP-DA funding in the amount of \$350,000 for preventive maintenance and ADA service throughout the region was approved by the WMPO in 2016. The process of flexing the funds from FHWA to FTA is in process and expected to be complete in the first quarter of calendar 2017. The funds will assist the Authority in maintaining its fleet of fixed route buses and FTA funded facilities to meet the FTA *State of Good Repair Requirement*. The preventive maintenance funding will ensure that Wave Transit vehicles are safe, reliable, and provide a positive and comfortable experience on Wave Transit routes throughout the region. The allocation does not represent all PM funding to the Authority but will serve to supplement current federal funding.

Americans with Disabilities Act (ADA) compliance utilized under the funding will be used to offset the cost of providing complementary ADA service for passengers unable to access Wave Transit fixed routes. Paratransit services provided under the WMPO authorized funding include specialized origin to destination van service. In January 2016 the Authority provided 1,597 ADA passenger trips. The period of performance for the project is 07/01/2016 through 06/30/2017.
- 4. Preventive Maintenance & ADA** - STBGP-DA funding in the amount of \$510,778 for preventive maintenance and ADA service throughout the region was approved by the WMPO in 2016. The process of flexing the funds from FHWA to FTA is in process and expected to be complete in the second quarter of calendar 2017. The funds will assist the Authority in maintaining its fleet of fixed route buses and FTA funded facilities to meet the FTA *State of Good Repair Requirement*. The preventive maintenance funding will ensure that Wave Transit vehicles are safe, reliable, and provide a positive and comfortable experience on Wave Transit routes throughout the region.

Americans with Disabilities Act (ADA) compliance utilized under the funding will be used to offset the cost of providing complementary ADA service for passengers unable to access Wave Transit fixed routes. Paratransit services provided under the WMPO

authorized funding include specialized origin to destination van service. The period of performance for the project is 07/01/2017 through 06/30/2018.

5. **Replacement CNG Buses** - In February 2017 the WMPO appropriated \$372,000 in FHWA funding for two replacement CNG buses. The Authority has a contract for the vehicles with Gillig, LLC. Final pricing pursuant to the PPI provisions of the contract are being calculated. Local matching funds are being finalized. A purchase order for the vehicles is expected to be approved on March 23, 2017. Pursuant to the contract, delivery is scheduled within 365 days of issuance of a purchase order.

March 16, 2017

WMPO Project Update List
Projects Under Construction

***Contract C203922: Greenfield Lake:** Realign and upgrade intersection at SR 1436/US 421 and SR 1140 (Burnett Blvd.) south of Willard Street.

Contractor has begun waterline relocations for proposed culvert. 60% complete.

Contractor plans to shut down 3rd Street and Burnett Blvd. on April 11th. Contract allows Contractor to close road until Mid-December.

Contractor: Mountain Creek Contractors Inc.

Bid Amount: \$3,156,247.36

Estimated Completion Date: October 2018

Percent Complete: 13.6%

***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: 69.8%

***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 June, 2018

Open to traffic on November 2017

Contractor: Balfour Beatty Infrastructure

Percent Complete: 83.4%

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.

Contractor: Balfour Beatty Infrastructure

Waiting on Final Estimate

Percent Complete: 100%

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

Percent Complete: 99.9%. Waiting on final estimate.

***U-3338B: (C203772)** Widening of Kerr Ave. from Randall Parkway to Martin Luther King, Jr. Parkway. Installing storm drain throughout project, and grading Multi-Use Path at Kerr Ave. and Randall Prkwy.

Estimated Contract Completion Date September 2019

Contractor: Sealand Contractors Corp.

Percent Complete: 34.4%

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: 100.0%. Waiting on Final Estimate

***B-4929: (C203789) Bridge @ Surf City NC 50/210** - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure. Moratorium for driving piles is April 1, 2017. The area where they are working is considered a Primary Nursery Area. No bottom disturbing activities can be performed in a PNA during the April 1- September 30 time frame. Contractor is working 24hrs a day/6-days a week. Installation of permanent casings has begun. Building temporary access trestle from mainland and island side.

Estimated Contract Completion Date November 2020

Contractor: Balfour Beatty Infrastructure

Percent Complete: 21.9%

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

Project is Complete. Waiting on final walk through.

Future Projects

R-3300B: US 17 Hampstead Bypass: Add new divided highway from NC 210 north to Sloop Point Loop Road. (Currently funded)

Let Date: FY2021

US 421: Grading, drainage, paving and install signal and culvert at the intersection of SR 1436 / US 421 and SR 1140 South of Willard Street. Miles (0.170).

Anticipated Completion Date: October 2018

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

Let Date September 2017

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

Construction will begin at Lendire Road, West of US 17 Business (Market Street) to US 17 Business (Market Street) SR 1403 (Middle Sound Loop Road). Realign roadway.

NCDOT currently providing inspector for relocating utilities.

Construction forecasted from FY2017 - FY2021

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-5710: US 74 (Eastwood Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway.

Let Date July 2021

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-5731: US 74 (US 17/US 421 in Wilmington)**

Construct a Fly-Over and Free Flow Ramp at interchange

Let Date September 2022

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-5734: US 421 (South Front Street)**

Widen to multi-lanes from US17 Business/US 76/US 421 (Cape Fear Memorial Bridge) to US 421 (Burnett Blvd.)

Let Date September 2023. Right of Way and Utilities Let 2021

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

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.

Feasibility Study in progress.

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.

***FS-1003B: Feasibility Study US 421 (Carolina Beach Road)** study the widening of roadway from Sanders Road to NC 132 (College Road).

Feasibility Study in progress.

Resurfacing Contracts - New Hanover County

Mill & resurface the following primary routes in New Hanover County: 2017CPT.03.07.20651

SR 1318 (Blue Clay Rd.) – from radius at intersection of SR 1322 (Kerr Ave.) to pvt seam at US 117. 2.89 miles.

SR 1324 (Sheridan Dr.) – from NC 133 to SR 1325 (Long Leaf Drive).

SR 1325 (Long Leaf Dr.) – from SR 1326 (Laurel Drive) to SR 1358 (Holland Drive).

SR 1326 (Laurel Dr.) – from SR 1358 (Holland Drive) to dead end.

SR 1332 (Chair Rd.) – from NC 133 west on NC 133.

SR 1382 (Garden Place Dr.) – from NC 132 to SR 1387 (Hyacinth Ave.)

SR 1383 (Wedgewood Rd.) – from SR 1382 (Garden Place Dr.) to dead end.

SR 1387 (Hyacinth Ave.) – from SR 1382 (Garden Place Dr.) to dead end.

SR 1668 (Balsam Dr.) – from SR 1667 (Hickory Knoll Dr.) to SR 1668 (Balsam Dr.).

SR 1669 (Darley Ln.) – from SR 1667 (Hickory Knoll Dr.) to SR 1686 (Royal Oak Dr.)
SR 1686 (Royal Oak Dr.) – SR 1492 (Myrtle Grove Rd.) to SR 1667 (Hickory Knoll Dr.)
SR 2071 (Arlene Dr.) – from NC 133 to end of maintenance.
SR 2181 (Blue Clay Rd. / Dairy Farm Rd.) – from SR 1002 (Holly Shelter Rd.) to SR 1336 (Sidbury Rd.).
SR 2199 (Creekstone Ln.) – from SR 1335 (Parmele Rd.) to end of maintenance.
SR 2200 (Plum Tree Lane) – from SR 2199 (Creekstone Ln.) to end of maintenance.
SR 2501 (Access Rd. to Monkey Jct.) – from US 421 to US 421.
SR 1322 (Murrayville Rd.) – from SR 2234 (Brittany Rd.) to SR 2691 (Retriever Dr.).
SR 2313 (Wilshire Blvd.) – from west of SR 1175 (Kerr Ave.) to east of Rosemont Ave.
SR 1400 (Flutch Creek Rd./Champ Davis Rd.) – from south of SR 2845 (Market Street) to SR 1491 (Porters Neck Rd.)
SR 2652 (Northchase Pkwy. NE) – from US 117 to cul-de-sac

Let Date Spring: 2017

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

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

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

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

Resurface the following secondary routes in New Hanover County:

SR 2699 (Amsterdam Way) - from SR 2700 (Old Dairy Rd.) to SR 2048 (Gordon Rd.)

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

Widen & resurface following routes in New Hanover County:

SR 1940 (Covil Farm Rd) - from SR 1409 (Military Cut-Off Rd) to SR 1916 (Red Cedar Rd)
SR 2717 (Torchwood Blvd.) - from US 17 Bus. (Market St.) to SR 2718 (Beacon Dr.)
Mill & resurface a section & just resurface another section of SR 1363 (Bayshore Dr.) from US 17 Bus. (Market St.) to SR 1393 (Biscayne Dr.)

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)

No activity to report to date

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

Estimated Contract Completion Date August 2017

Percent Complete: 12.6%

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.)

WBS #36249.3622 City of Wilmington signal plan modifications & work to install pedestrian upgrades at the intersection of US 117/NC 132 (S. College Road) and SR 2313 (Wilshire Blvd) to US-17 Business.

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.

Contractor: Barnhill Contracting Company

Percent Complete: 4.7%. Estimated Contract Completion Date February 2018

Resurfacing Projects - Brunswick County

Resurfacing Contract: C203923, 2017CPT.03.06.10101 & 2017CPT.03.06.20101

Brunswick County primary routes: 1 Section of US 74/US 76, 2 Sections of NC 87, NC 179, NC 904/179, and 41 Sections of secondary roads.

Percent Complete: 5.4%

***Estimated Completion Date: December 2017**

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)

Contractor: S.T. Wooten

Percent Complete: 100.0%. Waiting on final estimate

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 (9th 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

Contractor: Highland Paving Company

***Percent Complete: 100%. Waiting on final estimate**

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

***Percent Complete: 100%**

- Changes to Project Update List made March 15, 2017
- Traffic updates per Division Staff Meeting held March 14, 2017.
 - March 25th – Quintiles Marathon in Wrightsville Beach & Wilmington
 - April 5th – 9th – Azalea Festival in Downtown Wilmington
 - May 1st – 7th – Wells Fargo PGA Golf Tournament being held at Eagle Point Golf Club in Porters Neck.

If you have any questions, please contact Alan Pytcher at the Division 3 Office:
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