

**Wilmington Urban Area  
Technical Coordinating Committee  
Wednesday, October 17, 2018  
Meeting Minutes**

**Members Present**

Mike Kozlosky, Wilmington MPO  
Don Bennett, City of Wilmington  
Nick Cannon, Wilmington MPO  
Jerry Haire, Town of Carolina Beach  
Nancy Avery, Town of Kure Beach  
Rebekah Roth, New Hanover County  
Stephanie Ayers, North Carolina  
State Ports Authority  
Athina Williams, Town of Belville  
Ashlie Barefoot, Town of Leland

Barnes Sutton, Town of Navassa  
Helen Bunch, Brunswick County  
Pat O'Mahoney, Pender County  
Allen Serkin, Cape Fear Council of  
Governments  
Caitlin Marks, NCDOT Division of  
Highways  
Nazia Sarder, NCDOT Planning (via  
phone)

**1. Call to Order**

Mr. Kozlosky called the meeting to order at 10:03 a.m.

**2. Approval of Agenda**

Mr. Serkin made a motion to approve the agenda as presented, seconded by Ms. Ayers, and the motion carried unanimously.

**3. Presentations**

**a. College Road Improvement Projects - Chad Kimes, NCDOT**

Mr. Kimes gave an overview of the College Road improvement projects from Gordon Road to Monkey Junction. He noted that the combined project costs for the entire corridor totals \$300 million, which constitutes a large percentage of the Transportation Improvements Program (TIP) funds. He added that each of the projects had similar public meeting dates in June, and have similar right-of-way acquisition and let dates in October 2021 and June 2024, respectively.

Mr. Kimes gave a brief overview of the alternative selection process. In addition, he advised that the level of service (LOS) factor should be considered according to traffic delays, as opposed to category (A-F). He then gave an overview of alternatives for the projects, as follows:

**1. Gordon Road to New Centre Drive (U-5881 & U-5792)**

- a. **Free Flow\*** of College Road with Tight Urban Diamond Interchange (TUDI) over Martin Luther King Jr. Boulevard (MLK); additional interchanges at Kings Drive and Ringo Drive.
  - i. *\*Preferred by NCDOT due to fewer impacts to wetlands and better LOS, improved safety overall, and improved entrance to Wilmington with reduction of all conflict points from I-40 to interchange*
- b. **Superstreets** at Ringo and Kings; Single Point Urban Interchange (SPUI) of MLK over College Road.

**2. New Centre Drive to Carolina Beach Road (U-5702)**

Access management project seeking to reduce the number of driveways/conflicts on parcels, improve travel time, add turn lanes, improve capacity with three lanes each way along the entire corridor, and improve intersections as needed.

Mr. Kozlosky pointed out that the associated resolution for this project would need to be changed to include improvements to the section of College Road from Shipyard Boulevard to Carolina Beach Road.

3. **College Road to Oleander Drive (U-5704)** (three of the 11 alternates)
  - a. **Quadrant Design\*** - Remove lefts from main intersection and redirect these turns to Parkway Drive. Most commercial properties are protected; although a row of homes will be impacted.
    - i. *\*Preferred by NCDOT due to least commercial impacts, lower construction right-of-way costs, acceptable LOS, much less impacts during construction.*
  - b. **Continuous Flow Intersection** - Major commercial impacts.
  - c. **Tight Urban Diamond Interchange (TUDI)** - Substantial impacts.

In response to inquiry by Mr. Bennett, Mr. Kimes stated that acceleration of this project would depend on right-of-way acquisition.

4. **College Road to Carolina Beach Road (U-5790)**
  - a. **Flyover** (video) - Relatively expensive solution treating heavy movement left turns coming from Carolina Beach towards downtown and the Port
  - b. **Continuous Flow Intersection\*** - Fits pretty well within existing right-of-way.
    - i. *\*Preferred by NCDOT due to cost savings (almost half the cost of the flyover alternative) with less impacts during construction; less environmental impacts, and acceptable LOS.*

Mr. Kimes stated that the phasing of all of these projects will be challenging.

Mr. Kozlosky suggested that the Committee ask questions while Mr. Kimes is present as it will consider approving resolutions of support for the recommended alternatives later in the agenda.

Ms. Ayers inquired if emergency access was considered in light of the recent storm event. Mr. Kimes responded that it was. He noted that some of the nontraditional intersections would use a portable generator as a backup.

Mr. Bennett pointed out that the generator to operate the LEDs at the College Road and Oleander Drive intersection uses less energy than a hair dryer.

Regarding the Oleander Drive and South College Road intersection, Mr. Cannon inquired if any accommodation would be made to support bicycles and pedestrians crossing at Treadwell Street to access the park. Mr. Kimes responded that it could be introduced during the next step in the process, a meeting to discuss the design phase. He noted that the process will be similar to the numerous bicycle and pedestrian improvements to Military Cutoff Road and Eastwood Road.

**b. US 74 and US 17/US 421 Interchange Improvements - Chad Kimes, NCDOT**

Mr. Kimes gave an overview of the U-5731 project. He noted that three alternatives were presented as follows:

1. **Diverging Diamond** - Two signals. Safety concerns.
2. **Flyover** - Addresses heavy movement. One signal. Safety concerns.
3. **Trumpet\*** - All movements are free flowing. No signals. Bridging reduces environmental impacts.
  - i. *\*Preferred by NCDOT*

Mr. Serkin expressed concerns regarding the potential impacts to the Rail Realignment Project. Mr. Kozlosky responded that it would impact only one of the three routes proposed by the feasibility study; the one closest to US 421.

Mr. Kimes stated that the free flowing alternative has a better LOS than the other two alternatives, and a greater cost. However, the ultimate purpose and need to make this a free flowing interchange and reduce conflicts is met. He noted that a history of accidents exists with the existing store/truck stop.

Mr. Kozlosky stated that the diverging diamond alternative was eliminated due to safety concerns regarding traffic from the Thomas Rhodes Bridge and US 421.

Mr. Kimes stated that the right-of-way date is June 2020 and the let date is June 2022. He noted that each project generated different ideas and provided some opportunities for nontraditional solutions.

Mr. Kozlosky expressed appreciation to Mr. Kimes.

**4. Consent Agenda**

- a. **Approval of TCC Meeting Minutes – August 15, 2018**
- b. **Resolution authorizing the Chairman to enter into the FY 18-19 Section 5303 Agreement between the Wilmington Urban Area Metropolitan Planning Organization, City of Wilmington and Cape Fear Public Transportation Authority**
- c. **Resolution accepting donations for the Go Coast 2018 Commuter Challenge**
- d. **Resolution endorsing the creation of the Wilmington Urban Area Metropolitan Planning Organization's Go Coast Commuter Friendly Employer Program**
- e. **Resolution authorizing the Wilmington Urban Area Metropolitan Planning Organization to apply for NCDOT FY 2020 Transportation Demand Management Funding and provide the required local match**
- f. **Resolution Approving 2018-2027 STIP/MPO TIP Amendment #18-4**
- g. **Opening of the 30-day Public Comment Period for 2018-2027 STIP/MPO TIP Amendment #18-5**

Ms. Avery made a motion to approve the Consent Agenda, Items 4a through 4g, and to forward the Items to the MPO Board for consideration. Mr. Cannon seconded the motion and it carried unanimously.

**5. Regular Agenda**

- a. **Resolution supporting the North Carolina Department of Transportation's recommendation for the Free Flow design for College Road from Gordon Road to**

**New Centre Drive, a Tight Urban Diamond interchange at the Martin Luther King Jr. Parkway and College Road, and access management improvements between New Centre Drive and Shipyard Boulevard as the preferred alternative for the College Road improvements**

Mr. Kozlosky requested that the resolution of support be amended to include the access management improvements between New Centre Drive and Carolina Beach Road. He noted that this resolution is based on the analysis and recommendations of NCDOT.

Following further consideration, Ms. Barefoot made a motion to approve as amended the Resolution supporting the North Carolina Department of Transportation's recommendation for the Free Flow design for College Road from Gordon Road to New Centre Drive, a Tight Urban Diamond interchange at the Martin Luther King Jr. Parkway and College Road, and access management improvements between New Centre Drive and Carolina Beach Road as the preferred alternative for the College Road improvements. Ms. Avery seconded the motion, and it carried unanimously.

**b. Resolution supporting the North Carolina Department of Transportation's recommendation for the at-grade Quadrant as the preferred alternative for the intersection improvements at College Road and Oleander Drive**

Following further consideration, Mr. Bennett made a motion to approve the Resolution supporting the North Carolina Department of Transportation's recommendation for the at-grade Quadrant as the preferred alternative for the intersection improvements at College Road and Oleander Drive. Mr. Henley seconded the motion, and it carried unanimously.

**c. Resolution supporting the North Carolina Department of Transportation's recommendation for the Continuous Flow Intersection as the preferred alternative for the intersection improvements at College Road and Carolina Beach Road**

Following further consideration, Mr. Bennett made a motion to approve the Resolution supporting the North Carolina Department of Transportation's recommendation for the Continuous Flow Intersection as the preferred alternative for the intersection improvements at College Road and Carolina Beach Road. Ms. Roth seconded the motion, and it carried unanimously.

**d. Resolution supporting the North Carolina Department of Transportation's recommendation for the Trumpet interchange as the preferred alternative for the US 74 and US 17/US 421 Interchange Improvements**

Following further consideration, Ms. Ayers made a motion to approve the Resolution supporting the North Carolina Department of Transportation's recommendation for the Trumpet interchange as the preferred alternative for the US 74 and US 17/US 421 Interchange Improvements. Ms. Bunch seconded the motion, and it carried unanimously.

**6. Discussion**

**a. Division Needs Tier Local Input Point Assignment**

Ms. Abigail Lorenzo, Senior Transportation Planner, stated that included in the agenda packet are two options for the Local Input Point Assignment. Since the release of the agenda, further discussions have been held with NCDOT.

Ms. Lorenzo distributed a revision to the second option and requested guidance for moving forward with the Local Input Point Assignment with options as follows:

1. Input Point Assignment based on the current adopted methodology; or
2. Input Point Assignment in cooperation with NCDOT reallocating points from the costliest projects (Wilmington Rail Realignment, a portion of the Crossing, upgrading US 74/76 to interstate standards) to those with the greater potential of scoring within the Divisional Tier (\$150 million to \$200 million): Middle Sound Loop MUP, Wilmington Signal System Upgrade, US 17/Business 17-Porters Neck Interchange; or
  - a. Input Point Assignment reallocating points based on discussions with NCDOT from the Wallace to Castle Hayne Project to the Kerr Avenue Extension Project from Wrightsville Avenue to Oleander Drive.

Mr. Kozlosky stated that the MPO is able to deviate from the adopted methodology as long as it provides written justification for doing so. He noted that the question is whether the MPO abides by the adopted methodology or seeks to deploy more capital into the region and get more projects funded at the Division Needs Tier.

Ms. Ayers agreed with leveraging more projects for the region. She also inquired about the Cape Fear Crossing Project being split in two phases. Mr. Kozlosky responded that this happened when it was submitted. He noted that the points were placed on the section from NC 133 to US17.

Ms. Lorenzo pointed out that this section would potentially cost \$260 million.

In response to an inquiry by Ms. Ayers, Mr. Kozlosky explained that points were not originally assigned to the signal system upgrade because it wasn't in the MPO's long-range plan. He pointed out that it would be difficult to imagine the current system, which was upgraded in 2009, operating for 50 years.

Mr. Kozlosky stated that the signal system upgrade could be incorporated into the updated Metropolitan Transportation Plan (MTP) currently in progress, and be upgraded with state funds as opposed to federal funds in an upcoming round of funding.

Mr. Bennett stated that the signal system had a 15-year lifespan at the time that it was installed; but only 10 years by current standards.

In response to an inquiry by Mr. Serkin, Mr. Kozlosky stated that the justification for deviating from the methodology is collaboration with NCDOT.

Ms. Ayers spoke in favor of Option 2a. Ms. Bunch concurred and requested that the MPO continue searching for opportunities to segment projects that are most needed in order to increase their eligibility for funding.

Following further consideration Ms. Roth made a motion in favor of Option 2a, seconded by Mr. Bentley, and the motion carried unanimously.

**b. Transportation Alternatives - Set Aside Direct Attributable Funds Call for Projects**

Ms. Amy Kimes, Senior Project Engineer, stated that the Transportation Alternatives - Set Aside Direct Attributable (TASA) Funds are a subset of the total allocation from Federal Highways. She noted that no funds have been awarded yet for construction of

projects; although some are under design. She added that \$207,000 for the Military Cutoff Road project has been returned since it the project has been incorporated into the U-5710 project. She estimated that \$673,000 in TASA funds are currently available as of October 1st, and requested to know if any interest exists in a call for projects.

Ms. Kimes reminded the members that some Surface Transportation Block Grant Program (STPBG) funds are being held in reserve to address an anticipated shortage of funds. She noted that this has not been done with the TASA funds. She added that the only two projects that might request additional funds would be the 5th Avenue project with the City of Wilmington, and the Middle Sound Greenway project with New Hanover County, both of which are in the process of seeking better cost estimates. She explained that the Harbor Avenue Multi-use Path, Navassa Park, and Belville Elementary projects are not yet under design.

Ms. Kimes stated that this would be a stand-alone call for projects that would not be part of the five-year CIP toward which the MPO is currently working. She noted that the existing forms and submittal process would be used instead. She added that requests would not be limited to one year; but could be made for the entire project.

Ms. Kimes stated that in September of 2019, the federal government is planning on a recension of money. If there is no interest in a call for projects and in order not to lose any money, the MPO might work with NCDOT for it to incorporate TASA funds into projects within the MPO boundary. She explained that if NCDOT can show full use of its funds, more money might be brought into North Carolina.

A question/answer and discussion period was held regarding the use of the funds. Mr. Haire expressed an interest from the Town of Carolina Beach.

**c. 2018-2027 STIP/MPO TIP Modifications # 18-8**

Mr. Kozlosky stated that this item is for informational purposes only and will be brought back for approval at the next meeting.

**7. Updates**

Mr. Kozlosky reminded members that the updates are included in the agenda packet. He noted that Ms. Marks has contributed a map that has been included as well.

**8. Announcements**

Mr. Kozlosky stated that a Bike/Pedestrian Committee Meeting is scheduled for November 13<sup>th</sup> and the next meeting of the TCC will be held November 14<sup>th</sup>.

Mr. Kozlosky acknowledged the presence of new Associate Transportation Planner Zachary Manfredi and stated that the MPO is now fully staffed. Mr. Manfredi expressed appreciation and gave a brief overview of his professional background.

**9. Adjournment**

With no further items, the meeting was adjourned at 11:07 a.m.

**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.**