



525 N. 4th Street, Wilmington, NC 28401
P.O. Box 1810, Wilmington, NC 28402
(910) 341-3258
www.wmpo.org

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

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

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: May 22, 2026
SUBJECT: May 27th meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, May 27, 2026, at 3 pm. The meeting will be held in the WMPO Board Room located at 525 North 4th Street in downtown Wilmington, NC. Members of the public, MPO Board Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. MPO Board member attendance will be subject to the adopted Remote Participation Policy. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL:

<https://us06web.zoom.us/j/84645497547>

Simultaneous live audio of the meeting is also available via audio conference at the following dial in number: 1-646-558-8656.

Meeting ID: 846 4549 7547

Please join the meeting from your computer, tablet or smartphone.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Roll Call
- 3) Conflict of Interest Statement
- 4) Approval of Board Member Excused Absences
- 5) Approval of the Agenda
- 6) Public Comment Period (15 min.)
- 7) Presentations (10 min)
 - a. WMPO Data Hub Update- Greer Templer and Amanda Halbert, WMPO
- 8) Consent Agenda (5 min.)
 - a. Approval of Board Regular Meeting Minutes- April 29, 2026 (pg. 3-8)
 - b. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-5 (pg. 9-12)

Wilmington Urban Area Metropolitan Planning Organization

-
- 9) Regular Agenda (15 min.)
 - a. Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Public Participation Plan (pg. 13-37)
 - b. Resolution approving Locally Administered Projects Program (LAPP) FY 29 and 30 Special Call for Projects Submittal Guide and Scoring Matrix (pg. 38-52)
 - 10) Discussion (15 min.)
 - a. 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-6 (pg. 53)
 - b. Independence Boulevard Extension (pg. 54-72)
 - 11) Updates (15 min.)
 - a. Wilmington Urban Area MPO (pg. 73-82)
 - b. Cape Fear Public Transportation Authority (pg. 83-84)
 - c. NCDOT Division 3 (pg. 85-99)
 - d. NCDOT Transportation Planning Division (pg. 100-102)
 - 12) Announcements
 - a. WMPO Active Transportation Advisory Committee Meeting- June 9, 2026
 - 13) Next meeting – June 24, 2026

Attachments

- MPO Board Regular Meeting Minutes- April 29, 2026
- Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-5
- Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-5
- Draft WMPO Public Participation Plan
- Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Public Participation Plan
- Proposed Locally Administered Projects Program (LAPP) FY 29 and 30 Special Call for Projects Submittal Guide and Scoring Matrix
- Resolution approving Locally Administered Projects Program (LAPP) FY 29 and 30 Special Call for Projects Submittal Guide and Scoring Matrix
- 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-6
- Independence Boulevard Extension Memorandum
- Wilmington Urban Area MPO Update (May)
- Cape Fear Public Transportation Authority Update (May)
- NCDOT Division Project Update (May)
- NCDOT Transportation Planning Division Project Update (May)



525 N. 4th Street, Wilmington, NC 28401
P.O. Box 1810, Wilmington, NC 28402
(910) 341-3258
www.wmpo.org

WMPO Board Meeting Minutes

Wednesday, April 29, 2026

525 N 4th Street

Wilmington, NC 28401

Members Present, In person

Chuck Bost, Town of Belville
Lynn Barbee, Town of Carolina Beach
Brenda Bozeman, Town of Leland
Allen Oliver, Town of Kure Beach
Ken Dull, Town of Wrightsville Beach
Bill Rivenbark, New Hanover County
Stephanie Walker, Cape Fear Transportation Authority
Cassidy Santaguida, City of Wilmington
Mike Forte, Brunswick County
Rose Terry, Town of Navassa
Landon Zimmer, NC Board of Transportation

Members Present, Remote

Kevin Spears, City of Wilmington

Others Present, In Person

Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Krysdan Burden, WMPO
Beth King, WMPO
Ronda Hogan, WMPO
Caitlin Cerza, WMPO
Amanda Halbert, WMPO
Tessa Jones, WMPO
Luke Hutson, WMPO
Carolyn Caggia, WMPO
Regina Hopkins, WMPO

Bijan Saleni, A Caring Heart
Charlene Day, GFT
Trevor Carroll, NCDOT
Eric Ritzel, NCDOT
Jennifer Hakes
Michelle Howes, NCDOT
Megan Mullins, Greater Wilmington Chamber
Veronica Carter, Town of Leland
Mark Hairr, WAVE
Chris Coudriet, NHC

Others Present, Remote

Greg Laughter, WMPO
Adrienne Cox, NCDOT Div 3
Celia Miars, AECOM
David Hollis, Town of Leland
Debbie Willis
Doug LaFave, NCDOT
Eric Seidel, CFPWA
Eugene Young
Katie Hite, NCDOT
Nazia Sarder, NCDOT IMD
Hunter Smith, Town of Belville
Veronica Scott, NCDOT
WECT News
WWAY News

1. Call to Order

Chairman Barbee called the meeting to order at 3:00pm.

2. Roll Call

Mike Kozlosky, WMPO Director, called the roll.

Present: Chuck Bost, Lynn Barbee, Brenda Bozeman, Allen Oliver, Ken Dull, Bill Rivenbark, Stephanie Walker, Kevin Spears, Cassidy Santaguida, Rose Terry, Mike Forte, and Landon Zimmer

3. Conflict of Interest Statement

Chairman Barbee read the conflict-of-interest statement as required by North Carolina General Statute and requested any conflicts of interest be disclosed by the Board. There were no conflicts of interest.

4. Approval of Board Member Excused Absences

Mike Kozlosky reported that Brad George had requested excused absence. Chuck Bost made a motion to approve Brad George as an excused absence. Stephanie Walker seconded the motion, the motion passed unanimously.

5. Approval of the Agenda

Chairman Barbee requested to amend the agenda by moving the closed session directly after the approval of the agenda. Brenda Bozeman made a motion to amend the agenda by moving the timing of the closed session. Cassidy Santaguida seconded the motion, the motion passed unanimously. Allen Oliver made a motion to approve the amended agenda; Rose Terry seconded the motion. The amended agenda passed unanimously.

6. Closed Session

Mike Forte made a motion for the WMPO Board to enter closed session. Brenda Bozeman seconded the motion, the motion passed unanimously, the Board entered closed session at 3:05 p.m. Chairman Barbee reconvened the regular meeting of the WMPO Board at 3:36 p.m.

7. Public Comment

Bijan Salehi, Wilmington resident, spoke about upgrades he would like to see, including bike lanes, sidewalks, drainage systems, pedestrian crossings, planting of trees, widening of roads and repaving of existing roads.

Veronica Carter, Council member for the Town of Leland, addressed the Board concerning a resolution the Leland Town Council passed regarding the Cape Fear

Memorial Bridge. Ms. Carter voiced the concern the Council has about a toll option for the bridge replacement. She explained that it has come to the attention of the Leland Town Council that a road in Raleigh that was on the STIP and scheduled to have tolls, but somehow managed to lose the toll option and is still funded on the STIP. Ms. Carter, representing the Leland Town Council, would like the WMPO to look at other options that are fair and equitable approaches to funding the bridge replacement, including having the users that profit from the bridge, like the NC Ports to help fund. Ms. Carter mentioned that Leland would like to look at the Cape Fear Skyway, which is still on the STIP, as a viable alternative. Ms. Carter presented the WMPO Board with a copy of the Leland resolution and asked the Board to continue to explore all options regarding replacing the Cape Fear Memorial Bridge.

8. Presentations

a. WMPO Accessibility Update, Tessa Jones, WMPO

Tessa Jones, WMPO Public Information Officer, presented an update on the WMPO's website accessibility efforts beginning with a compliance overview and some of the common accessibility issues. She explained to the Board that the deadline was April 24, 2026, and this compliance is required for all agencies serving populations over 50,000. She further explained that after the WMPO met the deadline with 100% compliance, the deadline was delayed for a full year. Ms. Jones reviewed some common accessibility issues and updated the Board on the progress to date. She went over what the next steps will be. Ms. Jones opened the floor for questions, there were none.

9. Consent Agenda

- a. Approval of Board Special Meeting Minutes - March 25, 2026
- b. Approval of Board Regular Meeting Minutes – March 25, 2026
- c. Resolution Proclaiming May as Bike Month
- d. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-2
- e. Opening of the 30-day Public Comment Period for 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-3
- f. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-4
- g. Resolution supporting the City of Wilmington's application to the North Carolina Department of Transportation for the 2026 Multi-modal Planning Grant to develop a Multi-modal Network Plan
- h. Resolution encouraging the North Carolina Department of Transportation to install bike lanes on Castle Hayne Road as part of their upcoming resurfacing project

Chuck Bost made a motion to approve the consent agenda. Brenda Bozeman seconded the motion, the motion passed unanimously.

10. Regular Agenda

- a. Resolution approving Amendment #4 to the FY 26 Unified Planning Work Program
Regina Hopkins, WMPO Accounting Manager, reviewed Amendment #4 to the FY26 Unified Planning Work Program (UPWP) stating that in March the City of Wilmington announced that they were not going to charge the WMPO indirect charges, so this amendment moves the funds from the indirect charges line item to the management and operations line, making them usable for the rest of the fiscal year. Ms. Hopkins opened the floor for questions, there were none.

Cassidy Santaguida made a motion to approve Amendment #4 to the FY26 UPWP. Mike Forte seconded the motion, the motion passed unanimously.

- b. Resolution appointing the Active Transportation Advisory Committee Ex-Officio Members
Beth King, WMPO Transportation Planner, reviewed the five names that are up for appointment on the Active Transportation Advisory Committee as ex-officio members and background for each of them. The five members the committee is looking to have appointed as ex-officio members are: Al Schroetel, Liz Carbone, Kim Huffman, Eric Ritzel and Steve Zinder. Ms. King opened the floor for questions, Chairman Barbee asked if ex-officio is the correct term for these appointments and if they will be voting members. Ms. King answered that yes, they are voting members and the definition of ex-officio in this case is used loosely, not necessarily referring to their appointed office.

Stephanie Walker made a motion to approve the resolution appointing ex-officio members to the Active Transportation Advisory Committee. Allen Oliver seconded the motion, the motion passed unanimously.

11. Discussion

- a. 2026-2035 STIP/MPO Transportation Improvement Program Administrative Modifications #26-5

Mike Kozlosky explained that this administrative modification is for informational purposes only and will be brought back for action at another meeting.

- b. Locally Administered Projects Program (LAPP) Special Call for Projects Submittal Guide and Scoring Matrix

Krysdyn Burden, WMPO Grants Coordinator, reviewed the FY29-30 Special Call for Projects, highlighting the tentative timeline and the funding information. Ms. Burden reviewed the pre-submittal requirements, stating that the pre-submittal is a requirement for the final application. She explained the inflation and contingency

calculator, stating that the WMPO is available to help if the calculator is confusing to applicants. Ms. Burden also explained that applicants are expected to coordinate with WMPO staff throughout the project's lifecycle. Luke Hutson, WMPO Engineering Associate, reviewed the scoring rubric updates, and explained why changes were made. He went over the next steps that will be made by WMPO staff, and opened the floor for questions. Chairman Barbee asked if there were any substantive changes made to the rubric or were the changes more of a clean up and clarification. Ms. Burden replied that yes, most of the changes were for clarification and to ensure there is not a redundancy of points given. Chairman Barbee wanted to make sure that the rubric still reflected what the Board's priorities are.

c. Special Meeting – May 27, 2026

Mike Kozlosky requested the Board to hold a special meeting on May 27, 2026, at 1:00 p.m. to continue the conversation about the Strategic Plan Update.

Brenda Bozeman made a motion to approve the special meeting on May 27, 2026, at 1:00. Landon Zimmer seconded the motion, the motion passed unanimously.

12. Updates

a. **Wilmington Urban Area MPO**

Mike Kozlosky asked the Board if they would be okay participating in the WMPO newsletter as part of the "In the Driver's Seat" column. This column highlights the people of the WMPO. Chairman Barbee stated that he thought this was a great idea and it would help get the WMPO message out.

b. **Cape Fear Public Transit Authority**

Mark Hairr gave an update on the ridership numbers, how they have improved since the restructuring of the bus routes.

c. **NCDOT Division 3**

Trevor Carroll announced that NCDOT Project W-5703C, Carolina Beach Road at Willoughby Park, pedestrian improvements, has finally been awarded. Mr. Carroll stated that this is great news, they have been working on this project for almost a decade.

d. **NCDOT Transportation Planning Division**

Updates are in the packet.

13. Announcements

- a. WMPO Annual Survey Closes – April 30, 2026
- b. River to Sea Ride Expo – May 1, 2026
- c. River to Sea Ride – May 2, 2026

14. Next Meeting – May 27, 2026

15. Adjourn

The meeting was adjourned at 4:17 p.m.

Respectfully submitted,

Mike Kozlosky

Director

Wilmington Urban Area Metropolitan Planning Organization

THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS
RECORD.

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Administrative Modification #26-5**

STATEWIDE PROJECT

STIP MODIFICATIONS

<p>* C-5702E STATEWIDE PROJ.CATEGORY EXEMPT</p>	<p>- STATEWIDE PROJECT</p>	<p>NORTH CAROLINA CLEAN ENERGY TECHNOLOGY IMPLEMENTATION CENTER, SYSTEMWIDE CONDUCT EMISSIONS- REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES, INCLUDING EDUCATION AND OUTREACH. <u>MODIFY FUNDING AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.</u></p>	<p>FY 2026 - \$6,033,000 (CMAQ) FY 2026 - \$1,711,000 (L(M)) FY 2027 - \$3,000,000 (CMAQ) FY 2027 - \$750,000 (L(M)) FY 2028 - \$3,000,000 (CMAQ) FY 2028 - \$750,000 (L(M)) FY 2029 - \$3,000,000 (CMAQ) FY 2029 - \$750,000 (L(M)) FY 2030 - \$3,000,000 (CMAQ) FY 2030 - \$750,000 (L(M)) FY 2031 - \$3,000,000 (CMAQ) FY 2031 - \$750,000 (L(M)) FY 2032 - \$3,000,000 (CMAQ) FY 2032 - \$750,000 (L(M)) FY 2033 - \$3,000,000 (CMAQ) FY 2033 - \$750,000 (L(M)) FY 2034 - \$3,000,000 (CMAQ) FY 2034 - \$750,000 (L(M)) FY 2035 - \$3,000,000 (CMAQ) FY 2035 - \$750,000 (L(M)) \$41,494,000</p>
<p>* RX-2600 STATEWIDE PROJ.CATEGORY DIVISION</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, IMPROVE PASSENGER RAIL CROSSING ENGINEERING SAFETY INVENTORY PROGRAM. <u>MODIFY PRELIMINARY ENGINEERING FUNDING FROM FEDERAL TO STATE.</u></p>	<p>FY 2027 - \$500,000 (T) FY 2028 - \$500,000 (T) FY 2029 - \$500,000 (T) FY 2030 - \$500,000 (T) \$2,000,000</p>

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Administrative Modification #26-5**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

*HL-0179 BRUNSWICK PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1438 (LANVALE ROAD), SR 1472 (FLETCHER ROAD /	ENGINEERING	FY 2026 -	\$35,000	(BGDA)
		VILLAGE ROAD) INTERSECTION IN LELAND INSTALL		FY 2026 -	\$9,000	(HF(M))
		TRAFFIC SIGNAL.		FY 2026 -	\$316,000	(HF)
		<u>ADD RIGHT-OF-WAY AND UTILITIES AT THE REQUEST</u>	RIGHT-OF-WAY	FY 2026 -	\$225,000	(HF)
		<u>OF THE DIVISION.</u>	UTILITIES	FY 2026 -	\$500,000	(HF)
			CONSTRUCTION	FY 2028 -	\$1,465,000	(BGDA)
				FY 2028 -	\$366,000	(HF(M))
		FY 2028 -	<u>\$2,184,000</u>	(HF)		
			\$5,100,000			
HL-0180 PENDER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1563 (SLOOP POINT ROAD), SR 1565 (COUNTRY	ENGINEERING	FY 2026 -	\$116,000	BGDA
		CLUB DRIVE) INTERSECTION IN HAMPSTEAD. INSTALL		FY 2026 -	\$29,000	HF M
		TRAFFIC SIGNAL.	RIGHT-OF-WAY	FY 2027 -	\$280,000	BGDA
		<u>ACCELERATE PRELIMINARY ENGINEERING FROM FY</u>		FY 2027 -	\$70,000	HF M
		<u>27 TO FY 26, AND RIGHT-OF-WAY AND CONSTRUCTION</u>	CONSTRUCTION	FY 2027 -	\$1,112,000	BGDA
		<u>FROM FY 28 TO FY 27 AT THE REQUEST OF THE MPO.</u>		FY 2027 -	<u>\$278,000</u>	HF M
			\$1,885,000			
HL-0181 NEW HANOVER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 421 (LAKE PARK BOULEVARD), FEDERAL POINT	ENGINEERING	FY 2026 -	\$6,000	BGDA
		SHOPPING CENTER DRIVEWAY INTERSECTION		FY 2026 -	\$2,000	HF M
		NORTH OF BENNET LANE IN CAROLINA BEACH.	CONSTRUCTION	FY 2027 -	\$185,000	BGDA
		INSTALL TRAFFIC SIGNAL.		FY 2027 -	<u>\$46,000</u>	HF M
		<u>ACCELERATE PRELIMINARY ENGINEERING FROM FY</u>			\$239,000	
<u>27 TO FY 26 AND CONSTRUCTION FROM FY 28 TO</u>						
<u>FY 27 AT THE REQUEST OF THE MPO.</u>						

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Administrative Modification #26-5**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

<p>HS-2403AN NEW HANOVER PROJ.CATEGORY STATEWIDE</p>	<p>- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>US 421, INDEPENDENCE BOULEVARD INTERSECTION IN WILMINGTON. UPGRADE TRAFFIC SIGNAL AND ADD PEDESTRIAN ACCOMODATIONS. <u>ACCELERATE CONSTRUCTION FROM FY 27 TO FY 26 AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2026 - \$30,000 (HSIP) FY 2026 - <u>\$8,000</u> (T(M)) \$38,000</p>
<p>* HS-2403K PENDER PROJ.CATEGORY STATEWIDE</p>	<p>- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>US 17, SR 1561 (SLOOP POINT ROAD) NORTHEAST OF HAMPSTEAD. INSTALL TRAFFIC SIGNAL. <u>REMOVE RIGHT-OF-WAY AT THE REQUEST OF THE DIVISION.</u></p>	<p>UTILITIES</p>	<p>FY 2026 - \$1,000 (HSIP) FY 2026 - \$1,000 (T(M)) CONSTRUCTION FY 2026 - \$240,000 (HSIP) FY 2026 - <u>\$60,000</u> (T(M)) \$302,000</p>
<p>HS-2403N NEW HANOVER PROJ.CATEGORY REGIONAL</p>	<p>- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>US 117 / NC 132, SR 2206 (WEST NORTHCHASE PARKWAY) / SR 2257 (SOUTHEAST NORTHCHASE PARKWAY) INTERSECTION NORTH OF WILMINGTON. UPGRADE TRAFFIC SIGNAL. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2027 - \$90,000 HSIP FY 2027 - <u>\$23,000</u> T M \$113,000</p>

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #26-5 TO THE
2026-2035 STATE /MPO 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 2026-2035 State Transportation Improvement Program on July 9, 2025, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the 2026-2035 State/MPO Transportation Improvement Programs on July 29, 2025; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2026-2035 State/MPO Transportation Improvement Programs for Administrative Modifications #26-5.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2026-2035 State/MPO Transportation Improvement Programs for Administrative Modifications #26-5.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 27, 2026.

Lynn Barbee, Chair

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION**

Public Participation Plan



Table of Contents

Getting to Know the WMPO.....Page 1

What is the Public Participation Plan?.....Page 2

The Goals of this Plan.....Page 2

Connect With Us.....Page 3

Who is Involved in the Process?.....Page 4

Federal Certifications.....Page 10

Public Participation Strategies and Tools.....Page 11

WMPO Core Work Products and Plans.....Page 13

Working Together.....Page 19

Appendix.....Page 20

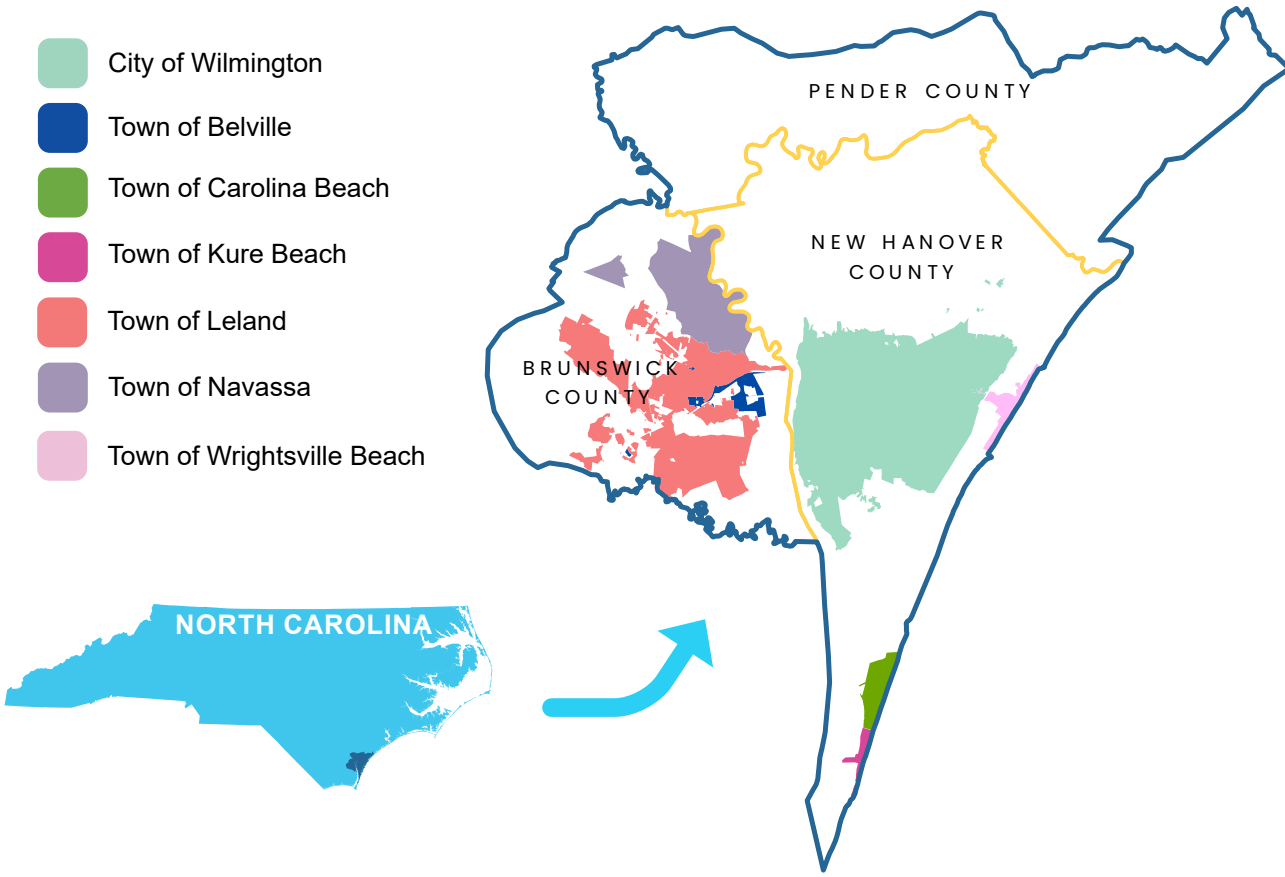
Getting to Know the WMPO

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) leads regional transportation planning in the greater Wilmington area. As a federally funded organization, the WMPO helps guide how federal transportation dollars are spent and ensures planning is coordinated, continuous, and comprehensive. Our work includes developing long-range transportation plans, reviewing projects, coordinating with local boards and committees, and setting regional transportation goals. Simply put, the WMPO brings together the community, local officials, and transportation experts to plan for safe, efficient, and reliable transportation in our region.

Here to Serve the Region

The WMPO’s planning area spans about 494 square miles and includes the City of Wilmington, the Towns of Belville, Carolina Beach, Kure Beach, Leland, Navassa, and Wrightsville Beach, as well as all of New Hanover County and portions of Brunswick and Pender Counties. The policy and direction of our organization are guided by a Board of representatives from these communities, Wave Transit, and the North Carolina Board of Transportation, all working together to plan for transportation that meets our region’s needs.

WMPO Planning Area Boundary



WMPO Mission:
 The mission of the WMPO is to create and carry out continuing, cooperative, and comprehensive regional transportation planning efforts that proactively guide transportation decisions to improve safety, connectivity, economic development, and quality of life throughout the Wilmington region.

What is the Public Participation Plan?

The WMPO's Public Participation Plan (PPP) outlines how the public is informed, engaged, and involved in the metropolitan transportation planning process. The PPP is designed as a blueprint for action to ensure that public participation is fair, transparent, and effective. WMPO planning work products, as well as major amendments to adopted plans and programs, must follow the public involvement requirements outlined in this PPP. The plan also ensures compliance with applicable federal requirements, including the Infrastructure Investment and Jobs Act (IIJA), Title VI of the Civil Rights Act, and the Americans with Disabilities Act (ADA).

The PPP serves as a guiding framework for meaningful public involvement across all major WMPO planning activities.

It establishes the policies, procedures, and techniques used to inform the public and gather feedback.

Your Involvement and Input Matter!

Meaningful public involvement is essential to the development and successful implementation of transportation plans, projects, and programs, and helps ensure that transportation decisions reflect the needs, values, and priorities of the region's residents, businesses, and stakeholders. This plan establishes the policies, procedures, and techniques used to inform the public and gather feedback from residents, community groups, partner agencies, and other interested parties throughout the WMPO. By expanding the information available to decision-makers, the PPP helps strengthen planning outcomes and promotes participation from all members of the community.



WMPO staff speaking with community member at an outreach event.

The Goals of this Plan

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



Ensure meaningful and timely public involvement in decision-making

Actively seek, consider, and respond to public input by providing clear, accessible opportunities for participation early and throughout WMPO planning and decision-making processes.



Promote transparency and understanding in transportation planning

Provide timely, understandable, and accessible information so the public, stakeholders, and decision-makers can understand transportation issues, processes, and outcomes.



Engage a broad and diverse range of community voices

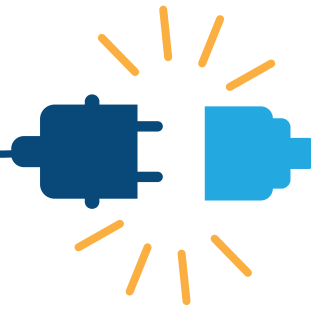
Use a variety of outreach methods and communication tools to reach diverse populations and encourage participation from a wide cross-section of the community.



Integrate and continuously improve public participation practices

Embed credible public participation processes into all WMPO activities, maintain effective feedback channels, evaluate outcomes, and adapt strategies to meet community needs and federal requirements, including IIJA, Title VI, ADA, and FTA/FHWA guidance.

Connect with Us!



Participate In-Person

Make a public comment at a WMPO Board meeting or visit WMPO's office at 525 N. 4th Street, Wilmington, NC 28401

Connect with us Online

Visit www.wmpo.org or www.gocoastnc.org

Follow us on:

Facebook: Wilmington Urban Area MPO | Go Coast

Instagram: [wilmingtonmpo](#) | [gocoastnc](#)

LinkedIn: Wilmington Urban Area Metropolitan Planning Organization

Nextdoor: WMPO

Call, Email, or Send a Letter

Email us at wmpo@wilmingtonnc.gov

Call us at (910) 341-3258

Send letters to the WMPO at:

Wilmington Urban Area MPO

525 N. 4th Street

Wilmington, North Carolina 28401

Come to an Event

WMPO participates in special events throughout the region and hosts events for the public to learn about projects and resources. Visit the WMPO website to view opportunities.



Who is Involved in the Process?

The WMPO is a cooperative partnership of local governments, transportation agencies, and planning partners that collaboratively address the region’s transportation needs through a coordinated regional planning process. As a federally mandated Metropolitan Planning Organization, the WMPO operates in accordance with federal transportation planning regulations and works in partnership with state and federal partners to help guide transportation investments throughout the Wilmington region. This process is directed by the WMPO Board, with input and recommendations from three standing committees and various ad hoc steering and subcommittees, as needed.

The WMPO Board





The WMPO is governed by a 13-member Board, which serves as the region’s transportation policy-making body. The Board is established in accordance with federal regulations (23 CFR § 450.104) and is composed of 12 elected officials and one appointed representative from local jurisdictions and transportation agencies with authority over transportation planning and project implementation within the WMPO planning area. The Board provides overall policy direction and approvals for the metropolitan transportation planning and programming process.

Each voting member is entitled to one vote. Non-voting members may include representatives from state and federal transportation agencies and other partner organizations, as identified in the WMPO’s adopted Memorandum of Understanding (MOU), and serve in an advisory capacity to support coordination and compliance with federal and state requirements.

WMPO Board Meetings

All WMPO Board meetings are conducted in accordance with North Carolina’s open meetings law, N.C.G.S. Chapter 143, Article 33C.

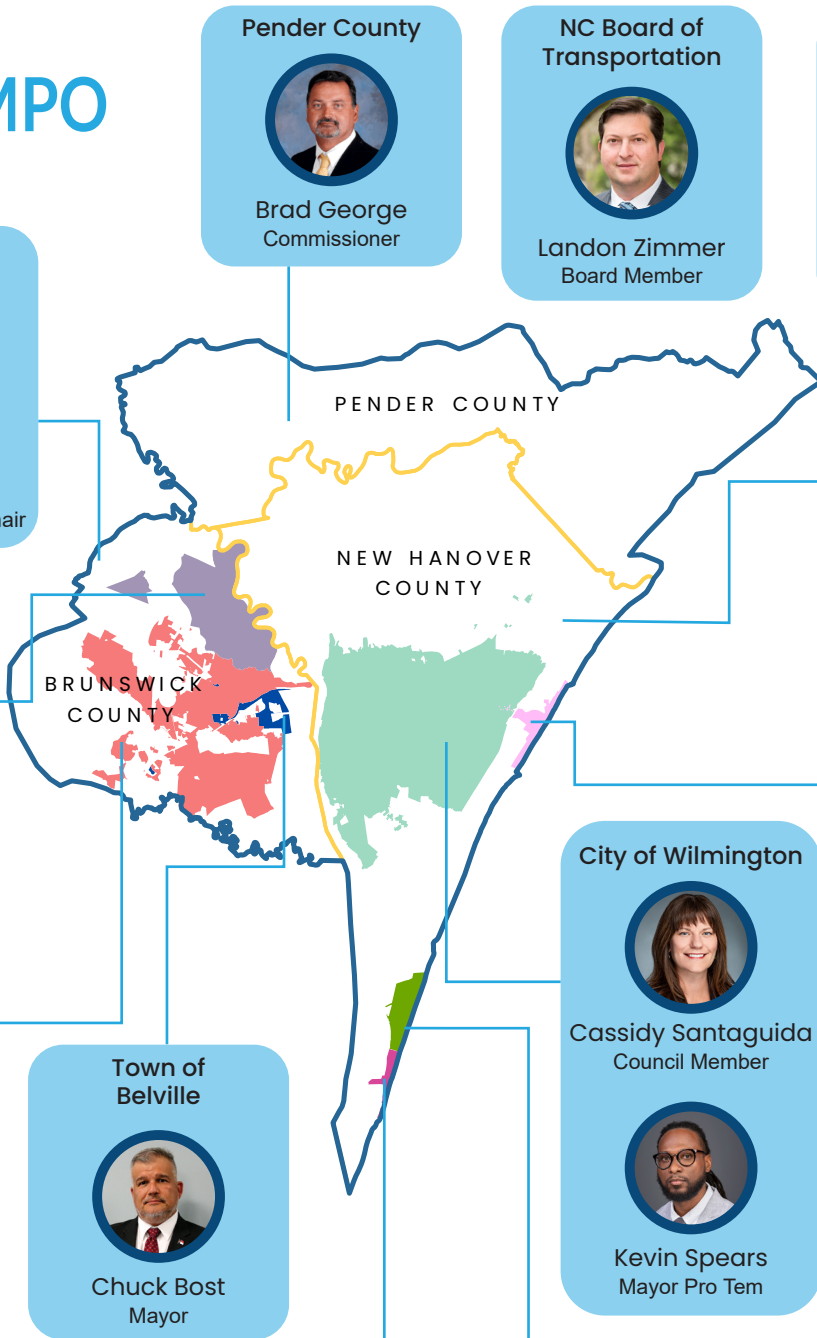
WMPO Board Regular Meetings

When 	Where 	Who 	What 
3:00 p.m. Last Wednesday of each month	WMPO Office or via Zoom	WMPO Board Open to the public	Agenda posted ≥5 days before the meeting at wmpo.org Begins with public comment period

There is typically no regular WMPO Board meeting in December. The dates, times, and locations of meetings are subject to change. Additionally, certain situations may require the WMPO Board to hold special and/or emergency meetings, or to hold meetings fully virtual.

2026 WMPO Board Members

Updated 5.7.2026



Pender County



Brad George
Commissioner

NC Board of Transportation



Landon Zimmer
Board Member

CFPTA



Stephanie Walker
New Hanover County
Commissioner

Brunswick County




Frank Williams
Commissioner
WMPO Board Vice Chair

New Hanover County



Bill Rivenbark
Commissioner

Town of Navassa



Rose Terry
Mayor

Town of Wrightsville Beach



Ken Dull
Mayor

Town of Leland



Brenda Bozeman
Mayor

Town of Belville



Chuck Bost
Mayor

City of Wilmington



Cassidy Santaguida
Council Member



Kevin Spears
Mayor Pro Tem

Town of Kure Beach



Allen Oliver
Mayor

Town of Carolina Beach



Lynn Barbee
Mayor
WMPO Board Chair

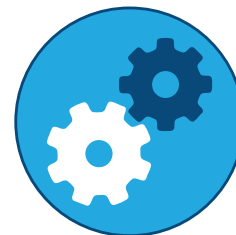
WMPO Non-Voting Board Members
 Federal Highway Administration
 Cape Fear Council of Governments
 North Carolina State Ports Authority
 New Hanover County Airport Authority
 North Carolina Turnpike Authority

Committees and Subcommittees

WMPO committees and subcommittees help the Board explore specific topics in more detail and better understand complex issues. They provide an opportunity for focused discussion that supports informed, transparent decision-making and helps guide the WMPO's transportation planning work. There are three standing committees: the Technical Coordinating Committee (TCC), the Active Transportation Advisory Committee (ATAC), and the Go Coast Committee. Plan-specific committees and Board subcommittees meet on an as-needed basis.

Technical Coordinating Committee (TCC)

The TCC provides overall oversight, direction, and coordination of the transportation planning process, and is responsible for making recommendations to the appropriate local and state government agencies, as well as the WMPO Board, on actions needed to support and advance the ongoing transportation planning process in the Wilmington region. The TCC is comprised of planners, engineers, and other staff from the WMPO's member jurisdictions and planning partners.



The TCC meets monthly and is composed of planners, engineers, and other staff from each member jurisdiction and WMPO planning partners.

TCC meets at 10 a.m., two weeks prior to the WMPO Board meeting, except December. Meetings are typically held in the Board Room of the WMPO office.

Active Transportation Advisory Committee (ATAC)

The ATAC is composed of members appointed by the Board and is responsible for making recommendations to the Board on implementing relevant programs, policies, projects, and funding priorities related to active transportation access. Active transportation refers to any human-powered means of transportation.

The ATAC advises the WMPO Board in three focus areas:

1. Safety & Education
2. Planning & Policy
3. Public Engagement & Community Partnerships

ATAC members represent local jurisdictions, agencies, and stakeholder groups. Members may be private citizens, employees of WMPO member jurisdictions, nonprofit employees, educators, students, healthcare providers, and more.



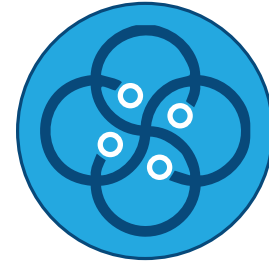
The ATAC meets every other month and is composed of citizens, subject matter experts, and stakeholders involved in matters related to active transportation.

The ATAC meets bimonthly on the third Tuesdays of February, April, June, August, October, and December at 2 p.m. in the Board Room of the WMPO office.

Go Coast Committee

The Go Coast Committee is composed of representatives from area employers, WMPO member jurisdictions, higher education institutions, and Wave Transit. The Committee guides the activities of the Go Coast program in implementing the short-range Transportation Demand Management (TDM) plan included in the WMPO's adopted Metropolitan Transportation Plan, *Cape Fear Navigating Change 2050*, as Appendix L.

The Go Coast Committee shapes the program's various events, challenges, and campaigns, including the annual commuter challenge in October, the Be A Looker safety campaign, and Bike Month in May. The committee also provides valuable employer perspectives needed to inform outreach and support programs for area employers. The Committee's input helps facilitate a shift away from driving alone toward other modes of transportation, supporting Go Coast's goals to mitigate traffic congestion, improve air quality, and enhance the travel experience for residents, employees, and visitors of the Cape Fear region.



Go Coast meets quarterly and is composed of staff from major employers throughout the region.

Go Coast meetings are held quarterly at 3 p.m. on the third Thursday of the second month of each quarter. The committee meets in person at the WMPO office in February and August, and meets virtually in May and November.

Citizens Advisory Committee (CAC)

The CAC is composed of individuals appointed by each WMPO Board member to assist in public engagement efforts during the development of the Metropolitan Transportation Plan (MTP). The committee is established by the WMPO Board at the start of the MTP development process and is dissolved following the completion of the plan. A meeting schedule for the committee is determined to correspond with the public engagement phases of the MTP's development.



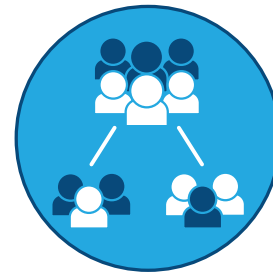
The CAC and MTPC meet during MTP development cycles. The CAC meeting schedule corresponds with public engagement phases, while the MTPC typically meets on a monthly basis.

MTP Advisory Committee (MTPC)

The MTPC is composed of technical staff from member agencies, planning partners, and modal subject matter experts to guide and oversee the development of the MTP. The committee is established by the WMPO Board at the start of the MTP development process and is dissolved following the completion of the plan. The MTP Advisory Committee typically meets on a monthly basis throughout the development of the technical components of the MTP.

Board Subcommittees

To help guide its work, the WMPO Board uses subcommittees to take a closer look at specific topics. Subcommittees are composed of Board members who meet to learn more about an issue, hear presentations, ask questions, and discuss ideas before bringing their findings and recommendations back to the full Board. They do not make final decisions; instead, they provide recommendations that inform Board discussions and actions. For example, the Alternative Funding Subcommittee explores ways to fund transportation projects beyond traditional sources. Other subcommittees include Boundary, Governance and Structure; Evaluation and Compensation; and Cape Fear Memorial Bridge Replacement Aesthetics.



WMPO Board subcommittees meet on an as-needed basis and provide recommendations to the Board regarding specific issues. Meeting schedules vary.

Meeting Notice and Agendas

Notice of WMPO Board and committee meetings, including special and emergency meetings, will be provided in accordance with the North Carolina Open Meetings Law, as set forth in North Carolina General Statutes Chapter 143, Article 33C. For regular meetings, agendas and supporting materials will be posted on the WMPO website at least five (5) calendar days prior to regularly scheduled meetings.

The WMPO Board adopts its regular meeting schedule for the upcoming calendar year at its final meeting of each year. Any changes to the adopted schedule will be publicly noticed in accordance with state law.

WMPO Meeting Notice Requirements



- The date, time, and place of the meeting.
- A brief description of the meeting.
- The contact information where individuals can obtain meeting information and a copy of the agenda.
- Information about how to obtain a record of the meeting as stated in North Carolina Open Meetings Law.
- If held solely electronically, post on WMPO's website the meeting's electronic location and means, and instructions where the public may watch a livestream and/or listen to the meeting.
- Contact information for persons with disabilities needing special accommodations to participate in the proceeding in accordance with the Americans with Disabilities Act and North Carolina Open Meetings Law.

Accessibility

All WMPO Board and Committee meetings will be held in facilities that are accessible to persons with disabilities and, where feasible, served by public transportation. Individuals requiring special accommodations, auxiliary aids, or language assistance to participate in a meeting are encouraged to contact the WMPO in advance. Instructions for requesting accommodations will be included in the meeting notices.

Virtual and Hybrid Meetings

WMPO meetings may be conducted in-person, virtually, or in a hybrid format, consistent with the North Carolina law. When meetings are held virtually or include a virtual participation option, the WMPO will take reasonable steps to ensure public access, which may include live streaming, call-in options, and the advance posting of agendas and presentation materials.

When in-person public comment is not feasible, alternative methods for submitting comments, including but not limited to, mail, email, voicemail, online forms, or other electronic means may be provided. Deadlines for submitting public comments will be clearly communicated and will allow reasonable time for public participation.

Public Comment During Meetings

Public comment is offered at regularly scheduled meetings of the WMPO Board and some of its advisory committees. Comment periods generally occur at the beginning of meetings and provide an opportunity for the public to speak on matters listed or not listed on the agenda.

Prior to the start of each regular meeting, a sign-up sheet will be available for those who wish to speak. Speakers are asked to state their name for the record before providing comments. Each speaker is limited to three (3) minutes, and the total public comment period shall not exceed fifteen (15) minutes. If necessary, the Board or advisory committee Chair may extend the public comment period by a majority vote of the Board or committee.

For meetings held in a hybrid format (both in-person and virtual), public comment is accepted in person only, in accordance with the WMPO’s public comment policy.

Public Hearings

For certain projects, plans, and programs, federal, state, or local law may require a public hearing. The purpose of a public hearing is to provide public input into a decision to be made by a local government unit or body. Public hearings are conducted per the requirements of applicable statutes and the WMPO’s adopted Rules and Procedures.

WMPO Meetings Summary	Meeting Frequency	Public Notice	Agenda Posted in Advance	Public Access to Attend	Public Comment on Agenda
WMPO Board- Regular	Monthly	●	●	●	●
WMPO Board- Non-Regular	As needed	●	●	●	
TCC- Regular	Monthly	●	●	●	
TCC- Non-Regular	As needed	●	●	●	
ATAC	Bimonthly	●	●	●	●
Go Coast	Quarterly	●	●	●	●
Ad Hoc Planning Subcommittees	As needed	●	●	●	
Standing/Ad Hoc Subcommittees	As needed	●	●	●	

Federal Certifications

Infrastructure Investment and Jobs Act (IIJA)

The WMPO operates under the federal requirements established in the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 16, 2021. This law reauthorizes and provides long-term funding for federal surface transportation programs while largely maintaining existing program structures. Under IIJA, the metropolitan transportation planning process must be continuous, cooperative, and comprehensive. The law also reaffirms certification requirements for Metropolitan Planning Organizations to ensure compliance with federal planning standards.



Self-Certification

In addition to the federal certification conducted no less than every four years, the WMPO completes an annual self-certification typically with the development of the upcoming fiscal year's Unified Planning Work Program (UPWP). Through this process, the WMPO affirms that its transportation planning activities are being carried out in accordance with applicable federal and state requirements. The draft UPWP, including self-certification, is made available for public review and comment prior to Board consideration.

Federal Certification

Conducted at a minimum of every four years by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), federal law requires these agencies to review and certify the transportation planning process for Transportation Management Areas (TMAs), which are urbanized areas with populations of more than 200,000. The WMPO was designated a TMA in 2012, based on the 2010 census. During the Certification Review, FHWA and FTA examine how the MPO functions, transportation plans are developed, and how public outreach and participation efforts are included. The WMPO was designated as a TMA in 2012, beginning the requirement for federal certification review. Prior to a review, the WMPO notifies the public of this review through a press release that announces the opportunity to provide public comment.

The most recent Federal Certification Review was conducted in the spring of 2023.

WMPO Federal Certification Review (2023)

Visit wmpo.org/organizational-documents to view the most recent Certification Review. Hard copies are available upon request.

Public Participation Strategies and Tools

The WMPO uses a variety of outreach methods to inform, engage, and solicit input from the public and stakeholders throughout the transportation planning process. These methods are selected based on the purpose, scope, and audience of each planning effort and may be used individually or in combination. The WMPO is committed to making participation accessible by holding meetings in locations served by transit, offering virtual and in-person engagement options, providing multiple formats for surveys and materials, and accommodating language and accessibility needs whenever possible to reduce barriers to participation.

Engagement Strategies

Engagement strategies describe the structured ways the WMPO involves the public, stakeholders, and decision-makers in transportation planning. These strategies range from broad opportunities for public input to targeted collaboration with partner agencies and formal involvement through committees and governing bodies. Together, they support ongoing communication, informed discussion, and consideration of input throughout the planning process.

Public and Stakeholder Engagement

Opportunities for the public and stakeholders throughout planning or project development process to gather input, share information, and build collaborative relationships. Engagement may include coordination with local governments, partner agencies, community organizations, advocacy groups, and residents. These efforts help ensure that transportation plans, programs, and projects reflect regional needs and community priorities.



A stakeholder group was convened to inform the Go Coast short-range plan.

Public Meetings and Interactive Engagement

Opportunities for community members to learn about transportation initiatives and offer input. These meetings may be held in-person or virtually and are designed to encourage two-way communication. Formats may include open houses, workshops, charettes, small-group discussions, and transportation summits.



Community members explore project materials at a public meeting.

Advisory and Steering Committees

The WMPO uses advisory committees as targeted strategies to support outreach and engagement during major planning efforts, such as the development of the Metropolitan Transportation Plan (MTP). For planning initiatives, the WMPO may establish a steering committee to guide the planning process and provide focused input at key milestones. The steering committee typically includes representatives from local governments, transportation agencies, planning partners, and other stakeholders to ensure a balanced mix of technical expertise and community perspectives.



A steering committee meeting for the SS4A Safety Action Plan.

Engagement Tools

The WMPO uses a range of engagement tools to help inform the public and gather feedback on transportation planning efforts. These tools are designed to make participation easier and to ensure community input is considered in decision-making.

Print and Traditional Media

These tools share information through established, non-digital channels to raise awareness and reach audiences who may not regularly engage online. They are especially effective for brand distribution and targeted community awareness. Some examples include local media coverage, brochures and flyers, billboards, newsletters, and the WMPO Annual Report.

Surveys and Input Collection

Used to gather structured input from the public and stakeholders, these tools help the WMPO understand community priorities, concerns, and preferences related to transportation planning. Tools include paper and online surveys, comment forms, feedback cards, and written input collected at meetings.

In-Person Outreach and Educational Displays

These tools support face-to-face engagement and help explain transportation topics through visual and interactive materials. They are commonly used at public meetings, workshops, and community events to encourage discussion and learning, through maps, display boards, posters, and hands-on activities.

Websites and Online Engagement Platforms

Online platforms provide centralized, on-demand access to planning information and engagement opportunities, allowing the public to participate regardless of time or location. Tools used include the WMPO website, project web pages, online comment portals, and virtual meeting materials.

Social Media and Digital Communications

These tools are used to share timely updates, promote engagement opportunities, and encourage two-way communication with the public in formats that are familiar and widely used. Methods may include social media posts, digital newsletters, email announcements, and event reminders.

Multimedia and Interactive Visualization Tools

These tools use digital media to explain transportation plans, projects, and data in engaging, easy-to-understand formats. They are especially helpful for illustrating complex concepts or long-range plans. Examples include videos, animations, interactive maps, and dashboards.



WMPO staff gathering feedback from trail users.



WMPO staff seeking input from the community at a pop-up event.



An excerpt of the WMPO's monthly e-newsletter.



WMPO staff providing input for the Town of Leland's Safety Action Plan at an open house event.

WMPO Core Work Products and Plans

The WMPO is responsible for four core documents and transportation studies that all MPOs must complete to maintain federal certification and remain eligible to receive federal transportation funding.

Public participation requirements prescribed by federal law vary by document, but all of the plans and programs detailed on the following pages are developed through an open process that allows public review and feedback at various stages of plan or program development. Final products and reports are adopted after careful consideration of community comments.

Core Work Products & Transportation Studies:

- Metropolitan Transportation Plan (MTP)
- Metropolitan Transportation Improvement Plan (MTIP)
- Public Participation Plan (PPP)
- Transportation Studies
- Unified Planning Work Program (UPWP)

Core Work Product	Adoption Schedule	Public Comment Period	Public Hearing	Draft Document Locations
Metropolitan Transportation Plan (MTP)	Every 5 years	30 days	Not Required	<ul style="list-style-type: none"> • WMPO offices and website • WMPO member planning department offices • Area libraries
Unified Planning Work Program (UPWP)	Annually	30 days	Not Required	<ul style="list-style-type: none"> • WMPO offices and website
Public Participation Plan (PPP)	As needed	45 days	Not Required	<ul style="list-style-type: none"> • WMPO offices and website
MPO Transportation Improvement Program (TIP)	Biannually	30 days	Yes	<ul style="list-style-type: none"> • WMPO offices and website

Metropolitan Transportation Plan (MTP)

The MTP is fiscally constrained, developed for the Metropolitan Planning Area (MPA) and covers at least a 20-year planning horizon. The MTP encompasses transportation strategies to maintain the existing transportation infrastructure while meeting the future needs of all federally funded transportation modes in the MPA, including highways, public transportation, bicycle and pedestrian, freight and rail, ferry, and aviation. Throughout the development of the MTP, the WMPO provides multiple opportunities for community members, partners, and stakeholders to share input and help shape priorities. Engagement occurs at key milestones in the planning process to ensure the plan reflects local needs, values, and long-term goals.

When can I make comments on the MTP?

Public Comment Period	Adoption	Amendments
<p>30 days prior to adoption</p> <p>Available for public review and comment for 30 days before adoption, including amendments</p>	<p>The MTP is updated and adopted every 5 years</p>	<p>Conducted on an as-needed basis</p>

How can I make comments on the MTP?

Comment Opportunities	Consideration	Draft Document Locations
<ul style="list-style-type: none"> • Via email and mail • Online form • Public meetings and in-person events • Virtual open house 	<p>When significant written/oral comments are received on the draft, a summary, analysis, and report on the comments shall be made as part of the final MTP</p>	<ul style="list-style-type: none"> • WMPO offices and website • WMPO member planning department offices



Where can I view the MTP document?
 To view the full document, visit wmpo.org/mtp/. Hard copies are available at WMPO office, Member Jurisdiction offices, and local libraries.

Metropolitan Transportation Improvement Program (MPO TIP)

The MPO TIP is a multimodal capital improvement document that outlines the scheduling and funding of all transportation projects across the state over a minimum four-year time period, as required by federal law. The WMPO’s MPO TIP spans a 10-year period, with the first five years designated as the delivery TIP and the latter five years as the developmental TIP. Federal law also requires the MPO and State TIPs to match exactly in projects, schedules, and scope, for projects to move forward with federal funding.

In North Carolina, MPO TIPs are typically updated every two years (but no later than four years) and developed in concert with federal and state revenue forecasts, the North Carolina Department of Transportation’s (NCDOT) Strategic Prioritization process, preconstruction, and project development timetables, and in adherence with federal and state laws. When amendments to the MPO TIP are proposed, they are made available for public review and comment on the WMPO website, including in the announcements section and on the MPO Transportation Improvement Program webpage, where information on proposed changes, comment periods, and how to provide feedback is posted.

When can I make comments on the MPO TIP?

Public Comment Period	Adoption	Amendments
<p>30 days prior to adoption Available for public review and comment for 30 days before adoption, including amendments A public hearing is conducted prior to adoption</p>	<p>The MPO TIP is updated and adopted biannually</p>	<p>Conducted on an as-needed basis Require 30-day comment period</p>

How can I make comments on the MPO TIP?

Comment Opportunities	Consideration	Draft Document Locations
<ul style="list-style-type: none"> • Via email and mail • Public hearing • Public meetings 	<p>When significant written/oral comments are received, they are presented to the WMPO Board</p>	<p>WMPO offices and website</p>

Annual Listing of Obligated Projects

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

Where can I view the MPO TIP document?

To view the full document, visit wmpo.org/mpo-state-transportation-improvement-program/. Hard copies are available at the WMPO office.

Unified Planning Work Program (UPWP)

The UPWP outlines how the WMPO will use its transportation planning funds. It serves as the WMPO's work plan and budget, identifying the tasks to be completed and the products to be delivered to support the region's transportation planning efforts.

The UPWP guides the day-to-day planning activities needed to carry out the goals of the Metropolitan Transportation Plan (MTP) and ensures that the WMPO's planning process meets federal and state requirements. It also documents how federal, state, and local transportation planning funds will be spent and helps coordinate work among WMPO staff, partner agencies, and funding agencies.

Public involvement is an important part of the UPWP process. Providing opportunities for public input helps keep the community informed about upcoming planning activities and ensures that transportation planning efforts reflect local needs, priorities, and concerns.

When can I make comments on the UPWP?

Public Comment Period	Adoption	Amendments
<p>30 days prior to adoption Available for public review and comment for 30 days before adoption</p>	<p>The UPWP is adopted annually</p>	<p>Conducted on an as-needed basis Do not require 30-day comment period</p>

How can I make comments on the UPWP?

Comment Opportunities	Consideration	Draft Document Locations
<ul style="list-style-type: none"> • Via email and mail • Public meetings 	<p>When significant written/oral comments are received, they are presented to the WMPO Board</p>	<p>WMPO offices and website</p>

Where can I view the UPWP document?

To view the full document, visit wmpo.org/upwp-budget/.
Hard copies are available at the WMPO office.

Public Participation Plan (PPP)

The PPP outlines how the WMPO provides opportunities for the public to be informed, involved, and engaged in the transportation planning process. The PPP establishes the strategies, tools, and procedures for gathering public input and ensuring meaningful participation across all WMPO plans, programs, and projects.

When can I make comments on the PPP?

Public Comment Period	Adoption	Amendments
<p>45 days prior to adoption Available for public review and comment for 45 days before adoption</p>	<p>The PPP is updated and adopted as needed</p>	<p>Conducted on an as-needed basis</p>

How can I make comments on the PPP?

Comment Opportunities	Consideration	Draft Document Locations
<ul style="list-style-type: none"> • Via email and mail • Public meetings 	<p>When significant written/oral comments are received, they are presented to the WMPO Board</p>	<p>WMPO offices and website</p>

Where can I view the PPP document?

To view the full document, visit wmpo.org/organizational-documents/. Hard copies are available at the WMPO office.

Transportation Studies

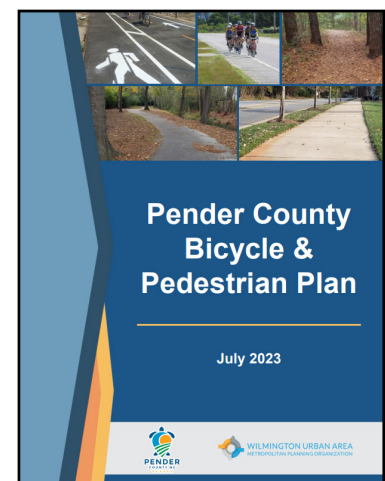
In addition to the Core Work Products, the WMPO also completes special studies and plans. Periodically, the WMPO conducts specialized planning studies focused on specific transportation modes, issues, corridors, or areas within the region. These studies are funded through the Unified Planning Work Program (UPWP) and help advance the goals of the Metropolitan Transportation Plan (MTP). The results often inform future transportation projects and improvements and help highlight community needs, concerns, and priorities in particular areas or among specific groups of residents.

When can I make comments on local and regional transportation studies?

Public Comment Period	Adoption	Amendments
<p>Varies</p> <p>Each planning effort develops a plan- and community-specific engagement strategy with opportunities for input throughout the study</p>	<p>Transportation studies are completed and adopted as needed</p>	<p>Conducted on an as-needed basis</p>

How can I make comments on local and regional transportation studies?

Comment Opportunities	Consideration	Draft Document Locations
<ul style="list-style-type: none"> Public comment at Board meetings Public engagement occurs throughout plan development process 	<p>Study-specific Public comment is typically incorporated throughout the plan development process</p>	<p>WMPO office and website</p>



Where can I view specialized planning studies?

To view the full documents, visit wmpo.org. Hard copies are available at the WMPO office.

Working Together

The Public Participation Plan (PPP) explains how the WMPO invites, encourages, and considers public input when making transportation plans and decisions. This plan is designed to:

- Provide clear, accessible ways for the public to learn about transportation projects and plans
- Offer meaningful opportunities for people to share ideas, concerns, and feedback
- Ensure public input is considered throughout the planning and decision-making process

Public participation helps us create transportation solutions that better serve the people who live, work, and travel in our region.

How We Measure Success

The WMPO regularly reviews how well our public engagement strategies are working. This helps us understand what is effective and where improvements are needed. Success can be measured by:



Open and click rates of email correspondence and social media links



Use of online tools, surveys, and comment opportunities



Social media reach (the number of people who see our content) and engagement (how people interact with it through likes, shares, comments, and clicks)



Range of geographic reach of public input



Participation levels at meetings and events



Feedback on the clarity, accessibility, and usefulness of information shared

This information is used to refine various approaches and strengthen future engagement efforts.

A Living, Evolving Plan

The PPP is a living document, meaning it is not fixed or final. As our community grows and changes, so do the ways people communicate, access information, and engage with public agencies. We update this plan as needed to respond to:

- Changes in community needs and priorities
- New technologies and communication tools
- Feedback from the public on how engagement can be improved
- Updates to federal or state requirements

This flexibility helps ensure our outreach efforts remain relevant and effective over time.

Conclusion

Building a transportation system that meets the needs of the region depends on continued collaboration. The WMPO is committed to listening to the community, evaluating what works, and adjusting its approach as needs and priorities change.

This Public Participation Plan will continue to evolve over time. By working together, the WMPO and the public can help shape transportation decisions that support safe, connected, and accessible travel for everyone in the region—now and in the future.

Appendix

Title VI

The WMPO strives to ensure full and fair participation by all potentially affected individuals, groups, and communities in the transportation decision-making process. The WMPO does not discriminate against any person with respect to any WMPO program, activity, or service and adheres to the Federal non-discrimination requirements under Title VI and other related regulations and statutes. *Public comments are solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.*

The WMPO will seek out and consider the input and needs of interested parties and groups traditionally underserved by transportation systems who may face challenges accessing our services, such as minority and limited English proficient (LEP) persons. Underlying these efforts in our commitment to determining the most effective outreach methods for a given project or population.

General public involvement practices will include:

- Expanding traditional outreach methods.
- Providing for early, frequent, and continuous engagement by the public.
- Use of social media and other resources as a way to gain public involvement.
- Coordinating with community- and faith-based organizations such as the Hispanic Liaison, educational institutions, and other entities to implement public engagement strategies that reach out specifically to members of affected minority and/or LEP communities.
- Providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.
- Considering radio, television, or newspaper ads on stations and in publications that serve LEP populations. Outreach to LEP persons could also include audio programming available on podcasts.

If you have questions or comments about the WMPO's Public Participation Plan, please contact:

Mike Kozlosky, Executive Director/Title VI Coordinator

Phone: (910) 341-3258

Email: Mike.Kozlosky@wilmingtonnc.gov

Wilmington Urban Area Metropolitan Planning Organization

525 N. 4th Street, Wilmington, NC 28401



To review the complete Title VI program administration and general responsibilities, please see the WMPO's Adopted Title VI Program Plan at wmpo.org/organizational-documents/

Accommodations

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

Acronyms

3-C	Continuing, Cooperative, and Comprehensive Planning Process
ADA	Americans with Disabilities Act
ATAC	Active Transportation Advisory Committee
CAC	Citizens Advisory Committee
CMP	Congestion Management Process
CTP	Comprehensive Transportation Plan
DOT	Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal year
GIS	Geographic Information Systems
IIJA	Infrastructure Investment and Jobs Act
LRTP	Long Range Transportation Plan
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTPC	Metropolitan Transportation Plan Advisory Committee
MTIP	Metropolitan Transportation Improvement Program
NCDOT	North Carolina Department of Transportation
PPP	Public Participation Plan
RPO	Rural Planning Organization
STIP	Statewide Transportation Improvement Program
TCC	Technical Coordinating Committee
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UA	Urbanized Area
UNCW	University of North Carolina at Wilmington
UPWP	Unified Planning Work Program
WMPO	Wilmington Urban Area Metropolitan Planning Organization

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION'S PUBLIC PARTICIPATION 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 N.C. Board of Transportation; and

WHEREAS, public participation is an integral part of the Wilmington Urban Area Metropolitan Planning Organization's transportation planning process and is essential to ensuring that transportation decisions reflect the needs, values, and priorities of the region; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has developed the 2026 Public Participation Plan to serve as a guiding framework for how the public is informed, engaged, and involved in the metropolitan transportation planning process; and

WHEREAS, the 2026 Public Participation Plan ensures compliance with applicable federal requirements and supports a continuing, cooperative, and comprehensive (3-C) transportation planning process; and

WHEREAS, the 2026 Public Participation Plan incorporates modernized outreach strategies, including digital engagement, social media, and accessible communication methods, to expand participation and reduce barriers to public involvement; and

WHEREAS, the final draft plan was shared with the Wilmington Urban Area Metropolitan Planning Organization's Board on March 25, 2026; and

WHEREAS, the development of the 2026 Public Participation Plan included a 45-day public comment period, opened March 25, 2026, and closed on May 9, 2026, to provide the public with an opportunity to review and submit comments on the draft plan; and

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the 2026 Public Participation Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 27, 2026.

Lynn Barbee, Chair

Mike Kozlosky, Secretary



**Locally Administered Projects Program
Special Call for Projects
Federal Fiscal Years 2029 through 2030**

Wilmington Urban Area Metropolitan Planning Organization

Date of Release: June 1, 2026

Pre-submittal Informational Meeting: June 10, 2026

Pre-application Submittal Deadline: July 17, 2026

Final Electronic Application Submittal Deadline: September 18, 2026

Anticipated Award Date: October 2026

Applications will be submitted digitally via
Survey123 located at: [INSERT LINK](#)

Table of Contents

Introduction	3
Funding Sources and Distribution	3
Eligibility Criteria	4
Program Administrative Details	5
Application Materials	6
LAPP Survey123 Guide	8
Scoring Rubric Guide.....	9
Appendix A: Example of Opinion of Probable Costs	12
Appendix B: Project Schedule Example	13

Introduction

Metropolitan Planning Organizations (MPOs) are federally designated regional transportation planning agencies that are responsible for conducting transportation planning in a continuing, cooperative, and comprehensive manner. MPOs were introduced by the Federal-Aid Highway Act of 1973 and are required to represent localities in all urbanized areas with populations over 50,000. The Wilmington Urban Area Metropolitan Planning Organization (WMPO) is the MPO recognized by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as the official MPO for the Wilmington urban area. In 2012, the WMPO was designated as a Transportation Management Area (TMA) after the region's population exceeded 200,000 in the 2010 Census. The WMPO's planning area is approximately 494 square miles and encompasses the entirety of New Hanover County and portions of Brunswick and Pender Counties.

A thirteen-member board sets the policy and direction of the organization. The WMPO Board consists of representatives from the City of Wilmington (lead planning agency), Town of Wrightsville Beach, Town of Carolina Beach, Town of Kure Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, the Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation.

The WMPO Board adopted the Fiscal Year (FY) 2026 to 2030 Submittal Guide on June 25, 2025. The submittal guide introduced a new approach for the WMPO to award direct attributable funds. Starting with FY 2026, the WMPO will accept proposals for new projects every two years. Applications for supplemental funds due to funding shortfalls may be submitted on a rolling, as-needed basis. Special Calls for Projects may also be held on an as-needed basis.

The FY 2026 to 2030 Call for Projects was announced on July 7, 2025, with final applications due on September 19, 2025. The WMPO Board approved funding for five of the ten applications at their November 19, 2025 meeting, with funding allocated from FY 2026 to 2028. Since funding was not allocated for fiscal years 2029 and 2030, the WMPO is holding a Special Call for Projects to solicit applications seeking funding in those years.

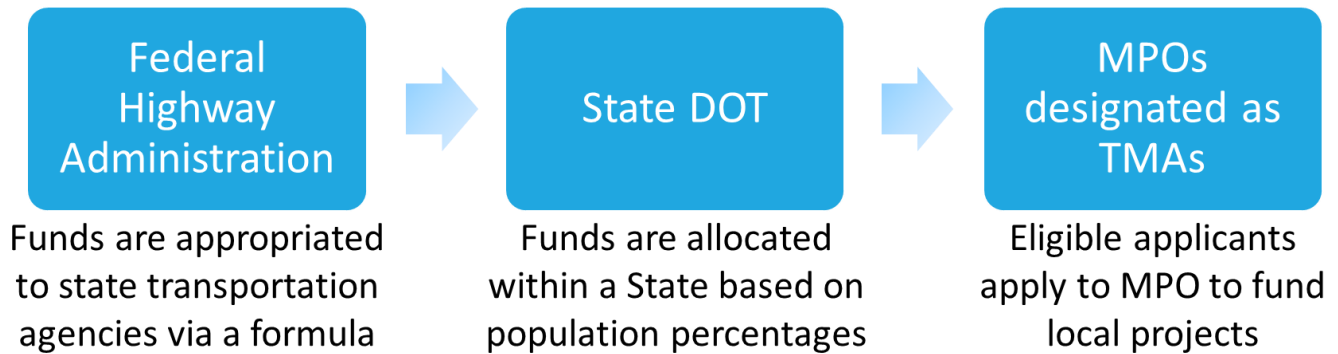
Funding Sources and Distribution

Although used for local projects, funding for the Locally Administered Projects Program (LAPP) originates at the federal level. The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, and is the current Surface Transportation Authorization Act. The bill outlines funding policies for five federal fiscal years. The IIJA began in FY 2022 and is set to expire at the end of FY 2026. The next authorization is currently in development. To estimate future funding totals, the WMPO assumes the next authorization will include funding sources that have been consistently part of previous authorizations, such as the Surface Transportation Block Grant Program (STBG) and the Transportation Alternatives Set-Aside (TA), but will not include new funding sources created by the IIJA, like the Carbon Reduction Program (CRP).

The STBG program offers discretionary funding that states and local governments can utilize for various projects aimed at improving the condition and performance of Federal-aid highways, bridges, and tunnels. This funding can also be applied to improvements on public roads, pedestrian and bicycle infrastructure, and transit capital projects.¹ At the federal level, the IIJA currently requires the Secretary of Transportation to set aside 10% of the total STBG funding for TA. The FHWA appropriates STBG program funding to state transportation agencies through a percentage specified in law.¹ A state's share of TA funding is calculated by a statutory formula.¹ State

¹ <https://highways.dot.gov/iija/fact-sheets/surface-transportation-block-grant-stbg>

transportation agencies suballocate their STBG apportionment across their respective state based on both population and project prioritization. TA funding follows a similar process and is suballocated based on both population and discretionary programs, such as the Recreational Trails Program. As a TMA, the WMPO receives a direct allocation of North Carolina’s STBG and TA apportionment and awards these funds to local jurisdictions and planning partners through a WMPO-defined competitive process.



The table on page 4 outlines the availability of STBG discretionary funds in FY 2029 and 2030. Please note that the amounts listed are estimated totals. Approximately \$2,500,000 is set aside each fiscal year for WMPO operations listed in our Unified Planning Work Program (UPWP) and to cover anticipated project shortfalls.

Fiscal Year	Total Funds (Estimated)	Operating & Shortfall	Award Availability (Estimated)
FY 2029	\$4,592,950	-\$2,500,000	\$2,092,950
FY 2030	\$4,592,950	-\$2,500,000	\$2,092,950
<i>Total for FY 2029 and FY 2030</i>			<i>\$4,185,900</i>

Eligibility Criteria

To be eligible for funding, a project must meet the minimum criteria outlined in this section. The applicant(s) must electronically submit a completed application and supplemental materials. Co-applications may be submitted by designating a primary and secondary applicant. Incomplete applications will not be considered.

The criteria below meet federal and state funding requirements and the goals adopted by the WMPO Board. Projects that do not meet these criteria will not be considered for funding. Applications not prioritized for funding will not be automatically considered in subsequent years and should be resubmitted in the next call for projects.

I. Federal Aid Eligible

Federal eligibility requirements for the STGB program can be found in US Code [23 USC §133](#). Additional information regarding federal eligibility can also be found at www.fhwa.dot.gov/specialfunding/stp/.

II. MTP/LRTP Compliant

Projects submitted for consideration must be identified in the WMPO’s adopted Cape Fear Navigating Change 2050 Metropolitan Transportation Plan (MTP) fiscally constrained roadway project list, or the 2050 MTP non-highway priority project lists. A copy of the 2050 MTP can be found at www.wmpo.org/mtp/.

III. Locally Administered

Applicants are responsible for all federal and state reporting requirements related to discretionary funding. An inter-local agreement between the North Carolina Department of Transportation (NCDOT) and the designated recipient will specify a reimbursement schedule. The recipient will be responsible for covering all project costs, submitting invoices to the NCDOT, and receiving reimbursement for the project. While the WMPO may assist with reporting and coordinating efforts between the NCDOT and the recipient, the ultimate responsibility for the project remains with the recipient.

IV. Commitment of Local Funds

All projects must have a minimum local match of 20% of the total project costs. Discretionary funds will cover up to 80% of eligible costs. Recipients will be responsible for any overruns exceeding the final programmed cost estimate. This provision may be reviewed at the discretion of the WMPO Board and may be adjusted through additional amendments to the Surface Transportation Improvement Program (STIP) by the Board of Transportation and WMPO Board, if necessary.

V. Project Design Intent

Project design intent must meet or exceed Federal, State, and local guidelines for design elements, including any minimum widths, safety elements, or controls.

Program Administrative Details

I. Informational Meeting and Pre-Submittal Requirements

After the call for projects is released, WMPO staff will host an informational meeting on June 10, 2026 to explain the application process, review the application forms, and discuss the scoring criteria. To be considered for funding, applicants must submit their project estimate, an *unexecuted* resolution of support, project schedule, and inflation and contingency calculator by July 17, 2026 for staff review and feedback before submitting the final version. Additional materials, such as the project narrative and map(s), may also be submitted for review, but are optional.

II. Annual Training

All project managers are required to attend the annual Locally Administered Projects Training led by WMPO staff. This training provides valuable information on navigating the online interface used to manage local projects and covers topics spanning the entire lifecycle of locally administered project delivery. The training also provides an opportunity to ask questions and speak with other project managers.

III. Coordination with WMPO

Applicants are expected to coordinate with WMPO staff throughout the project's lifecycle. Project managers are responsible for providing monthly updates to the WMPO Board and attending monthly progress meetings with WMPO and NCDOT staff. WMPO staff should be involved in reviewing all milestone plans and Requests for Letters of Interest (RFLOI). A WMPO staff member should also be included on the RFLOI selection committee and interview panel.

IV. Transit Project Funding

Projects from local transit authorities that involve improvements not typically classified by the FHWA may have their funding flexed to the FTA for distribution. This transfer will take place after the funding award has been granted. Applicants should note that the authorization processing time may be extended due to this additional review step.

V. Transportation Improvement Program (TIP)

If a project awarded does not have an assigned TIP number, a TIP amendment will be required. If a project has a TIP number, a TIP modification will be required. Applicants should be aware that the amendment or modification process may delay the funding obligation timeline.

VI. Project Application Submittal Limits

Please limit submittals to no more than thirty (30) pages, including appendices.

VII. Construction Requirement

Projects receiving federal discretionary funds must obtain Construction Authorization within ten (10) years from the fiscal year in which Preliminary Engineering was authorized.

VIII. Construction Signage Requirement

Projects that receive WMPO LAPP funding must display signage at the project site indicating that the project is partially funded by the WMPO. Signs should be installed once utility relocation or construction begins, whichever occurs first. The signs must remain in place until construction is finished. Signage specifications will be provided to the awarded applicants.

Application Materials

Applicants will submit their applications via Survey123 at the following link: **INSERT LINK**. The items listed below are required to be submitted with the application.

I. Project Narrative

The project narrative provides the project history and background for the application reviewers. It should not be presumed that reviewers are already familiar with the project. Additionally, the narrative should include explanations for all points claimed in the scoring rubric.

II. Certification Form

The Certification Form must be signed by the primary applicant and secondary applicant (*if applicable*) for the application to be considered complete.

III. Scoring Rubric

The Scoring Rubric is a Microsoft Excel file that can be downloaded at the following link: www.wmpo.org/stp-datap-da/. Applicants should fill out the "Applicant Scoring" column highlighted in orange. If no points are awarded for a row, please leave the cell blank. All awarded points should be detailed in the project narrative. Scores are out of one hundred (100) total points. A detailed description of the Scoring Rubric criteria can be found beginning on page 9.

IV. Map(s) of Proposed Project

At least one (1) map showing the project's location must be included with the application. The map should display street names and labeled points of interest to help the application reviewers identify the project area. Additional maps that support awarded points in the Scoring Rubric may be submitted, such as those highlighting the project's proximity to schools or medical facilities. Maps can be created using ArcGIS, ArcPro, or Google Earth.

V. Opinion of Probable Project Costs

The detailed anticipated design (*if applicable*) and construction costs of the project must be prepared by a licensed Professional Engineer (PE) or a Project Management Professional (PMP) in the State of North Carolina. All associated costs related to the project's completion, including but not limited to engineering, right-of-way (ROW), utility relocations, and inspection/materials testing, should be presented in a line-item cost format displaying the material quantity and unit cost. Please see Appendix A for an example.

VI. Inflation and Contingency Calculator

Given the rising costs of materials and supply chain issues, it is essential to factor both inflation and construction contingency into the overall project total. Applicants must include the "Inflation and Contingency Calculator" Microsoft Excel file found at www.wmpo.org/stp-datap-da/ with their application. This applies to all cost estimates, including those with contingency already included. Applications will not be accepted if the calculator is not used.

This file will calculate the values based on project status and funding fiscal year. The 10% NCDOT administrative charges will also be included. Below are two tables outlining the estimated contingency and inflation costs to be added to the project total. Please note that inflation is compounded over the fiscal years.

Project Phase Complete	Contingency	Fiscal Year	Inflation Percent
Planning (0-10% of the plans are complete)	40%	FY 2026	3%
Design (15-65% of the plans are complete)	30%	FY 2027	3%
Right-of-way (75-95% of the plans are complete)	25%	FY 2028	3%
Construction (100% of the plans are complete)	10%	FY 2029	3%
NCDOT Administrative Charges	10%	FY 2030	3%

VII. Project Schedule

Project schedule outlining key milestone dates, including deadlines for plan submissions at applicable stages and dates for requesting funding authorizations. Based on previous project timelines, we anticipate a minimum of six months to a year for project agreements to be executed and approximately twelve to eighteen months for right-of-way to be completed. Please develop schedules accordingly. An example project schedule can be found in Appendix B.

VIII. Signed Resolution of Financial Support

A signed resolution on the letterhead of the Primary Applicant must be provided, authorizing a local match of no less than 20% of the total project cost. The resolution must include, in whole dollar amounts, the total project cost, the amount requested from the WMPO, and the local match total. The resolution totals must match the outputs of the Inflation and Contingency Calculator. Additionally, the resolution must indicate that the local matching funds will be allocated if the grant is awarded. An example is provided below:

"THEREFORE, BE IT RESOLVED, that the City of Example hereby authorizes the Example Department to apply for \$800,000 in STBG-DA funding from the WMPO for the Example Multi-Use Path Design with a total project cost of \$1,000,000; and

THAT, funding for the required minimum 20% local grant match of \$200,000 from the City of Example has been identified and will be appropriated if the grant is awarded.”

When determining the requested funding amount, always round down to the nearest whole dollar. The local match amount should be rounded up to the nearest whole dollar. An example is provided below:

Prior to Rounding	Incorrect Rounding	Correct Rounding
Project Total: \$101.00 Requested Total: \$80.80 Local Match: \$20.20	Project Total: \$101.00 Requested Total: \$81.00 ↑ Local Match: \$20.00 ↓	Project Total: \$101.00 Requested Total: \$80.00 ↓ Local Match: \$21.00 ↑

IX. Additional Supporting Documents (optional)

The application submission may include exhibits or site photos with labels, additional maps, safety reports, crash records, and any adopted resolutions that support the project's application narrative and self-scoring. If additional supporting documents are submitted, it is essential to include a clear table of contents that outlines the contents of these documents.

LAPP Survey123 Guide

The following descriptions are provided to assist with the completion of the Survey123.

1. Project Name: A descriptive name of the project
2. Project Location: Physical location and extent of the project
3. TIP ID: If the project is already included in the NCDOT STIP, provide the TIP number
4. Existing Project: Indicate whether this project is an extension of a previously completed or current, ongoing project (yes) or if this project is new (no)
5. Total Project Cost: Total cost of the project, including local match
6. Requested Funding Total: Total funding cost requested, not to exceed 80% of the total project cost
7. Local Match Total: Total amount of local match funding, which at a minimum must be 20% of the total project cost
8. Anticipated Funding Start Year: Select the anticipated fiscal year to begin project funding
9. Previously Applied: Has this project been submitted to a previous Call for Projects?
10. Previous Application Year(s) (if applicable): Indicate the year(s) that this project has been submitted to a previous Call for Projects.
11. Primary Applicant: The name of the municipality or jurisdiction member submitting the application (ex. “City of Wilmington”)
12. Secondary Applicant (if applicable): The name of the agency, organization, municipality, or jurisdiction member who is a joint applicant
13. Project Manager: The primary point of contact for the project, typically a representative of the primary applicant
14. Contact Person: Individual who the WMPO can contact if there are questions regarding the application
15. Contact Person Phone: Phone number for the contact person
16. Contact Person Email: Email address for the contact person

Scoring Rubric Guide

The following descriptions are provided to assist with completing the Scoring Rubric.

Safety (35 Points)

- 1. Reported Crashes & Accidents (Up to 10 Points):** Does the project seek to improve safety at high-risk or high-crash locations? How many recorded crashes or accidents have occurred in the last five years (2020 to 2025) at or along the project location? Please select one of the following:
 - a. One (1) to nine (9) (2 points)
 - b. Ten (10) to twenty (20) (5 points)
 - c. Greater than twenty (20) (10 points)



The WMPO has compiled a Microsoft Excel file of the NCDOT crash data. Please contact the WMPO LAPP Coordinator, Krysden Burden, for data requests.

- 2. Crash Severity (Up to 10 Points):** If there have been reported crashes or accidents, what was the severity of the crash(es)? Severity is often reported as either fatal (K), incapacitating (A), non-incapacitating (B), or not visible, but complains of pain (C). Select all that apply, up to a total of 10 points.
 - a. Reported fatalities (K) or severe injuries (A) (10 points)
 - b. Reported minor injuries (B) or (C) (5 points)
 - c. Property damage (2 points)
- 3. High Injury Network (10 Points):** Is this project located on or parallel to a facility identified in the top 5% of a High Injury Network (HIN)? HINs are streets or intersections with a high concentration of crashes resulting in fatalities or severe injuries. Points will only be awarded if the project is directly on or within the right-of-way of the identified HIN facility. If yes, award 10 points.



The region's HIN is available through the WMPO's draft Safe Streets and Roads for All Plan. To access the map, please visit the following link: <https://www.wmpo.org/safetyactionplan/#hinmap>.

- 4. Safety Upgrade or Installation (Up to 5 Points):** Will the project be installing new, safety related infrastructure or will the project be upgrading the safety of existing infrastructure? Please explain your selected answer.
 - a. New infrastructure (5 points)
 - b. Upgrades to existing infrastructure (3 points)

Fair (20 Points)

- 1. Project Location (5 Points):** Does the project remove or cross a geographic and/or human made barrier? The barrier must be one of the following (1) natural stream, wetland, or other body of water; (2) railroad tracks; (3) arterial roadway; (4) major/minor collector road; or (5) grade separation. If yes, award 5 points and explain.
- 2. Public Transit (5 Points):** Does the project connect or provide access to public transportation facilities? If yes, award 5 points and explain.
- 3. NCDOT Transportation Disadvantage Index (TDI) Tool (Up to 10 Points):** What is the NCDOT TDI score, relative to the MPO, that the project is located in or directly connected to? The TDI tool allows users to

see where transportation disadvantaged communities potentially exist. Some examples of transportation barriers are racial minorities, people with low incomes, seniors (65 and older), and households without access to a personal vehicle.

- a. Fifteen (15) to twenty-one (21) (10 points)
- b. Eight (8) to Fourteen (14) (5 points)
- c. One (1) to seven (7) (2 points)



The NCDOT TDI Dashboard can be accessed through the following link:

<https://www.arcgis.com/apps/dashboards/1f6618f5561145be82573a379f9fd7a4>.

Connected (20 Points)

- 1. Increasing Connectivity (Up to 10 Points):** Does the proposed project improve connectivity near an area with high traffic or frequently used community spaces? This includes the installation of multi-use paths (MUP), sidewalks, or other infrastructure. Select all that apply.
 - a. Located or connected to a Traffic Analysis Zone (TAZ) with high employment (2 points)
 - b. Located within a ¼ mile radius of a medical facility (2 points)
 - c. Located within a ¼ mile radius of a pre-school, K-12, or higher education school (2 points)
 - d. Located within a ¼ mile radius of a grocery store or food bank (2 points)
 - e. Located within a ¼ mile radius of a library, government services, and/or greenspace/park (2 points)



A TAZ is a geographic area used to analyze traffic flow and pattern. TAZ data can be requested from the WMPO. Please contact the WMPO LAPP Coordinator, Krysden Burden, for data requests.

- 2. Closing Gaps (Up to 5 Points):** Does the proposed project include closing gaps within the existing infrastructure? What is the size of the gap? This can include closing gaps in the MUP network, sidewalks, or dedicated bike lanes.
 - a. Gap is greater than 1/8 mile (5 points)
 - b. Gap is less than 1/8 mile (2 points)
- 3. Multi-Modal (5 Points):** Will the proposed project serve more than one (1) mode of transportation? If yes, award 5 points and explain.

Resilient (15 Points)

- 1. Data and Technology (5 Points):** Will the proposed project include elements that will improve data collection, analysis, or technology? Does the proposed project include the implementation of ITS components such as signal preemption, emergency preparedness, or other features? If yes to either question, award 5 points and explain what components are included.
- 2. Redundancy (10 Points):** Does the proposed project provide redundancy within the existing network, such as alternative routes and multi-modal options? If yes, award 10 points and explain.

Proactive (10 Points)

- 1. Project Phase (Up to 5 Points):** At what stage is the project? Is the project shovel-ready? Does right-of-way need to be acquired? In the conceptual design phase? Please select one.
 - a. PE/Design (1 point)
 - b. Right of Way Acquisition (3 points)
 - c. Construction (5 points)

- 2. Prior Submission (5 Points):** Has this project been submitted in a previous call for projects? If yes, award 5 points and indicate which year(s) in the Project Information section.

Tiebreaker Elements

In the event the number of applications exceeds the funding amount available, and one or more selected projects receive the same number of points using the Scoring Rubric, the following elements will be used as a tiebreaker:

- Project with the lower cost
- Project closest to the bid date
- Project that scores highest in the safety category

Appendix A: Example of Opinion of Probable Costs

Line Item	Description	Quantity	Unit	Price	Amount
	Mobilization	1	LS	\$ 98,325.65	\$ 98,325.65
	Construction Surveying	1	LS	\$ 21,000.00	\$ 21,000.00
	Supplemental Clearing and Grubbing	1	Acre	\$ 2,750.00	\$ 2,750.00
	Earthwork				
	Unclassified Excavation	160	CY	\$ 55.00	\$ 8,800.00
	Borrow Excavation	920	CY	\$ 55.00	\$ 50,600.00
	Removal of Existing Pavement Asphalt	770	SY	\$ 25.00	\$ 19,250.00
	Drainage				
	Drainage Existing Location - 4 Lane Divided C&G Typical Section	0.15	Miles		\$ -
	18"/24" RC Pipe	1,000.00	LF	\$ 175.00	\$ 175,000.00
	MDS w/ Grate	8.00	EA	\$ 7,000.00	\$ 56,000.00
	Pavement				
	Fine Grading	620	SY		\$ -
	B25 Prep	825	SY	\$ 15.00	\$ 12,375.00
	ABC Prep	1575	SY	\$ 15.00	\$ 23,625.00
	Backfill Curb	1660	LF	\$ 25.00	\$ 41,500.00
	Grade around Sidewalk	3150	SY	\$ 15.00	\$ 47,250.00
	Milling Asphalt Pavement, 1.5" Depth	710	SY	\$ 15.00	\$ 10,650.00
	6" Aggregate Base Course	719	Tons	\$ 65.00	\$ 46,735.00
	Asphalt Type B25.0C	190	Tons	\$ 275.00	\$ 52,250.00
	Asphalt Type I19.0C	80	Tons	\$ 275.00	\$ 22,000.00
	Asphalt Type S9.5C	290	Tons	\$ 275.00	\$ 79,750.00
	Asphalt Binder for Plant Mix	30	Tons	\$ 875.00	\$ 26,250.00
	2'-6" Concrete Curb and Gutter	1,000	LF	\$ 35.00	\$ 35,000.00
	4" Concrete Sidewalk	50	SY	\$ 75.00	\$ 3,750.00
	5" Concrete Monolithic Islands	120	SY	\$ 115.00	\$ 13,800.00
	Concrete Curb Ramos	5	Each	\$ 3,600.00	\$ 18,000.00
	Erosion Control	0.50	Acres	\$ 100,000.00	\$ 50,000.00
	Traffic Control				
	(-L-- and -Y2-) (includes MOT Labor + Portable Lighting + Drums + Msg Board + TMA)	0.15	Miles	\$ 650,000.00	\$ 97,500.00
	Thermo and Pavement Marking (4 Lane Divided C&G Typical Section)	0.15	Miles	\$ 15,000.00	\$ 2,250.00
	Traffic Signals (Upgrade)	1.0	Each	\$ 195,000.00	\$ 195,000.00
	Total Construction Cost				\$ 1,209,410.65
	Legal Fees				\$ 15,000.00
	ROW Acquisitions				\$ 23,000.00
	TOTAL				\$ 1,247,410.65

Appendix B: Project Schedule Example

Timeline for Proposed Project XYZ																													
		2025				2026				2027				2028				2029				2030				2031			
#	Tasks	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec			
1	WMPO awards grants	█																											
2	Agreement drafted and approved		█	█	█	█																							
3	PE funding authorization						█																						
4	Solicit proposals for PE, sign contracts						█	█																					
5	PE work - 25%, 60%, 100% plans							█	█	█	█	█																	
6	NCDOT review and approval									█		█																	
7	ROW acquisition												█	█	█	█													
8	CON funding authorization																█												
9	CON bid documents developed																	█											
10	Solicit proposals for CON																		█										
11	Construction																						█	█	█	█			
12	CEI/construction administration																						█	█	█	█			
13	Construction inspection																									█			
14	Project close out																									█			

MTP 2050 Goal	Criteria	Maximum Points	Attribute	Points	Applicant Score
Safety (35 Points)	Reported Crashes & Accidents	10	1 to 9	2	
			10 to 20	5	
			20+	10	
	Crash Severity	10	Reported fatalities and/or severe injuries (K) (A)	10	
			Reported minor injuries (B) (C)	5	
			Property damage	2	
	High Injury Network (HIN)	10	Is the project located on or parallel to a roadway identified in the top 5% of the High Injury Network?	10	
Safety Upgrade/ Install	5	New infrastructure	5		
		Upgrades to existing infrastructure	3		
Fair (20 Points)	Project Location	5	Does the project remove or cross a geographic or human made barrier? (Y/N)	10	
	Public Transit	5	Does the project connect or provide access to public transit facilities?	5	
	NCDOT TDI Score	10	Is the project located within an area with a TDI score of 15-21?	10	
			Is the project located within an area with a TDI score of 8-14?	5	
			Is the project located within an area with a TDI score of 1-7?	2	
Connected (20 Points)	Connects to Park or Greenspace	10	Located/connects to a TAZ with high employment	2	
			Located within 1/4 mile radius of a medical facility	2	
			Located within a 1/4 mile radius of a school (preschool, K-12, or higher education)	2	
			Located within a 1/4 mile radius of a grocery store and/or food bank	2	
			Located within a 1/4 mile radius of a library and/or government services and/or greenspace/park	2	
	Closing Gaps	5	Gap is greater than 1/8 mile	5	
			Gap is less than 1/8 mile	2	
Multi-Modal	5	Project serves more than one mode of transportation (Y/N)	5		
Resilient (15 Points)	Data & Technology	5	Improves data collection, analysis, or technology and/or includes ITS components (Y/N)	5	
	Redundancy	10	Provides redundancy (Y/N)	10	
Proactive (10 Points)	Project Phase	5	PE/Design	1	
			Right of Way Acquisition	3	
			Construction	5	
Prior Submission	5	Has this project been submitted in previous cycles? (Y/N)	5		
TOTAL		100		TOTAL	0

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING THE SUBMITTAL GUIDE AND SCORING CRITERIA FOR THE FY 2029
– FY 2030 WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION’S
LOCALLY ADMINISTERED PROJECTS PROGRAM (LAPP)**

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 Wilmington Urban Area Metropolitan Planning Organization was designated as a Transportation Management Area (TMA); and

WHEREAS, the Infrastructure Investment and Jobs Act was signed into law on November 15, 2021; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization’s Board is authorized to directly program Surface Transportation Block Grant Program- Direct Attributable (STBGP-DA), Transportation Alternatives Set Aside- Direct Attributable (TASA-DA), and Carbon Reduction Program (CRP) funds on eligible projects submitted by eligible entities through a competitive process; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization developed the scoring criteria and competitive process, known as the Locally Administered Projects Program (LAPP), for the distribution of these funds through collaboration with the Board; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Board adopted the FY 2026 – FY 2030 LAPP process on June 25, 2025 and approved funding for five of the ten applications on November 19, 2025 with funding allocated from FY 2026 through FY 2028; and

WHEREAS, because funding was not allocated for fiscal years 2029 and 2030, a Special Call for Projects is being held to solicit applications seeking funding for those years; and

WHEREAS, the evaluation metrics will total 100 points and are structured in the following manner:

1. Safety – 35 points maximum
2. Fair – 20 points maximum
3. Connected – 20 points maximum
4. Resilient – 15 points maximum
5. Proactive – 10 points maximum

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the submittal guide and scoring criteria for the FY 2029 – FY 2030 Wilmington Urban Area Metropolitan Planning Organization’s LAPP Call for Projects.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on May 27, 2026.

Lynn Barbee, Chair

Mike Kozlosky, Secretary

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Administrative Modification #26-6**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BL-0153 BRUNSWICK PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	GULLAH GEECHEE HERITAGE TRAIL GAP, ALONG NC 133 SOUTH OF BELVILLE. CONSTRUCT MULTI-USE PATH. <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 25 TO FY 26 AT THE REQUEST OF THE DIVISION. THIS ACTION ADDS THE PHASE TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING CONSTRUCTION	FY 2026 - \$130,000 (BGDA) FY 2026 - \$32,000 (L(M)) FY 2027 - \$590,000 (BGDA) FY 2027 - <u>\$148,000</u> (L(M)) \$900,000
* BL-0180 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	KERR AVENUE TRAIL, KERR AVENUE / PATRICK AVENUE INTERSECTION TO FOUNTAIN DRIVE, TO SOUTH COLLEGE ROAD AND HOGGARD DRIVE IN WILMINGTON. CONSTRUCT MULTI-USE PATH. <u>ADD UTILITIES IN FY 27 NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF THE DIVISION</u>	UTILITIES CONSTRUCTION	FY 2027 - \$800,000 (BGDA) FY 2027 - \$200,000 (L(M)) FY 2027 - \$1,882,000 (BGDA) FY 2027 - <u>\$470,000</u> (L(M)) \$3,352,000



MEMORANDUM

TO: WMPO Board members

FROM: Mike Kozlosky, Executive Director

DATE: May 14, 2026

SUBJECT: Independence Boulevard Extension

The Independence Boulevard Extension (U-4434) project is proposed to extend Independence Boulevard from Randall Parkway to the Martin Luther King Jr. Parkway. The project would consist of two travel lanes in each direction, separated by a variable-width median. A greenway is also proposed on the east side of the proposed project to connect to the Gary Shell Cross City Trail. The proposed project would enhance regional mobility, improve overall traffic capacity, provide needed north-south connectivity, and intrastate/intermodal linkage in central Wilmington.

Independence Boulevard Extension was added to the Wilmington Thoroughfare Plan in 1972, is included in the recently adopted Cape Fear Navigating Change 2050 Metropolitan Transportation Plan and is a priority project in the WMPO's adopted 2022-2026 Strategic Plan. Independence Boulevard Extension (U-4434) is funded in the adopted 2026-2035 State/MPO Transportation Improvement Programs for Preliminary Engineering only. The current cost estimate for the proposed project is \$424,600,000.

In accordance with Federal regulations, the North Carolina Department of Transportation (NCDOT) completed and published the Draft Environmental Impact Statement (DEIS). On December 1, 2025, NCDOT held a public hearing at GLOW Academy for the project. NCDOT accepted public comments on the DEIS through January 16, 2026. A copy of the comments and responses from the public comment period have been published on NCDOT's website and are attached to this memorandum.

During the public comment period, on January 6, 2026, the Wilmington City Council unanimously adopted a resolution that outlined their opposition to the Independence Boulevard Extension project. A copy of this signed City Council resolution is also attached to this memorandum.

NCDOT recommends that the WMPO consider removing the Independence Boulevard Extension (U-4434) project from the adopted 2026-2035 State/MPO Transportation Improvement Programs for the following reasons:

- Public comments from the most recent public hearing (December 1, 2025) resulted in majority opposition to the project.
- Wilmington City Council resolution opposing the project.
- Overwhelming cost of the project in the Division tier which is restricting how effective our dollars can be utilized.

The Strategic Transportation Investment (STI) Law determines how NCDOT, in partnership with MPOs and RPOs, funds and prioritizes transportation projects in the state. Under this law, funding is allocated in three tiers: Statewide, Regional Impact, and Division Needs. Based on the STI law funding eligibility criteria, the proposed Independence Boulevard Extension is only eligible for funding at the Division Needs Tier.

Within this tier, projects compete across six counties (New Hanover, Pender, Brunswick, Sampson, Duplin, and Onslow) for approximately \$700 million over a 10-year period for all projects including TIP projects, bridge replacements, economic development, MPO Direct Attributable funds, etc. With an estimated cost of \$424,600,000, this project would consume all the Division Needs Tier funding for approximately six years. The project is currently funded for Preliminary Engineering only with no right-of-way or construction funds programmed. Removal of the Independence Boulevard Extension from the State/MPO Transportation Improvement Programs would free up funding for other projects in our region to compete for and be delivered using funds from this tier.

WMPO staff supports NCDOT's recommendation to remove the proposed project from the adopted 2026-2035 State/MPO Transportation Improvement Programs based on the reasons identified above. The city's adopted resolution includes requests that WMPO amend Cape Fear Navigating Change 2050 to consider a request to remove the project as proposed and WMPO amend its strategic plan to consider a request to remove the project, as proposed, as a priority project.

The WMPO is currently developing the 2026-2031 Strategic Plan, and a decision to include this project as a priority should be based on discussion and direction from the WMPO Board. WMPO staff does not recommend removing the project from Cape Fear Navigating Change 2050, as this plan was adopted on October 29, 2025, and was developed through an extensive public process. Retention of the project in this plan will continue to demonstrate the need for improved north-south connectivity. Finally, removal may result in unintended impacts to other projects in our region that are farther along in the project development and implementation processes.

The WMPO recognizes the importance of improved north-south connectivity and is committed to working with our partners at the City of Wilmington and NCDOT to develop a more acceptable solution that enhances mobility and safety in central Wilmington.

Attachments:

DEIS Public Comments and Responses

Wilmington City Council Resolution Opposing Independence Boulevard Extension



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

MEMORANDUM TO: Project Team

FROM: Brian J. Harding, PE

DATE: February 13, 2026

SUBJECT: Public Comment Summary for Proposed Independence Boulevard Extension,
NCDOT Project No. U-4434, New Hanover County

A meeting with project staff was held on February 11, 2026 to discuss comments received during the public comment period for State Transportation Improvement Program (STIP) Project No. U-4434.

A corridor public hearing was held for the project on December 1, 2025 at Girls Leadership Academy of Wilmington, 4100 Sunflow Drive, Wilmington, NC 28405. The corridor public hearing was an open house format from 5:00 p.m. to 6:30 p.m. followed by a formal presentation and public comment forum starting at 6:30 p.m. The purpose of the hearing was to provide information concerning the proposed project and to receive comments on the alternatives being proposed.

198 people signed in for the corridor public hearing. Attendees received a handout with information about the project and were able to view boards containing information regarding the project purpose and need, study area, project timeline, project activities to date, the National Environmental Policy Act (NEPA) process, alternative impact comparisons, project visualizations, right-of-way and relocation, traffic noise, and possible community mitigation measures. Large maps of the two project alternatives were also on display. Project staff were available at the boards and maps to discuss the proposed project and answer questions. All materials from the meeting are available on the project's website: <https://www.ncdot.gov/projects/independence-boulevard/Pages/default.aspx>.

The comment period was open until January 16, 2026. Comments could be submitted at the corridor public hearing on a paper comment sheet, through speaking during the public comment period at the hearing, via mail, via email, or via the NCDOT or publicinput.com website.

An informational meeting was held for local officials on November 17, 2025. A presentation was given and an opportunity for questions from local officials followed. 22 people signed in for the local officials informational meeting, including 14 local officials, 7 NCDOT representatives, and 1 consultant representative.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 3
5501 BARBADOS BLVD
CASTLE HAYNE, NC 28429

Telephone: (910) 341-2000
Fax: (910) 675-0143
Customer Service: 1-877-368-4968

Location:
5501 BARBADOS BLVD
CASTLE HAYNE, NC 28429

Website: www.ncdot.gov

Public Comments

The project team has reviewed and discussed all comments, and responses are provided in Attachment A.

Statistical Overview of Comments:

Comments Received

- 96 public comments received.

Comment Types

- NCDOT Public Input Site: 43
- Email: 19
- Comment Form: 10
- Public Hearing Transcript: 24

Comment Subjects

- Community Impacts: 55
- Connectivity: 10
- Equity/Title VI: 6
- Environmental Impacts: 13
- Flooding Impacts: 5
- Noise: 34
- Property Values: 13
- Relocation: 14
- Safety: 20
- Traffic: 58

Summary of Comment Forms:

Which alternative do you prefer?

- N/A / Neither: 3
- No preference: 5
- SPUI: 2

Which factors are you most concerned about?

- Community Cohesion: 5
- Connectivity: 3
- N/A: 2
- Noise: 5
- Property Values: 4
- Relocation: 7
- Safety: 5
- Traffic: 4

Which mitigation measures are you in favor of?

- Addition of park areas and amenities: 2
- Connect cul-de-sac streets: 1
- Extra crosswalks: 2
- Extra sidewalk connections: 3

Would you be interested in being a member of a community working group?

- Yes: 6
- Maybe: 1
- N/A: 1
- No: 2

Comments from Elected Officials and Municipal Staff

There were no comments received from elected officials or municipal staff during the local officials meeting on November 17, 2025. The City of Wilmington provided comments during the public comment period, as recorded in Attachment A.

General:

GENERAL RESPONSE TO COMMENTS

The subject matter responses below are based upon the 96 comments received during the Draft Environmental Impact Statement (DEIS) comment period of November 1, 2025 through January 16, 2026. The responses below are preliminary and may be revised. Final responses to all substantive comments will be published in the Final Environmental Impact Statement (FEIS). The FEIS will be made available for public review.

Property Impacts

Comment Summary

Approximately 8 comments were received regarding property impacts at the Camden Circle area. While not universally opposed to infrastructure improvements, commenters felt that the current design would result in substantial negative impacts to the historic neighborhood, including displacement, loss of neighborhood character, and environmental disruption. A strong shared priority among residents is the preservation of the original Camden Circle roadway configuration and the broader community fabric.

Response

After identification of the preferred alternative, using updated traffic forecasts and data, the conceptual designs presented in the DEIS and at the Corridor Public Hearing will be further refined. It may be possible to refine the design to avoid impacts to the existing noise wall and Camden Circle. As currently designed, there will be no direct connection to Camden Circle from Independence Boulevard.

Comment Summary

Approximately 34 comments expressed serious concerns regarding the relocation of residents, the loss of generational wealth, equity impacts on historically marginalized communities, and the lack of affordable or comparable housing alternatives in Wilmington. Many emphasized that displacement would disproportionately affect low-income, long-term, and historically Black neighborhoods.

Response

North Carolina follows a right-of-way (ROW) acquisition process that is fully compliant with applicable federal requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). NCDOT recognizes that this project presents unique challenges due to current housing costs and limited housing availability within the Wilmington market. In coordination with the Federal Highway Administration (FHWA), the City of Wilmington, and the community, NCDOT will evaluate opportunities to ensure adequate and equitable compensation. This may include consideration of advanced ROW acquisition, where appropriate and allowable under federal guidelines.

All displaced property owners and tenants will be compensated and relocated in accordance with the Uniform Act. Key provisions of the Act that address the needs of homeowners and tenants include:

- **Price Differential Payments:** Assistance to help property owners and tenants obtain replacement housing that is comparable, decent, safe, and sanitary, when market conditions result in a difference between the acquisition price and the cost of suitable replacement housing.
- **Housing of Last Resort:** When comparable replacement housing cannot be secured within the statutory monetary limits, NCDOT will implement Housing of Last Resort measures. These may include additional financial assistance, modifications to existing housing, construction of new units, or other allowable methods to ensure that displaced individuals receive decent, safe, and sanitary replacement housing.

NCDOT will continue proactive coordination with affected residents to identify and develop appropriate mitigation for property impacts and residential relocations. Early and ongoing coordination among the City of Wilmington, Wilmington Housing Authority, Wave Transit, and NCDOT's Relocation Assistance Unit will help identify affordable housing opportunities in proximity to transit services and pedestrian infrastructure. This approach is intended to minimize impacts to low-income residents and support continued access to essential services.

NCDOT remains committed to evaluating enhanced relocation strategies and implementing measures, as warranted, to reduce displacement hardship and support community continuity.

Renters

Any tenant displaced as a result of a state transportation project will be provided relocation assistance services in accordance with the Uniform Act. Tenant eligibility and the amount of financial assistance available are determined by factors such as length of occupancy, current housing costs, and the availability and price of comparable replacement housing in the area.

A qualified negotiating/relocation agent will contact each affected tenant to explain all available relocation services, benefits, and eligibility requirements. Tenants should be aware that they are not eligible to receive relocation assistance benefits until they have received either (1) a written offer to purchase the property they currently occupy or (2) a formal written notice establishing their eligibility for relocation assistance.

Displaced tenants are advised not to move prior to receiving written authorization from NCDOT, as doing so may result in the loss of relocation assistance benefits. All individuals seeking relocation assistance must certify that they are lawfully present in the United

States, pursuant to federal requirements. Furthermore, no tenant will be required to vacate a property earlier than 90 days after receiving written notice of the required move-out date.

Eligible displaced tenants may receive assistance for moving expenses, support in locating comparable decent, safe, and sanitary replacement housing, and rent supplement payments. The amount of rent supplement is based on the difference between the tenant's current rent and the cost of comparable replacement housing available on the local market. In accordance with federal regulation, a 90-day tenant relocatee (a tenant who has occupied the dwelling for at least 90 days prior to the initiation of negotiations) may apply the full amount of an eligible rent supplement toward the down payment and allowable incidental costs associated with purchasing a replacement dwelling. Allowable incidental expenses typically include costs such as a home inspection, title search, recording fees, and other reasonable closing costs. These do not include prepaid expenses such as property taxes or homeowner's insurance.

Relocation benefits vary depending on the length of a tenant's occupancy and individual circumstances. The specific level of assistance cannot be determined until a relocation agent evaluates the tenant's current housing situation, market conditions, and available replacement housing options.

Comment Summary

Approximately 7 residents who are not facing direct acquisition expressed concern that the project would still damage their property values due to increased noise, proximity to highway structures, changes in neighborhood character, and reduced market appeal.

Response

NCDOT may incorporate mitigation measures to help reduce project impacts in situations where property avoidance or further minimization is not possible. Potential mitigation associated with the project design could include features such as vegetative screening, enhanced landscaping, improvements to neighborhood circulation, or other design-based solutions.

If there are no physical land or rights required, NCDOT does not provide monetary compensation for general claims of decreased property value due to nearby construction or roadway changes. This is consistent with NCDOT's ROW procedures.

Community Impacts

Comment Summary

Approximately 8 comments were received regarding changes to the character of the City or existing neighborhoods resulting from the project. There is concern that the project would contribute to the erosion of Wilmington's historic, cultural, and environmental character.

Response

NCDOT will continue to make efforts to avoid and minimize impacts to neighborhoods surrounding the project to the greatest extent practicable during final design and construction. Where avoidance and minimization are not possible, mitigation measures will be applied.

If the acquisition of private property is required, NCDOT ROW and Relocation Procedures will be followed. NCDOT acknowledges and agrees that the relocation of churches is undesirable, and avoidance of such important community features is a major consideration in the selection of a preferred alternative.

NCDOT is committed to exploring enhanced relocation options and efforts and will incorporate context-sensitive design and solutions derived from ongoing engagement efforts into the project design. Additionally, NCDOT plans to collaborate with local agencies and the City of Wilmington to establish a community working group. This group will play a pivotal role in the development of mitigation measures, including the creation of a neighborhood plan.

The formation of a Community Advisory Council (CAC) will consist of residents who would like to serve as community liaisons on the project and can commit to regular meetings. The purpose of the CAC will be to help advise the project team on the communities' needs, the full extent of project impacts, and the most effective ways for the project team to be accessible to the community. This advisory group will assist in the formulation of community mitigation options based on the direct, indirect, and/or cumulative impacts of the project.

The CAC will transition to a Project Oversight Committee during the implementation of the neighborhood plan to ensure commitments outlined are implemented in accordance with the plan's intent.

Comment Summary

Approximately 4 comments were received regarding concern that the project would reduce safety, connectivity, and comfort for pedestrians, particularly in neighborhoods accustomed to walkability or reliant on pedestrian routes for daily needs.

Response

The proposed project will make the corridor more pedestrian friendly by providing sidewalks, a multi-use path, and opportunities to safely cross the road. All bicycle and pedestrian facilities will be designed according to the North Carolina Complete Streets Policy and Design Guidelines, AASHTO's (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities, and the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities. A primary goal of planning, designing, and creating Complete Streets is to make it possible for motorists, pedestrians, bicyclists, and transit riders to all travel safely from their origins to their destinations.

Comment Summary

Approximately 3 comments were received regarding concern that the project would increase crime or worsen existing safety issues. These concerns generally related to how new roadway infrastructure – especially elevated structures, underpasses, and altered neighborhood layouts – can influence security conditions in nearby residential areas.

Response

During prior public outreach activities, community members identified several potential mitigation measures to address concerns related to pedestrian mobility and connectivity, public safety, and crime prevention. Based on this input, NCDOT, Wilmington Urban Area Metropolitan Planning Organization (WMPO), and the City of Wilmington has compiled a range of strategies for further evaluation. These strategies include, but are not limited to:

- Incorporation of public park areas and associated amenities to enhance community access and recreational opportunities.
- Installation of additional sidewalk links to improve local pedestrian connectivity.
- Provision of additional marked crosswalks, including potential mid-block crossings, to improve pedestrian access and reduce crossing distances where appropriate.
- Evaluation of opportunities to connect existing cul-de-sac streets to eliminate dead-end conditions and improve multimodal circulation.
- Installation of lighting near bridge structures and along the proposed multi-use path to improve visibility and enhance safety during low-light conditions.
- Placement of emergency call stations along the multi-use path to facilitate rapid reporting of emergencies.
- Implementation of tall, controlled-access features along bridge end bents to deter unauthorized entry and improve security.
- Use of Mechanically Stabilized Earth (MSE) retaining walls to minimize the project footprint and reduce potential impacts to adjacent properties.

NCDOT will continue coordination with residents and stakeholders to refine these potential mitigation measures. Visual examples and conceptual renderings will be prepared to help illustrate how each measure could address specific community concerns.

Final mitigation commitments will be identified during the FEIS and Record of Decision (ROD) phases and will be incorporated into the project's final design, as appropriate and warranted based on environmental review, engineering feasibility, and community input.

Business and Economic Impacts

Comment Summary

Three comments were received regarding the relocation of businesses due to the project. There is concern the project would negatively impact local businesses, essential services, and long-established commercial institutions.

General Response

Impacts shown on the public meeting maps reflect the "worst-case" scenario anticipated based on the most current data; they are preliminary and subject to change.

NCDOT is committed to minimizing the number of business relocations due to this project. Once a preferred alternative is identified, the design will be further refined. NCDOT considers safety, human and natural environment impacts, traffic service, cost, and public comments. All of these things are considered when making decisions on projects. NCDOT will continue to look for other opportunities to further avoid and minimize relocations due to the project to the greatest extent practicable during final design and construction.

Noise/Visual/Air/Environment

Comment Summary

Four comments emphasized that the new road would bring significant increase in traffic noise, especially from higher traffic volumes, the introduction of 18-wheelers and heavy freight traffic, vehicles on elevated structures, where sound travels farther.

Response

During planning and design for highway projects, NCDOT must identify traffic noise impacts, examine potential noise abatement, incorporate feasible and reasonable noise abatement measures, and coordinate with local officials to provide helpful information on compatible land use planning and control. The procedures for doing this are stipulated by Federal regulation (23 CFR 772) and the NCDOT Traffic Noise Policy.

NCDOT has performed preliminary noise analyses for this project, and an initial Traffic Noise Report has been prepared. Based on that analysis, traffic noise levels due to the project are predicted to be high enough at multiple locations in the project's design year to constitute a traffic noise impact as defined by NCDOT Traffic Noise Policy. Where noise impacts are predicted, noise abatement was considered.

Noise walls were evaluated and found to preliminarily meet feasibility and reasonableness criteria defined in the NCDOT Traffic Noise Policy at six locations for Alternative 7 with a Single-Point Urban Interchange (SPUI) option and at seven locations for Alternative 7 with a Tight Urban Diamond Interchange (TUDI) option.

A more detailed analysis will be completed during project final design. Noise barriers preliminarily found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in proposed project alignment and other design considerations, surrounding land use development, or utility conflicts, among other factors. Conversely, noise barriers that preliminarily were not considered feasible and reasonable may meet the established criteria and be recommended for construction.

Comment Summary

Approximately five comments emphasized loss of trees and vegetation, wildlife impacts, wetland and watershed disruption, pollution, and the broader environmental consequences of large infrastructure in established neighborhoods.

Response

Minimization measures for unavoidable impacts to environmental resources will be developed through coordination with federal and state environmental regulatory and resource agencies including the United States Fish and Wildlife Service, the North Carolina Wildlife Resources Commission, US Army Corps of Engineers, and the NC Division of Water Resources, among others. Following identification of the preferred alternative, designs will be refined based upon an updated traffic forecast. NCDOT will continue to evaluate ways to modify the alternative to further avoid and minimize impacts to physical and natural environments. Impacts to wetlands and streams that cannot be avoided or further minimized will be compensated with mitigation agreed to by the permitting agencies.

Water quality concerns will be avoided and/or mitigated through compliance with state and federal regulations covering watershed protection, floodplain protection, and stormwater management.

Project Funding

Comment Summary

Approximately 17 comments were received that raised multiple concerns about the funding sources, cost effectiveness, timing, and financial prioritization associated with the project. Multiple commenters stated that money should instead be directed toward replacing the Cape Fear Memorial Bridge or shifted to fund other projects in the area.

Response

Any funding allocated to the Independence Boulevard Extension project is to be used specifically for the proposed project.

For this project, the funding that has been programmed is specifically designated for the identified roadway improvements through the WMPO Metropolitan Transportation Improvement Program and STIP. STIP funding is determined through a data-driven scoring process established by the Strategic Transportation Investments Law (STI). Because of this statewide scoring framework, funding awarded to this project cannot be directly transferred to other projects, corridors, or locations—even within the same county or region.

When an NCDOT project is removed from the STIP or loses its funding, the money that had been allocated to it does not stay with the project or the local area. Instead, it is returned to the larger statewide funding pool so it can be reassigned through the STI process.

While the funds for this project are restricted to this project, NCDOT and local planning partners continuously evaluate transportation needs across the region. Your feedback helps inform future planning efforts and contributes to discussions about priorities in upcoming STIP cycles. For additional information, please visit <https://www.ncdot.gov/projects/public-involvement/pi101/Pages/default.aspx>

Project Schedule

Comment Summary

Approximately 5 comments were received regarding project schedule and/or inquiring about next steps.

Response

The purpose of the project planning phase is to identify the best transportation solution for the project. Milestones are incorporated into the schedule to ensure that Federal and State regulatory agencies are informed throughout the lifecycle of the project. The project is not currently programmed for right-of-way (ROW) or construction in the 2026-2035 State Transportation Improvement Program (STIP). For the latest information, please visit the project website at <https://www.ncdot.gov/projects/independence-boulevard/Pages/default.aspx>

Impacts to Maides Park

Comment Summary

Approximately two comments inquired about impacts to Maides Park.

Response

Under both build alternatives analyzed in the DEIS, Maides Park would experience minimal physical impacts. No changes are anticipated to the park's primary features, including buildings, athletic areas, parking facilities, playgrounds, or the cemetery. As described in Section 4.4.1 of the DEIS, the project includes a proposed greenway connection along the east side of the new roadway, linking the Cross-City Trail at Randall Parkway directly to Maides Park. This improvement would enhance pedestrian and bicycle connectivity for park users and the surrounding community.

Construction of the greenway would require minor ground disturbance. These minor impacts would not affect park use, park facilities, the cemetery, or surrounding structures. Following the selection of a preferred alternative, NCDOT will re-evaluate the park impacts and may refine the design further to ensure impacts remain minimal and that connectivity improvements are maximized.

Comments about Other Projects

Comment Summary

Many commenters referenced other existing or proposed transportation projects – either as preferable alternatives, evidence of misplaced priorities, or examples of long-standing regional planning issues.

Four of these specifically reference the Rail Realignment project; 8 reference the use of Kerr Avenue or other routes in the City; 3 are comments about other projects or roads.

Response – Rail Realignment

An Environmental Assessment (EA) was completed for the proposed Wilmington Rail Realignment project in August 2024 and a Finding of No Significant Impact (FONSI) was signed in December 2024. The City of Wilmington is exploring funding options to advance the project's final design, permit applications, and eventual construction. There is currently no funding to advance the project. Therefore, use of the railway corridor as a vehicular corridor is not feasible and projects cannot be planned assuming the Wilmington Rail Realignment project would be constructed.

Response – Kerr Ave

As part of Phase II of the Alternatives Evaluation Process, described in Section 2.2 of the DEIS, five additional corridors, including Kerr Avenue, were qualitatively evaluated as potential alternative corridors. The Kerr Avenue corridor was not recommended for further consideration as it was already included as a NCDOT project to improve traffic capacity only and would not improve north-south roadway connectivity, a component of the purpose and need of the project.

General Response – Other Projects or Roads

The scope of the proposed project includes addressing only the needs identified in Chapter 1 of the DEIS. At this time, we are collecting and documenting comments specifically related to the project currently under consideration. Comments about other projects or unrelated topics are not being evaluated as part of this process but will be noted as outside the scope of the current project.

Resolution



ITEM #: R2
City Council
City of Wilmington
North Carolina

CERTIFIED TO BE A TRUE COPY.
CITY CLERK
Rebecca L. Hawke

Introduced By: Rebecca L. Hawke, City Manager

Date: 1/6/2026

Resolution Opposing Independence Boulevard Extension

LEGISLATIVE INTENT/PURPOSE:

WHEREAS, the Independence Boulevard Extension Project (“Project”), extending Independence Blvd. from Randall Parkway to the Martin Luther King Jr. Parkway (“MLK”), was added to the Wilmington Thoroughfare Plan in 1972 with the stated goal of improving regional mobility and congestion by increasing north and south mobility in central Wilmington; and,

WHEREAS, the Project has been in local and regional plans since 1972, including the Wilmington Metropolitan Planning Organization’s (“WMPO”) adopted Metropolitan Transportation Plan (“MTP”): Navigating Change 2050 (WMPO 2025); and,

WHEREAS, the WMPO identified the Project as one of six top project priorities in its 2022-2026 Strategic Plan; and

WHEREAS, throughout the design process, City Council has expressed concerns regarding the design of an elevated facility that would create a berm through the heart of the city, dividing established neighborhoods; and,

WHEREAS, Council previously adopted a resolution on November 18, 2014, that:

- 1) Supported the North Carolina Department of Transportation (“NCDOT”) in the completion of the draft environmental impact statement to select the preferred alignment; and,
- 2) Supported City and NCDOT cooperative action to create and record an official map with the New Hanover County Register of Deeds to preserve a corridor for the Project, and to protect that corridor from future development; and,
- 3) Opposed the design and construction of the Project as an elevated facility, and expressed desire for the Project to be designed as an at-grade boulevard facility that provides north-south connectivity, is aesthetically pleasing, and minimizes the impacts to the surrounding community; and,
- 4) Encouraged the City, WMPO, NCDOT, and CSX Transportation (“CSX”) to work collaboratively to develop an at-grade boulevard option.

WHEREAS, the need for an elevated facility is driven by the desire of CSX for grade separation between rail crossings and major thoroughfares; and,

WHEREAS, on September 30, 2025, NCDOT and the Federal Highway Administration (“FHWA”) issued a Draft Environmental Impact Statement (“DEIS”) for a proposed multi-lane extension of Independence Boulevard from Randall Parkway to MLK; and,

WHEREAS, the preferred alternative identified in the DEIS includes elevating the roadway between Randall Parkway and Hurst Street, creating a physical barrier between existing Old East Wilmington neighborhoods, with east-west connections limited to Darlington Avenue, Market Street, Princess Place Drive, and Hurst Street; and,

WHEREAS, the DEIS acknowledges that the design of the preferred alternative will negatively impact community cohesion, with the most acute impacts being felt by residents who remain on the east side of Covil Avenue and the west side of Mercer Avenue to the south of Market Street, and residents whose properties would not be purchased along 31st Street and Evans Street north of Market Street; and,

WHEREAS, the DEIS further acknowledges that an elevated roadway providing no access while reducing connectivity would likely reduce housing values within its vicinity; and,

WHEREAS, the DEIS further acknowledges that adverse community impacts are anticipated, and that these adverse impacts appear to affect Title VI populations more than the general population; and,

WHEREAS, the DEIS further acknowledges that the benefits and burdens resulting from the proposed project are not anticipated to be equitably distributed throughout the community, and that disparate impacts are anticipated under Title VI of the Civil Rights Act of 1964; and,

WHEREAS, the DEIS further acknowledges that finding comparable housing for the affected community members would be challenging within Wilmington, and that many residents may be forced to move away from the area to find comparable housing; and,

WHEREAS, the City acknowledges the need to comprehensively address long-term transportation needs throughout the city, including improvements to north-south connectivity; and,

WHEREAS, the City finds that the proposed Project in the 2025 DEIS will have irreversible adverse impacts on the Old East Wilmington neighborhoods, resulting in loss of community cohesion and resident displacement, and that these impacts are unacceptable.

THEREFORE, BE IT RESOLVED:

THAT, the City opposes any further NCDOT consideration of and investment in the Independence Boulevard Extension Project, as detailed in the 2025 DEIS.

THAT, the City requests that the WMPO amend the Navigating Change 2050 MTP to consider a request to remove the Project, as proposed.

THAT, the City requests that the WMPO amend its strategic plan to consider a request to remove the Project, as proposed, as a project priority.

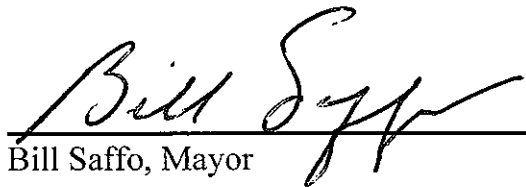
THAT, the City requests that NCDOT and the WMPO work collaboratively with the City to find alternative solutions to address north-south connectivity that do not place disparate burdens on vulnerable communities, thereby preventing the significant displacement of established neighborhoods.

THAT the City, NCDOT, and WMPO should continue to work on realigning the existing CSX rail corridor to eliminate the need for grade-separated interchanges.

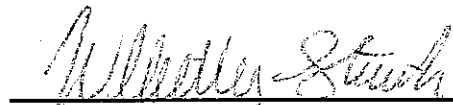
THAT, the City requests that any funding for the Project included in the State Transportation Improvement Program ("STIP") be reprogrammed to support projects in the City of Wilmington that would address congestion and access management on existing north-south corridors.

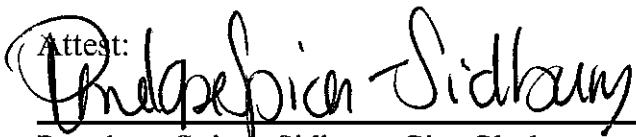
Adopted at a regular meeting

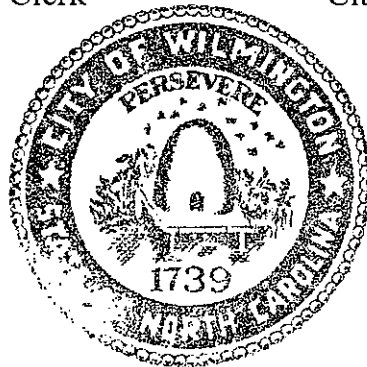
On January 6, 2026


Bill Saffo, Mayor

Approved As To Form:


City Attorney *for MTE*

Attest:

Penelope Spicer-Sidbury, City Clerk





WMPO Planning and Project Updates May 2026

Long-Range Planning Activities:

SAFE STREETS AND ROADS FOR ALL SAFETY ACTION PLAN

Project Description/Scope: The WMPO has begun work on its Safety Action Plan with the help of consultants Kittelson and Associates. Safety Action Plans are comprehensive safety plans aimed at reducing and eliminating serious injury and fatal crashes affecting all roadway users. They are developed through data analysis and community input to identify significant safety risks, which inform recommended countermeasures, strategies, and policies that aim to reduce crash severity and save lives. Planning activities for this effort began in April 2025, with plan adoption expected in Fall 2026.

Project Status and Next Steps:

- A summary of Round 2 of public engagement is available on the project website.
- A draft of the Safety Action plan was released for public comment on May 1, 2026 and is available on the project website. Round 3 of public engagement will occur between May 1 and May 31, 2026. This round will be focused on collecting feedback regarding the draft safety action plan and implementation strategies.
- The draft was submitted to the FHWA in April.
- WMPO has received draft cutsheets for the top 10 projects included in the plan and are currently reviewing them.

CAPE FEAR TRAILS – REGIONAL TRAIL ETIQUETTE CAMPAIGN AND SIGNAGE GUIDE

Project Description/Scope: The WMPO has finalized the Cape Fear Trails trail etiquette campaign and signage guide in response to feedback from member jurisdictions and planning partners. This effort focuses on improving trail signage regionally and promoting consistent trail etiquette to support safe and comfortable use of shared-use trails by all users. The campaign and guide were and continue to be informed by partner input and best practices to establish clear, regionwide messaging and signage guidance. These resources are intended to improve safety, accessibility, and the overall trail experience.

Project Status and Next Steps:

- The WMPO TCC and Board formally endorsed the Cape Fear Trails materials at the February 2026 meetings.
- WMPO staff have completed the Cape Fear Trails rollout, including the launch of a dedicated webpage that serves as a one stop resource for partners, featuring the signage guide, wayfinding signage materials, and trail etiquette toolkit.
- Trail etiquette outreach is scheduled for the spring and summer, with initial efforts beginning with a week of celebrating trails held in the lead up to Celebrate Trails Day on April 25,

2026. Outreach and promotion of trail etiquette will continue through Bike Month in May and into summer.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: The TDM “Go Coast” program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT) by working with employers, WMPO member jurisdictions, higher education, and other partners. In October 2025, the WMPO board adopted *Cape Fear Navigating Change 2050*, the latest update to the region’s Metropolitan Transportation Plan (MTP). Appendix L of the plan includes a short-range Transportation Demand Management (TDM) plan outlining activities for 2026 through 2030. Action items for the Go Coast program included in the short-range plan are informed by the MTP’s five goals of safe, fair, connected, resilient, and proactive.

Go Coast Current Initiatives and Project Statuses:

- Go Coast Committee - The next regular Go Coast committee meeting is scheduled to take place virtually on Thursday, May 21, from 3-5 p.m.
- The WMPO was awarded 60 children’s bicycle helmets through NCDOT’s Bicycle Helmet Initiative, after applying in February 2026. Helmets will be distributed throughout the year at WMPO outreach in conjunction with safety education from the Be A Looker campaign.
- The 36th Annual River to Sea Bike Ride will take place on Saturday, May 2, 2026. There will be a River to Sea Bike Ride Expo on Friday, May 1, from 3-7 p.m. at Empie Park, where participants can get a free bike check, purchase swag, learn more about the ride route and safety, and interact with ride sponsors.
- National Bike Month is observed each May. In recognition of this nationwide celebration of bicycling, the WMPO is preparing weekly themes on social media, including highlighting bike buses, safety, bicycle commuting tips, and bicycle facilities.
- National Bike to Work Day is Friday, May 15. Staff will support two Bike to Work Day pit stops with goodies and giveaways from 7:30am-9am: one at Bijou Park in downtown Wilmington, and one at UNCW at the corner of College Rd. and Randall Dr.

Development Review Activities:

The WMPO assists with site development and Transportation Impact Analysis coordination and review for the MPO’s member jurisdictions. During the last month, staff have reviewed the following development proposals:

SITE DEVELOPMENT PLAN REVIEW

43 total plan reviews (34 formal; 9 informal; 0 concept)

- City of Wilmington Formal Reviews: 16
- City of Wilmington Informal Reviews: 1
- City of Wilmington Concept Reviews: 0
- City of Wilmington Full Releases: 5
- Town of Leland Formal Reviews: 5
- Town of Leland Informal Reviews: 0
- New Hanover County Formal Reviews: 14
- New Hanover County Informal Reviews: 5
- New Hanover County Sketch Plan Reviews: 0
- Pender County Formal Reviews: 0

- Pender County Informal Reviews: 3
- Town of Belville Reviews: 0
- Town of Navassa Reviews: 0
- Town of Carolina Beach Reviews: 0
- Town of Kure Beach Reviews: 0
- Town of Wrightsville Beach Reviews: 0
- Brunswick County Reviews: 0

TRAFFIC IMPACT ANALYSIS (TIA) REVIEW

20 total active (2 new; 14 under review, 4 approved)

- New Hanover County 5 (1 new, 3 under review, 1 approved) Gordon Road Project – approved
- City of Wilmington 4 (0 new, 3 under review, 1 approved) Flagship Medical II – approved.
- Carolina Beach 0
- Town of Belville 0
- Town of Leland 2 (0 new, 1 under review, 1 approved) Sheetz (Leland) – approved.
- Town of Navassa 0 (0 new, 0 under review, 0 approved).
- Pender County 5 (1 new, 4 under review, 0 approved).
- Brunswick County 4 (0 new, 3 under review, 1 approved) Hooper Road Subdivision Phasing Study – approved.

Locally Administered Projects Program (LAPP) Updates:

BL – 0059 TOWN OF KURE BEACH - FORT FISHER BOULEVARD/K AVENUE AND NORTH 3RD STREET PEDESTRIAN SAFETY IMPROVEMENTS

Project Description/Scope: This project entails intersection improvements at Ft. Fisher Boulevard and K Avenue to include high visibility crosswalks, ADA ramps, and pedestrian signals; and filling gaps in the sidewalk network on Ft. Fisher Boulevard and N. 3rd Street that will create a pedestrian network connected to the Ft. Fisher Boulevard and K Avenue intersection.

Project Status and Next Steps:

- Project kick-off meeting in March 2023.
- Contract approved by Kure Beach Town Council in June 2023.
- 100% final design and signal plans are complete; currently under review by NCDOT.
- Contract underway for construction inspection.
- ROW currently in progress.
- Bid for construction expected mid summer 2026.

EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8’) wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.

Project Status and Next Steps:

- Approaching project close-out, a ribbon-cutting ceremony was held on 1/29/2026.

EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located along NC 133 connecting north and south entrances of Hawks Water Development to Belville Elementary School.

Project Status and Next Steps:

- Approaching project close out, a ribbon cutting ceremony was held on 1/29/2026.

HL-0109 – CITY OF WILMINGTON - 3rd Street/Ann Street Traffic Signal

Project Description/Scope: Project consists of the installation of a traffic signal at the intersection of 3rd Street and Ann Street in downtown Wilmington. The signal will be a black coated metal mast arm signal, along with black coated pedestrian signal pedestals.

Project Status and Next Steps:

- Private Engineering Firm has completed final signal design plans.
- The contract has been awarded; shop drawings were approved in early April.
- The anticipated pole delivery date is September 2026.
- Tentatively planning to install this new signal and 3rd/Orange projects together in November 2026 when materials are available.

HL-0110 - CITY OF WILMINGTON - 3rd Street/Orange Street Traffic Signal

Project Description/Scope: Project consists of the installation of a traffic signal at the intersection of 3rd Street and Orange Street in downtown Wilmington. The signal will be a black coated metal mast arm signal, along with black coated pedestrian signal pedestals.

Project Status and Next Steps:

- Private Engineering Firm has completed final signal design plans.
- The contract has been awarded; shop drawings were approved in April.
- The anticipated pole delivery date is September 2026.
- Tentatively planning to install this new signal and 3rd/Ann together in November 2026 when materials are available.

BL-0040 NEW HANOVER COUNTY - Middle Sound Loop Extension/Connector Construction & Porters Neck Walmart Connector Construction

Project Description/Scope: Construction of bicycle/pedestrian trails along Middle Sound Loop Road from Red Cedar Road to Publix commercial lot. Also construct trails along US 17 Business (Market Street) from Mendenhall Drive to Porter's Neck Wal-Mart commercial lot.

Project Status and Next Steps:

- Began construction along Market Street portion on September 22, 2025.
- Erosion control measures and silk fencing was installed along Market St section of path.
- Timeless Construction received certification for fill being used on one section along Market Street.
- Held wet utility meeting with Cape Fear Public Utility Authority on Oct 22, 2025.
- Grading has begun along Market Street and Middle Sound Loop.
- Erosion control measures have been installed along Market Street.
- Construction is ongoing.

BL-0118 North College Road Pedestrian Improvements

Project Description/Scope: Project consists of the construction of a ten-foot wide, two-plus mile MUP along N. College from Gordon Road to Northchase Parkway West. In addition, it includes a sidewalk on the east side of N. College from Sirius Drive to Murrayville Road and New Village Way to the signalized intersection at Danny Pence Drive.

Project Status and Next Steps:

- Opened 4 bids at a bid opening 04/23/2026 and there was an approved low bidder
- Received Construction Authorization from NCDOT division III once comments are approved and updates to plans are completed CA from Raleigh DOT should follow
- Received Bid Proposal and Updated Bid Docs from Design Engineer
- CEI exemption letter was sent to NCDOT for approval.
- Received updated signal plans from DOT regarding the switch to their new software system.
- 100% design plans submitted to NCDOT for review and have been approved.
- Right of way acquisition- 15/15 properties signed and completed (all 15 property owners have been contacted).
- Received Right of Way Certification from NCDOT.
- Construction authorization was not granted from FWHA to proceed with this project. Current bids have been revoked, and the project will have to be rebid.
- Categorical Exclusion Consultation forms have been filed and are awaiting approval.
- All documents necessary for Construction authorization have been loaded into EBS.

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

Project Description: Design only of the Middle Sound Greenway connection to Publix

Project Status and Next Steps:

- Project has been completed.
- Project close-out is in progress.

BL-0074 – TOWN OF LELAND- US 17 Pedestrian crossing at Olde Waterford Way/Ploof Road

Project Descriptions/Scope: Installation of signalized pedestrian crossing at the intersection of US 17/Olde Waterford Way/Ploof Road in Leland, North Carolina.

Project Status and Next Steps:

- NCDOT Agreement executed Aug 24, 2023.
- PE funds authorized Sep 14, 2023.
- Exult Engineering contract fully executed Aug 19, 2024.
- Categorical Exclusion (CE) Environmental Documents approved Jan 6, 2025.
- Preliminary Design/Right of Way (75%) plans approved Mar 10, 2025.
- ROW Funding Authorization approved on Jun 10, 2025.
- Environmental consultation form approved in EBS Jan 27, 2026.
- NCDOT LAP Agreement Change Request fully executed Jan 29, 2026 & approved in EBS Feb 3, 2026.
- Final Design (100%) plans, specifications, and estimate approved in EBS Feb 19, 2026.
- Right of Way Certification still in progress.

- Request for Construction Authorization TBD.
- Project Completion estimated for September 14, 2028.

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

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

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026.
- Begin Construction – Early February 2026.
- Construction is on-going. Selective tree removals are nearly complete, and Wells Brothers Construction Co. has begun installing stormwater drainage boxes. Stormwater drainage installation will continue over the next couple of weeks.
- Construction Complete – Anticipated February 2027.

U-5534G –CITY OF WILMINGTON- HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consists of the construction of an 8' wide multi-use path along Hooker Road from Wrightsville Avenue to the Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026.
- Begin Construction – Early February 2026.
- Construction is on-going. Selective tree removals are nearly complete, and Wells Brothers Construction Co. has begun installing stormwater drainage boxes. Stormwater drainage installation will continue over the next couple of weeks.
- Construction Complete – Anticipated February 2027.

U-5534H –CITY OF WILMINGTON- HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of an 8' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026.
- Begin Construction – Early February 2026.
- Construction is on-going. Selective tree removals are nearly complete, and Wells Brothers Construction Co. has begun installing stormwater drainage boxes. Stormwater drainage installation will continue over the next couple of weeks.
- Construction Complete – Anticipated February 2027.

EB-5600 – S. 17th Street Multi-use Path

Project Description/Scope: This project consists of the construction of a 10' multiuse path along South 17th Street from Harbour Drive to Shipyard Boulevard and the installation of crosswalks and pedestrian signal heads at the intersection of South 17th Street and Shipyard Boulevard.

Project Status and Next Steps:

- Agreement executed with NCDOT on May 24, 2022.
- PE Authorization obtained on January 20, 2023.

- Design kick-off meeting between City and RS&H staff held on January 31, 2023.
- 25% Plans approved by NCDOT on February 12, 2024.
- Environmental Document approved on May 7, 2024.
- Design put on hold in May 2024 due to insufficient funds for Construction.
- Additional funds through the MPO's DA program were awarded on October 30, 2024.
- Design re-start meeting held on January 8, 2025.
- ROW Plans returned to RS&H with comments on March 21, 2026. Revisions in progress.
- Utility Coordination is in progress.
- Projected completion of 90% plans estimated early summer.

U-6235 – CITY OF WILMINGTON/NEW HANOVER COUNTY – Signal Pre-emption

Phase 2

Project Description/Scope: The project will install traffic pre-emption equipment at 51 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

Project Status and Next Steps:

- Project has received Supplemental Funding for construction. Agreement was approved by WMPO, NCDOT and City Council. Contracts are executed.
- Project has received a 2-year extension to April 30, 2027, from NCDOT to allow additional funding requests, bidding, construction, and closeout.
- Project was advertised January 12 and opened February 10th, 2026. 3 bids were received.
- A low responsive bid was received from Terry Spell Mechanical Services, Inc for \$1,190,000 which is within 10% of engineers estimate.
- A resolution was presented and approved by City Council at the April 21st meeting.
- A contract is expected in May with construction starting in June.

EB-6039 – CAROLINA BEACH – Multimodal Improvements

Project Description/Scope: Construct an 8' multi-use path along St. Joseph Avenue from Lake Park Blvd to Hidden Hills Drive and sharrow improvements to Access Drive in Carolina Beach

Project Status and Next Steps:

- 90% Plans have been uploaded to EBS.
- On April 29, 2025, the Town and Kimley Horne held a community meeting to discuss the plans and specifically Temporary Construction Easements (TCE) for property owners who will be directly impacted by the project.
- Categorical Exclusion documents revised, fully executed and submitted.
- Met with Kimley Horn and PPS to discuss TCE progress.
- Held a meeting with NCDOT on February 24 to discuss project progress and next steps.
- Tentative Construction bid date is expected in July/August 2026.

EB-6027 – Signal Installation at Sloop Point and Country Club Road

Project Description: This project includes a signal installation at the intersection of Sloop Point Road and Country Club Drive in Pender County. This project also includes the construction of a right-turn lane from Sloop Point Road onto Country Club Drive and the implementation of a signalized pedestrian crossing.

Project Status and Next Steps:

- Awaiting Finalized Agreement Before Proceeding.

EB-6027 – Signal Installation at Lanvale Road and Fletcher Road NE/Village Road

Project Description: This project includes the installation of a traffic signal at the intersection of Lanvale Road and Fletcher Road NE/Village Road in Leland. The project also includes railroad signals with gates to improve safety at this multimodal intersection. Roadway improvements are included for both the northbound and southbound directions of Lanvale Road.

Project Status and Next Steps:

- Awaiting Finalized Agreement Before Proceeding.

EB-6027 – Signal Installation at Lake Park Boulevard and Federal Point Driveway

Project Description: This project includes signal installation of Lake Park Boulevard and Federal Point Driveway in Carolina Beach to create a four-legged intersection. The project will also install signalized pedestrian crossings and crosswalks.

Project Status and Next Steps:

- Awaiting Finalized Agreement Before Proceeding.

BL-0181 – South College and 17th Street to Piner Road Multi-use Path

Project Description: The project consists of the construction of a ten-foot wide (10'), multi-use path along South College Road from Piner Road and Carolina Beach Road to South 17th Street Extension. The project also includes the implementation of additional pedestrian safety measures and a signalized pedestrian crossing.

Project Status and Next Steps:

- Project design has been finalized, pending final approval from NCDOT.
- Awaiting a finalized agreement with NCDOT to authorize funds to begin construction.

BL-0180 – Kerr Avenue Trail

Project Description: The 0.7-mile Kerr Avenue multi-use path will connect UNCW to nearby commercial areas and existing sidewalk and trail networks. The north end of the trail will connect to existing sidewalks, and the south end of the trail will connect to an existing signalized crosswalk along College Road.

Project Status and Next Steps:

- Project feasibility study and design have been completed.
- Awaiting a finalized agreement with NCDOT to authorize funds to begin ROW acquisition and construction.

BL-0154 – Pender County Country Club Multi-use Path

Project Description: This project includes the design phase only for the 3.91-mile-long, 10'-12' wide multi-use path. Along Country Club Drive and Jenkins Road in Pender County.

- Agreement is in place as of January 8, 2026.
- RFLOI is currently under review by the state.

TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES

Project Description/Scope: Cape Fear Public Transportation Authority (Wave Transit) currently has a total of 440 bus stops, 24 benches, and 27 shelters. Shelters account for only 6% of our passenger amenities, while other NC agencies average 14%. To meet the peer average for statewide systems, CFPTA needs to install an additional twenty-six (26) benches and twenty (20) shelters. This project will support the installation of a total of nineteen (19) bus stop benches and nineteen (19) bus stop shelters along eight (8) transit routes located within the City of Wilmington. The project includes engineering and design, construction of concrete pads, ADA ramps, ADA access, and purchase and installation of durable bench and/or shelter, waste receptacle, and solar lighting, where applicable.

Project Status and Next Steps:

- The project was awarded funds in November 2021
- NC Board of Transportation approved the flex request in January 2023
- Flex request confirmed end of April 2023
- Letters from NCDOT transmitted May 23, 2023
- FTA Grant #NC-2026-006 executed for shelter and bench project. Wave Board approved a resolution at its February 26, 2026 meeting to authorize the issuance of a purchase order to Tolar Manufacturing for \$236,782.94 for nineteen (19) new bus shelters. Purchase order subsequently issued to Tolar March 2, 2026 with an estimated delivery timeframe of 5 months.

TC-0027 WAVE PASSENGER AMENITIES AND UPGRADES

Project Description: Passenger Facilities and amenities replacement, security, and improvement: acquire, construct, or replace structures, equipment, and systems that provide passenger facilities and amenities for fixed route bus service in the Wilmington, NC UZA. Projects include acquisition and installation of bus shelters, lighting and landing platforms along existing routes; evaluation of a new customer service enclosure at Forden Transfer Station; and extension of fencing at Padgett Transfer Station.

Project Status and Next Steps:

- The fencing at Padgett was completed in May 2023 (132 linear feet at Padgett for \$3,565.00)
- Proposals were received as part of an Invitation to Bid for the shelters and benches in Spring 2023. Tolar Shelter Manufacturing Company was selected; however, Tolar's bid submission and pricing has expired. A new Invitation to Bid for shelters to be issued Q2 FY26
- The Forden Station Customer Service Desk Project has been completed resulting in a fully enclosed and secure area for Wave Customer Service Representatives while maintaining a high level of convenience for passengers.
- Phase I completed the week of August 11, 2025, with bus shelter installations completed at Independence Mall, Greenfield St at 16th St across from New Hanover County Health and Human Services Facility and on Nixon St at 5th Ave next to The Pointe at Taylor Estates. Project also included removal of unused and old shelters in disrepair on N. 2nd St between Princess St & Market St and on Columb Dr.

U-5534U – TOWN OF NAVASSA – Navassa Park Multi-Use Path

Project Description/Scope: This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park. Upon completion, the Navassa Park Multi-Use Path will provide a safe and accessible pedestrian and bicycle route connecting Navassa Park, surrounding neighborhoods, and key civic destinations, supporting local and regional goals for active transportation, connectivity, and equitable access.

Project Status and Next Steps:

- WMPO and Landin Holland with Town of Navassa on April 30, 2026.
- Per the meeting request for bids tentatively scheduled for November 2026 and Construction to be in spring/summer 2027.

BL-0045 – CITY OF WILMINGTON - Downtown Trail Ph. 1 Design

Project Description/Scope: design and engineering for an approximately 1.7 mile long, 10' to 12' in width portion of the trail beginning at 3rd street in the Downtown within the NCDOT owned rail corridor to McRae St (defined in the Wilmington Rail Trail Master Plan); abutting the Dorothy B. Johnson Elementary School western parcel line; traversing east along CSX right-of-way to Archie Blue Park; and continuing north through Archie Blue Park, parallel to the creek and terminating at the Love Grove Bridge multi-use path facility.

Project Status and Next Steps:

- The WMPO Board approved the City of Wilmington's request and awarded an additional \$431,200 in federal funding to complete the design for Phase 1 on March 26, 2025.
- Scope change request to utilize remaining originally awarded funds and bring design to 60% plans approved by NCDOT on July 22, 2025.
- Supplemental agreement for an additional \$431,200 in Direct Attributable funding executed on July 23, 2025.
- WSP Supplemental Scope 3 (60%-100% design) approved by NCDOT on October 30, 2025.
- 25% plans were submitted for review by the City on October 17, 2025, and comments were returned on November 14.
- WSP Supplemental Scope 3 (60%-100% design) executed by City and WSP on February 20, 2026.
- 60% plans were submitted on April 3, 2026, and distributed to the City review team.
- Monthly coordination meeting with NCDOT Rail Division on April 22, 2026, to discuss 60% plan submittal and the trail cross-section along NCDOT's recently acquired right-of-way.
- 60% review meeting with City departments scheduled for May 11, 2026.

**TCC Update
May 2026**

Reimagine Ridership Highlights

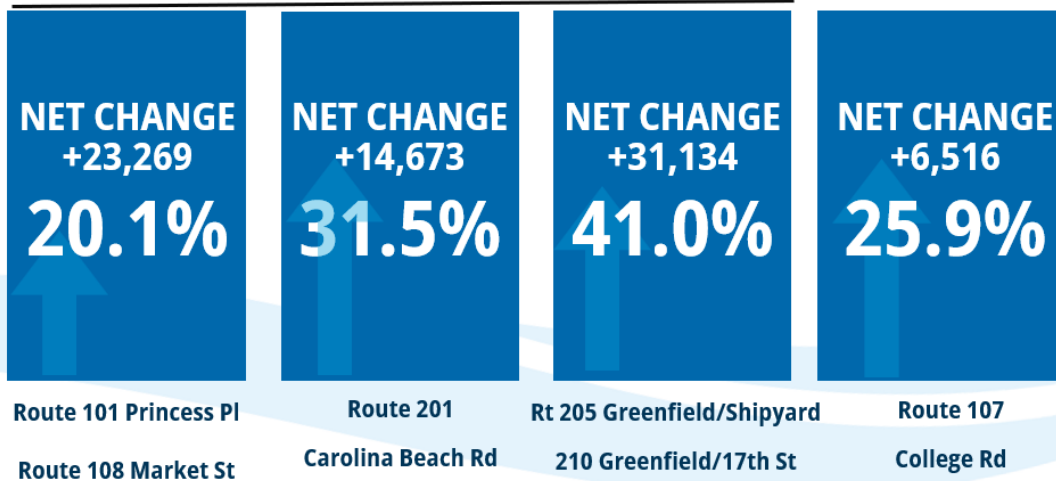
Ridership increased across all services.

Fixed-route ridership increased 19.8% (+72,796)

RideMICRO ridership increased 97.1% (+13,198)

Comparing FY July 2024 – March 2025
to FY July 2025 – March 2026

FREQUENCY INCREASED



New Port City Trolley Stop Banners Increase Awareness of Seasonal Service

New trolley banners have been installed at major trolley stop locations along Front St in downtown to increase the visibility of this seasonal service which restarted April 13. Wave partnered with WDI, the City of Wilmington and WMPO on locations and a design that blends in with the current downtown banner designs. The banners include a QR code that can be scanned to see the trolley’s location, daily schedule and real-time estimated arrival times at each stop.



Wave's Employee Garden Restored

As part of Wilmington's largest one-day annual volunteer event, *Work on Wilmington*, an overgrown old vegetable garden was restored behind the Wave Operations Center on Castle Hayne Road. The garden includes fresh fruit, vegetables and herbs that will be maintained, harvested and consumed by Authority employees. Volunteers from LS3P Architects and WWAY-TV helped Wave staff clean out the garden area removing weeds, adding soil, and planting a variety of plants designed to yield fresh food for employees. This is a unique project whereby a garden is available to employees on a transit operations and maintenance facility site where typically a garden would not be found. Employees will work the garden, harvest the produce and have healthy fresh food options at no financial cost.



Division 3 Project Update MAY 2026



WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

WMPO MAY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month)
Ron Van Cleef	NON - DOT LET (LAP)	U-5534U	NAVASSA MUP; BROOKLYN STREET; NAVASSA PARK WATER STREET TO SR 1435 (S NAVASSA ROAD); BROOKLYN STREET TO NAVASSA PARK. ADD BIKE LANES ON BROOKLYN STREET AND CONSTRUCT MULTI-USE PATH CONNECTING BROOKLYN STREET TO NAVASSA PARK.	NEW HANOVER	2026.03.18
Ron Van Cleef	NON - DOT LET (LAP)	U-6235	WILMINGTON TRAFFIC SIGNAL PRE-EMPTION FOR EMERGENCY VEHICLES PROJECT.	NEW HANOVER	2026.03.02
Ron Van Cleef	NON - DOT LET (LAP)	EB-6039	CAROLINA BEACH CONSTRUCT BIKE LANES ALONG ST. JOSEPH AVENUE AND LEWIS DRIVE FROM LAKE PARK BOULEVARD TO ACCESS DRIVE IN CAROLINA BEACH.	NEW HANOVER	2026.06.01
Derek Pielech	Division POC Let (DPOC)	BP3-R012	BRIDGE 208 OVER STURGEON CREEK ON SR 1472 (VILLAGE ROAD).	BRUNSWICK	2026.06.18
Brian Harding	On Call Contract (OCC)	HS-2003P	US 117 (SHIPYARD BOULEVARD) FROM CONVERSE ROAD/LONGSTREET DRIVE. UPGRADE TRAFFIC SIGNAL AND ADD PEDESTRIAN ACCOMODATIONS.	NEW HANOVER	2026.06.19
Derek Pielech	Division POC Let (DPOC)	HB-0040	REPLACE BRIDGE 21 OVER BANKS CHANNEL ON US 76 (CAUSWAY DRIVE); REPLACE BRIDGE 22 OVER LEES CUT ON US 74 (W SALISBURY STREET); AND REPLACE BRIDGE 24 OVER BANKS CHANNEL ON US 74 (W SALISBURY STREET) IN WRIGHTSVILLE BEACH.	NEW HANOVER	2026.06.30
Colver Krietemeyer	On Call Contract (OCC)	50898	SIDEWALK LAKE PARK BOULEVARD. MOBILITY MODERNATION.	NEW HANOVER	2026.09.17
Ron Van Cleef	NON - DOT LET (LAP)	EB-5600	SR 1219 (SOUTH 17TH STREET) FROM HARBOUR DRIVE TO SHIPYARD BOULEVARD. CONSTRUCT MULTI-USE PATH.	NEW HANOVER	2026.11.26

WMPO MAY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month)
Ron Van Cleef	NON - DOT LET (LAP)	HL-0131	NC 133 BELVILLE RIVERWALK PARK ENTERANCE. CONSTRUCT TRAFFICSIGNAL AND RELATED PEDESTRIAN INFRASTRUCTURE.	BRUNSWICK	2026.12.15
Derek Pielech	Division POC Let (DPOC)	BP3-R004A	INTERSECTION IMPROVEMENTS @ LANVALE AND VILLAGE.	BRUNSWICK	2027.05.20
Brian Harding	Division POC Let (DPOC)	HE-0018	SR 1302 (NORTH 23RD STREET) FROM US 74 (MARTIN LUTHER KING JR. PARKWAY) TO AIRPORT BOULEVARD. WIDEN NORTHBOUND LANE.	NEW HANOVER	2027.05.20
Tim Sherrill	Raleigh Letting (LET)	15BPR.142	BRIDGE PRESERVATION 090096 (BELVILLE) OVER US 74 & US 76 ON US 17.	BRUNSWICK	2027.08.17
Aaron LeBeau	Division Design Raleigh Let (DDRL)	U-5710	US 74 (EASTWOOD ROAD) AND SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION - CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	NEW HANOVER	2027.09.21
Ron Van Cleef	NON - DOT LET (LAP)	EB-5982	NC 211 (NORTH HOWE STREET) FROM EAST OWEN STREET TO DOSHER HOSPITAL. CONSTRUCT 5-FOOT WIDE SIDEWALK IN THE TOWN OF SOUTHPORT.	NEW HANOVER	2027.09.30
Eric Murray	Division POC Let (DPOC)	BP3-R004	BRIDGE 181 OVER STURGEON CREEK ON SR 1437 (OLD FAYETTEVILLE ROAD).	BRUNSWICK	2027.12.11
Nate Tew	Division Design Raleigh Let (DDRL)	I-6037	I-140 NEWHANOVER COUNTY FROM US 421 TO 1.45 MILES EAST I-40. PAVEMENT AND BRIDGE REHABILITATION.	NEW HANOVER	2028.02.15
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5790	US 421 (CAROLINA BEACH ROAD) FROM NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONTRUCT FLYOVERS AT US 421 AND NC 132. INCLUDES U-5859.	NEW HANOVER	2029.03.20

WMPO MAY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month)
Brian Harding	Division Design Raleigh Let (DDRL)	U-5734	US 421 (SOUTH FRONT STREET) FROM US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) WIDEN TO MULTI-LANES.	NEW HANOVER	2029.06.19
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5792	US 74 (MARTIN LUTHER KING JR. PARKWAY) AT US 117/NC 132 (COLLEGE ROAD). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2029.06.19
David Stutts	Division POC Let (DPOC)	BR-0008	BRIDGE PRESERVATION. BRIDGE 7 ON US 17 OVER US 76. THIS IS PART OF THE INTERCHANGE WEST OF THE CFMB.	BRUNSWICK	2029.09.18
David Leonard	Division Design Raleigh Let (DDRL)	U-6199	VARIOUS, WILMINGTON CITYWIDE SIGNAL SYSTEM.	NEW HANOVER	2030.01.15
Derek Pielech	Division POC Let (DPOC)	B-5653	REPLACE BRIDGE 14 OVER TURKEY CREEK ON NC 133.	PENDER	2030.01.17
Alex Stewart	Division Design Raleigh Let (DDRL)	U-3338C	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING JR PARKWAY).	NEW HANOVER	2030.06.18
Brian Harding	Division Design Raleigh Let (DDRL)	U-5731	US 74 AT US 17/US 421, CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	NEW HANOVER	2030.06.18
Colver Krietemeyer	Division POC Let (DPOC)	U-6128	US 76 (OLEANDER DRIVE) NEW HANOVER COUNTY AT GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	NEW HANOVER	2030.06.20
Brian Harding	Division Design Raleigh Let (DDRL)	U-5732	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. ACCESS MANAGEMENT.	PENDER	2032.01.20

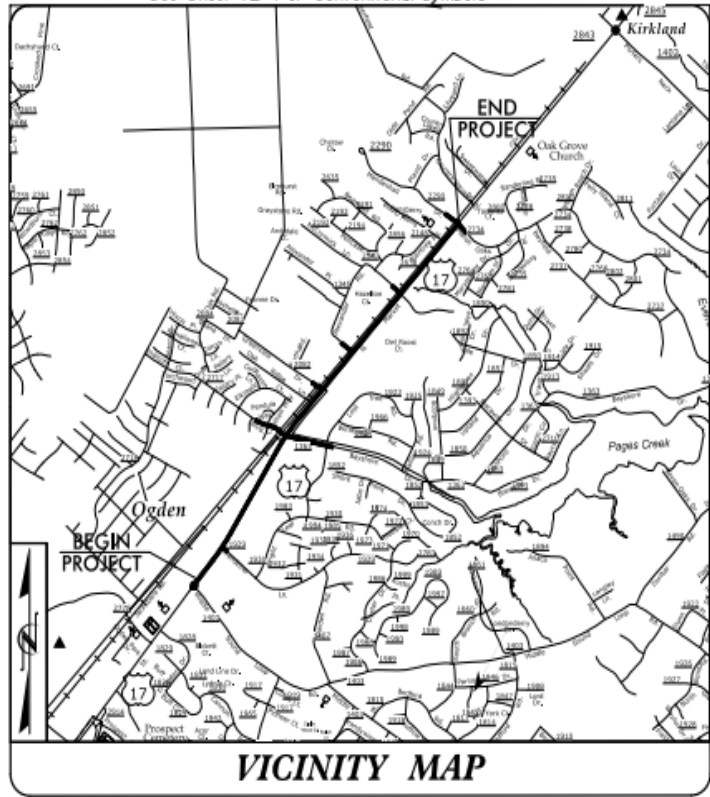
WMPO MAY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month)
Zach Howard	Division Design Raleigh Let (DDRL)	U-4902C	US 17 BUSINESS (MARKET STREET) FROM NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2032.08.17
Brian Harding	Division Design Raleigh Let (DDRL)	U-5702A	NC 132 (COLLEGE ROAD) FROM SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD).	NEW HANOVER	2033.02.15
Brian Harding	Division Design Raleigh Let (DDRL)	U-4434	WILMINGTON, SR 1209 (INDEPENDENCE BLVD EXT) FROM RANDALL PARKWAY TO MARTIN LUTHER KING, JR. PARKWAY	NEW HANOVER	Future Year
Zach Howard	Division Design Raleigh Let (DDRL)	U-4902B	US 17 BUSINESS (MARKET STREET) FROM THE CSX RAILROAD TO CINEMA DRIVE AND FROM JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD).	NEW HANOVER	Future Year
Brian Harding	DDRL	U-5702B	NC 132 (COLLEGE ROAD) FROM US 117 (SHIPYARD BOULEVARD) TO US 421 (CAROLINA BEACH ROAD) ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	NEW HANOVER	Future Year
	DDRL	U-5704	NC 132 (COLLEGE ROAD) AT US 76 (OLEANDER DRIVE).	NEW HANOVER	Future Year
Brian Harding	Division Design Raleigh Let (DDRL)	U-5729	US 421 (CAROLINA BEACH ROAD) FROM US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON UPGRADE ROADWAY.	NEW HANOVER	Future Year
	DDRL	U-5863	NC 133 (CASTLE HAYNE ROAD) FROM I-140 / US 17, WILMINGTON BYPASS TO SR 1310 (DIVISION DRIVE) WIDEN TO MULTI LANES.	NEW HANOVER	Future Year
Zach Howard	DDRL	U-5881	US 117 /NC 132 (COLLEGE ROAD) FROM SOUTH OF SR 1272 (NEW CENTRE DRIVE) TO US 17 BUSINESS (MARKET STREET). UPGRADE ROADWAY.	NEW HANOVER	Future Year

WMPO MAY CONSTRUCTION PROJECTS						
Contract Number	Resident Eng	TIP/WBS /Program	County	Description	*Estimated Completion (year.month.date)	Percent Complete
C204319	Joshua Pratt	U-4902D	NEW HANOVER	SUPERSTREET MEDIAN ON MARKET STREET (US 17 BUS) FROM MARSH OAKS DRIVE TO LENDIRE DRIVE.	2026.06.30	93.35%
C204724	Brad Haste	B-5156	PENDER	BRIDGE #28 OVER LONG CREEK ON NC 210	2026.06.12	90.89%
C204553	Brad Haste	R-3300B	PENDER	NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT ROAD).	2027.12.11	67.90%
C204942	Joshua Pratt	U-6202	NEW HANOVER	SR 2048 (GORDON ROAD) FROM US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	2029.12.12	22.36%
C205072	Joshua Pratt	R-3300A	PENDER	US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210	2030.03.30	13.43%
DC00505	TBD	W-5703C	NEW HANOVER	US 117 / NC 132 (COLLEGE ROAD) TO 200 FEET NORTH OF WILOUGHBY PARK. INSTALL CURB AND GUTTER, MULTI-USE PATH, SIDEWALK, PEDESTRIAN SIGNALS, CROSSWALKS, AND LIGHTING.	2026.04.16	0.00%

TIP PROJECT: U-4902D

CONTRACT: C204319

See Sheet 1A For Index of Sheets
See Sheet 1B For Conventional Symbols



VICINITY MAP

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS NEW HANOVER COUNTY

LOCATION: US 17 (MARKET STREET) FROM
SR 1403 (MIDDLE SOUND LOOP ROAD)
TO SR 2290 (MENDENHALL DRIVE)
SR 2734 (MARSH OAKS DRIVE)

TYPE OF WORK: GRADING, PAVING, DRAINAGE, SIGNALS,
AND RETAINING WALL

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-4902D	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
40238.1.4		P.E.	
40238.2.4		R/W/UTIL	
40238.3.5		CONST	



Project Details:

Work Begin: 04/2019
 Est. Completion: 11/2022
 Rev. Completion: 06/2026*
 Contractor: Sealand Contractors
 NCDOT Contact: Joshua Pratt
 Contract: \$24,654,091

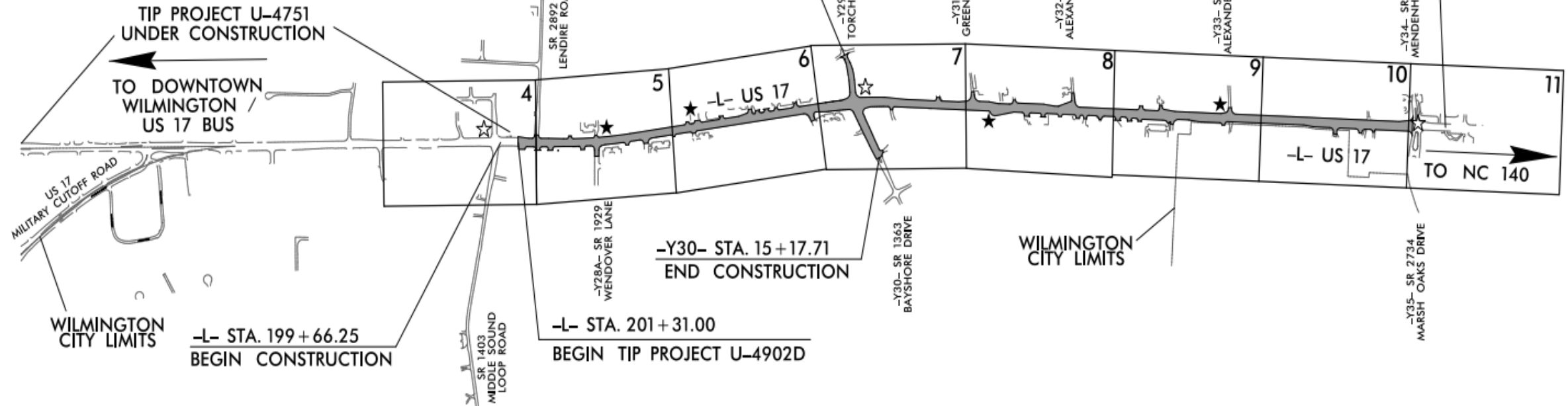
Project Comments:

U-4902D

US 17 (MARKET STREET)

FROM SR 1403 TO SR 2734
IN WILMINGTON.

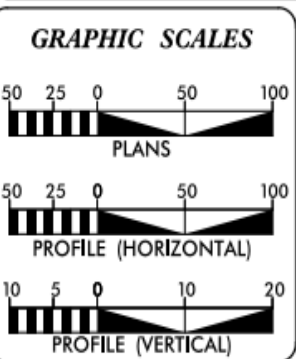
Driveway tie-in paving;
 Medians seeded;
 Drainage and sign
 installation 90% complete



NTS

☆ EXISTING SIGNAL
 ★ PROPOSED SIGNAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2018	=	52,130
ADT 2038	=	65,390
K	=	11 %
D	=	55 %
T	=	6 % *
V	=	50 MPH
* TTST = 2% DUAL 4%		
FUNC CLASS = PRINCIPAL ARTERIAL		
STATEWIDE TIER		

PROJECT LENGTH

LENGTH OF ROADWAY T.I.P. PROJECT U-4902D	=	1.670 MILES
TOTAL LENGTH OF T.I.P. PROJECT U-4902D	=	1.670 MILES
LENGTH BASED ON -L- CENTERLINE		

PREPARED IN THE OFFICE OF
HNTB
 FOR DIVISION OF HIGHWAYS

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JANUARY 30, 2017

LETTING DATE:
FEBRUARY 19, 2019

DOUGLAS M. WHEATLEY, PE
PROJECT ENGINEER

ROY TELLIER, PE
PROJECT DESIGN ENGINEER

KRISTA KIMMEL, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

James A. Byrd
1/7/2019

ROADWAY DESIGN ENGINEER

Roy Tellier
1/4/2019



CONSTRUCTION PROGRESS

93%

05/2026

TIP PROJECT: B-5156

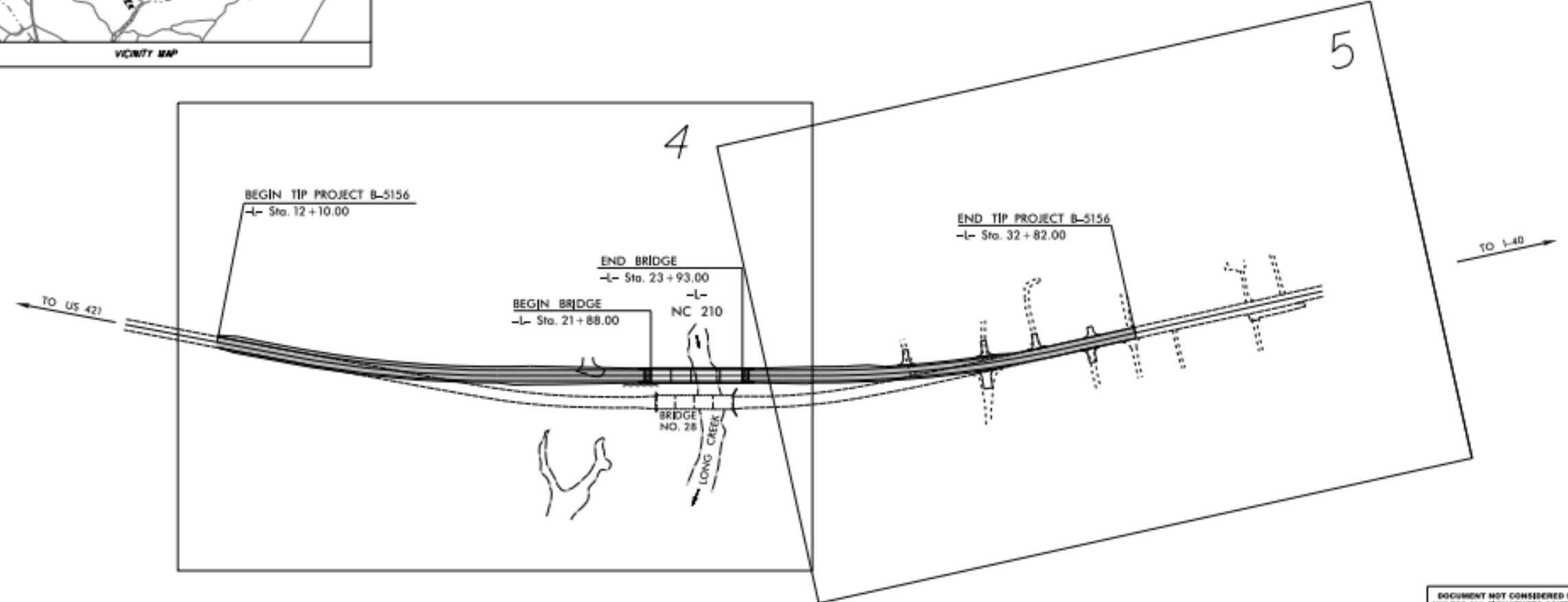
CONTRACT: C204724



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
PENDER COUNTY

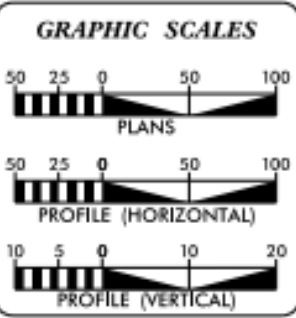
DATE	BY	REVISION
N.C.	B-5156	1
42331.1.2		P.E.
42331.2.1		RIGHT OF WAY
42331.2.1		UTILITIES
42331.3.1		CONSTRUCTION

LOCATION: BRIDGE 28 OVER LONG CREEK ON NC 210
TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURES



NTS

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

AADT 2020 = 3,000
AADT 2040 = 3,600
K = 10%
D = 55%
T = 12%*
V = 60 MPH

* (TTST 4% + DUAL 8%)
FUNCTIONAL: RURAL MAJOR
CLASSIFICATION: COLLECTOR
REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-5156 = 0.353 MILES
LENGTH STRUCTURES TIP PROJECT B-5156 = 0.039 MILES
TOTAL LENGTH TIP PROJECT B-5156 = 0.392 MILES

PLANS PREPARED FOR THE NCDOT BY:

2014 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: AUGUST 28, 2019

LETTING DATE: APRIL 16, 2024

Kimley Horn

JEFFREY W. MOORE, P.E.
PROJECT ENGINEER

SETH DENNEY, P.E.
PROJECT DESIGN ENGINEER

DAVID STUTTS, P.E.
STRUCTURES MANAGEMENT UNIT
PROJECT ENGINEER-
PE/PROGRAM MANAGEMENT

HYDRAULICS ENGINEER

Developed by: David Heston 7/2024
ROADWAY DESIGN ENGINEER

Developed by: Jeffrey D. Moore
SIGNATURE



Project Details:

Work Begin: 06/2024
Est. Completion: 03/2026
Rev. Completion: 06/2026
Contractor: SMITH-ROWE, LLC
NCDOT Contact: Brad Haste
Contract: \$5,022,225.46

Project Comments:

B-5156
NC-210

BRIDGE 28 OVER LONG CREEK

Facility opened
Reforestation completed
Sediment loss fixed in March
Added silt fence and special sediment stone and reseeded entire project area

CONSTRUCTION PROGRESS

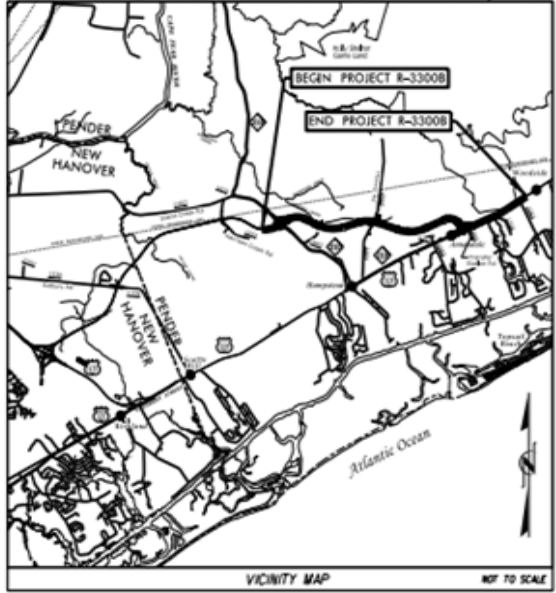
91%

05/2026 92

TIP PROJECT: R-3300B

CONTRACT: C204553

See Sheet 1A For Index of Sheets See Sheet 1B for Conventional Symbols



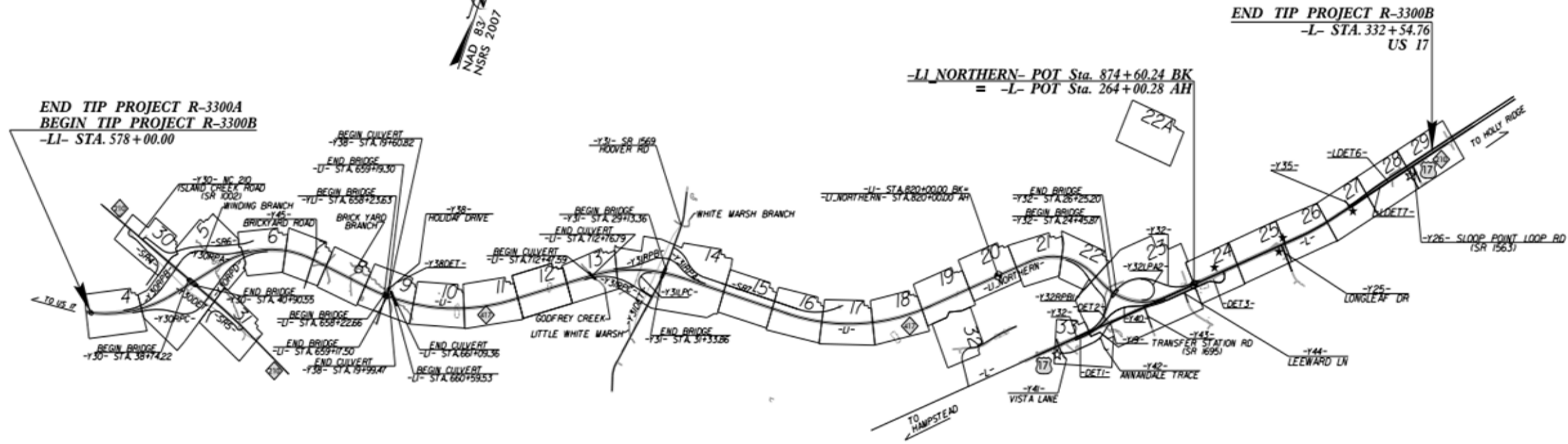
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PENDER COUNTY

LOCATION: NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT LOOP ROAD).

TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES, SIGNALS, ITS, NOISE WALLS, RETAINING WALLS, AND CULVERTS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-3300B	1	
STATE PROJ. NO.	F.A.P. PROJ. NO.	DESCRIPTION	
40237.1.2	N/A	PE	
40237.2.5	N/A	R/W & UTIL	
40237.3.3	N/A	CONSTR	

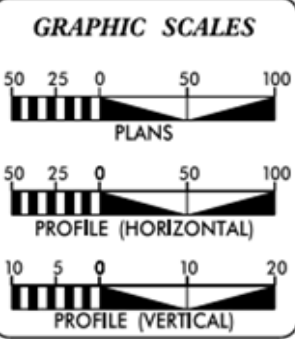


NTS

SUNGATE DESIGN GROUP, P.A.
 Dewberry
 2405 WISSEFF ROAD
 SUITE 100
 FARMERSVILLE, NC 27834
 NC CDA No. C-0890

★ UPDATE EXISTING SIGNAL -THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.
 ★ PROPOSED SIGNAL

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2016	= N/A
ADT 2040	= 55,400
K	= 8 %
D	= 60 %
T	= 6 % *
V	= 70 MPH
*(TTST 2% + DUALS 4%)	
FUNC CLASS	= FREEWAY
REGIONAL TIER	

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-3300B	= 6.898 MILES
LENGTH STRUCTURE TIP PROJECT R-3300B	= 0.018 MILES
TOTAL LENGTH TIP PROJECT R-3300B	= 6.916 MILES

PREPARED IN THE OFFICE OF:
Stantec
 STANTEC CONSULTING
 400 Jones Franklin Road | Suite 200 | Raleigh, NC 27609
 Tel: (919) 851-4884 | Fax: (919) 851-7624 | www.stantec.com
 License No. P-8812

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 304 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MARCH 16, 2018

LETTING DATE: JANUARY 18, 2022

MICHAEL D. LINDGREN, P.E.
PROJECT ENGINEER

TRACE HOWELL, P.E.
NCDOT DIVISION 3 CONTACT

HYDRAULICS ENGINEERS

Designed by: John G. Datta P.E. SEAL 26871 SIGNATURE: 11/22/2022

Designed by: Steve Bender P.E. SEAL 12786 SIGNATURE: 11/22/2022

ROADWAY DESIGN ENGINEER

Designed by: Mike Lindgren P.E. SEAL 025513 SIGNATURE: 11/22/2022



Project Details:

Work Begin: 03/2022

Est. Completion: 03/2027

Rev. Completion: 12/2027

Contractor: CONTI CIVIL

NCDOT Contact: Brad Haste

Contract: \$185,680,442

Project Comments:

R-3300B

HAMPSTEAD BYPASS

FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT ROAD)

CONSTRUCTION PROGRESS

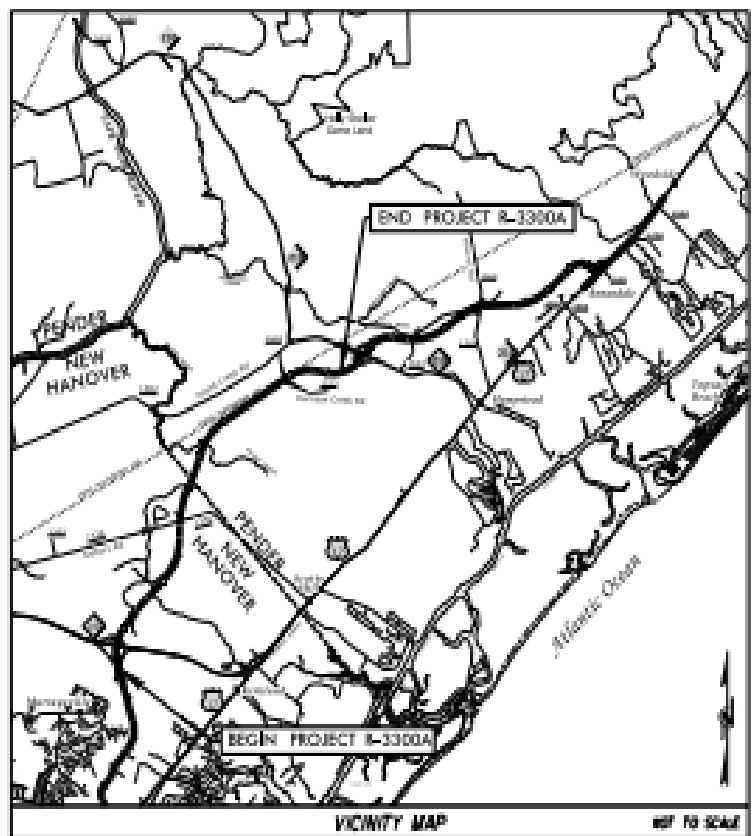
67%

05/2026 93

TIP PROJECT: R-3300A

CONTRACT: C205072

See Sheet 1A For Index of Sheets See Sheet 1B for Conventional Symbols



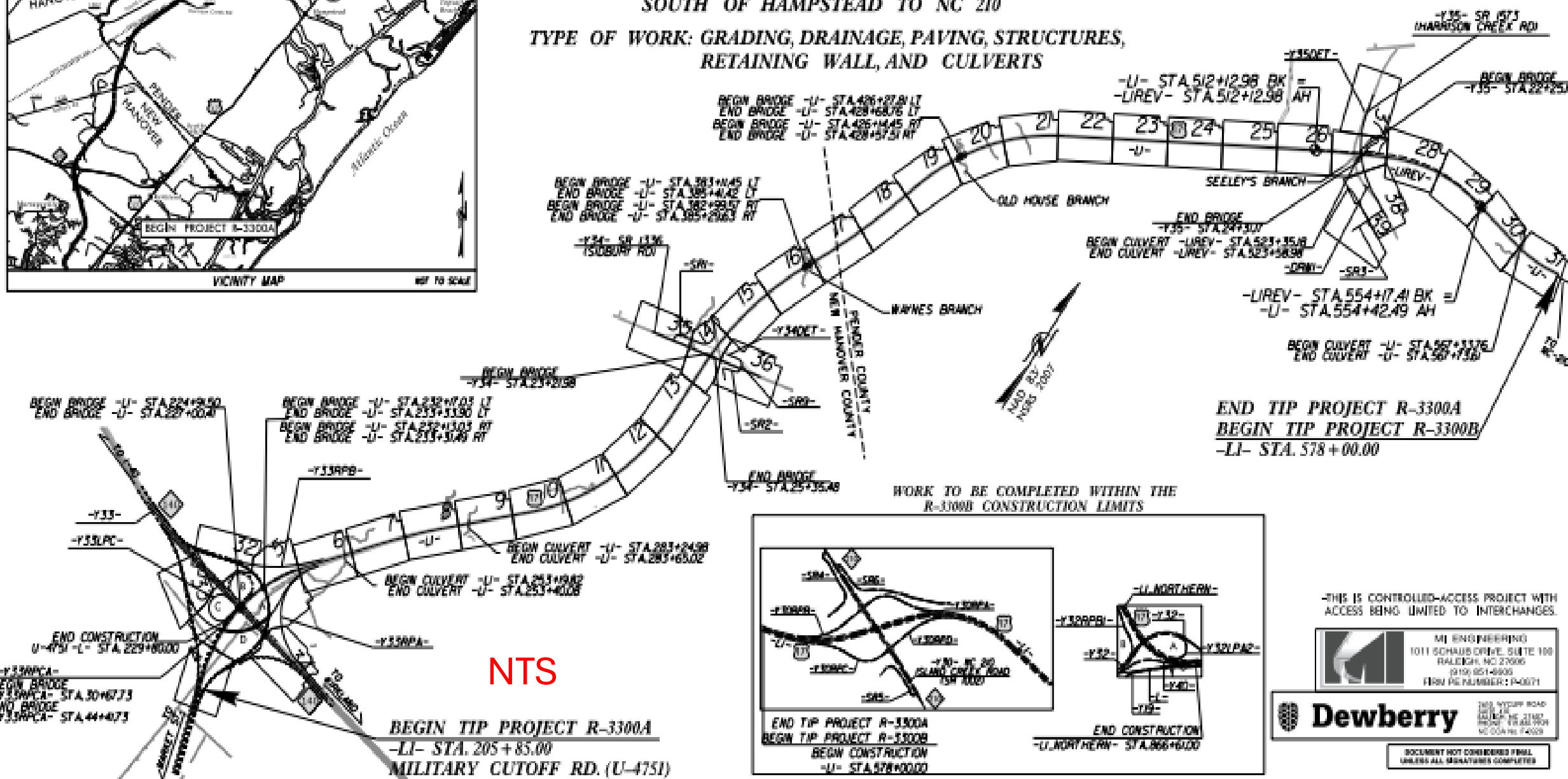
**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

**NEW HANOVER &
PENDER COUNTIES**

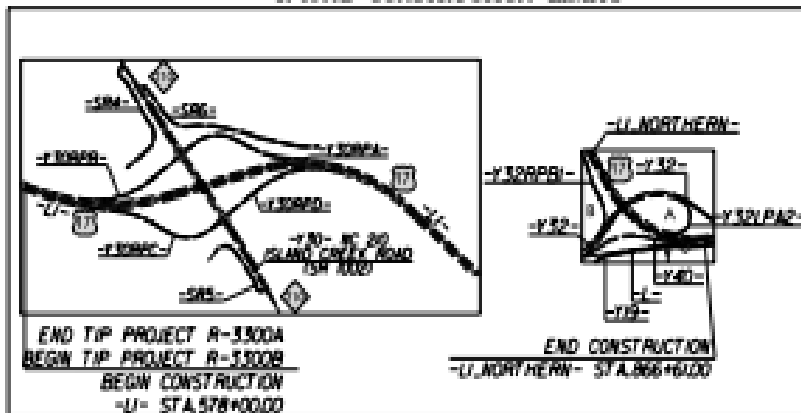
**LOCATION: US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS
SOUTH OF HAMPSTEAD TO NC 210**

**TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES,
RETAINING WALL, AND CULVERTS**

DATE	DESCRIPTION	BY	CHK
N.C.	R-3300A	1	
40237.1.3	N/A	PE	
40237.2.4	N/A	BW	
40237.2.6	N/A	UTILITIES	
40237.3.2	N/A	CONST	



NTS



THIS IS CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.

M/E ENGINEERING
1011 SCHUBS DRIVE, SUITE 100
RALEIGH, NC 27606
(919) 851-6000
FIRM REGISTRATION: P-0071

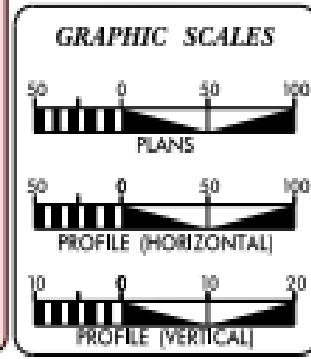
Dewberry
265 WOODROW ROAD
RALEIGH, NC 27606
(919) 851-6000
FIRM REGISTRATION: P-0071

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Project Details:
Work Begin: 07/2025
Est. Completion: 10/2029
Rev. Completion: 03/2030
Contractor: S.T. Wooten
NCDOT Contact: Brad Haste
Contract: \$182,389,503

Project Comments:
R-3300A
(HAMPSTEAD BYPASS)
MORE BUILD-UP

**CONSTRUCTION
PROGRESS**
12%



DESIGN DATA

ADT 2016	=	N/A
ADT 2040	=	54,800
K	=	8 %
D	=	60 %
T	=	6 % *
V	=	70 MPH
*(TTST 2% + DUALS 4%)		
FUNC CLASS	=	FREWAY
REGIONAL TIER	=	

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-3300A	=	6.869 MILES
LENGTH STRUCTURE TIP PROJECT R-3300A	=	0.175 MILES
[NORTHBOUND LANES STATIONS USED]		
TOTAL LENGTH TIP PROJECT R-3300A	=	7.044 MILES

FORWARDED BY THE OFFICE OF
STANTEC CONSULTING
101 West Franklin Road | Suite 100 | Raleigh, NC 27606
(919) 851-6000 | Fax: (919) 851-6001 | www.stantec.com

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
BY STANDARD SIGNATURES

RIGHT OF WAY DATE:
APRIL 1, 2019

LETTING DATE:
JULY 15, 2025

KATRINA N. HAZEL, P.E.
PROJECT DESIGN ENGINEER

TRACE HOWELL, P.E.
SCHEMATIC DESIGNER / CONTRACT

HYDRAULICS ENGINEERS

Andra Jones (Professional Seal)
Andra Taylor (Professional Seal)

ROADWAY DESIGN ENGINEER

TRACE HOWELL (Professional Seal)



TIP PROJECT: W-5703C

CONTRACT: DC00505

SEE SHEET 1A FOR INDEX OF SHEETS
SEE SHEET 1B FOR CONVENTIONAL PLAN SHEET SYMBOLS

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

NEW HANOVER COUNTY

STATE	STATE PROJECT NUMBER	SHEET	TOTAL SHEETS
N.C.	W-5703C	1	
STATE FUNDING	F.A. PROJECT	DESCRIPTION	
44849.1.3	HSIP-0421(091)	PE	
44849.2.9	HSIP-0421(091)	UTIL	
44849.2.3	HSIP-0421(091)	RW	
44849.3.3	HSIP-0421(091)	CONSTR	

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

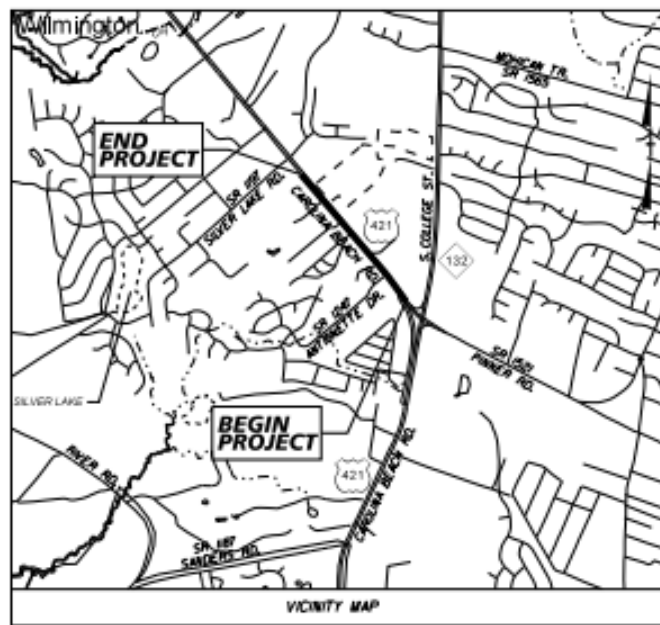
100% PLANS



Project Details:

Work Begin: TBD Est.
Completion: TBD

Contractor: TBD
NCDOT Contact:
Contract: TBD



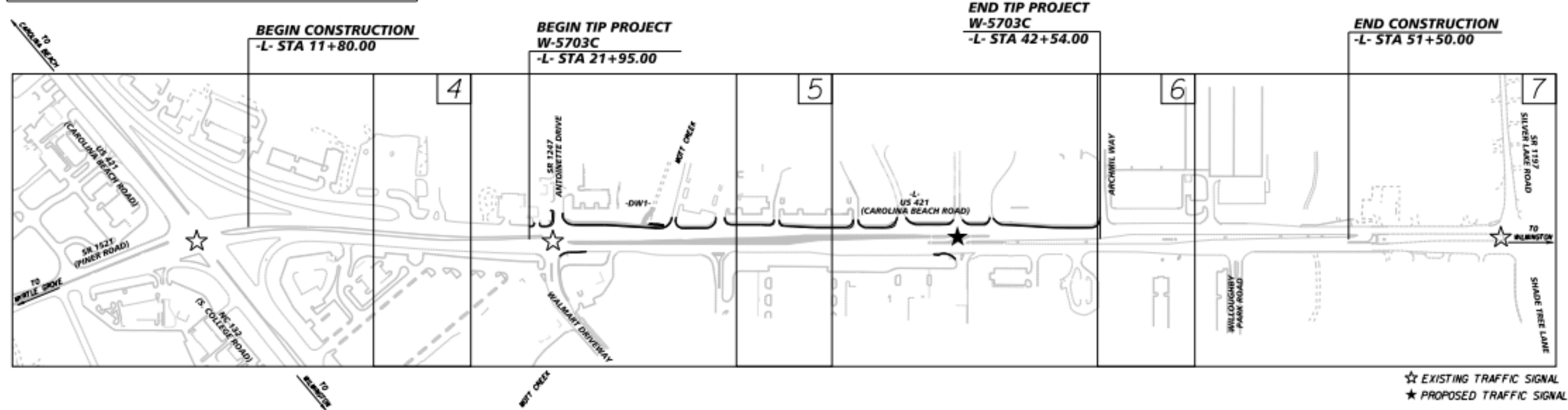
LOCATION: US 421 (CAROLINA BEACH ROAD) FROM S. COLLEGE ROAD TO APPROXIMATELY 200' NORTH OF WILLOUGHBY PARK ROAD

TYPE OF WORK: GRADING, DRAINAGE, PAVING, FENCE, AND SIGNALS

Project Comments:

W-5703C

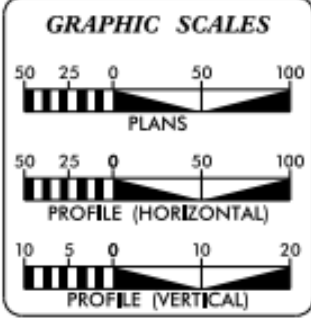
WRIGHTSVILLE BEACH
BRIDGE
REPLACEMENTS



NTS

THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF WILMINGTON

NCDOT CONTACT: BRIAN HARDING, PE
DIVISION 3, DIVISION PROJECT MANAGER
(910) 341-2000



DESIGN DATA

ADT 2024	=	35,400
ADT 2040	=	45,000
K	=	8%
D	=	55%
T	=	3%*
V	=	50 MPH

CLASSIFICATION:
PRINCIPAL ARTERIAL

* 1% TTST 2% DUAL STATEWIDE TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT W-5703C	=	0.390 MILES
TOTAL LENGTH TIP PROJECT W-5703C	=	0.390 MILES

PLANS PREPARED FOR THE NCDOT BY:

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JANUARY 2025

LETTING DATE: APRIL 16, 2026

Kimley Horn

SEAN KANE, P.E.
PROJECT ENGINEER

BEN CRAWFORD, P.E.
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

3/6/2026

ROADWAY DESIGN ENGINEER

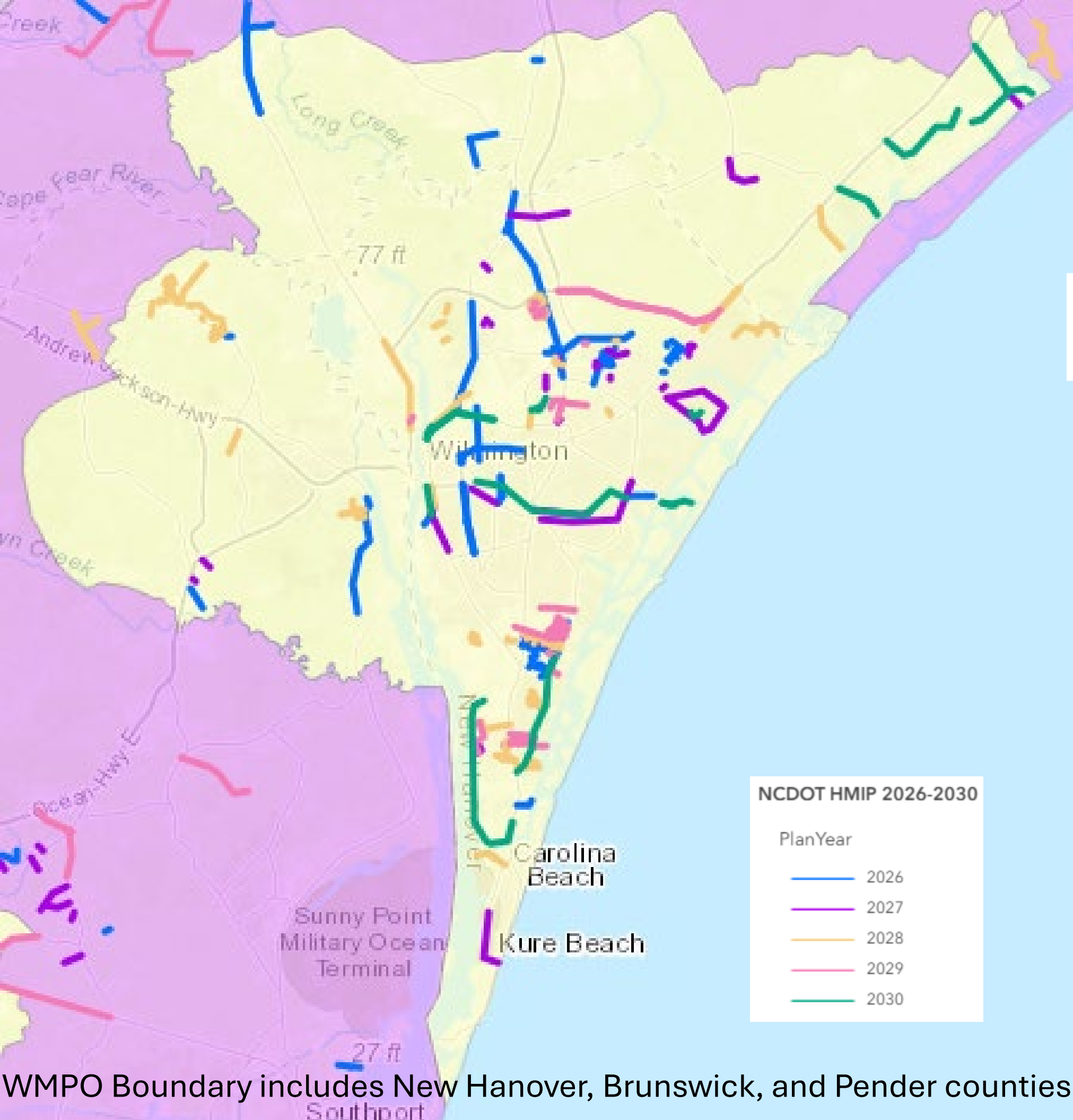
3/6/2026



**CONSTRUCTION
PROGRESS**

0%

WMPO MAY RESURFACING/PRESERVATION PROJECTS					
Contract Number	Contract Year	County	Routes	*Estimated Completion (year.month.date)	Percent Complete
C205101	2025	PENDER	RRESURFACING AND PRESERVATION ALONG VARIOUS ROUTES	2026.12.15	87.84%
DC00457	2024	NEW HANOVER	RESURFACING AND PRESERVATION ALONG VARIOUS ROUTES	2025.11.21	83.42%
DC00467	2024	BRUNSWICK	RESURFACING AND PRESERVATION ALONG VARIOUS ROUTES	2026.06.26	77.11%
C204866	2023	BRUNSWICK	I-140 RESURFACING FROM US-17 TO NORTH OF US-74 (I-6036)	2026.04.22	62.62%
DC00473	2025	NEW HANOVER	RESURFACING AND PRESERVATION ALONG VARIOUS ROUTES	2026.05.16	50.82%
DC00464	2024	NEW HANOVER, PENDER	NC 210 AND 5 SECONDARY ROUTES	2026.05.29	27.13%
DC00492	2024	NEW HANOVER	RESURFACING AND PRESERVATION ALONG VARIOUS ROUTES	2027.07.16	0.00%



NCDOT HMIP 2026-2030

- PlanYear
- 2026
 - 2027
 - 2028
 - 2029
 - 2030

WMPO Boundary includes New Hanover, Brunswick, and Pender counties

HMIP



Public

GO!NC  **NCDOT.GOV**

NCDOT 2023-2027 HMIP (Highway Maintenance Improvement Program) as approved by the

SCAN QR CODE FOR LINK



NOTE: Projects details are subject to change

May NCDOT Resource Feature

May Mowing Restrictions

Session Law 2025-47 (SB 391) restricts scheduled mowing along the state-maintained right of way during the month of May and during times of the year when political signs are permitted along certain roadways. These requirements are now in effect across North Carolina and will impact roadside maintenance during parts of the year.

When Is Mowing Restricted?

All routes May 1 – 31

For partially access-controlled routes (most primary and secondary roads):

Jan. 13 – March 13

Sept. 15 – Nov. 13

Potentially additional dates/locations, in the event of runoff elections

Where Can Mowing Still Occur?

Mowing may continue in the following areas or situations:

Interstates and fully access-controlled highways, including ramps, interchanges and merge areas except for the month of May

Safety-related mowing, such as:

Maintaining clear sight distance

Ensuring traffic signs remain visible

Addressing drainage issues or roadside hazards

Where Can Mowing Still Occur?

All safety-related work is performed as needed to maintain safe travel conditions. Care is taken to avoid impacting lawfully placed political signs within the right of way.

The political sign moratorium does not apply for municipal elections (odd numbered years). Only the May moratorium will apply during municipal election cycle years.

What Does This Mean?

Roadside grass and vegetation may be taller than usual, especially during May.

Mowing operations will be reduced during restricted periods.

NCDOT's Commitment

NCDOT is implementing these requirements while continuing to:

Maintain safe roadways.

Address safety issues as they arise.

Follow state law requirements.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

May 2026

Nazia Sarder
Transportation Engineer
NCDOT Transportation Planning Division
1 South Wilmington Street
Raleigh, NC 27601

MAY TPD UPDATES WILMINGTON MPO

MAY 2026

PENDER COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP): The Pender County CTP is under study. The TPD engineers have put the report together for production and the appendix is ready in draft format. After the report comes back from the vendor, the CTP will go through internal management and CTP steering committee review.

WILMINGTON TRAVEL DEMAND MODEL (TDM): the Wilmington TDM was adopted at the end of October along with Wilmington MPO's MTP ([Cape Fear Navigating Change 2050](#)).

FUNCTIONAL CLASSIFICATION: [The statewide functional classification](#) requests have been approved by FHWA as of December of 2025. The approval letters and final datasets were sent to the MPOs and RPOs by NCDOT TPD on behalf of FHWA.

NEVI: North Carolina Department of Transportation (NCDOT) has been certified by the Federal Highway Administration (FHWA) as having its alternative fuel corridors (AFCs) "fully built out" under the [revised NEVI Guidance](#) issued in October of 2025. The revised guidance allows existing [NEVI-compliant stations](#) to count toward certification of FBO.

Despite the certification, NCDOT is proposing to fund the buildout of *additional* stations along these corridors to provide a more robust EV charging network. NCDOT will be releasing NEVI Round 2 Request for Proposals (RFP) in the first quarter of 2026.

To support planning for Round 2 RFP of NEVI Program funding, NCDOT has released an **updated GIS-based map** showing the proposed locations for 16 new charging stations at [NCDOT: National Electric Vehicle Infrastructure \(NEVI\) Program](#)
Information about the map

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27699

Telephone: 919 707 0980
Customer Service: 1-877-368-4968

Website: ncdot.gov

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

2027 NCDOT Multimodal Freight Plan: North Carolina’s freight network continues to evolve. To keep pace, NCDOT is updating the Statewide Multimodal Freight Plan. This update will build on the 2023 plan, incorporating new economic trends, technology advancements and stakeholder priorities. We expect to share the draft plan by the end of 2026. There is an easy to read fact sheet that can [be viewed here](#).

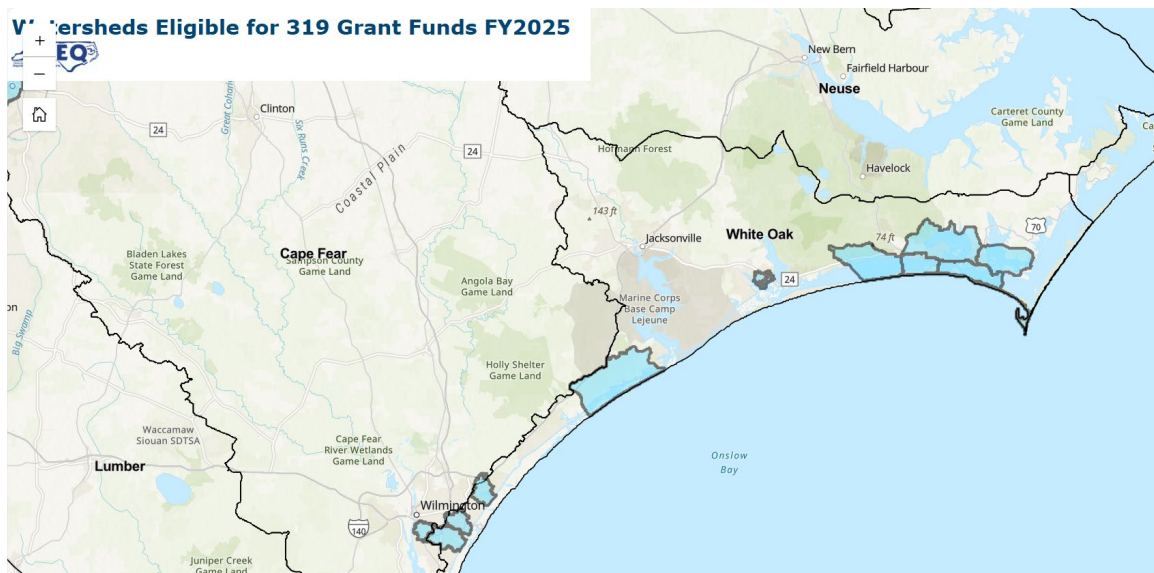
REQUEST FOR PROPOSALS: CLEAN WATER ACT-SECTION 319(H) NONPOINT SOURCE GRANT FUNDING FOR FY 2026: Fiscal Year 2026 319(h) Grant RFP - the North Carolina Department of Environmental Quality (DEQ), Division of Water Resources (DWR) is soliciting proposals for Fiscal Year 2026 Clean Water Act Section 319(h) Nonpoint Source Grant Funding. Eligible projects must implement a DWR-approved watershed restoration plan to improve waters impaired by nonpoint source (NPS) pollution. Funding is provided by the U.S. Environmental Protection Agency under Section 319(h) of the Clean Water Act.

[Eligible applicants](#) include state and local governments, interstate agencies, public and private nonprofit organizations (including academic institutions), and Tribal entities with a current U.S. Environmental Protection Agency-approved Tribal NPS management program plan.

Applications are now open and must be submitted by midnight on May 29, 2026.

Grant awards and funding amounts are contingent upon the availability of funds. DWR reserves the right to fully fund, partially fund, or decline to fund any proposal or any component of a Section 319 grant proposal.

Eligible areas within the basin are in blue (there are basins within Wilmington MPO):



Click on links below to learn more:

- NCDOT home page—ncdot.gov
- Real-Time Traffic—DriveNC.gov | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#)
- NCDOT: State Transportation Improvement Program— ncdot.gov/sti
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>
- Links to all traffic count data information—[Traffic Survey Group \(ncdot.gov\)](#)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](#)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)
- NCDOT Comprehensive Transportation Plans (CTPs) – [Connect NCDOT - CTPs](#)

NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](#) (or go to ncdot.gov/ncmoves)
- [NCDOT Strategic Transportation Corridors](#) (or go to ncdot.gov and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) (or go to ncdot.gov and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](#) (or go to ncdot.gov and search: public transportation plan)
- [IMD Great Trails State Plan](#) (or go to ncdot.gov and search: Great Trails)
- [Connecting North Carolinians to Opportunities](#) (Public Transportation strategic Plan—2018) (or go to ncdot.gov and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](#) (or go to ncdot.gov and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to ncdot.gov/bikeped/walkbikenc)