

Memo

To: Joshua Mello
From: Shane D. York
Date: 12/04/08
Re: CAC Meeting Minutes

Notes from the 11/19/08 CAC Meeting

- Officers elected. Mike Roberts elected Chairman. Howard Loving nominated Co-Chairman.
- Nominations for restaurants for the Christmas gathering included; Front Street Brewery, City Club, Hilton Hotel, Ruth Chris, and the restaurant formerly known as Old Roy's Riverboat place at Market / Water.
- CAC requested that we bring in municipal planners to meetings to get their opinions on major projects. They would like to get together with planners and develop a vision before the surveys go out. Municipal planners know what is on the horizon with future developments.
- CAC also requested that Derrick Lewis attend a CAC meeting to discuss the basics of Feasibility Studies. Shane will approach Derrick to ask his availability in early 2009.
- CAC requested personal copies of 2005 LRTP for their use.
- CAC requested Shane check on the feasibility study for a new road that would connect NC 211 to the west side of Boiling Spring Lakes at NC 87. (Shane will ask Derrick Lewis about this.)
- On the subject of College at Oleander, one of the CAC members asked if anything would happen now that funding was pulled. Shane mentioned there will probably be some safety improvements that could include extending the eastbound left turn lane (in front of Toys R Us) or widening it to a double left as an interim fix. Also that the completion of Independence Blvd could pull traffic off of College Road. This would likely be a Division 3 improvement project.
- CAC wants to put pedestrians and bikes on the Skyway Bridge. They mentioned that this will increase the cost of the bridge, but will make it popular with tourists and will connect two counties with a bike lane.
- Mike Roberts wants to meet with Mike Kozlosky and Joshua Mello in the future. They will set up responsibilities for small groups and then bring in ideas to the big group.

As an exercise in evaluating alternatives, the members of the CAC were given a map with 5 alternate routes for the proposed International Terminal in Brunswick County and we discussed the pros and cons. All of the following comments were related to the discussion.

- NC 133 would be difficult to widen in many areas due to wetlands and residential areas close to the road. Also there are a lot of S curves.
- We believe the Terminal will create around 6,000 local jobs. Many of the future employees could live in the Boiling Spring Lakes area.
- There is a lot of limestone in the soil east of Boiling Spring Lakes. This could be a problem with future rail and road location. It would have to be excavated and replaced with gravel. All the additional trains will put more weight on the ground.
- A soil test will have to be done on all the locations as part of the study.
- On the subject of putting the road on NC 87, that would put a lot of trucks going past S. Brunswick High School and middle School (near the intersection of NC 87 and Cougar Street). You would want to bypass this area.
- Instead of building a new road, could just widen an existing road and put all the trucks in a separate lane (like an HOV lane). This would still have to be coordinated with schools and residential areas.
- The feasibility study for the Terminal will need to fine tune the percent distribution for the truck to get our traffic forecast as accurate as possible.
- Requested that Shane check the dates for completion of I-74 corridor from Columbus County to South Carolina.
- If the Skyway Bridge is not done, Alternate D (new location alternate between NC 87 and NC 133) will not be feasible because it would dump traffic on US 17 near Leland. Note this would also be true for NC 133.
- Alternate A (NC 211) would be a better alternate if I-74 was in place.
- Mike Roberts suggested we use critical path software to evaluate different alternates and how sometimes the best alternate is determined by what other facilities are in place.
- Alternate D will have impacts to Brunswick Forest subdivision and the RR tracks. It needs to stop at the Skyway Bridge.
- Alternates A and B have solid ground underneath them. Less worries about poor soil.
- Alternate D could be built as a toll road.
- Alternate C (NC 87) should be built as a bypass of Boiling Spring Lakes to avoid the downtown area, the water and wetlands.
- A limited access road wouldn't allow for a lot of places for the trucks to pull off, so there would be limited economic development opportunities (gas stations and restaurants for the drivers).
- There has been a lot of residential growth in Boiling Spring Lakes and the NC 211 corridor.

- Alt B (new location between NC 211 and NC 87) dumps truck traffic on US 17 too far away from the Wilmington Bypass, but it may be the cheapest to build.
- Nuclear material going to the power plant by Rail will be using this RR corridor as well as munitions for Sunny Point. This will require coordination between the Terminal, the Army, and the Power Plant (Duke Power).
- Northbound trucks will likely take I-40 to I-95. Southbound trucks will likely take US 74-76 south. Or if I-74 is complete they will take that.
- Construction for Rail and Road could be combined on Alternate D. This could save money.
- NC 211 is a parking lot in the summer time. As is NC 87 and NC 133. This would be a good reason for a new location road just for trucks. That will keep trucks off of roads full of summer tourists.
- Oak Island traffic all goes to common area on NC 211. The second bridge to Oak Island will relieve some of this.
- In addition to the trucks, the potential for a traffic jam created by 1,000's of employees needs to be considered by the traffic forecast. Will also need to predict where all these employees will come from. Assuming most of the employees are Blue collar, Shane will examine the census for municipalities with the most blue collar employees as a basis for assumptions.

