



# WILMINGTON URBAN AREA Metropolitan Planning Organization

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## Meeting Agenda

Wilmington Urban Area MPO  
Transportation Advisory Committee

### Members:

City of  
WILMINGTON  
Lead Planning Agency

Town of  
CAROLINA BEACH

Town of  
KURE BEACH

Town of  
WRIGHTSVILLE BEACH

NEW HANOVER  
County

Town of  
BELVILLE

Town of  
LELAND

Town of  
NAVASSA

BRUNSWICK  
County

PENDER  
County

CAPE FEAR  
Public Transportation  
Authority

North Carolina  
BOARD OF  
TRANSPORTATION

**TO:** Transportation Advisory Committee Members  
**FROM:** Mike Kozlosky, Senior Transportation Planner  
**DATE:** September 20, 2007  
**SUBJECT:** September 26, 2007 Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on **Wednesday, September 26<sup>th</sup> at 4:00pm**. The meeting will be held in the in the Lord Spencer Compton Conference Room at City Hall in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
  - a. 8/29/07
- 3) Public Comment
- 4) Presentations- None
- 5) Old Business
  - a. Wilmington Bypass Special Highway Overlay District
- 6) New Business
  - a. Resolution supporting the re-installation of the rail line between Castle Hayne and Wallace
  - b. Resolution supporting the East Coast Greenway designation for the Carolina Beach Greenway and Aquarium Trail
  - c. Resolution supporting the completion of a Market Street Overlay District study
- 7) Discussion Items
  - a. Monkey Junction Collector Street Plan
  - b. MPO Planning Area Boundary Expansion
  - c. Senate Bill 1513
- 8) Project Updates
  - a. Dawson/ Wooster Small Area Plan
  - b. Cape Fear Historic Byway Study
  - c. City of Wilmington Pedestrian Plan
  - d. Safe Routes to School Program
  - e. NCDOT Project Update
- 9) Announcements
  - a. Safe Routes to School "Walk and Roll to School Contest"
  - b. Wilmington Bicycle and Pedestrian Committee- October 18<sup>th</sup>
- 10) Adjournment -- Next Meeting – October 31<sup>st</sup>

### Attachments:

- Minutes from 8/29 Meeting
- Wilmington Bypass Special Highway Overlay District
- Wilmington Bypass Special Highway Overlay Map
- Resolution adopting the Wilmington Bypass Special Highway Overlay District
- Resolution supporting the re-installation of the rail line between Castle Hayne and Wallace
- Resolution supporting the East Coast Greenway designation for the Carolina Beach Greenway and Aquarium Trail
- Resolution supporting the completion of a Market Street Overlay District study
- Letter from NCDOT requesting a collector street plan for Monkey Junction
- Proposed Monkey Junction Collector Street Plan (to be presented and discussed at the meeting)
- Letters from the Town of Caswell Beach, Village of Bald Head Island, Town of St. James and City of Boiling Springs Lakes requesting inclusion in the Wilmington MPO
- Senate Bill 1513
- NCDOT project update

**Meeting Minutes**  
**Wilmington Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Date: August 29, 2007**

**Members Present:**

Lanny Wilson, Chairman, NC Board of Transportation  
Mike Ballard, Town of Navassa  
Catherine Brunjes, Town of Wrightsville Beach  
Alan Gilbert, Town of Carolina Beach  
Bill Kopp, New Hanover County  
Mac Montgomery, Town of Kure Beach  
Laura Padgett, City of Wilmington  
Nancy Pritchett, Cape Fear Public Transit Authority  
Bill Saffo, City of Wilmington  
Bill Sue, Brunswick County  
Chuck Thurlow, Town of Belville  
Tommy Wallace, Town of Leland

**Staff Present:**

Mike Kozlosky, Senior Planner  
Joshuah Mello, Associate Planner  
Anthony Prinz, Associate Planner  
Lawless Bean, TDM Coordinator

**1. Call to Order**

Mr. Wilson called the meeting to order at 4:02 PM.

**2. Approval of Minutes**

The motion to approve the minutes from the June 27, 2007 meeting carried unanimously.

**3. Public Comment Period**

Mr. Andy Koppel asked the board if the email recently sent regarding South Carolina's intentions relating to I-73 has created any analysis relative to Interstate priorities in southeast North Carolina, and especially the extension of I-74 as it heads in a southeastern direction. He told board members he would like to encourage the board to look in that direction.

**4. Presentations**

**US 17 Association – Marc Finlayson**

Mr. Finlayson told members the Highway 17 Association has been in existence since 1975. It had been managed by local government leaders up and down the corridor who were trying to make improvements to the road. In 2006 the US 17 Association opened an office and hired an advocate to try to be more influential about getting Highway 17 improved. Mr. Finlayson was hired in October of 2006 and they have made great progress since that time. The goal of the Association is to create a fully controlled access expressway for US 17 from Virginia to South Carolina. The Association is working with the Department of Transportation Board Members who represent the corridor in Divisions 1, 2 and 3 and elected officials in efforts to find additional resources to move the Highway 17 projects along.

**5. Old Business**

No items of old business

**6. New Business**

**a. Resolution amending the Long Range Transportation Plan to modify the Cape Fear Skyway as a toll facility**

Mr. Kozlosky told members at the request of the NC Turnpike Authority, the MPO is requesting that the TAC endorse a resolution that will allow the MPO to amend the 2030 Long Range Transportation Plan and identify the Cape Fear Skyway as a toll facility. This will allow for the additional analysis during the environmental review to study the toll plazas and their footprints, noise, impacts on air quality, as well as the diversion caused because the Skyway will be a toll-facility. Mr. Sue made a motion to amend the Long Range Transportation Plan and Ms. Pritchett seconded the motion. The motion carried unanimously.

**b. Resolution requesting Governor Easley to call a special session of the General Assembly to discuss local, regional and statewide transportation funding issues**

Mr. Saffo told members we desperately need improvements to our roads systems across the state of North Carolina. Because the funding shortfall is expected to continue and additional funding sources are needed to construct important transportation projects, the General Assembly needs to address the issue. We need to urge Governor Easley to call a special session to discuss local, regional and statewide transportation funding. Mr. Saffo made the motion to request the governor call a special session on the General Assembly to discuss transportation funding issues. Ms. Pritchett asked if this resolution should include the bridge structure safety issues as another reason for calling a special session. Mr. Saffo agreed and amended his resolution so that it will include bridge safety issues. Ms Padgett seconded the motion. The motion carried unanimously.

**c. Resolution supporting the Brunswick County Board of Commissioners efforts to levy a .4 percent land transfer tax in Brunswick County**

Mr. Sue told members he has been asking for a land transfer tax for many years. Brunswick County will put this before the voters this fall. The money will be placed in a special capital reserve fund only to be used for roads, school construction or roads and school debt service. He is requesting the support for this land transfer tax from the MPO. The biggest single need in Brunswick County right now is the roads.

Mr. Kopp told members he is happy Brunswick County has the opportunity to vote on either the land transfer tax or the sales tax for infrastructure needs. He has helped the state association to make this happen in the legislature. The vehicle that got us here today was taking the Medicaid reimbursement off the back of the counties. Some counties are not going to come out as well as others, so this little piece went in the legislation allowing a referendum in which voters will have an opportunity to consider a land transfer tax or an additional sales tax. He said he would like to encourage people in Brunswick County to vote for this, he is just not sure this board should be involved in Brunswick County politics. We could ask and encourage the Brunswick County Commissioners that if it is successful, they may want to consider using some of that money for roads. Mr. Kopp said he is not sure this regional board should be encouraging the citizens of Brunswick County to vote one way or the other.

Mr. Sue said he feels this board needs to encourage and make the people aware that this is one possible solution. We are supposed to be the road-authority in the metropolitan area and we need to support efforts to improve roads. It might help if this board passes the resolution because it will encourage voter support.

Mr. Montgomery said he agrees with Mr. Sue in that traffic is coming from all over the region so we are no longer separate areas. What affects Brunswick County is going to also affect New Hanover County. Mr. Gilbert said he also agrees with Mr. Sue because the voters will have the final decision and this is an innovative solution.

Mr. Thurlow made the motion to support the Brunswick County Commissioners efforts to levy a .4% land tax in Brunswick County. Mr. Ballard seconded the motion. The motion carried unanimously.

**d. Resolution Supporting the Town of Leland's Request for a Median, Marked Bicycle Lanes and Provision for Sidewalks Along Village Road Between South Navassa Road and Lanvale Road**

Mr. Wallace requested to add a resolution supporting the Town of Leland's request for a median, marked bicycle lanes and provision for sidewalks along Village Road between South Navassa Road and Lanvale Road. It is Phase II of the Village Road project. Mr. Wallace made the motion to support the resolution and Mr. Thurlow seconded it. The motion carried unanimously.

**e. Piner Road/College Road Intersection at Monkey Junction**

Ms. Pritchett told members she has been approached by business owners in the shopping center across from the new Home Depot in Monkey Junction. The median on Piner Road has just been extended and is preventing access to business. She has discussed this with Mr. Pope. Mr. Pope told members DOT has held two meetings with adjacent property owners. There has been an identifiable accident history at that intersection because of the increased traffic volumes due to the redevelopment in the area and the increased square footage of commercial property. DOT felt it was necessary to divide that section of the road but the state's traffic engineer is going back to look at the possibility of a left-turn into the strip shopping center. Mr. Pope said he will update the TAC on the decision at the next meeting.

**7. Project Updates**

**a. Blue Clay Road Bicycle Corridor Study**

Mr. Kozlosky told members the 1<sup>st</sup> public information workshop was held July 19<sup>th</sup> at the North Campus of the Cape Fear Community College. Staff has learned that the county has a sewer easement along that corridor and they are working with staff to implement this multi-use path in portions of that sewer easement. The focus has been shifted from defining the specific corridor to needed intersection improvements, as well as moving toward an engineering direction for the project.

**b. Cape Fear Historic Byway Study**

Mr. Mello told members URS Corporation along with Greenways Incorporated and Development Services for the Lower Cape Fear were selected as the consulting firms for the corridor management plan. The plan will look at aesthetics, traffic flow, safety, outdoor signage, streetscape improvements, and marketing along the corridor. The contract will be signed within a few weeks and work will begin within the month.

**c. Dawson/ Wooster Small Area Plan**

Mr. Pope told members the consultant is still working on the plan. He met yesterday with Ms. Padgett and Ms. Linda Pierce, who is a resident of 6<sup>th</sup> Street, to discuss the option of removing parking on Wooster and Dawson streets. DOT has requested the consultant evaluate this potential solution and he anticipates the plan should be completed soon. Mr. Kozlosky said the draft plan presentation may have to be delayed until the October meeting so the consultants can evaluate this possible solution.

**d. WAVE satellite station site evaluation study**

Mr. Prinz told members they are currently in the process of identifying three potential sites for satellite transfer facilities. The consultant firm, Martin/Alexiou/Bryson, has been hired to do a detailed study of each of the identified locations. Staff is currently in the process of setting up a

steering committee and should have their first meeting in early October. This project should be completed in January 2008 and presented to the TAC at their January meeting.

**f. Brunswick Connector**

Mr. Kozlosky told members they have received the funding from the local municipalities to continue the operation until July 1<sup>st</sup>. Staff is currently working on developing a funding strategy to continue the operation in future years. Staff also submitted a grant application to Wal-Mart for a community assistance grant. They are working with the district manager to obtain grant funding in the amount of \$10,000. Mr. Kozlosky said it is equally important for area municipalities to remember to identify their share of the necessary funding during next years budgeting process.

**g. NCDOT Project Update**  
(attached)

**8. Announcements**

**Safe Routes to School Workshop- September 13<sup>th</sup>**

**Wilmington Bicycle and Pedestrian Committee- September 20<sup>th</sup>**

**9. Adjournment**

With no further business, the meeting was adjourned at 5:18pm

Respectfully submitted

Mike Kozlosky  
Senior Transportation Planner



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

DIVISION OF HIGHWAYS

LYNDO TIPPETT  
SECRETARY

September 7, 2007

**TIP Projects:**

- 1. US 17 Wilmington Bypass: R-2405 A...** US 17 north of Wilmington, near Scotts Hill to I-40 contractor has recently opened the "Super-Street" section from Porter's Neck interchange to approximately 0.5 mile north of SR 1571 (Scott's Hill Road). We are still awaiting right of way for the completion of one more bulb-out and the relocation of SR 1351 (Stevens Church Road).  
**This opens the corridor from US 17 north of Wilmington to US 421 northwest of Wilmington.**
- 2. Military Cutoff (U-2734)**, constructing a multi-lane facility from US 17 (Market Street) to US 74 (Eastwood Drive).  
**Estimated Completion October 2007**
- 3. B- 4990:** replacement of the moveable span's electrical control system. The covered signs are for detouring traffic when the bridge is closed. They are still up because they have to close the bridge periodical throughout the project's length.  
**Contract Completion Date February 29, 2008**
- 4. Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300):** extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. NCDOT and the merger team are scheduled to have selected a preferred alternative by spring 2009 and complete the final environmental impact statement by fall 2009. Right of way is scheduled for 2012.
- 5. R-3601 US 17/74/76:** Widening across the "causeway", between Leland and Wilmington. Just beginning the planning process. We will move into the merger process afterwards and then to design. A scoping meeting will be held in the next couple of months. The TIP schedule has R/W for 2011 and Construction for 2012
- 6. U-4902 B:** construct a concrete median island from SR 1402 (Porter's Neck Road) to Colonial Drive (non-system road). Project is in the planning process. Tentative meeting w/ Congestion Management the week of September 17<sup>th</sup>.
- 7. B-0682:** Bridge to Sunset Beach over the intercoastal waterway. **Letting date 7/17/2007 all bids rejected because they were too high. To be re-let on September 18, 2007.**

8. **R-2245:** Second bridge to Oak Island over the intercoastal waterway. Under construction. Availability Date 8/6/07 **Contract Completion Date December 31, 2009**
9. **R-5021:** NC 211 widening, from NC 87 to SR 1500 (Midway Road). Right of Way 2012 tentative Public workshop in June 2008.
10. **R-4002:** widen SR 1472 (Village Road) from SR 1437 (Old Fayetteville Road) to SR 1435 (South Navassa Road) to multi-lanes. Also, construct dual left turn lanes on Village Road turning onto US 17 NB ramps. **Letting date 9/16/2008**
11. **R-4063:** widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road). Right of Way 2012 and Construction 2013
12. **B-4223:** replace Bridge # 21, over the Northeast Cape Fear River. Under construction **Contract Completion Date December 31, 2009**

#### **Brunswick County Projects:**

- **NC 87 (Maco Road)** patch and resurface from 0.3 miles north of US 17 to 0.03 miles south of US 74/76. Work complete except seeding and minor shoulder work. **Also included in the same contract: (Completion Date 8/1/2007)**
  - SR 1167 (Persimmon Road)** resurface from US 17 to NC 179.
  - SR 1120** (Sabbath Home Road) resurface from 0.06 miles northeast of NC 130 to SR 1122 (Varnamtown Road).
  - SR 1513** (Danford Road) patch and resurface from US 17 Business to east Bolivia City Limit.
  - SR 1245** (Maple Creek Road) patch and resurface from SR 1115 (Stone Chimney Road) to the end of state system.

#### **New Hanover County Projects:**

- **Signing Project:** Division and Raleigh Signing are revisiting the signing for the Parkway and the Bypass. Authorization for funding has been approved. Sign structures are in design and we have ordered the signs. **Estimated Contract Completion Date Winter 2007/08**
- **US 74/NC 133:** installation of a signal "Mast Arm" pole on bridge #11 (Isabel Holmes Bridge) and connecting it to an existing signal system. **Estimated Contract Completion Date October 2007**

- **US 421** mill and resurface from West Lake Shore Drive (non-system) to Greenfield Street (non-system). **Cape Fear Paving – NC 210 and Gordon Road complete...Wrightsville Ave. shoulder work and markings remain...US 421 under construction.**  
**Also included in the same contract: (Let Date 12/19/2006...Comp. Date 6/1/2007)**  
**SR 2048 (Gordon Road)** resurface from SR 1175 (Kerr Ave.) to SR 2698 (Netherlands Drive).  
**SR 1411 (Wrightsville Ave.)** resurface from US 117 to West Huntington Road (non-system).  
**NC 210** mill patch from I-40 to 0.2 miles northwest of US 17. (Length 13.05 miles)
  
- **NC 132 (North College Road), SR 1322 (Murrayville Road), SR 1327 (Farley Street) and SR 1322 (Bavarian Drive):** roadway improvements for better flow of traffic. Public Workshop was held on 4/17/2007.

### Pender County Projects:

- These are in the same contract: **Work complete**
  - **SR 1561 (Sloop Point Road)** widen to install a 1.5' paved shoulders from US 17 to SR 1563 (Sloop Point Loop Road). Also, widen 1.5' on SR 1563 from SR 1561 to the change in pavement at the school.
  - **SR 1520 (Shaw Highway)** construct short overlays from NC 210 to the Wildlife Boating Access Road.
  - **SR 1332 (Penderlea Highway)** mill patch at various spots from SR 1400 (Highsmith Road) to SR 1345 (Cora's Grove Road).
  - **US 17** mill patching at various spots from SR 1565 (Country Club Drive) north to the divided section of US 17.
  - **NC 11** mill patching at various spots from US 117 toward SR 1001 (Willard Road).

### Wilmington District Projects:

- These are in the same contract:  
**NC 210** in Pender County from US 117 to 0.2 miles west of US 17, near Hampstead. resurface w/ 2.5" Intermediate course and 1.5" surface course).  
**US 76** in New Hanover County from US 74 (Eastwood Road) to 0.16 miles southerly. (mill 4" and resurface w/ 4" surface course)
  
- These are in the same contract:  
**NC 133** in Brunswick County from Jackey's Creek bridge to south 6.45 miles. (construct spiral widening)  
**US 17 and SR 1130 (Mt. Pisgah Road)** intersection, install directional crossovers.  
**NC 211** extend the right turn lane onto NC 133 (Long Beach Road)  
**SR 1112 (Sunset Harbor Road)** construct spiral widening.

The following Model US Highway 17 Wilmington Bypass (I-140) Special Highway Overlay District was developed by the Wilmington MPO in an effort to encourage local governments within Brunswick County affected by the proposed alignment of the Wilmington Bypass to enact similar land use controls to preserve and enhance the natural beauty and scenic quality of the future highway corridor. Although this model ordinance is intended to serve as a guiding document, the Wilmington MPO recommends that local governments enact standards similar to those contained herein to ensure consistency in the built environment along the entire Wilmington Bypass corridor in Brunswick County.

### **Model US Highway 17 Wilmington Bypass (I-140) Special Highway Overlay District**

#### *Purpose*

The purpose of the Special Highway Overlay District (SHOD) is:

- (1) To encourage development practices that maintain and/or enhance the natural beauty and scenic quality of an identified highway corridor for the benefit of the motoring public; and
- (2) To protect the health, safety, and welfare of the motoring public by reducing impediments such as light glare, distractions, and visual clutter/obstructions.

The standards contained herein achieve the stated purposes by addressing physical characteristics of development including: structure height, right-of-way setbacks, vegetative buffers, maximum impervious surface, parking and loading, outdoor storage, signage, and exterior lighting.

#### *Applicability*

Requirements of the SHOD shall be applied in addition to any other applicable land use controls. Specific land uses are not limited by the SHOD; however, permitted and prohibited uses of underlying zoning classifications shall remain in effect. In the event that SHOD standards conflict with other existing development requirements, the more restrictive regulations apply.

The SHOD shall be in effect for all property located within six-hundred sixty feet (660') of the North Carolina Department of Transportation (NCDOT) right-of-way of the US Highway 17 Wilmington Bypass (I-140), as measured from and perpendicular to each side of the highway. All structures, buildings, and land improvements associated with non-residential land uses shall fall under the authority of the SHOD.

SHOD development standards shall be applied to the following:

- (1) The development of vacant land;
- (2) Redevelopment or expansion of existing site ground coverage, which includes buildings, accessory uses or structures, parking and outdoor storage areas; and
- (3) Any change in use that increases development intensity and results in increased traffic, water or air pollution. Examples of changes in use that may increase development intensity include, but are not limited to: alteration from a residential use to a commercial use or from a commercial use to an industrial use.

#### *Definitions*

**Canopy Trees** - Canopy trees shall be of a species having an average minimum height of fifteen (15) feet and a minimum mature crown spread of twenty (20) feet. At the time of planting, the tree shall have a minimum caliper of two (2) inches measured at four (4) feet above ground.

**Impervious Surface** - Any surface which in whole or in part, restricts or prevents the natural absorption of water into the ground. Such surfaces may include, but not be limited to compacted earth (such as marl and coquina), gravel, concrete, asphalt, or other paving material, and all area covered by the footprint of buildings or structures. Porous pavement, uncovered wooden slatted decks and the water area of a swimming pool are considered pervious.

Sign, Animated – A sign using flashing or intermittent lights, sound, color changes or other mechanical or electric means to give motion, the impression of motion/movement or the optical illusion of motion to the sign; or any sign with visible moving, revolving, or relocating parts; provided, however, this shall not include time, date, or temperature signs.

Sign, Flashing – A sign illuminated by direct or indirect artificial light that flashes on and off in regular or irregular sequences, including, but not limited to, strobe light.

Sign, Outdoor Advertising – A sign or structure, pictorial or otherwise, that draws attention to or communicates information about a business, profession, service, commodity, product, accommodation, event, attraction or other enterprise or activity that exists or is conducted, manufactured, sold, offered, maintained or provided at a location other than on the premises where the sign or structure is located.

Sign, Roof – An attached sign erected, constructed or maintained on, upon or over the roof of any structure and which is wholly or partially dependent upon the roof for support.

Understory Trees - Understory trees shall be of a species having an average minimum height of eight (8) feet and a minimum mature crown spread of twelve (12) feet. At the time of planting, the tree shall have a minimum caliper of two (2) inches measured at four feet above ground.

#### *Development Standards*

- (1) Structure Height. Structures within the SHOD shall be limited in height to a maximum of forty (40) feet as measured from the finished ground floor elevation to the highest point of the roof or structure. Chimneys, cupolas, and steeples are not included in measuring a structure's height.
- (2) Right-of-way Setback. Buildings within the SHOD shall be set back no less than one-hundred (100) feet from the right-of-way of the Wilmington Bypass, including the full length of controlled access right-of-way that extends away from the highway at intersections.
- (3) Bufferyard. A bufferyard of fifty (50) feet shall be provided and maintained immediately adjacent to and along each side of the Wilmington Bypass right-of-way, including the full length of controlled access right-of-way that extends away from the highway at intersections. Where public necessity requires the location of major public utility lines adjacent to the Wilmington Bypass and the easement or right-of-way for a line precludes provision of a bufferyard immediately adjacent to the highway right-of-way, the required bufferyard shall be provided adjacent to the outer edge of the utility easement or right-of-way.
  - a) Composition. To the greatest extent possible, existing planting material within the buffer yard shall be retained – particularly mature trees and rare specimens. Where adequate plant material is absent or to be removed, a landscaped buffer consisting of two (2) canopy trees and two (2) understory trees per one-hundred (100) linear feet of property frontage shall be installed. In addition, one upright shrub per eight (8) linear feet of property frontage shall also be installed.
  - b) Permitted Structures. The following structures may be built within the required bufferyard:
    - i. Pedestrian or bicycle paths;
    - ii. Planters, retaining walls, fences, park tables and seating, hedges, and other landscaping structures; and
    - iii. Utility lines (above or below ground), their support structures, and minor structures accessory to utility lines, provided that they generally cross rather than run along the length of the bufferyard.
- (4) Maximum Impervious Surface. The maximum permitted coverage by impervious surfaces shall be eighty (80) percent of the total lot area.

(5) Parking and Loading.

a) Parking.

- i. Locational Requirements. No vehicular or equipment parking except automobile parking shall be permitted in the yard area adjacent to the Wilmington Bypass. When more than twenty (20) off street parking spaces are provided, no more than twenty-five (25) percent of the off street parking spaces may be located in the yard directly facing the Wilmington Bypass.
- ii. Right-of-way Setbacks. All automobile parking shall be set back at least one-hundred (100) feet from the right-of-way of the Wilmington Bypass.

b) Loading. All loading shall be from the side or rear of the principal structure as viewed from the Wilmington Bypass. If loading is performed on the side of the building, as viewed from the Wilmington Bypass, screening meeting the following standards shall be provided:

- i. The screen shall be composed of view obscuring evergreen vegetation (used individually, or in combination with), a wall, semi opaque fence, or berm designed to obscure views from the ground, except for mechanical equipment which shall be screened to the height of the equipment plus six (6) inches.
- ii. One upright shrub shall be installed per four (4) linear feet of any screen wall or fence that faces off-site. These plantings shall be placed such that they obscure the screen wall or fence.
- iii. Plants must be at least two (2) feet tall at the time of installation and reach the desired height within three (3) to five (5) years of planting. Berms, when provided, must be covered with plant materials within three (3) to five (5) years.

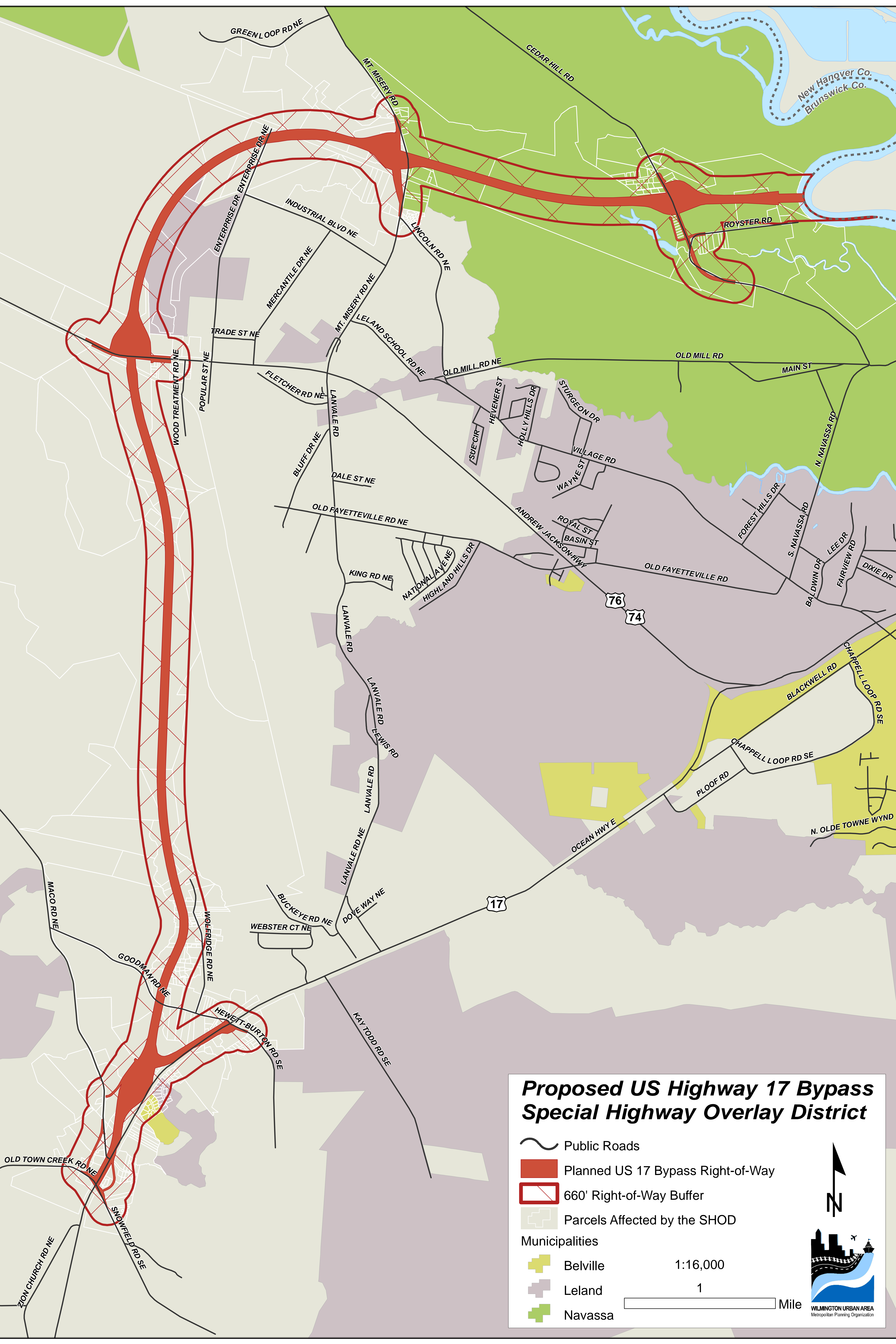
(6) Outdoor Storage.

- a) Locational Requirements. Outdoor storage areas shall not be placed in a front yard or in a yard adjacent to, or facing, the Wilmington Bypass.
- b) Screening. Outdoor storage areas must be fully screened from view from the Wilmington Bypass. Screening meeting the standards above for loading areas shall be installed.





(7) Signs.

- a) Maximum Height. Twelve (12) feet.
- b) Type. Ground-mounted monument signs only are permitted.
- c) Landscaping. Appropriate landscaping shall be required at the base of all signs within the SHOD.
- d) Maximum Area. Thirty-two (32) square feet in size.
- e) Shielding of Illuminated Signs. All illuminated signs must be shielded in such a manner that no direct glare from the light source can be seen from the highway or thoroughfare or from above.
- f) Prohibited Signs.
  - i. Animated signs
  - ii. Flashing signs
  - iii. Roof signs
  - iv. Off-premise outdoor advertising signs




(8) Exterior Lighting. All exterior lighting shall be constructed or located so that the light source is not directly visible from a vehicle traveling the Wilmington Bypass and does not project glare onto the highway or access roads. The use of full cutoff lighting fixtures is strongly encouraged.



## Proposed US Highway 17 Bypass Special Highway Overlay District



-  Public Roads
-  Planned US 17 Bypass Right-of-Way
-  660' Right-of-Way Buffer
-  Parcels Affected by the SHOD

Municipalities

-  Belville
-  Leland
-  Navassa

Scale: 1:16,000

1 Mile

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION ENDORSING THE US HIGHWAY 17 BYPASS SPECIAL HIGHWAY OVERLAY  
DISTRICT**

**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 NC Board of Transportation, and

**WHEREAS**, the US Highway 17 Bypass in Brunswick County is a scheduled project on the 2007-2013 North Carolina State Transportation Improvement Program, with right-of-way acquisition beginning in Fiscal Year 2008 and construction following soon after, and

**WHEREAS**, the Wilmington Metropolitan Planning Organization feels that it is important to work toward preserving the natural beauty and scenic quality of the US Highway 17 Bypass corridor prior to highway construction, and

**WHEREAS**, the Wilmington Metropolitan Planning Organization seeks to protect the health, safety, and welfare of motorist on the US Highway 17 Bypass by reducing the potential impact of travel impediments caused by development such as light glare, distractions, and visual clutter/obstructions, and

**WHEREAS**, the Wilmington Metropolitan Planning Organization has taken the initiative to draft a series of development standards, contained within the US Highway 17 Bypass (I-140) Special Highway Overlay District, that are intended to encourage development consistency throughout the corridor and retain the natural beauty of the area, while protecting the safety of the motoring public, and

**WHEREAS**, the Wilmington Metropolitan Planning Organization lacks the authority to implement land use regulations, consequently, the development standards of the US Highway 17 Bypass (I-140) Special Highway Overlay District must be adopted by local governing agencies in Brunswick County and incorporated into their local land use regulations to be effective, and

**NOW THEREFORE**, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby endorses the US Highway 17 Bypass (I-140) Special Highway Overlay District and encourages local jurisdictions within Brunswick County, containing portions of the proposed highway, to include the development standards in their local land use regulations prior to the facility being constructed.

**ADOPTED** at a regular meeting of the Transportation Advisory Committee on September 26, 2007.

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Lanny Wilson, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE RECONSTRUCTION OF THE RAILROAD TRACKS BETWEEN  
CASTLE HAYNE AND WALLACE**

**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 NC Board of Transportation, and

**WHEREAS**, the Wilmington Metropolitan Planning Organization is charged with developing, in cooperation with NCDOT, long-range local and regional multi-modal transportation plans; and

**WHEREAS**, the North Carolina Department of Transportation is examining the potential for and impacts of reconstructing 27 miles of railroad tracks from Castle Hayne to Wallace; and

**WHEREAS**, these reconstructed railroad tracks would allow the movement of freight between the Port of Wilmington, the planned North Carolina International Port and major population centers to the north and west; and

**WHEREAS**, the reconstructed railroad tracks would also allow the introduction of passenger rail between Wilmington and Raleigh via Goldsboro; and

**WHEREAS**, these reconstructed railroad tracks would likely have significant positive economic benefits for southeastern North Carolina.

**NOW THEREFORE**, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby encourages the North Carolina Department of Transportation to reconstruct the railroad tracks between Castle Hayne and Wallace.

**ADOPTED** at a regular meeting of the Transportation Advisory Committee on September 26, 2007.

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Lanny Wilson, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE DESIGNATION OF THE CAROLINA BEACH  
GREENWAY AND THE NORTH CAROLINA AQUARIUM AT FORT FISHER TRAIL AS  
PART OF THE EAST COAST GREENWAY**

**WHEREAS**, the East Coast Greenway Alliance aims to connect all the major cities of the East Coast with a continuous off-road path for pedestrians and bicyclists from Calais, Maine to Key West, Florida; and

**WHEREAS**, the East Coast Greenway Alliance has identified a spine route that passes through the Wilmington Urban Area from the Fayetteville, North Carolina to Myrtle Beach, South Carolina; and

**WHEREAS**, on November 5, 2006 the East Coast Greenway Alliance designated the Wilmington Riverwalk and the Greenfield Lake Path as part of the East Coast Greenway spine route; and

**WHEREAS**, it is the consensus of local staff, regional transportation planners, the WMPO Bicycle/Pedestrian Committee and the East Coast Greenway Alliance that spine route should follow Morningside Drive, Central Boulevard, Burnett Boulevard, River Road and Dow Road between the Greenfield Lake Park and Gardens and the state ferry dock at Fort Fisher; and

**WHEREAS**, both the Carolina Beach Greenway and the North Carolina Aquarium at Fort Fisher trail provide off-road pedestrian and bicycle facilities along this corridor.

**NOW THEREFORE**, be it resolved that the Wilmington Urban Area Transportation Advisory Committee supports staff's efforts to designate the Carolina Beach Greenway and the North Carolina Aquarium at Fort Fisher trail as part of the East Coast Greenway spine route.

**ADOPTED** at a regular meeting of the Transportation Advisory Committee on September 26, 2007.

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Lanny Wilson, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING A MARKET STREET CORRIDOR OVERLAY DISTRICT STUDY**

**WHEREAS**, Market Street (US 17 Business) is one of the main arterial routes that carries traffic within the City of Wilmington and New Hanover County; and

**WHEREAS**, Market Street is currently a five-lane cross section from Colonial Drive to Porters Neck Road; and

**WHEREAS**, the Market Street corridor currently functions at levels of service ranging from D to F between Colonial Drive and Porters Neck Road; and

**WHEREAS**, there is a documented crash history for left-turning movements along this corridor; and

**WHEREAS**, the North Carolina Department of Transportation has funded a TIP project (U-4902B) that will implement access management strategies on Market Street between Colonial Drive and Porters Neck Road; and

**WHEREAS**, some of these improvements have been installed with the development that has already occurred along the corridor; and

**WHEREAS**, as these development opportunities occur, the integration of land use and transportation planning becomes more and more essential to accommodate the regional growth; and

**WHEREAS**, an overlay zoning district would help staff to identify opportunities for the installation of transportation improvements, recommend opportunities for inter-connectivity and evaluate the existing and proposed land uses; and

**WHEREAS**, a Market Street Corridor Overlay District would help to guide development and ensure that the development patterns are consistent with good planning principles, and

**WHEREAS**, a Market Street Corridor Overlay District will also permit the Wilmington MPO to work with NCDOT, City and County staff to help prepare development regulations that promote the safe and efficient movement of traffic while improving the aesthetics of the community.

**NOW THEREFORE**, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby recognizes the importance of a Market Street Corridor Overlay District and recommends staff from the Wilmington MPO partner with NCDOT, City of Wilmington and New Hanover County to prepare an overlay zoning district that will promote development patterns that provide for the safe and efficient movement of traffic while improving the aesthetics of the community along the Market Street corridor.

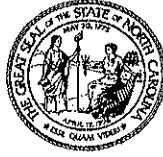
**ADOPTED** at a regular meeting of the Transportation Advisory Committee on September 26, 2007.

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Lanny Wilson, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

DIVISION OF HIGHWAYS

LYNDO TIPPETT  
SECRETARY

September 6, 2007

Steve Zimmerman  
217 Trails End Road  
Wilmington, NC 28409

Dear Mr. Zimmerman,

Thank you for your recent letter expressing your concerns and comments related to SR 1521 (Piner Road) in New Hanover County.

A traffic engineering investigation has been completed relative to your request for an additional median opening on Piner Road. The Department of Transportation procedures for allowing median breaks in existing divided highway facilities include the approval of the State Traffic Engineer. The investigation considered operating characteristics of the highway and intersections including existing traffic volumes and future traffic volumes to assure the function integrity of the highway could be maintained. The results of the traffic engineering investigation concluded that no additional median openings will be allowed by the Department on Piner Road beyond what currently exist due to the close proximity with the intersection of SR.1521(Piner Road)/US 421(Carolina Beach Road)/NC 132(College Road). The Piner Road median protects the necessary storage of the westbound egress lanes for Piner Road and provides safe and efficient flow onto Piner Road from the intersection.

The Department request that the Wilmington Urban Metropolitan Planning Organization and/or New Hanover County design a collector street plan to provide a frontage road or collector street to provide improved access to existing businesses and vacant property on Piner Road. In addition, the Department recommends that no further re-zoning in this area be approved until the collector street plan is completed.

I regret that my response could not be more favorable concerning this matter. Thank you again for your comments. Please feel free to contact me at 910-251-5724 if you need additional information or if I can be of assistance in other matters related to highway safety.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Allen Pope".

H. Allen Pope, PE  
Division Engineer

cc: Lanny Wilson, Board of Transportation Member  
Nancy Pritchett, New Hanover County Commissioner  
Mike Kozlosky, Wilmington Urban Area MPO  
Chris O'Keefe, New Hanover County Planning  
Kevin Lacy, PE, State Traffic Engineer  
M. P. Butler, P.E., Regional Traffic Engineer  
Anthony Law, District Engineer  
Daniel R. Cumbo, P.E., Division Traffic Engineer



## TOWN of CASWELL BEACH

1100 Caswell Beach Road • Caswell Beach, NC 28465  
(910) 278-5471 • Fax: (910) 278-5490 • Website: [www.caswellbeach.org](http://www.caswellbeach.org)

July 24, 2007

City of Wilmington  
Department of Development Services  
Transportation Planning  
Attn: Mike Kozlosky  
305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402-1810

Dear Sir:

The Town of Caswell Beach is extremely interested in investigating the potential of joining the Wilmington Urban Area Metropolitan Planning Organization (MPO). Our town and indeed all of Brunswick County lying between Caswell Beach and Wilmington are experiencing critical transportation issues that we feel have been inadequately addressed for many years. It seems that the MPO has the specific staff resources necessary to deal with the idiosyncrasies of transportation planning and is representative of the regional political organization required to implement tangible solutions. Please let us know what you require to facilitate the process. Feel free to contact either myself or the Town Administrator, David Hewett at 910.278.5471 should you need to do so.

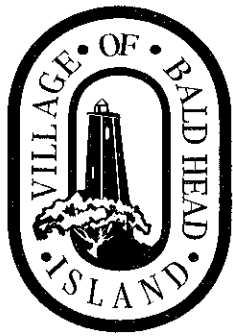
Cordially,

TOWN OF CASWELL BEACH

A handwritten signature in black ink, appearing to read 'Harry Q. Simmons, Jr.', written over a horizontal line.

Harry Q. Simmons, Jr.  
Mayor

cc: Mr. Lanny Wilson, NCDOT  
Mr. Allen Pope, NCDOT



# The Village of Bald Head Island

June 29, 2007

Development Services  
Transportation Planning  
305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402-1810

Dear Mr. Kozlosky:

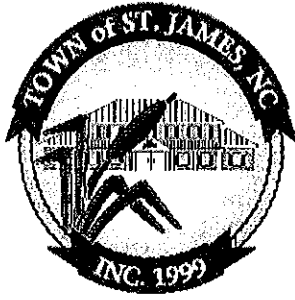
Thank you for attending the meeting of our local area Mayors on June 25<sup>th</sup>. Your presentation on the Wilmington Metropolitan Planning Organization (MPO) was informative and thought provoking. Based on the level of growth and severity of the transportation issues in this portion of Brunswick County, it would seem that the inclusion of our municipality in the MPO would add to the completeness of studies of transportation problems and recommendations for solutions in this coastal area.

Therefore, the Village of Bald Head Island requests that you investigate the possibility of the Village joining the MPO. Please let us know how we may help in this process. If you have any questions or concerns, please feel free to contact me at 910-457-6364 or by email at [lammertl@bellsouth.net](mailto:lammertl@bellsouth.net).

Sincerely,

Larry Lammert  
Mayor, Village of Bald Head Island

cc: Lanny Wilson



## TOWN OF ST. JAMES

June 28, 2007

Development Services  
Transportation Planning  
305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402-1810

Dear Mr. Kozlosky:

Thank you for attending the meeting of our local area mayors on June 25. Your presentation on the Wilmington Metropolitan Planning Organization (MPO) was informative and thought provoking. Based on the level of growth and severity of the transportation issues in this portion of Brunswick County, it would seem that the inclusion of our municipality in the MPO would add to the completeness of studies of transportation problems and recommendations for solutions in this coastal area. Therefore, the Town of St James requests that you investigate the possibility of the town joining the MPO. Please let us know how we may help in this process. If you have any questions or concerns, please call at 910-253-4730.

Truly yours,

A handwritten signature in cursive script that reads "Shelley Lesher".

Shelley Lesher  
Mayor, Town of St James

cc: Lanny Wilson



## City of Boiling Spring Lakes

9 East Boiling Spring Road

Boiling Spring Lakes, NC 28461

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910.845.2614 • Fax: 910.845.2040 • E-mail: [cityhall@boilingspringlakes.com](mailto:cityhall@boilingspringlakes.com) • Web page: [www.boilingspringlakes.com](http://www.boilingspringlakes.com)

August 8, 2007

Development Services  
Transportation Planning  
305 Chestnut Street  
P. O. Box 1810  
Wilmington, NC 28402-1810

Dear Mr. Kozlosky:

Thank you for attending the meeting of our local area mayors on June 25. Your presentation on the Wilmington Metropolitan Planning Organization (MPO) was informative and thought provoking. Based on the level of growth and severity of the transportation issues in this portion of Brunswick County, it would seem that the inclusion of our municipality in the MPO would add to the completeness of studies of transportation problems and recommendations for solutions in this coastal area. Therefore, the City of Boiling Spring Lakes requests that you investigate the possibility of the City joining the MPO. Please let us know how we may help in this process. If you have any questions or concerns, please call me at 910-845-2614.

Very truly yours,

Joan Kinney  
Mayor, City of Boiling Spring Lakes

cc: Lanny Wilson

**GENERAL ASSEMBLY OF NORTH CAROLINA  
SESSION 2007**

**SESSION LAW 2007-428  
SENATE BILL 1513**

AN ACT TO ALLOW COUNTIES TO PARTICIPATE IN FINANCING IMPROVEMENTS TO PUBLIC STREETS, HIGHWAYS, AND BRIDGES; AND TO ALLOW MUNICIPALITIES THAT RECEIVE AN ALLOCATION OF FUNDS FROM THE HIGHWAY FUND AND THE HIGHWAY TRUST FUND WITH MONIES FOR REPAIR, MAINTENANCE, CONSTRUCTION, RECONSTRUCTION, WIDENING, OR IMPROVING STREETS OF THE MUNICIPALITY AN OPTION TO ELECT TO CONTINUE TO RECEIVE ALLOCATIONS OR HAVE THE ALLOCATION REPROGRAMMED TO FUND ANY PROJECT ON THE DEPARTMENT OF TRANSPORTATION'S TRANSPORTATION IMPROVEMENT LIST.

The General Assembly of North Carolina enacts:

**SECTION 1.** G.S. 136-18(29a) reads as rewritten:

"(29a) To coordinate with all public and private entities planning schools to provide written recommendations and evaluations of driveway access and traffic operational and safety impacts on the State highway system resulting from the development of the proposed sites. All public and private entities shall, upon acquiring land for a new school or prior to beginning construction of a new school, relocating a school, or expanding an existing school, request from the Department a written evaluation and written recommendations to ensure that all proposed access points comply with the criteria in the current North Carolina Department of Transportation "Policy on Street and Driveway Access". The Department shall provide the written evaluation and recommendations within a reasonable time, which shall not exceed 60 days. This subdivision shall not be construed to require the public or private entities planning schools to meet the recommendations made by the ~~Department~~. Department, except those highway improvements that are required for safe ingress and egress to the State highway system."

**SECTION 2.** G.S. 136-45 reads as rewritten:

**"§ 136-45. General purpose of law; control, repair and maintenance of highways.**

The general purpose of the laws creating the Department of Transportation is that said Department of Transportation shall take over, establish, construct, and maintain a statewide system of hard-surfaced and other dependable highways running to all county seats, and to all principal towns, State parks, and principal State institutions, and linking up with state highways of adjoining states and with national highways into national forest reserves by the most practical routes, with special view of development of agriculture, commercial and natural resources of the State, ~~and and, except as otherwise provided by law,~~ for the further purpose of permitting the State to assume control of the State highways, repair, construct, and reconstruct and maintain said highways at the expense of the entire State, and to relieve the counties and cities and towns of the State of this burden."

**SECTION 3.** G.S. 136-51 reads as rewritten:

**"§ 136-51. Maintenance of county public roads vested in Department of Transportation.**

From and after July 1, 1931, the exclusive control and management and responsibility for all public roads in the several counties shall be vested in the Department of Transportation as hereinafter provided, and all county, district, and township highway or road commissioners, by whatever name designated, and whether created under public, public-local, or private acts, shall be abolished:

Provided, that for the purpose of providing for the payment of any bonded or other indebtedness, and for the interest thereon, that may be outstanding as an obligation of any county, district, or township commission herein abolished, the boards of county commissioners of the respective counties are hereby constituted fiscal agents, and are vested with authority and it shall be their duty to levy such taxes on the taxable property or persons within the respective county, district, or township by or for which said bonds or other indebtedness were issued or incurred and as are now authorized by law to the extent that the same may be necessary to provide for the payment of such obligations; and the respective commissions herein abolished shall on or before July 1, 1931, turn over to said boards of county commissioners any moneys on hand or evidences of indebtedness properly applicable to the discharge of any such indebtedness (except such moneys as are mentioned in paragraph (a) above); and all uncollected special road taxes shall be payable to said boards of county commissioners, and the portion of said taxes applicable to indebtedness shall be applied by said commissioners to said indebtedness, or invested in a sinking fund according to law. All that portion of said taxes or other funds coming into the hands of said county commissioners and properly applicable to the maintenance or improvement of the public roads of the county shall be held by them as a special road fund and disbursed upon proper orders of the Department of Transportation.

Provided, further, that in order to fully carry out the provisions of this section the respective boards of county commissioners are vested with full authority to prosecute all suitable legal actions.

Nothing in this section shall prevent a county from participating in the cost of rights-of-way, construction, reconstruction, improvement, or maintenance of a road on the State highway system under agreement with the Department of Transportation. A county is authorized and empowered to acquire land by dedication and acceptance, purchase, or eminent domain and make improvements to portions of the State highway system lying within or outside the county limits utilizing local funds that have been authorized for that purpose. The provisions of G.S. 153A-15 apply to any county attempting to acquire property outside its limits. All improvements to the State highway system shall be done in accordance with the specifications and requirements of the Department of Transportation."

**SECTION 4.** G.S. 136-98 reads as rewritten:

**"§ 136-98. ~~Prohibition of local road taxes and bonds and construction of roads by local authorities; existing contracts.~~ Counties authorized to participate in costs of road construction and maintenance.**

(a) ~~From and after the first day of July, 1931, no county or road district by authority of any public, public local, or private act shall levy any taxes for the maintenance, improvement, reconstruction, or construction of any of the public roads in the various and several counties of the State, nor shall any county, through the board of commissioners thereof or the highway commission, nor shall any district or township highway commission, issue or sell or enter into any contract to issue or sell any bonds heretofore authorized to be issued and sold, but unissued and unsold, for the purpose of obtaining money with which to improve, maintain, reconstruct, or construct roads, except for the purpose of discharging obligations entered into prior to the ratification of this section, and all acts authorizing the board of county commissioners, the county highway commissions, district highway or township commissions, to issue and sell bonds for the purpose aforesaid, are hereby amended so as to conform to this section.~~

~~No board of county commissioners nor county highway commission, nor district nor township highway commission from and after the passage of this section shall enter into any contract to build or construct roads in the various and several counties except for such projects as can be completed and paid for prior to July 1, 1931. All contracts heretofore entered into by any county through the board of county commissioners, county highway commission, and all contracts heretofore entered into by any district or township highway commission which shall be incomplete on July 1, 1931, shall be taken over by the Department of Transportation and completed by the Department of Transportation by the use of money and funds applicable thereto, by the terms of the said contracts. Nothing in this section or in any section of Chapter 145 of the Public Laws of 1931 that may appear in this Code shall be construed to prohibit the levying of taxes authorized by law for the payment of interest or principal on outstanding bonds or other evidences of debt lawfully issued. Any county or road district which has heretofore issued bonds or other evidences of debt by authority of law for road improvement purposes may refund said bonds or other evidences of debt under and pursuant to the laws of the State of North Carolina relative thereto.~~

(b) Nothing in this Article prohibits counties from establishing service districts for road maintenance under Part 1, Article 16 of Chapter 153A of the General Statutes.

(c) A county is authorized to participate in the cost of rights-of-way, construction, reconstruction, improvement, or maintenance of a road on the State highway system under agreement with the Department of Transportation."

**SECTION 5.** Chapter 136 of the General Statutes is amended by adding a new section to read:

**"§ 136-41.4. Municipal use of allocated funds; election.**

A municipality that qualifies for an allocation of funds pursuant to G.S. 136-41.1 shall have the option to accept all funds allocated to the municipality, under that section, for the repair, maintenance, construction, reconstruction, widening, or improving of the municipality's streets, or the municipality may elect to have some or all of the allocation reprogrammed for any Transportation Improvement Project currently on the approved project list within the municipality's limits or within the area of any metropolitan planning organization or rural planning organization.

If a municipality chooses to have its allocation reprogrammed, the minimum amount that may be reprogrammed is an amount equal to that amount necessary to complete one full phase of the project selected by the municipality or an amount that, when added to the amount already programmed for the Transportation Improvement Project selected, would permit the completion of at least one full phase of the project."

**SECTION 6.** Section 5 of this act becomes effective October 1, 2007. The remainder of this act is effective when it becomes law.

In the General Assembly read three times and ratified this the 2<sup>nd</sup> day of August, 2007.

s/ Beverly E. Perdue  
President of the Senate

s/ Joe Hackney  
Speaker of the House of Representatives

s/ Michael F. Easley  
Governor

Approved 10:41 a.m. this 23<sup>rd</sup> day of August, 2007



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

DIVISION OF HIGHWAYS

LYNDO TIPPETT  
SECRETARY

August 7, 2007

**TIP Projects:**

1. **US 17 Wilmington Bypass: R-2405 A...** US 17 north of Wilmington, near Scotts Hill to I-40 contractor has recently opened the "Super-Street" section from Porter's Neck interchange to approximately 0.5 mile north of SR 1571 (Scott's Hill Road). We are still awaiting right of way for the completion of all the bulb-outs, for U-turn movements.

**This opens the corridor from US 17 north of Wilmington to US 421 northwest of Wilmington.**

2. **Military Cutoff (U-2734)**, constructing a multi-lane facility from US 17 (Market Street) to US 74 (Eastwood Drive). **Traffic to be shifted so that there are 2-lanes NB from Arboreteum Drive to Gordon Road.**  
**Estimated Completion September 2007**
3. **B- 4990:** replacement of the moveable span's electrical control system. The covered signs are for detouring traffic when the bridge is closed. They are still up because they have to close the bridge periodical throughout the project's length.  
**Contract Completion Date February 29, 2008**
4. **Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300):** extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. NCDOT and the merger team are scheduled to have selected a preferred alternative by spring 2009 and complete the final environmental impact statement by fall 2009. Right of way is scheduled for 2012.
5. **R-3601 US 17/74/76:** Widening across the "causeway", between Leland and Wilmington. Just beginning the planning process. We will move into the merger process afterwards and then to design. A scoping meeting will be held in the next couple of months. The TIP schedule has R/W for 2011 and Construction for 2012
6. **U-4902 B:** construct a concrete median island from SR 1402 (Porter's Neck Road) to Colonial Drive (non-system road). Project is in the planning process.
7. **B-0682:** Bridge to Sunset Beach over the intercoastal waterway. **Letting date 7/17/2007 all bids rejected because they were too high. To be re-let.**

8. **R-2245:** Second bridge to Oak Island over the intercoastal waterway. Under construction. Availability Date 8/6/07 **Contract Completion Date December 31, 2009**
9. **R-5021:** NC 211 widening, from NC 87 to SR 1500 (Midway Road). Right of Way 2012 tentative Public workshop in June 2008.
10. **R-4002:** widen SR 1472 (Village Road) from SR 1437 (Old Fayetteville Road) to SR 1435 (South Navassa Road) to multi-lanes. Also, construct dual left turn lanes on Village Road turning onto US 17 NB ramps. **Letting date 9/16/2008**
11. **R-4063:** widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road). Right of Way 2012 and Construction 2013
12. **B-4223:** replace Bridge # 21, over the Northeast Cape Fear River. Under construction **Contract Completion Date December 31, 2009**

#### **Brunswick County Projects:**

- **NC 87 (Maco Road)** patch and resurface from 0.3 miles north of US 17 to 0.03 miles south of US 74/76. **The patching and intermediate course complete.**  
**Also included in the same contract: (Completion Date 8/1/2007)**
  - SR 1167 (Persimmon Road)** resurface from US 17 to NC 179.
  - SR 1120** (Sabbath Home Road) resurface from 0.06 miles northeast of NC 130 to SR 1122 (Varnamtown Road).
  - SR 1513** (Danford Road) patch and resurface from US 17 Business to east Bolivia City Limit.
  - SR 1245** (Maple Creek Road) patch and resurface from SR 1115 (Stone Chimney Road) to the end of state system.

#### **New Hanover County Projects:**

- **Signing Project:** Division and Raleigh Signing are revisiting the signing for the Parkway and the Bypass. Authorization for funding has been approved. Sign structures are in design and we have ordered the signs.  
**Estimated Contract Completion Date Summer 2007**
- **US 74/NC 133:** installation of a signal "Mast Arm" pole on bridge #11 (Isabel Holmes Bridge) and connecting it to an existing signal system.  
**Estimated Contract Completion Date October 2007**

- **US 421** mill and resurface from West Lake Shore Drive (non-system) to Greenfield Street (non-system). **Cape Fear Paving – NC 210 complete...scheduled to complete Wrightsville Ave. July...then move over to US 421...then move over to Gordon Road. Also included in the same contract: (Let Date 12/19/2006...Comp. Date 6/1/2007)**
  - SR 2048 (Gordon Road)** resurface from SR 1175 (Kerr Ave.) to SR 2698 (Netherlands Drive).
  - SR 1411 (Wrightsville Ave.)** resurface from US 117 to West Huntington Road (non-system).
  - NC 210** mill patch from I-40 to 0.2 miles northwest of US 17. (Length 13.05 miles)
  
- **NC 132 (North College Road), SR 1322 (Murrayville Road), SR 1327 (Farley Street) and SR 1322 (Bavarian Drive):** roadway improvements for better flow of traffic. Public Workshop was held on 4/17/2007. Work is scheduled to begin Summer 2007.

**Pender County Projects:**

- These are in the same contract: **Contract Completion Date August 10, 2007**
  - **SR 1561 (Sloop Point Road)** widen to install a 1.5' paved shoulders from US 17 to SR 1563 (Sloop Point Loop Road). Also, widen 1.5' on SR 1563 from SR 1561 to the change in pavement at the school.
  - **SR 1520 (Shaw Highway)** construct short overlays from NC 210 to the Wildlife Boating Access Road.
  - **SR 1332 (Penderlea Highway)** mill patch at various spots from SR 1400 (Highsmith Road) to SR 1345 (Cora's Grove Road).
  - **US 17** mill patching at various spots from SR 1565 (Country Club Drive) north to the divided section of US 17.
  - **NC 11** mill patching at various spots from US 117 toward SR 1001 (Willard Road).