



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
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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: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Senior Transportation Planner
DATE: October 11, 2007
SUBJECT: October 17, 2007 Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on **Wednesday, October 17th at 10am**. The meeting will be held in the in the 4th floor Traffic Conference room at 305 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 9/12/07
- 3) Presentations
 - a. Wilmington Monorail
- 4) Old Business
- 5) New Business
 - a. College Road/ Piner Road Collector Street Plan
 - b. Resolution supporting the adoption of the Dawson/ Wooster Corridor Plan
 - c. Resolution supporting Wrightsville Beach submitting a grant application for a NCDOT Bicycle Plan Grant
 - d. Resolution supporting the re-alignment of Blackwell Road and installation of a landscaped median on NC 133
 - e. Resolution supporting transportation improvements at North College Road, Bavarian Road, Farley Road, and North Kerr Avenue intersections
 - f. Resolution supporting Safe Routes to School report for Bradley Creek, Parsley and Holly Tree Elementary
 - g. Resolution supporting bicycle and pedestrian facilities at all public schools within the MPO planning area boundary
- 6) Discussion Items
 - a. Update of Long Range Transportation Plan and Comprehensive Transportation Plan- Development of a Citizen's Advisory Committee
- 7) Project Updates
 - a. Cape Fear Historic Byway Study
 - b. City of Wilmington Pedestrian Plan
 - c. NCDOT Project Update
- 8) Announcements
 - a. Wilmington Bicycle and Pedestrian Committee- November
- 9) Adjournment -- Next Meeting -- December 5th

Attachments:

- Minutes from 9/12 Meeting
- Monorail Report
- Resolution supporting staff completing the College Road/ Piner Road Collector Street Plan
- Resolution supporting Wrightsville Beach submitting a grant application for an NCDOT Bicycle grant
- Resolution supporting the re-alignment of Blackwell Road and installation of a landscaped median on NC 133
- Resolution supporting transportation improvements at North College Road, Bavarian, Farley and North Kerr Avenue intersections
- Safe Routes to School report (to be distributed at the meeting)
- Resolution supporting the adoption of the Safe Routes to School report for Bradley Creek, Parsley and Holly Tree Elementary Schools
- Resolution supporting bicycle and pedestrian facilities at all public schools within the MPO planning area boundary
- NCDOT project update

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for September 12, 2007**

Members Present:

Mike Kozlosky, City of Wilmington
Travis Marshall, NCDOT
Stephanie Ayers, NC Ports Authority
Albert Eby, WAVE Transit
Chris O'Keefe, New Hanover County
Don Eggert, COG
Michael Zehner, Town of Belville
Ken Vafier, Pender County
Jill Stark, FHWA
Lawless Bean, Cape Fear Breeze

Others Present:

Anthony Prinz, City of Wilmington
Sam Burgess, New Hanover County

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:06 am.

2. Approval of Minutes

The motion to approve the minutes from the June 13, 2007 meeting carried unanimously.

3. Old Business

a. Special Highway Overlay District – US 17 Bypass

Mr. Prinz told members staff began working on a Special Highway Overlay District for the Wilmington Bypass at the request of Mayor Willis from Navassa. The proposed overlay district is considered a "tool-box" for local governments and will provide recommendations for guidelines so that local governments can take the listed recommendations and make amendments to their land development codes as they see fit. This special highway overlay will offer continuity throughout the entire corridor within Brunswick County. Staff sent email requesting comment on the recommendations and received only one response. Mr. Eggert suggest including Leland in the list of local governments under applicability. Mr. Eggert said he would like for someone from those jurisdictions to be in attendance today for discussions on this issue. Mr. Kozlosky told members this item has been on the agenda for the last three months. Staff has not received any comment from them regarding the overlay district. The TAC has voiced their support for the Special Highway Overlay District guidelines. Mr. Kozlosky told members he proposes that the TCC proceed forward. Mr. O'Keefe said he agreed with Mr. Kozlosky but suggests language be inserted in the documents purpose to further describe the "tool-box" nature of the guidelines. Mr. O'Keefe made the motion to recommend approval of the Special Highway Overlay District for Brunswick County, the towns of Belville, Leland and Navassa and forward these regulations to the TAC for consideration with the additional language regarding the "tool-box nature of the document in the purpose of the document. Mr. Eggert seconded the motion and the motion carried in a 9 to 1 vote.

4. New Business

a. 2009-2015 List of Unmet Needs

Mr. Kozlosky told members the list is developed bi-annually to assist DOT in prioritizing projects for this region. The transportation model is not complete so it was not used in the development of these projects. Staff used the 2007-2013 list of prioritized needs and based on the perceived-need, prioritized these projects. The list is broken down into Highway Projects and Bicycle and Pedestrian Projects.

Highway Projects

Order: Project Description

- #1 US 17 Wilmington Bypass between US 421 in New Hanover County and US 17 in Brunswick County
- #2 Independence Boulevard extension between Randall Parkway and Martin Luther King, Jr. Parkway
- #3 Cape Fear Skyway between US 17 in Brunswick County and US 421 in New Hanover County
- #4 Widening of the Brunswick River causeway between NC 133 and US 421
- #5 Military Cutoff Road extension between Market Street and the US 17 Wilmington Bypass
- #6 South College Road and Oleander Drive intersection improvements
- #7 Traffic signal control system upgrade
- #8 Village Road widening between South Navassa Road and Lanvale Road
- #9 Kerr Avenue widening between Oleander Drive and Martin Luther King, Jr. Parkway
- #10 Dow Road widening and extension

Mr. Eggert asked about the ranking of the Hampstead Bypass. Mr. Kozlosky said it is a project that is identified on the list however it is outside the top 10. Mr. Vafier asked what the methodology was to rank these projects. Mr. Kozlosky said it was based on funding that is currently allocated for projects and what staff perceived as the need for the community based on transportation improvements. These projects are all located within the current Transportation Improvement Program so there is a better opportunity for funding to be programmed to the projects as opposed to projects that are not currently in the TIP.

Ms. Bean pointed out that there is other funding tied to these projects and they have a greater potential for getting completed than those with other funding sources.

Mr. Kozlosky said this list is used by the Board member and DOT to try to evaluate and identify projects for this region and help in prioritizing those projects. Mr. Kozlosky told members the Hampstead Bypass does have \$3 million programmed in 2012 and if we would like to move the project up.

Mr. Eggert said his thoughts were that maybe it should at least be added to the list as project # 11. He said he thought folks from the county would have some concerns about the Hampstead Bypass not being on the top-10. If it could be added as project #11, he thinks the folks in Pender County will feel better.

Mr. Kozlosky said it could be added. He reminded members that this is just a recommended list and it will go to the TAC for approval at their next meeting, then on to Department of Transportation and the Board of Transportation so they may utilize it to help prioritize projects.

Bicycle and Pedestrian Projects:

Order: Project Description

- #1** Improvements to the River to the Sea Bikeway
- #2** Eastwood multi-use path between Military Cutoff Road and drawbridge
- #3** Blue Clay Road improvements
- #4** Dow Road multi-use path
- #5** Cross City Trail between Cameron Art Museum and McCrary Park

Mr. Kozlosky told members the Metropolitan Bicycle and Pedestrian Committee reviewed and developed the list for recommendation.

Mr. Eggert made the motion to recommend the Highway Project Priority List be adopted with the addition of the Hampstead Bypass as project #11 and that we accept the recommendation for Bicycle and Pedestrian Projects Priority List from the MBPC. Mr. Vafier seconded the motion. The motion carried unanimously.

b. Resolution supporting the re-installation of the rail line between Castle Hayne and Wallace

Mr. Kozlosky told members in 2004 NCDOT's Rail Division released a study that identified two routes for passenger rail service to Wilmington, one via Goldsboro and one via Fayetteville. The department is currently examining the potential and the impact of reconstructing 27 miles of railroad tract between Castle Hayne and Wallace. The reconstruction of this railroad tract will allow for the movement of freight between the Port of Wilmington, the new international port in Southport and major population centers to the north and west. This will also allow for the reintroduction of rail between Wilmington and Raleigh via Goldsboro. The reconstruction of the tracts will have a significant economic impact to this region. He told members he would like to introduce a resolution in support of reinstallation of the track and NCDOT pursue this as a viable option.

Mr. O'Keefe told members he supports the resolution but we should also consider using the rail corridors for a multi-use path. He said it is a great opportunity and suggested we include language requesting that in the interim the corridor be used for multi-modal path and once rail is provided on the corridor that there also be a parallel multi-modal path.

Mr. Eggert made the motion to support the reconstruction of the railroad tracts between Castle Hayne and Wallace with the added language to the effect that in the interim the corridor be used for multi-modal path and once rail is provided on the corridor that there also be a parallel multi-modal path where feasible adjacent to the track. Ms. Ayers seconded the motion and it carried unanimously.

c. Resolution supporting the East Coast Greenway designation for the Carolina Beach Greenway and Aquarium Trail

Mr. Kozlosky told members we currently have sections of the Riverwalk, as well as Greenfield Park designated as the East Coast Greenway. We are working to provide a connection

through Carolina Beach to Southport. Staff is requesting the Carolina Beach Greenway and the Aquarium Trail be designated as portions of the East Coast Greenway. If the TAC takes action at their next meeting, it could be designated at the next meeting of the National East Coast Greenway in November. Mr. O'Keefe made the motion to support the designation and forward to the TAC for consideration. Ms. Ayers seconded the motion and it carried unanimously.

d. Resolution support the completion of a Market Street Overlay District study

Mr. Kozlosky told members DOT currently has a project to develop and implement access management strategies along Market Street between Colonial Drive and Porters Neck Road. With the development that we have seen occurring in the past several years, we recognize that there is the lack of a unified ordinance along Market Street that will promote interconnectivity and allow for the assessment of proposed rezonings and land-use decision in the area. The Board member has indicated a willingness to provide funding for completing a unified overlay zoning district for that portion of Market Street in collaboration with DOT, County and City officials. Mr. O'Keefe suggested extending the study further to the north. Planning efforts that include Porters Neck Road might want to extend to Futch Creek Road because there is already some interconnectivity. Mr. O'Keefe made the motion to support the completion of a Market Street overlay district study out to Futch Creek Road and the utilization of DOT funds for this project. Ms. Ayers seconded the motion and it carried unanimously.

e. Resolution endorsing a modification to the 2030 Long Range Transportation Plan to identify the I-40 Extension as an unfunded project (added to the agenda)

Mr. Kozlosky told members when the long range transportation plan was completed, staff recognized the need to move I-40 off of its current terminus which is at Gordon Road. We have interstate traffic coming into the College Road and Martin Luther King Parkway intersection. The project was identified as a \$150 million project in the LRTP. There are concerns with the configuration and construction of the interchanges because interstate regulation do not allow for interchanges to be constructed within a mile of each other. There are also issues with the funding. The feasibility study that was in the Transportation Improvement Program has been removed. With the development of the model, if we have this as an identified and funded project, then it is anticipated to be complete by 2030 with all these other projects. Recognizing that it is impractical for this project to be completed by 2030, we would request that we modify the LRTP to move the project as unfunded. Mr. Eggert made the motion to move the I-40 extension to an unfunded project. Mr. O'Keefe seconded the motion and it carried unanimously.

5. Project Updates

a. Blue Clay Road Bicycle Corridor Study

Mr. Prinz told members the 1st public information workshop was held in July and it was well-attended. The focus has shifted from defining the specific corridor to needed intersection improvements, as well as moving toward an engineering direction for the project. Staff is in the process of modifying the scope of the project to look more at the design of the facility, rather than the alignment.

b. Scenic Byway Corridor Management Plan

Mr. Kozlosky told members URS Corporation has been selected to complete the corridor management plan and contracts were signed in early September. A kick-off meeting will be scheduled for early October and the project is anticipated to be complete in March 2008.

c. WAVE Satellite Station Site Evaluation Study

Mr. Prinz told members staff is currently work on a project that will expand on the recommendations of the WAVE Short-Range Transit Plan that was completed in 2004. The purpose of the project is to conduct a parcel-level analysis of three locations within the city and county to locate satellite transfer stations for the restructured routes in January 2008. 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 their first meeting will be October 4th. This project should be completed in December and presented to the TAC at their January meeting.

d. Dawson/Wooster Small Area Plan

Mr. Kozlosky told members due to public outcry over the installation of the barrier at 6th and Wooster Street the TAC asked the Department of Transportation to partner with the MPO to do a small area plan along the Dawson/Wooster corridor. A charrette was held in July where recommendations were developed to address concerns from the community. Opportunities were identified that would reconfigure the island to allow for the north-bound movement, but restrict the south-bound movement. Mr. Pope met with Ms. Padgett and Ms. Linda Pearce, who is a resident of 6th Street, to discuss the option of removing parking on Wooster and Dawson streets. DOT has asked the consultant evaluate this potential solution. Based on this request, the draft plan presentation will be delayed until the October 31st TAC meeting.

e. Dow Road Widening RFQ

Mr. Kozlosky told members the MPO has just released a RFQ to hire a qualified consulting firm to do a location analysis for the alignment of the 4-lane divided facility between the Snows Cut Bridge and the curve at K Avenue and then extend a 2-lane cross section from K Avenue to Fort Fisher. This project will alleviate congestion along US 421 in the Town of Carolina Beach and the Town of Kure Beach. We are looking at alternative funding sources to complete this project. This is one of the projects that was identified in the legislation that will allow for with the ½-cent sales tax.

Staff met with representatives from Sunny Point who own a blast-zone in the area. After a great deal of discussion, staff was able to convince them of the need for the extension. They indicated that if we could possibly move the alignment closer to the ocean, they could potentially support that location. The analysis will allow the Army to take the proposed location to the General and possibly to Washington to gain support.

f. Safe Routes to School Program

Mr. Kozlosky told members there will be a Safe Routes to School workshop tomorrow. Mr. Mello has been working with Bradley Creek, Holly Tree and Parsley Elementary Schools who have expressed interest in participating in the program.

g. NCDOT Project Update

(included as part of the packet)

6. Announcements

- a. **Safe Routes to School Workshop- September 13th**
- b. **New Hanover County Castle Hayne Small Area Plan meeting – September 13th**
- c. **Wilmington Bicycle and Pedestrian Committee- September 20th**

7. Adjournment

With no further items, the meeting was adjourned at 11:14 am.

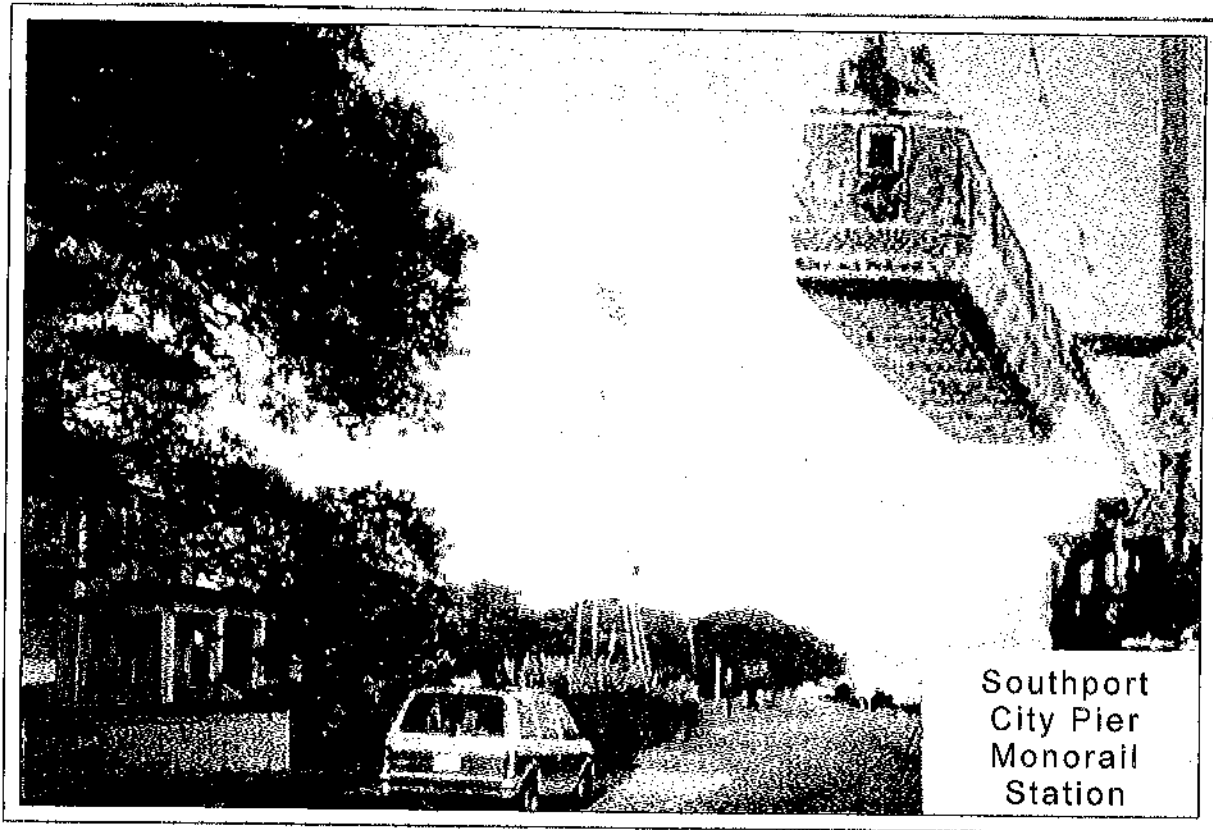
OVERHEAD ELECTRIC TROLLEY SYSTEM

TO: ANTHONY PRINZ - ASSOC. TRANS. PLANNER
WILMINGTON METROPOLITAN PLANNING ORGANIZATION
305 CHESTNUT STREET, 3RD FLOOR, WILM., NC, 28402
Southport—Calabash

Mass Transit Phase I—2005
Brunswick County, North Carolina

July 2004

FROM: JOHN POP WOLFE II
3808 A EAST OAK ISLAND DRIVE, OAK ISLAND, NC, 28465
278-7298 9-24-2007



For Further Information Contact:

John Pop Wolfe II
8308A East Oak Island Drive
Oak Island, NC 28465
910-278-7298

A MASS TRANSIT OVERHEAD ELECTRIC TROLLEY SYSTEM

Contents

Aerobus Advantages	1 - 16
Aerobus Features	3 - 16
Aerobus Engineering Designs	5 - 16
Aerobus Installation—Mannheim, Germany	9 - 16
Questions About Phase I	10 - 16
Why Do We Need A Mass Transit Trolley	11 - 16
Some Economic Data	12 - 16
Letters From Elected Officials	13 - 16



Computer Graphics

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Aerobus Advantages

Chaotic traffic, potholed streets, and a chronic lack of parking space are all challenges to making urban life more pleasant and appealing. Some form of mass transit, to move people from one point to another, is a vital ingredient in our efforts to overcome these serious problems.

Decades ago, transportation authorities in some major population centers decided to reduce surface traffic by burying rail systems beneath the ground. This proved to be a very expensive solution. New York City, for example, has nearly 650 miles of subterranean track, built at a cost in today's dollars of \$159 million per mile.

Subways, for the most part, are no longer affordable.

As an alternative, metropolitan areas have returned to horse and buggy days by reintroducing what amounts to modernized streetcars. Under the euphemistic name of "light rail" these line perform worse today than in the 1920s in terms of clogging traffic at intersections and hogging valuable lanes of downtown streets.

The other conventional answer, monorail, lifts vehicles above ground by using archaic steel tracks laid atop endless rows of concrete or steel pillars spaced 60 or so feet apart. These massive, unsightly supports require an entire lane of major thoroughfares, preclude installations along existing right-of-ways, and are expensive. Monorails typically cost \$30 million per mile.

We at **Aerobus** think modern transit should not interfere with surface activities. We concur with the concept of rising above grade. We also believe a system must be environmentally sound, relatively inexpensive to install, economical to operate, and fun to ride.

Aerobus technology fulfills these criteria and offers three substantial advantages over monorails.

1 The first advantage is cost.

Mass Transit Options	Cost Per Mile
Subway	\$ 130 million
Heavy Rail	\$ 75 million
Light Rail	\$ 45 million
Monorail	\$ 30 million
Aerobus	\$ 10—25 million

Aerobus spans up to 2,000 feet between thin steel or concrete pylons which require only a small footprint. Compared to standard monorail supports, these pylons cost less and fewer are required for a given line. This makes it possible to construct a route capable of carrying 3,000 to 20,000 passengers per hour per direction for a price as much as 60 percent less than regular monorail systems.

Long straight runs, possible because **Aerobus** passes over obstructions, can have as much as an 8 percent grade and deliver speeds in excess of 50 miles per hour. Gentle turns of two or three degrees may be made at each pylon. Sharper turns are easily handled by transitioning from cable-suspended track to fixed steel rail and then back to suspended track. These capabilities allow for selecting the shortest, most efficient route from one point to another. Which again lowers cost.

Additional savings are possible during construction. Erecting typical elevated guideways frequently requires relocation of existing underground utilities. **Aerobus** installations do away with this expensive problem. And with **Aerobus**, street closures are minimized.

All of this gives **Aerobus** a significant cost advantage.

- 2 The second **Aerobus** Advantage also stems from its long span feature.

An **Aerobus** line may cross wide rivers, bridge ravines, run up mountain sides, or traverse swamp land. In fact, for some installations, **Aerobus** is the only practical mass transit option.

- 3 The final **Aerobus** advantage is related to costs but centers on grade-level disruption during construction and the use of existing right-of-ways.

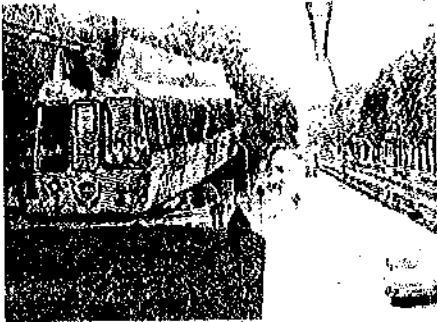
An **Aerobus** route can be erected above or alongside roads, freeways, bridges, and heavy rail lines. Thinner pylons, fewer supports per mile, and smaller pylon footprints allow construction with little or no interruption of normal traffic flows.

These advantages, along with the better aesthetics, the fun factor, faster passages, and operational economies, make **Aerobus** the outstanding mass transit solution for almost every situation.

Dennis Stallings, CEO
Aerobus International, Inc, USA
245 McCarty Street
Houston, Texas 77028
713-222-6655

Aerobus Features

The tested and proven Aerobus technology lowers system installation costs and provides greater route flexibility



Aerobus technology allows the use of existing rail or freeway right-of-way which reduces installation expense and confines traffic patterns to already accepted, established corridors

In place of a conventional monorail's massive, unsightly concrete Support pillars, **Aerobus** utilizes slender steel pylons to elevate suspension cables, similar to those used in the Golden Gate Bridge.

These cables, in turn, support dedicated, very lightweight, fixed cable guideways that allow electric, self-propelled vehicles to operate at any desired height above surrounding terrain.

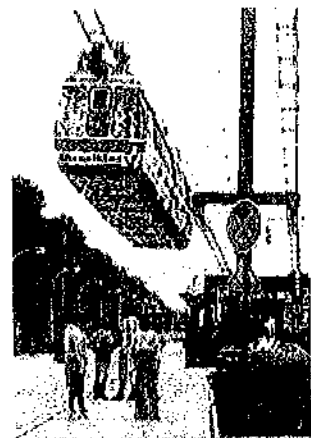
Using patented **Aerobus** technology, the pylons may be placed as far as 2,000 feet apart. This distance between supports is more than 15 times greater than other elevated systems.

Why is this important?

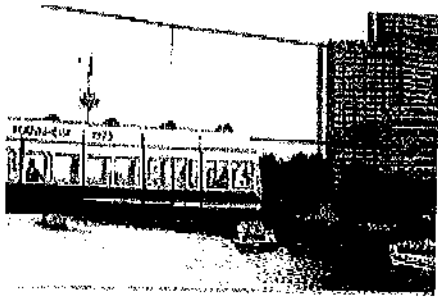
Simple. The fewer support points, the lower the cost of construction. Which substantially reduces the price of the entire project. Lowering the number of support points also means less visual clutter and a reduced number of ground-level obstructions.

Further savings are realized by the fact that fabricating and erecting **Aerobus** pylons are less expensive, unit for unit, than constructing and installing traditional concrete or steel support poles.

Aerobus offers the only tested, proven solution for many difficult transit applications.



At ground level, **Aerobus** dramatically cuts visual pollution inherent in other systems and brings new levels of rider enjoyment to mass transportation

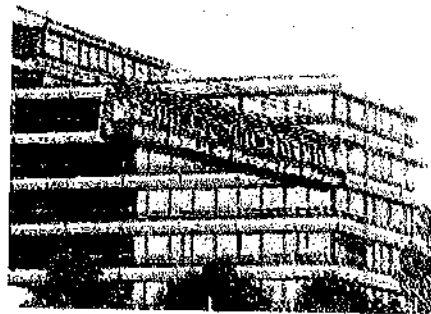


Spans of up to 2,000 feet between support pylons give Aerobus unparalleled flexibility in route planning.

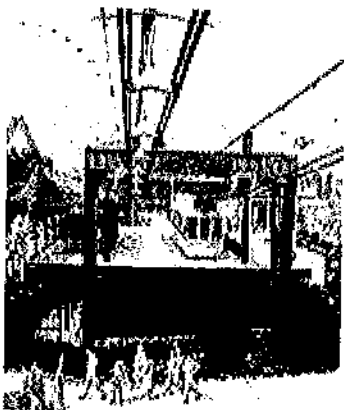
Perhaps the most important benefit derived from widely spread pylons, though, is unparalleled flexibility. Aerobus guideways can span lakes, rivers, wetlands, and deep canyons. Those same guideways may be elevated to any specified height. So Aerobus can be routed over freeways, buildings, rail yards, power lines, and impediments that block the path of other transit options. This allows designers to plan the shortest, most efficient routes, reducing total project costs even more.

No other transit technology can match this unique Aerobus capability.

Aerobus provides a proven, reliable technology. Aerobus installations have operated safely and reliably for millions of passenger miles. On two separate occasions, operating Aerobus systems were evaluated by transit specialists working for the U.S. Department of Transportation, Urban Mass Transportation Administration. Both glowing reports recognized the advantages and value inherent in Aerobus technology,



The unique Aerobus technology provides an unobstructed pathway through the sky, allowing more direct routes and lower installation costs.



A typical Aerobus elevated station in Mannheim, Germany. Aerobus stations may be placed above existing ground transport stations or actually located inside a building on the desired route.

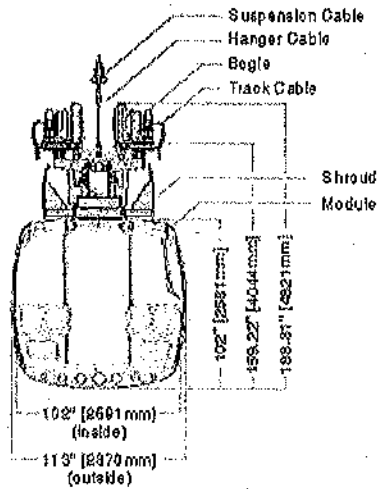
Aerobus was also a winner in a recently nationwide transit competition initiated by the U.S. Government to select the most efficient transit technologies. And, in February 1996, consultants for the City of Big Bear Lake, California, favored Aerobus for the developing Big Bear transportation Program.

A MASS TRANSIT OVERHEAD ELECTRIC TROLLEY SYSTEM

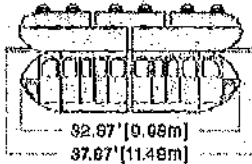
Aerobus Engineering Designs

The following schematics are provided to allow visualization of selected Aerobus system compo-

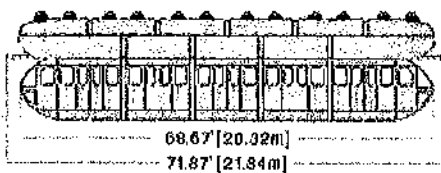
Aerobus Module Cross Section End View



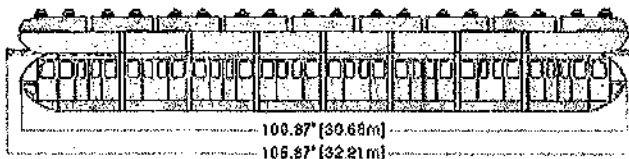
Two Module Vehicle Side View



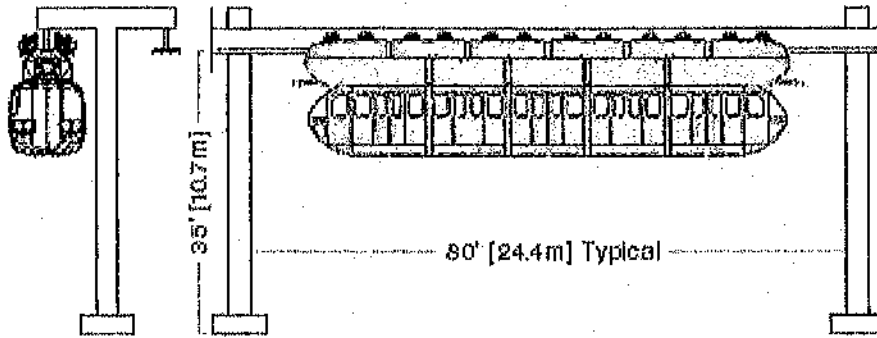
Five Module Vehicle Side View



Eight Module Vehicle Side View

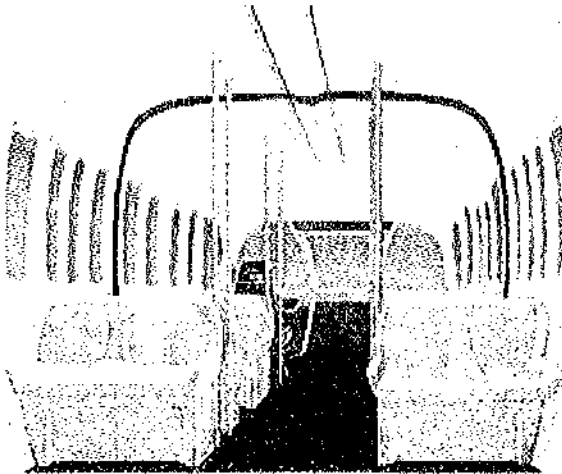


Fixed Track End and Side View



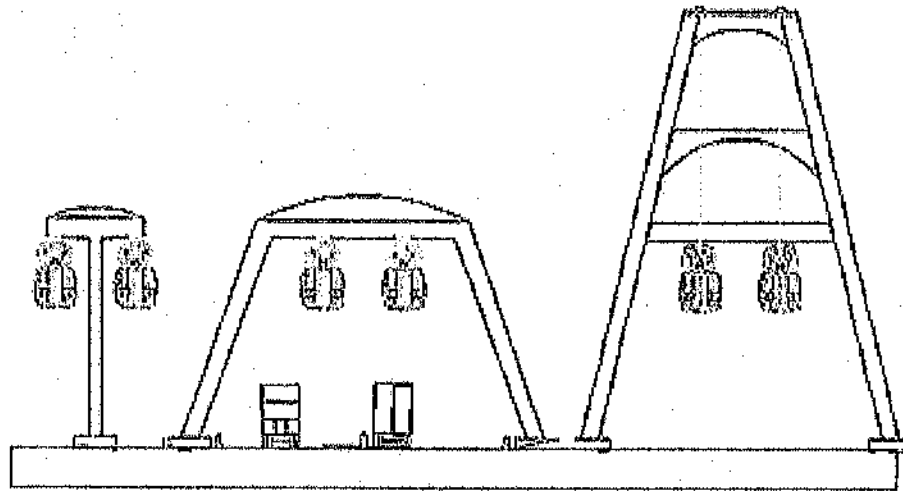
Aerobus five module vehicle on fixed track which is used in Stations for tight turns on route alignments

Aerobus Vehicle Interior



The new Aerobus Vehicle offers several comfortable interior arrangements. Subway or bus seating is crafted from highly durable materials for long life and lasting appearance

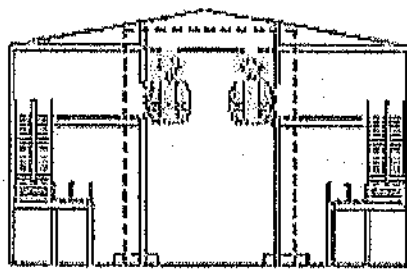
Aerobus Cable and Fixed Rail Suspension System End Views



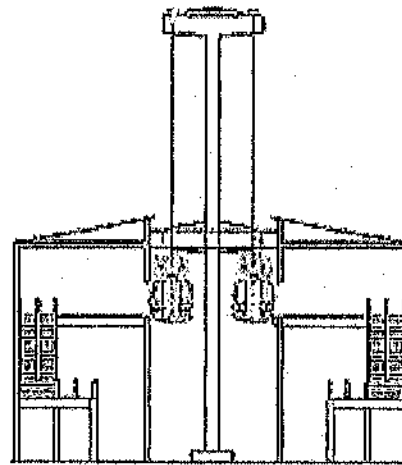
Sample
Aerobus
Dual
Suspended
Track "T"
Pylon

Sample Dual Track
Fixed Rail Pylon
Shown above highway

Sample Aerobus Dual
Suspended Track Pylon Unit

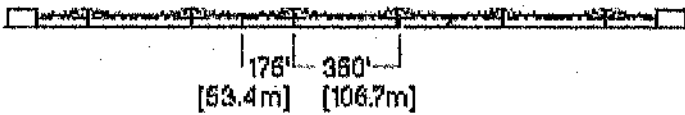


Aerobus Station with Dual
Fixed Rail Tracks

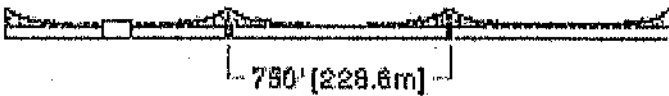


Aerobus Station with Dual
Suspended Tracks

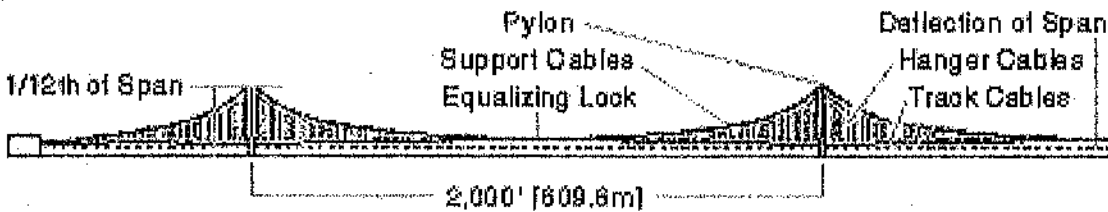
Suspension Cable Support Options with Varied Distances Between Pylons



Short spans (175 ft. to 350 ft. between pylons) are used for intercity, prior to turns which require fixed track and entering or exiting stations. Typically, 175 feet between pylons in city.



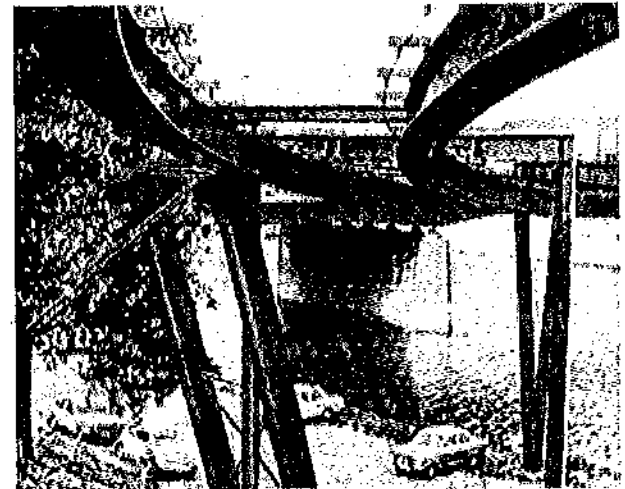
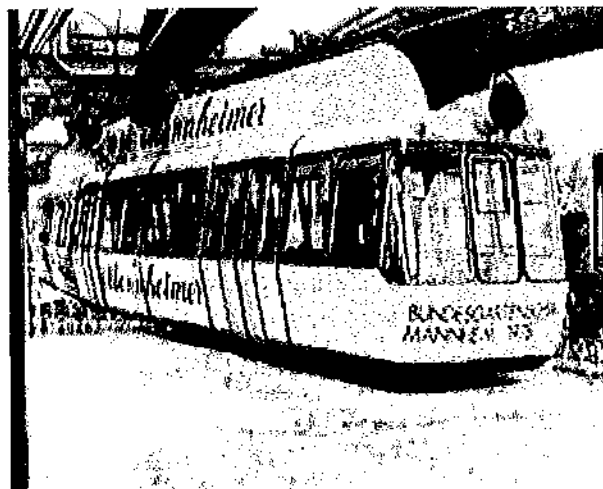
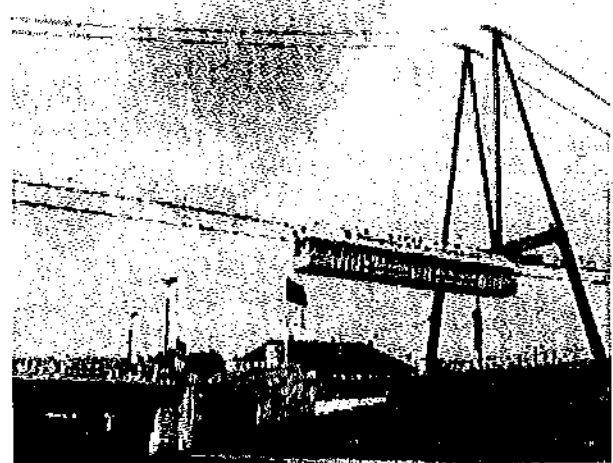
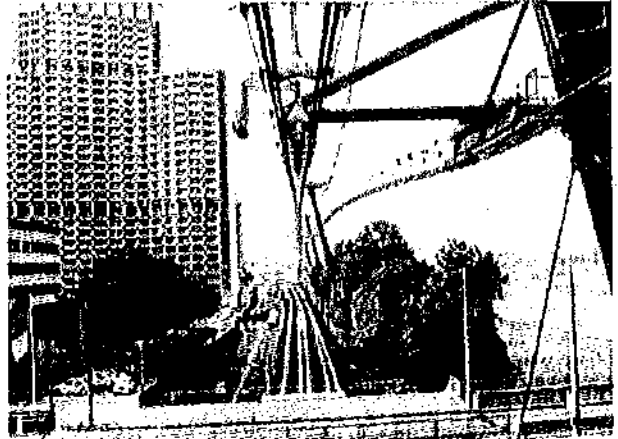
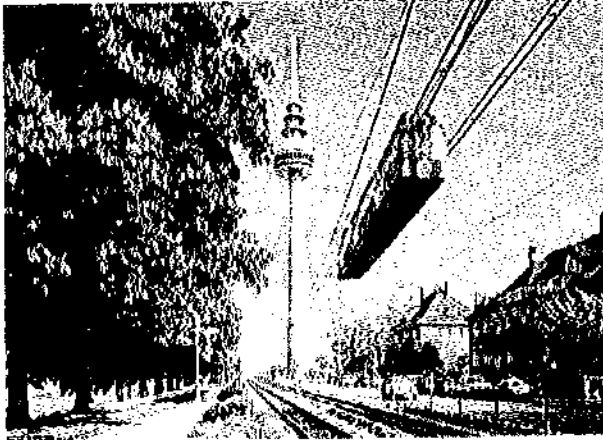
Intermediate spans (750 ft. to 2,000 ft between pylons) are used along freeways and through residential areas. The most efficient span between pylons is 1,200 feet.



Long spans (2,000 ft. to 3,000 ft. between pylons) are used to cross obstacles such as rivers, swamps, valleys and freeways.

A MASS TRANSIT
OVERHEAD ELECTRIC TROLLEY SYSTEM

Aerobus Installation — Mannheim, Germany



A MASS TRANSIT
OVERHEAD ELECTRIC TROLLEY SYSTEM

Questions About Phase I

1 How much will it cost to construct Phase I?

100 miles at \$25 million per mile or \$2,500 million. (Source: Aerobus)

A 40-mile prototype installation, Oak Island to Southport, would cost \$1,000 million.

2 How will we pay for its construction?

Source	Percentage	100-mile System	40-mile System
Federal Grant	65	\$ 1,625 million	\$ 650 million
State Grant	25	\$ 625 million	\$ 250 million
Local Government	10	\$ 250 million	\$ 100 million

3 How much profit can investors expect to make on operation of system?

- Aerobus operating cost \$ 0.18 per passenger mile.
- If a passenger paid \$ 0.20 per mile, less \$ 0.18 per mile operating cost, the system could be operated at a profit of \$ 0.02 per mile.

4 How much money will each passenger save?

- A Wilmington taxi costs \$ 2.99 for first mile plus \$ 1.60 for each additional mile.
- A ten mile taxi trip would cost \$ 1.75 per mile. Use of trolley system would save passenger \$ 1.75 - \$ 0.20 = \$ 1.55 per mile

5 How many potential trolley riders are there?

Source of Data	Type of Data	100-mile System	40-mile System
From Population Data	Town Population	21,400	9,300
	36% Can Not Drive	7,700	3,400
	2 Trips per Day	15,400	6,800
	Add Summer Population	100,000	50,000
	2 Trips per Day (1/2-year)	14,300	7,100
	Total Trips per Day	29,700	13,900
Average Daily Traffic Count	Trips per Day	94,000	26,400
	36% Can Not Drive	33,900	9,500
Charlotte Commuter System	308 Riders per Mile of System	30,600	12,200

A MASS TRANSIT
OVERHEAD ELECTRIC TROLLEY SYSTEM

Why Do We Need Overhead Electric Trolleys Now?

1 Create Jobs in Transportation

Motormen, Conductors, Signalmen, Track Crews, Engineers, Mechanics,
Electricians, Security, Maintenance, Administration

2 Freedom and Mobility

Population Category	United States		Brunswick County	
	Population in 2000	Percent of Population	Population in 2000	Percent of Population
Total Population	280,000,000	100	77,000	100
People With Disabilities	24,000,000	9	6,930	9
People Below Poverty Level	37,000,000	13	9,095	12
Children 5 -17	58,000,000	20	11,504	15
People Who Can Not Drive	117,000,000	42	28,000	36
People on Public Transportation	32,000,000	11	-	-

Source: American Public Transportation Association, David Phelps, (202)496-4885.
Brunswick County Planning, Leslie Bell and Matt Steward, 253-2033.

3 Boost the Economy — Create Transportation Jobs

Invest in Mass Transit	\$10,000,000	
Gain in Sales	\$30,000,000	3 to 1 Payback

4 Dollars Spent

Category	1943 Expenditures	2001 Expenditures	Percent Change
Private Automobiles	\$ 3,000,000,000	\$ 742,000,000,000	250% increase
Railways	\$ 700,000,000	\$ 900,000,000	1% increase

Source: US Department of Commerce, David Masshauser, (202) 606 9527

5 Common Sense

- We put all our money on the automobile and are still doing that to this day.
- We had the best railway and street trolley systems in the world in 1943 and now we have one of the worst railway systems and the street trolleys are almost gone.
- Boston's downtown "Big Dig" for I-95 is costing \$ 40,000 million for 7 miles. What will we do when 8 lanes (200 ft wide tunnel) are not enough?
- We can no longer afford to use the automobile. It's way too expensive.

A MASS TRANSIT OVERHEAD ELECTRIC TROLLEY SYSTEM

Some Economic Data

1 Construction Costs: Highway versus Rail

		Costs In Dollars per Mile
Highway	I-95, Boston "Big Dig" tunnel (200feet wide, 8 lanes) \$40,000 million for 7 miles in 2006	5,700,000,000
Highway	US17, Wilmington, NC, By-Pass (contemplated)	175,000,000
Rail	Subways, New York City (Aerobus Data 2003)	159,000,000
Rail	Monorail, Las Vegas, Nevada (under construction)	100,000,000
Rail	Monorail, Jacksonville, Florida, "Skyway" \$ 200,000,000 for 2.5 miles	80,000,000
Rail	Heavy Dual Rail (Aerobus Data 2003)	75,000,000
Rail	Light Dual Rail (Aerobus Data 2003)	45,000,000
Rail	Monorail (Aerobus Data 2003)	30,000,000
Rail	Light Dual Rail, Baltimore MTA \$ 460,000,000 for 29 miles in 1993	16,000,000
Rail	Cable Suspended Dual Rail (overhead trolley)	10-25,000,000

2 Selected US Personal Consumption Expenditures in 2001

Category of Expenditure	Expenditure in Dollars	Percent
Housing	1,800,000,000,000	26
Food, Clothing, Care	1,600,000,000,000	22
Medical --- mass transit should reduce	1,300,000,000,000	18
Transportation --- mass transit should reduce	800,000,000,000	11
Personal Business	630,000,000,000	9
Recreation	590,000,000,000	8
Religion and Welfare	\$ 200,000,000,000	3
Education	\$ 180,000,000,000	3
Total	7,100,000,000,000	
Federal Budget 2004	2,400,000,000,000	
Federal Budget 2004 --- Education	61,000,000,000	2

Source: US Department of Commerce, World Almanac, 2003 Edition, P. 109.

A MASS TRANSIT
OVERHEAD ELECTRIC TROLLEY SYSTEM

13-16

Letters From Elected Officials

MIKE McINTYRE

7TH DISTRICT, NORTH CAROLINA

COMMITTEE ON AGRICULTURE

RANKING MEMBER

SUBCOMMITTEE ON SPECIALTY CROPS

SUBCOMMITTEE ON CONSERVATION,
CREDIT, AND RURAL DEVELOPMENT

COMMITTEE ON ARMED SERVICES

SUBCOMMITTEE ON TACTICAL AIR AND LAND FORCES

SUBCOMMITTEE ON TERRORISM,
UNCONVENTIONAL THREATS AND CAPABILITIES

Congress of the United States
House of Representatives
Washington, DC 20515-3307

WEB PAGE:
www.house.gov/mcintyre

June 13, 2003

ASSISTANT WHIP

CO-CHAIRMAN
SPECIAL OPERATIONS FORCES CAUCUS

CO-CHAIRMAN
TASK FORCE ON FATHERHOOD

CO-CHAIRMAN
COALITION TASK FORCE ON
BUSINESS AND TECHNOLOGY

STEERING COMMITTEE
RURAL HEALTH CARE COALITION

Mr. Pop Wolfe
1100 Live Oak Drive
Oak Island, NC 28465-8135

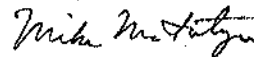
Dear Mr. Wolfe:

Thank you for contacting me to express your support for a monorail system that would run throughout southeastern North Carolina. Passenger rail is a viable means of transportation and would bring much needed economic development to our region. I share your interest in bringing rail to southeastern North Carolina and have forwarded your letter to the North Carolina Department of Transportation. Please be assured that I will contact you when I receive a response from North Carolina Secretary of Transportation Lyndo Tippet.

In order bring new transportation opportunities to our region, I am working to secure legislation that will increase North Carolina's share of the Highway Trust Fund. Currently, North Carolina contributes more federal gasoline tax dollars than it receives back from highway projects. Congress is preparing to reauthorize the Transportation Equity Act for the 21st Century this year, which includes over \$218 billion for highway and transit programs over the next six years. We were able to increase North Carolina's rate of return from 82 to 90 percent during the last reauthorization, and I hope that this year we can bring that rate up to at least 95 percent.

Thank you again for your letter, and please do not hesitate to contact me in the future with any additional comments or concerns.

Sincerely,



Mike McIntyre
Member of Congress

MM: lp

228 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20516-3307
(202) 228-2731
FAX: (202) 228-8773

301 GREEN STREET, ROOM 218
FAYETTEVILLE, NC 28301-9088
(910) 323-0260
FAX: (910) 323-0089

701 NORTH ELM STREET
LUMBERTON, NC 28358-4888
(910) 871-8223
FAX: (910) 739-5085

201 NORTH FRONT STREET, SUITE 440
WILMINGTON, NC 28401-3557
(910) 816-4969
FAX: (910) 816-4643

PRINTED ON RECYCLED PAPER

JOHN EDWARDS
NORTH CAROLINA
(202) 224-3154

United States Senate
WASHINGTON, DC 20510-3306

7
COMMITTEES:
COMMERCE, SCIENCE, AND
TRANSPORTATION
HEALTH, EDUCATION, LABOR,
AND PENSIONS
JUDICIARY
SMALL BUSINESS
INTELLIGENCE

December 12, 2002

Pop Wolfe
1100 Live Oak Drive
Oak Island, NC 28465-8135

Dear Mr. Wolfe:

Thank you for contacting me regarding your idea for a monorail system for the North Carolina coast. I appreciate hearing from you again.

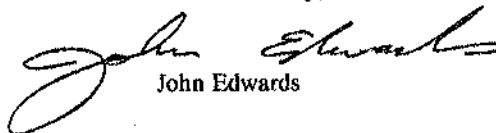
I understand your belief that a monorail system from Southport to Calabash would result in fewer auto accidents, safer hurricane evacuation, and economic growth for the region, and I am grateful that you have shared this idea with me. As a member of the Senate Committee on Commerce, Science, and Transportation, I will be sure to keep your idea in mind as we consider ways to improve transportation in our state.

You may also want to contact the North Carolina Department of Transportation (NCDOT) to share your idea. The NCDOT can be reached by phone at 919-733-2520 or by mail at the following address:

North Carolina Department of Transportation
1500 Mall Service Center
Raleigh NC, 27699-1500

Again, thank you for contacting me. Please feel free to keep in touch.

Yours sincerely,


John Edwards

JE/cs



North Carolina General Assembly
 House of Representatives
 State Legislative Building
 16 W. Jones Street, Room 1309
 Raleigh, North Carolina 27601-1095

Lewis
 REPRESENTATIVE DEWEY L. HILL
 20TH DISTRICT
 TELEPHONE: (919) 733-5930
 (919) 733-2599 FAX
 HOME ADDRESS: PO BOX 723
 WHITEVILLE, NC 28472-0723
 E-MAIL ADDRESS: DEWEYH@NCGLEG.NET

March 16, 2004

COMMITTEES:
 AGRICULTURE, CHAIR
 FINANCE, VICE-CHAIR
 PUBLIC UTILITIES
 RULES, CALENDAR, AND OPERATIONS OF
 THE HOUSE
 TRANSPORTATION

Mr. John Pop Wolfe, II
 1100 Live Oak Drive
 Oak Island, NC 28465

Dear Mr. Wolfe:

Thank you for your motivating and convincing letter regarding railroad and electric trolley subsidies. I read with much interest your list of the many advantages an overhead electric trolley system would provide our communities.

I wholeheartedly agree with all your comments – the only challenge is getting it started. And now is the time! With the support of Congressman Mike McIntyre and Senator John Edwards, I look forward to hearing more about mass transit programs.

If I may be of further assistance to you, please let me know.

Best regards,

Sincerely,

Dewey L. Hill
 Dewey L. Hill

glt



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLBY
GOVERNOR

LANNY T. WILSON
BOARD OF TRANSPORTATION MEMBER

LYNDO TIPPETT
SECRETARY

December 9, 2002

Pop Wolfe
1100 Live Oak Drive
Wilmington, North Carolina 28465

Dear Mr. Wolfe:

Thank you very much for your continued correspondence concerning a design concept of monorail mass transit for Southeastern North Carolina.

By copy of this letter, I am transmitting your monorail concept to Patrick B. Simmons, Director our Rail Division. I would ask that your concept be given consideration. Please contact Mr. Simmons with your future correspondence, his department would over see this type of transportation.

Thank you for your continued concern for Public Transportation.

Sincerely,

Lanny T. Wilson

LTW

cc: Patrick B. Simmons, Rail Division Director

Squadman L

1-919-733-4713 X263

1553 Mail Service Center

Receipt

27699-1553

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

**RESOLUTION SUPPORTING THE ADOPTION OF THE COLLEGE ROAD/ PINER ROAD
COLLECTOR STREET MAP AND ENCOURAGING THE DEVELOPMENT OF A COLLEGE
ROAD/ PINER ROAD COLLECTOR STREET PLAN**

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, with the development that has occurred near the College Road and Piner Road intersection, improvements were required to be installed to mitigate the congestion in this area; and

WHEREAS, these mitigation measures included the installation of a concrete monolithic island approximately 1,100 feet from the intersection to restrict access on Piner Road; and

WHEREAS, the North Carolina Department of Transportation received a request from several property owners to allow for an additional median opening on Piner Road; and

WHEREAS, the North Carolina Department of Transportation denied this request for an additional median opening due to the close proximity with the intersection of SR 1512 (Piner Road)/ US 421 (Carolina Beach Road)/ NC 132 (College Road) because the 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; and

WHEREAS, the North Carolina Department of Transportation requested the Wilmington 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 business and vacant property on Piner Road; and

WHEREAS, the North Carolina Department of Transportation also recommended no further rezonings in this area be approved until the collector street plan is complete; and

WHEREAS, the Wilmington Metropolitan Planning Organization, in cooperation with New Hanover County and North Carolina Department of Transportation, has completed a College Road/ Piner Road collector street map that recommends interconnectivity between existing and proposed developments.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the College Road/ Piner Road Collector Street Map and encourages development and implementation of the College Road/ Piner Road Collector Street Plan for New Hanover County.

ADOPTED at a regular meeting of the Transportation Advisory Committee on October 30, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE TOWN OF WRIGHTSVILLE BEACH'S APPLICATION
FOR THE NCDOT 2008 BICYCLE AND PEDESTRIAN PLANNING GRANT**

WHEREAS, the Wilmington Metropolitan Planning Organization serves as the lead transportation planning agency to the municipalities in the Wilmington area; and

WHEREAS, the Wilmington Metropolitan Planning Organization is committed to improving safety, protecting the environment and public health, and creating an opportunity for the surrounding communities to improve their quality of life through transportation and demand management; and

WHEREAS, the North Carolina Department of Transportation has made funds available for municipalities throughout the state to create bicycle and pedestrian plans through the NCDOT 2008 Bicycle and Pedestrian Planning Grant Initiative; and

WHEREAS, the Town of Wrightsville Beach recognizes the need to support and promote alternative modes of transportation throughout the town and region; and

WHEREAS, it is incumbent that the Town of Wrightsville Beach ensure the safety and viability of these modes; and

WHEREAS, the Town of Wrightsville recognizes the need for a town-wide comprehensive bicycle plan.

NOW, THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization endorses the Town of Wrightsville Beach's application for the NCDOT 2008 Bicycle and Pedestrian Planning Grant Initiative for the development of a town-wide comprehensive bicycle plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 30, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

RESOLUTION SUPPORTING THE TOWN OF BELVILLE'S EFFORTS TO REALIGN BLACKWELL ROAD AND WIDEN NC 133 TO A FOUR LANE DIVIDED FACILITY WITH WIDE OUTSIDE LANES, A LUSHY LANDSCAPED MEDIAN WITH MOUNTABLE CURBS, A VERGE WITH STREET TREES AND 8 FOOT SIDEWALKS THROUGH THE VILLAGE CORE.

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 Town of Belville recently completed the "Belville Vision 2020 Plan" that provides a vision for the future of the Belville community; and

WHEREAS, as part of the "Belville Vision 2020 Plan," several multi-modal transportation issues and opportunities were evaluated and recommendations were developed for future implementation; and

WHEREAS, the "Belville Vision 2020 Plan" recommends the realignment of Blackwell Road approximately 650 south of the current intersection with NC 133 to provide adequate separation between the interchange ramps and the intersection; and

WHEREAS, the "Belville Vision 2020 Plan" recommends the widening of NC133 between the interchange and Old River Road to a four lane divided facility with wide outside lanes (to accommodate bicyclists), a lushy landscaped median with mountable curbs, a verge with street trees and 8 foot sidewalks through the village core; and

WHEREAS, these proposed improvements will maintain the majestic elements of the current corridor while accommodating the needs of increased travel projections.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the Town of Belville's efforts to realign Blackwell Road and widen NC 133 to a four lane divided facility with wide outside lanes (to accommodate bicyclists), a lushy landscaped median with mountable curbs, a verge with street trees and 8 foot sidewalks through the village core.

ADOPTED at a regular meeting of the Transportation Advisory Committee on October 30, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING INTERSECTION IMPROVEMENTS AT NORTH COLLEGE ROAD
AND BAVARIAN ROAD; BAVARIAN ROAD AND FARLEY ROAD; AND BAVARIAN ROAD
AND NORTH KERR AVENUE ROAD**

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, New Hanover County is dedicated to promoting safe and efficient travel throughout the community; and

WHEREAS, the intersections of North College Road and Bavarian Road; Bavarian Road and Farley Drive; and Bavarian Road and North Kerr Avenue are frequently congested and present safety hazards to citizens of New Hanover County; and

WHEREAS, the above intersections are used by school buses, emergency vehicles and numerous other public and private vehicles; and

WHEREAS, NC Transportation Board Member Lanny Wilson has requested Senate Bill 622 funds in the amount of \$250,000 for improvements to the above intersections; and

WHEREAS, Senator Julia Boseman has requested Contingency funds in the amount of \$250,000 in support of improvements to the above intersections.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the intersection improvements at North College and Bavarian Road; Bavarian Road and Farley Road; and Bavarian Road and North Kerr Avenue.

ADOPTED at a regular meeting of the Transportation Advisory Committee on October 30, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION ADOPTING THE JOINT SAFE ROUTES TO SCHOOL WORKSHOP FOR
BRADLEY CREEK, HOLLY TREE AND PARSLEY ELEMENTARY SCHOOLS REPORT**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization, in cooperation with the City of Wilmington, New Hanover County Public Schools and the North Carolina Department of Transportation, hosted a joint Safe Routes to School workshop on September 13, 2007; and

WHEREAS, this workshop included extensive observation and analysis of Bradley Creek Elementary, Holly Tree Elementary and Parsley Elementary Schools; and

WHEREAS, input from school staff, local residents, public officials and parents was collected through interviews and workshop activities; and

WHEREAS, Wilmington Urban Area Metropolitan Planning Organization staff has compiled the analysis, public input, issues and barriers and potential solutions into the *Joint Safe Routes to School Workshop for Bradley Creek, Holly Tree and Parsley Elementary Schools Report*; and

WHEREAS, the schools have been identified as three of 32 demonstration schools by the North Carolina Department of Transportation Safe Routes to School Program; and

WHEREAS, the *Joint Safe Routes to School Workshop for Bradley Creek, Holly Tree and Parsley Elementary Schools Report* will be used to identify projects for which the Wilmington Metropolitan Planning Organization will seek Safe Routes to School grant funding.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee endorses the recommendations of the *Joint Safe Routes to School Workshop for Bradley Creek, Holly Tree and Parsley Elementary Schools Report* in order to improve the safety of those students who already walk and bicycle to school and encourage more students to walk and bicycle to school.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 30, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE INCLUSION OF BICYCLE AND PEDESTRIAN FACILITIES AT
ALL NEW PUBLIC SCHOOL FACILITIES**

WHEREAS, in 2007 the Wilmington metropolitan area was ranked as the 27th fastest growing metropolitan area in the United States by the United States Census Bureau; and

WHEREAS, it has been estimated that more than 25 percent of rush hour traffic consists of parents and others driving children to school in private vehicles; and

WHEREAS, through various Safe Routes to School programs, the federal and state governments have expressed a desire to increase the number of children walking and biking to school in order to improve health and reduce traffic congestion; and

WHEREAS, the lack of proper bicycle and pedestrian facilities can discourage walking or biking in urban and suburban areas; and

WHEREAS, the North Carolina Department of Transportation has estimated that adding a bicycle lane to an existing roadway can be nine times more expensive than including bicycle lanes in new roadway facilities; and

WHEREAS, the Wilmington Metropolitan Bicycle and Pedestrian Committee supports the installation of bicycle and pedestrian facilities at all newly-designed public school facilities in the Wilmington Metropolitan Planning Organization planning area; and

WHEREAS, these facilities should provide pedestrian and bicycle access between adjacent neighborhoods, commercial areas and the front entrances of the schools buildings.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee supports the installation of bicycle and pedestrian facilities at all newly-designed public school facilities in the Wilmington Metropolitan Planning Organization planning area and encourages that these facilities provide pedestrian and bicycle access between adjacent neighborhoods, commercial areas and the front entrances of the schools buildings.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 30, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

DIVISION OF HIGHWAYS

LYNDO TIPPETT
SECRETARY

October 10, 2007

TIP Projects:

- 1. Military Cutoff (U-2734)**, constructing a multi-lane facility from US 17 (Market Street) to US 74 (Eastwood Drive).
Estimated Completion October 2007
- 2. 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 17th.
- 7. B-0682:** Bridge to Sunset Beach over the intercoastal waterway. **Letting date 7/17/2007 all bids rejected because they were too high.**
- 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: (Work Complete)
 - 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, Wrightsville Ave. and Gordon Road complete.....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.