



## WILMINGTON URBAN AREA Metropolitan Planning Organization

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### 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

### Technical Coordinating Committee Meeting Agenda

**TO:** Technical Coordinating Committee Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** October 9, 2009  
**SUBJECT:** October 14, 2009 meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, **October 14<sup>th</sup>** at 10:00 am. The meeting will be held in the Traffic Conference Room on the fourth floor of 305 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes
  - a. 9/16/09
- 3) Old Business
  - a. Resolution supporting the beginning of discussions to bring I-20 to Wilmington
- 4) New Business
  - a. Resolution Adopting the Dow Road Corridor Study
  - b. Resolution Adopting the Wrightsville Beach Bicycle Plan
  - c. Resolution Adopting the List of Potential Enhancement Projects within the Wilmington MPO planning area boundary
- 5) Updates
  - a. Cape Fear Commutes 2035
  - b. WMPO Bike/Pedestrian Committee
  - c. NCDOT
- 6) Announcements
  - a. Cape Fear Commutes meeting- October 21<sup>st</sup>
  - b. WMPO Bike/Pedestrian Committee meeting- December 10<sup>th</sup>
- 7) Adjournment
  - a. Next meeting: December 2, 2009

### **Attachments:**

- Minutes from 9/16 meeting
- General Statute for Weight Restrictions
- Resolution supporting discussion of I-20 to Wilmington
- Dow Road Corridor Plan (available at [www.wmpo.org](http://www.wmpo.org))
- Resolution Adopting the Dow Road Corridor Plan
- Pelican Drive/Salisbury Street Bicycle Plan (available at [www.wmpo.org](http://www.wmpo.org))
- Resolution Adopting the Pelican Drive/Salisbury Street Bicycle Plan
- Lists of Potential Enhancement Projects
- Resolution Adopting the List of Enhancement Projects within the Wilmington MPO's Planning Area Boundary
- NCDOT Project Update

**Wilmington Urban Area  
Technical Coordinating Committee  
Meeting Notes for September 16, 2009**

**Members Present:**

Mike Kozlosky, City of Wilmington  
Chris O'Keefe, New Hanover County  
Athina Williams, Town of Belville  
Robert Waring, Town of Leland  
Stephanie Ayers, NC State Ports Authority  
Shane York, NCDOT  
Patrick Riddle, NCDOT  
Coke Gary, NCDOT  
Allen Pope, NCDOT  
Tim Owens, Carolina Beach  
Brian Chambers, City of Wilmington

**Others Present:**

Joshuah Mello, City of Wilmington  
Anthony Prinz, City of Wilmington  
Tom Cunningham, Chamber of Commerce  
Andy Koeppel, WAVE Board of Directors

**1. Call to Order**

Mr. Kozlosky called the meeting to order at 10:07 am.

**2. Approval of Minutes**

The motion to approve the minutes for the August 12, 2009 meeting carried unanimously.

**3. Old Business**

**a. I-20 Resolution**

Mr. Kozlosky told member during discussions at the last TAC meeting, Commissioner Thompson asked questions about weight limits restrictions on interstate designated highways. Mr. Kozlosky said he asked Mr. Gary to find information on those weight restrictions. Mr. Pope told members weight limits are set by federal law and there are no restrictions on interstate highways. There are weight restrictions on other routes in North Carolina. Mr. Pope asked if the TAC wanted any other information other than the weight restriction. Mr. Kozlosky said that was their only request. Mr. Pope made to motion to table this item until the TCC can find additional information for the TAC.

Mr. Koeppel asked why the request for weight restriction information must preclude beginning conversations with South Carolina Department of Transportation about the extension of the I-20 designation. Mr. Kozlosky explained that this board has been tasked with bringing additional information back to the TAC, and as Mr. Pope's motion indicated, we need to try to find the requested information requested prior to any further discussions. Mr. O'Keefe seconded the motion and it carried unanimously.

**4. New Business**

**a. Adoption of the Wilmington MPO's Transportation Model**

Mr. York told members NCDOT has been in the process of updating the MPO's transportation model for the last year. Staff has used the household information from the 911 database. That

information is more accurate than the old method. The number of households increased from 163,000 to 185,000 households in the MPO area. He said they were also able to obtain more accurate employment information from Info USA. We are now predicting 221,000 jobs and are still seeing that the biggest employment center is Wilmington. NCDOT also looked at minor changes including speed limit corrections, number of lane corrections, capacity corrections and put in the proposed interchange to Market Street and Independence Boulevard. Corrections were made to the model and they now have more accurate information to predict 2035. Staff would like to move forward with the adoption of the model.

Mr. Kozlosky indicated what he would like to see in the presentation to the TAC and pointed out that this model information will be of interest to members of the TAC. We want to make sure the information is accurate.

Ms. Ayers made the motion to move forward with an in-depth presentation to the TAC. Mr. O'Keefe seconded the motion and it carried unanimously.

**b. Prioritization of Bicycle Projects within the Wilmington MPO Planning Area Boundary**

Mr. Kozlosky told members staff has been asked to submit a bicycle and pedestrian project priority list to NCDOT. This list will be prioritized by each of the business units at the Department. The Bicycle and Pedestrian Committee is currently working to develop a more in-depth list for the update of the 2035 Long Range Transportation Plan. Mr. Kozlosky said staff would propose using the list from the adopted 2030 LRTP and then come back with our next submittal from the 2035 LRTP. The list from the 2030 project prioritization list is as follows:

- 1) Bike lanes on Park Avenue between Hawthorne Road and S Kerr Avenue (River-to-the-Sea Route)
- 2) Bike path on Eastwood Road from Military Cutoff Road to ICW Bridge (UNCW Connector)
- 3) Finish installing bike lanes on Greenville Loop Road at Oleander Drive (Soundside Route)
- 4) Bike lanes on Pine Grove Drive between Hollytree Road and Masonboro Loop Road (Soundside Route)
- 5) Bike Lanes on Carolina Beach Road between Snows Cut and Myrtle Grove Road (NC Bike Routes 3 & 5 and the Soundside Route).
- 6) Bike lanes on Dow Road (NC Bike Routes 3 and 5)
- 7) Bike lanes on Masonboro Loop Road between Pine Grove Drive and Myrtle Grove Road (Soundside Route)
- 8) Bike lanes on Myrtle Grove Road between Masonboro Loop Road and Carolina Beach Road (Soundside Route)
- 9) Finish bike lanes on Middle Sound Loop Road (Soundside Route)

Mr. Owens stated that there are bike/pedestrian improvements from the Town of Carolina Beach which are not on the list. He asked how they can move forward with their recommendations. Mr. Kozlosky advised that the town should work with its member on the Bicycle and Pedestrian Committee. He said the committee has worked very hard to develop a universal bicycle and pedestrian project list throughout the MPO planning area boundary.

Mr. O'Keefe made the motion to forward the bicycle and pedestrian project priority list to the TAC for consideration. Ms. Ayers seconded the motion and it carried unanimously.

**c. Prioritization of Enhancement Projects within the Wilmington MPO Planning Area Boundary**

Mr. Kozlosky told members there has not been a call for enhancement projects at this time, but suggested preparing a list of enhancement projects in case the Board of Transportation does identify funding for projects. Mr. Kozlosky recommended that this committee have discussions on any enhancement projects and develop a list.

Mr. Kozlosky said that there are 12 criteria for enhancement projects and projects must meet one of the criteria to qualify. The qualifying activities include:

- 1) Bicycle and Pedestrian Facilities
- 2) Bicycle and Pedestrian Safety
- 3) Acquisition of Scenic Easements, Scenic or Historic Sites
- 4) Scenic or Historic Highway Programs (including tourist or welcome centers)
- 5) Landscaping and other Scenic Beautification
- 6) Historic Preservation
- 7) Rehabilitation of Historic Transportation Facilities
- 8) Preservation of Abandoned Rail Corridors
- 9) Control of Outdoor Advertising
- 10) Archaeological Planning and Research
- 11) Environmental Mitigation
- 12) Transportation Museums

Mr. Kozlosky stated that he will send out an email to request projects from the local communities based on the qualifying activities and then bring that information back for discussion at the next meeting.

**5. Updates**

**a. Cape Fear Commutes 2035 (Citizen Advisory Committee)**

Mr. Mello updated the group on Citizen Advisory Committee activities.

**b. WMPO Bike/Pedestrian Committee**

Mr. O'Keefe updated the group on Bicycle/Pedestrian Committee activities.

**c. NCDOT Project Update**

attached

**6. Announcements**

**a. WMPO BikePed Committee meeting- September 10th**

**b. Cape Fear Commutes September 16<sup>th</sup>**

**7. Adjournment**

With no further items, the meeting was adjourned at 10:55 pm.

**§ 20-118. Weight of vehicles and load.**

- (a) For the purposes of this section, the following definitions shall apply:
- (1) Single-axle weight. – The gross weight transmitted by all wheels whose centers may be included between two parallel transverse vertical planes 40 inches apart, extending across the full width of the vehicle.
  - (2) Tandem-axle weight. – The gross weight transmitted to the road by two or more consecutive axles whose centers may be included between parallel vertical planes spaced more than 40 inches and not more than 96 inches apart, extending across the full width of the vehicle.
  - (3) Axle group. – Any two or more consecutive axles on a vehicle or combination of vehicles.
  - (4) Gross weight. – The weight of any single axle, tandem axle, or axle group of a vehicle or combination of vehicles plus the weight of any load thereon.
  - (5) Light-traffic roads. – Any highway on the State Highway System, excepting routes designated I, U.S. or N.C., posted by the Department of Transportation to limit the axle weight below the statutory limits.

(b) The following weight limitations shall apply to vehicles operating on the highways of the State:

- (1) The single-axle weight of a vehicle or combination of vehicles shall not exceed 20,000 pounds.
- (2) The tandem-axle weight of a vehicle or combination of vehicles shall not exceed 38,000 pounds.
- (3) The gross weight imposed upon the highway by any axle group of a vehicle or combination of vehicles shall not exceed the maximum weight given for the respective distance between the first and last axle of the group of axles measured longitudinally to the nearest foot as set forth in the following table:

Distance Group of Two Between Consecutive Axles	Maximum Weight in Pounds for any or More				
Axles*	2 Axles	3 Axles	4 Axles	5 Axles	6
Axles	7 Axles				
4	38000				
5	38000				
6	38000				
7	38000				
8 or less	38000	38000			

more than 8	38000	42000			
9	39000	42500			
10	40000	43500			
11		44000			
12		45000	50000		
13		45500	50500		
14		46500	51500		
15		47000	52000		
16		48000	52500	58000	
17		48500	53500	58500	
18		49500	54000	59000	
19		50000	54500	60000	
20		51000	55500	60500	66000
21		51500	56000	61000	66500
22		52500	56500	61500	67000
23		53000	57500	62500	68000
24			54000	58000	63000
68500	74000				
25			54500	58500	63500
69000	74500				
26			55500	59500	64000
69500	75000				
27			56000	60000	65000
70000	75500				
28			57000	60500	65500
71000	76500				
29			57500	61500	66000
71500	77000				
30			58500	62000	66500
72000	77500				
31			59000	62500	67500
72500	78000				
32			60000	63500	68000
73000	78500				
33				64000	68500
74000	79000				
34				64500	69000
74500	80000				
35			65500	70000	75000
36			66000**	70500	75500
37			66500**	71000	76000
38			67500**	72000	77000
39			68000	72500	77500

40	68500	73000	78000
41	69500	73500	78500
42	70000	74000	79000
43	70500	75000	80000
44	71500	75500	
45	72000	76000	
46	72500	76500	
47	73500	77500	
48	74000	78000	
49	74500	78500	
50	75500	79000	
51	76000	80000	
52	76500		
53	77500		
54	78000		
55	78500		
56	79500		
57	80000		

\* Distance in Feet Between the Extremes of any Group of Two or More Consecutive Axles.

\*\* See exception in G.S. 20-118(c)(1).

- (4) The Department of Transportation may establish light-traffic roads and further restrict the axle weight limit on such light-traffic roads lower than the statutory limits. The Department of Transportation shall have authority to designate any highway on the State Highway System, excluding routes designated by I, U.S. and N.C., as a light-traffic road when in the opinion of the Department of Transportation, such road is inadequate to carry and will be injuriously affected by vehicles using the said road carrying the maximum axle weight. All such roads so designated shall be conspicuously posted as light-traffic roads and the maximum axle weight authorized shall be displayed on proper signs erected thereon.

(c) Exceptions. – The following exceptions apply to G.S. 20-118(b) and 20-118(e).

- (1) Two consecutive sets of tandem axles may carry a gross weight of 34,000 pounds each without penalty provided the overall distance between the first and last axles of the consecutive sets of tandem axles is 36 feet or more.
- (2) When a vehicle is operated in violation of G.S. 20-118(b)(1), 20-118(b)(2), or 20-118(b)(3), but the gross weight of the vehicle or combination of vehicles does not exceed that permitted by G.S. 20-118(b)(3), the owner of the vehicle shall be permitted to

shift the load within the vehicle, without penalty, from one axle to another to comply with the weight limits in the following cases:

- a. Where the single-axle load exceeds the statutory limits, but does not exceed 21,000 pounds.
  - b. Where the vehicle or combination of vehicles has tandem axles, but the tandem-axle weight does not exceed 40,000 pounds.
- (3) When a vehicle is operated in violation of G.S. 20-118(b)(4) the owner of the vehicle shall be permitted, without penalty, to shift the load within the vehicle from one axle to another to comply with the weight limits where the single-axle weight does not exceed the posted limit by 2,500 pounds.
- (4) A truck or other motor vehicle shall be exempt from such light-traffic road limitations provided for pursuant to G.S. 20-118(b)(4), when transporting supplies, material or equipment necessary to carry out a farming operation engaged in the production of meats and agricultural crops and livestock or poultry by-products or a business engaged in the harvest or processing of seafood when the destination of such vehicle and load is located solely upon said light-traffic road.
- (5) The light-traffic road limitations provided for pursuant to subdivision (b)(4) of this section do not apply to a vehicle while that vehicle is transporting only the following from its point of origin on a light-traffic road to either one of the two nearest highways that is not a light-traffic road:
- a. Processed or unprocessed seafood transported from boats or any other point of origin to a processing plant or a point of further distribution.
  - b. Meats or agricultural crop products transported from a farm to first market.
  - c. Forest products originating and transported from a farm or from woodlands to first market without interruption or delay for further packaging or processing after initiating transport.
  - d. Livestock or poultry transported from their point of origin to first market.
  - e. Livestock by-products or poultry by-products transported from their point of origin to a rendering plant.
  - f. Recyclable material transported from its point of origin to a scrap-processing facility for processing. As used in this subpart, the terms "recyclable material" and "processing" have the same meaning as in G.S. 130A-290(a).



- g. Garbage collected by the vehicle from residences or garbage dumpsters if the vehicle is fully enclosed and is designed specifically for collecting, compacting, and hauling garbage from residences or from garbage dumpsters. As used in this subpart, the term "garbage" does not include hazardous waste as defined in G.S. 130A-290(a), spent nuclear fuel regulated under G.S. 20-167.1, low-level radioactive waste as defined in G.S. 104E-5, or radioactive material as defined in G.S. 104E-5.
  - h. Treated sludge collected from a wastewater treatment facility.
  - i. Apples when transported from the orchard to the first processing or packing point.
  - j. Trees grown as Christmas trees from the field, farm, stand, or grove to first processing point.
- (6) A truck or other motor vehicle shall be exempt from such light-traffic road limitations provided by G.S. 20-118(b)(4) when such motor vehicles are owned, operated by or under contract to a public utility, electric or telephone membership corporation or municipality and such motor vehicles are used in connection with installation, restoration or emergency maintenance of utility services.
- (7) A wrecker may tow any disabled truck or other motor vehicle or combination of vehicles to a place for repairs, parking, or storage within 50 miles from the point that the vehicle was disabled and may tow a truck, tractor, or other replacement vehicle to the site of the disabled vehicle without being in violation of G.S. 20-118 provided that the wrecker and towed vehicle or combination of vehicles otherwise meet all requirements of this section.
- (8) A firefighting vehicle operated by any member of a municipal or rural fire department in the performance of his duties, regardless of whether members of that fire department are paid or voluntary and any vehicle of a voluntary lifesaving organization, when operated by a member of that organization while answering an official call shall be exempt from such light-traffic road limitations provided by G.S. 20-118(b)(4).
- (9) Repealed by Session Laws 1993 (Reg. Sess., 1994), c. 761, s. 12.
- (10) Fully enclosed motor vehicles designed specifically for collecting, compacting and hauling garbage from residences, or from garbage dumpsters shall, when operating for those purposes, be allowed a single axle weight not to exceed 23,500 pounds on the steering axle on vehicles equipped with a boom, or

on the rear axle on vehicles loaded from the rear. This exemption shall not apply to vehicles operating on interstate highways, vehicles transporting hazardous waste as defined in G.S. 130A-290(a)(8), spent nuclear fuel regulated under G.S. 20-167.1, low-level radioactive waste as defined in G.S. 104E-5(9a), or radioactive material as defined in G.S. 104E-5(14).

- (11) A truck or other motor vehicle shall be exempt for light-traffic road limitations issued under subdivision (b)(4) of this section when transporting heating fuel for on-premises use at a destination located on the light-traffic road.
- (12) Subsections (b) and (e) of this section do not apply to a vehicle that meets all of the conditions set out below:
  - a. Is hauling agricultural crops from the farm where the crop is grown to the closest market.
  - b. Repealed by Session Laws 1993 (Reg. Sess., 1994), c. 761, s. 13.
  - b1. Does not operate on an interstate highway or exceed any posted bridge weight limits during transportation or hauling of agricultural products.
  - c. Does not exceed a single-axle weight of 22,000 pounds, a tandem-axle weight of 42,000 pounds, or a gross weight of 90,000 pounds.
- (13) Vehicles specifically designed for fire fighting that are owned by a municipal or rural fire department. This exception does not apply to vehicles operating on interstate highways.
- (14) Subsections (b) and (e) of this section do not apply to a vehicle that meets all of the conditions below, but all other enforcement provisions of this Article remain applicable:
  - a. Is hauling aggregates from a distribution yard or a State-permitted production site located within a North Carolina county contiguous to the North Carolina State border to a destination in another state adjacent to that county as verified by a weight ticket in the driver's possession and available for inspection by enforcement personnel.
  - b. Does not operate on an interstate highway or posted bridge.
  - c. Does not exceed 69,850 pounds gross vehicle weight and 53,850 pounds per axle grouping for tri-axle vehicles. For purposes of this subsection, a tri-axle vehicle is a single power unit vehicle with a three consecutive axle group on which the respective distance between any two

consecutive axles of the group, measured longitudinally center to center to the nearest foot, does not exceed eight feet. For purposes of this subsection, the tolerance provisions of subsection (h) of this section do not apply, and vehicles must be licensed in accordance with G.S. 20-88.

- d. Repealed by Session Laws 2001-487, s. 10, effective December 16, 2001.
- (15) Subsections (b) and (e) of this section do not apply to a vehicle or vehicle combination that meets all of the conditions below, but all other enforcement provisions of this Article remain applicable:
- a. Is hauling wood residuals, including wood chips, sawdust, mulch, or tree bark from any site; is hauling raw logs to first market; or is transporting bulk soil, bulk rock, sand, sand rock, or asphalt millings from a site that does not have a certified scale for weighing the vehicle.
  - b. Does not operate on an interstate highway, a posted light-traffic road, except as provided by subdivision (c)(5) of this section, or a posted bridge.
  - c. Does not exceed a maximum gross weight 4,000 pounds in excess of what is allowed in subsection (b) of this section.
  - d. Does not exceed a single-axle weight of more than 22,000 pounds and a tandem-axle weight of more than 42,000 pounds.

(d) The Department of Transportation is authorized to abrogate certain exceptions. The exceptions provided for in G.S. 20-118(c)(4) and 20-118(c)(5) as applied to any light-traffic road may be abrogated by the Department of Transportation upon a determination of the Department of Transportation that undue damage to such light-traffic road is resulting from such vehicles exempted by G.S. 20-118(c)(4) and 20-118(c)(5). In those cases where the exemption to the light-traffic roads are abrogated by the Department of Transportation, the Department shall post the road to indicate no exemptions.

(e) Penalties. –

- (1) Except as provided in subdivision (2) of this subsection, for each violation of the single-axle or tandem-axle weight limits set in subdivision (b)(1), (b)(2), or (b)(4) of this section or axle weights authorized by special permit according to G.S. 20-119(a), the Department of Crime Control and Public Safety shall assess a civil penalty against the owner or registrant of the vehicle in accordance with the following schedule: for the first 1,000 pounds or any part thereof, four cents (4¢) per pound; for the

next 1,000 pounds or any part thereof, six cents (6¢) per pound; and for each additional pound, ten cents (10¢) per pound. These penalties apply separately to each weight limit violated. In all cases of violation of the weight limitation, the penalty shall be computed and assessed on each pound of weight in excess of the maximum permitted.

- (2) The penalty for a violation of the single-axle or tandem-axle weight limits by a vehicle that is transporting an item listed in subdivision (c)(5) of this section is one-half of the amount it would otherwise be under subdivision (1) of this subsection.
  - (3) If an axle-group weight of a vehicle exceeds the weight limit set in subdivision (b)(3) of this section plus any tolerance allowed in subsection (h) of this section or axle-group weights or gross weights authorized by special permit under G.S. 20-119(a), the Department of Crime Control and Public Safety shall assess a civil penalty against the owner or registrant of the motor vehicle. The penalty shall be assessed on the number of pounds by which the axle-group weight exceeds the limit set in subdivision (b)(3), as follows: for the first 2,000 pounds or any part thereof, two cents (2¢) per pound; for the next 3,000 pounds or any part thereof, four cents (4¢) per pound; for each pound in excess of 5,000 pounds, ten cents (10¢) per pound. Tolerance pounds in excess of the limit set in subdivision (b)(3) are subject to the penalty if the vehicle exceeds the tolerance allowed in subsection (h) of this section. These penalties apply separately to each axle-group weight limit violated.
  - (4) The penalty for a violation of an axle-group weight limit by a vehicle that is transporting an item listed in subdivision (c)(5) of this section is one-half of the amount it would otherwise be under subdivision (3) of this subsection.
  - (5) A violation of a weight limit in this section or of a permitted weight under G.S. 20-119 is not punishable under G.S. 20-176.
  - (6) The penalty for violating the gross weight or axle-group weight by a dump truck or dump trailer vehicle transporting bulk soil, bulk rock, sand, sand rock, or asphalt millings intrastate from a site that does not have a certified scale for weighing the vehicle is one-half of the amount it otherwise would be under subdivisions (1) and (3) of this subsection.
  - (7) The clear proceeds of all civil penalties, civil forfeitures, and civil fines that are collected by the Department of Transportation pursuant to this section shall be remitted to the Civil Penalty and Forfeiture Fund in accordance with G.S. 115C-457.2.
- (f) Repealed by Session Laws 1993 (Reg. Sess., 1994), c. 761, s. 15.

(g) General Statutes 20-118 shall not be construed to permit the gross weight of any vehicle or combination in excess of the safe load carrying capacity established by the Department of Transportation on any bridge pursuant to G.S. 136-72.

(h) Tolerance. – A vehicle may exceed maximum and the inner axle-group weight limitations set forth in subdivision (b)(3) of this section by a tolerance of ten percent (10%). This exception does not authorize a vehicle to exceed either the single-axle or tandem-axle weight limitations set forth in subdivisions (b)(1) and (b)(2) of this section, or the maximum gross weight limit of 80,000 pounds. This exception does not apply to bridges posted under G.S. 136-72 or to vehicles operating on interstate highways. The tolerance allowed under this subsection does not authorize the weight of a vehicle to exceed the weight for which that vehicle is licensed under G.S. 20-88. No tolerance on the single-axle weight or the tandem-axle weight provided for in subdivisions (b)(1) and (b)(2) of this section shall be granted administratively or otherwise. The Department of Transportation shall report back to the Transportation Oversight Committee and to the General Assembly on the effects of the tolerance granted under this section, any abuses of this tolerance, and any suggested revisions to this section by that Department on or before May 1, 1998.

(i) Repealed by Session Laws 1993 (Reg. Sess., 1994), c. 761, s. 16.

(j) Repealed by Session Laws 1987, c. 392.

(k) From September 1 through March 1 of each year, a vehicle which is equipped with a self-loading bed and which is designed and used exclusively to transport compressed seed cotton from the farm to a cotton gin may operate on the highways of the State, except interstate highways, with a tandem-axle weight not exceeding 50,000 pounds. Such vehicles shall be exempt from light-traffic road limitations only from point of origin on the light-traffic road to the nearest State-maintained road which is not posted to prohibit the transportation of statutory load limits. This exemption does not apply to restricted, posted bridge structures. (1937, c. 407, s. 82; 1943, c. 213, s. 2; cc. 726, 784; 1945, c. 242, s. 2; c. 569, s. 2; c. 576, s. 7; 1947, c. 1079; 1949, c. 1207, s. 2; 1951, c. 495, s. 2; c. 942, s. 1; c. 1013, ss. 5, 6, 8; 1953, cc. 214, 1092; 1959, c. 872; c. 1264, s. 6; 1963, c. 159; c. 610, ss. 3-5; c. 702, s. 5; 1965, cc. 483, 1044; 1969, c. 537; 1973, c. 507, s. 5; c. 1449, ss. 1, 2; 1975, c. 325; c. 373, s. 2; c. 716, s. 5; c. 735; c. 736, ss. 1-3; 1977, c. 461; c. 464, s. 34; 1977, 2nd Sess., c. 1178; 1981, c. 690, ss. 27, 28; c. 726; c. 1127, s. 53.1; 1983, c. 407; c. 724, s. 1; 1983 (Reg. Sess., 1984), c. 1116, ss. 105-109; 1985, c. 54; c. 274; 1987, c. 392; c. 707, ss. 1-4; 1991, c. 202, s. 1; 1991 (Reg. Sess., 1992), c. 905, s. 1; 1993, c. 426, ss. 1, 2; c. 470, s. 1; c. 533, s. 11; 1993 (Reg. Sess., 1994), c. 761, ss. 10-16; 1995, c. 109, s. 3; c. 163, s. 4; c. 332, ss. 1-3; c. 509, s. 135.1(b); 1995 (Reg. Sess., 1996), c. 756, s. 29; 1997-354, s. 1; 1997-373, s. 1; 1997-466, s. 2; 1998-149, ss. 8, 9, 9.1; 1998-177, s. 1; 1999-452, s. 23; 2000-57, s. 1; 2001-487, ss. 10, 50(e); 2002-126, s. 26.16(a);

2004-145, ss. 1, 2; 2005-248, s. 1; 2005-276, s. 6.37(o); 2005-361, s. 3; 2006-135, s. 1; 2006-264, s. 37; 2008-221, ss. 7, 8, 9.)

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

**RESOLUTION REQUESTING THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
ASK SOUTH CAROLINA TO JOIN IN REQUESTING FEDERAL APPROVAL TO EXTEND I-20  
INTO WILMINGTON**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

**WHEREAS**, I-20 extends from Atlanta, Georgia to Florence, South Carolina; and

**WHEREAS**, interstate connectivity between Atlanta and Wilmington with one interstate number will create the perception that it is easy to travel between both cities; and

**WHEREAS**, there is a great deal of ocean freight tonnage to and from Atlanta that goes to Savannah and Charleston, two ports with limited capacity; and

**WHEREAS**, it is possible to make I-95 and I-20 co-extensive between Florence, South Carolina and the I-74 corridor in North Carolina by modifying the signage; and

**WHEREAS**, South Carolina expects NCDOT to help bring I-73 into South Carolina from the Rockingham area and should be willing to help North Carolina with regards to the I-20 corridor in exchange to this assistance.

**NOW THEREFORE**, be it resolved, the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee requests that the North Carolina Department of Transportation ask South Carolina to join in requesting federal approval to extend I-20 into Wilmington.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 28, 2009.

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Lanny Wilson, Chairman  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

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

**RESOLUTION ADOPTING THE DOW ROAD CORRIDOR STUDY**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides planning services and sets policies and priorities for transportation in 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**, in 2002 the North Carolina Department of Transportation completed a Feasibility Study that evaluated several different cross-sections and recommended a four-lane divided facility between US 421/Lake Park Drive and K Avenue and a two-lane cross-section between K Avenue and Fort Fisher Boulevard; and

**WHEREAS**, the Dow Road widening and extension project fell in an environmentally sensitive area and could also impact several stakeholders including Sunny Point Marine Ocean Terminal, United States Air Force, Carolina Beach State Park and Fort Fisher Recreational Area; and

**WHEREAS**, the purpose of the Dow Road widening and extension project was to evaluate the feasibility of an improved north-south access in both Carolina Beach and Kure Beach that was expected to reduce traffic congestion on US 421, which currently operates at or above capacity during the peak periods; and

**WHEREAS**, there are existing bike lanes on Dow Road and with the widening and extension, multi-modal access was expected to improve between various facilities in and around Carolina and Kure Beaches; and

**WHEREAS**, the Wilmington Metropolitan Planning Organization commissioned Wilbur Smith & Associates to analyze and evaluate potential corridor alternatives, develop a preferred alternative and develop conceptual design plans for the widening and extension; and

**WHEREAS**, the Wilmington Metropolitan Planning Organization received a resolution from the Town of Kure Beach not supporting the extension of Dow Road and based on their concerns the scope of the Dow Road Corridor Study was modified to address economic impacts, security issues, environmental impacts, pedestrian and bike improvements, speed, access management and other issues along the existing corridor and possible future widening of Dow Road; and

**WHEREAS**, the Dow Road Corridor Study recommends the widening of the shoulders along Dow Road, intersection improvements at various intersections along Dow Road and US 421, the construction of a multi-use path along Dow Road, and improvements to the curve at K Avenue.

**NOW THEREFORE**, be it resolved that the Transportation Advisory Committee of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Dow Road Corridor Study.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 28, 2009.

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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 ADOPTING THE *PELICAN DRIVE/SALISBURY STREET BICYCLE 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 North Carolina Board of Transportation; and

**WHEREAS**, the Wilmington MPO and Town of Wrightsville Beach collaboratively began the Wrightsville Beach Bicycle Corridor Study in October 2008 to consider a east-west bicycle connectivity along Salisbury Street as well as Pelican Drive, and north-south connectivity along Lagoon Drive and North Lumina Avenue; and

**WHEREAS**, the study included a field inventory of existing conditions, public outreach efforts through the design process and preparation of 30% design plans; and

**WHEREAS**, the Pelican Drive/Salisbury Street Bicycle Plan provides recommendations for sharrows and bicycle lanes on Salisbury Street for more advanced cyclists and the installation of sharrows on Pelican Drive, in combination with stand alone bicycle-pedestrian bridges and a multi-use path north of Salisbury Street to accommodate bicyclists of a variety of skill levels and abilities; and

**WHEREAS**, the *Pelican Drive/Salisbury Street Bicycle Plan* will be used as a guide to improve bicycle facilities along Pelican Drive and Salisbury Street in the Town of Wrightsville Beach; and

**WHEREAS**, the Town of Wrightsville Beach adopted the *Pelican Drive/Salisbury Street Bicycle Plan* on September 9, 2009.

**NOW THEREFORE**, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the *Pelican Drive/Salisbury Street Bicycle Plan*.

**ADOPTED** at a regular meeting of the Transportation Advisory Committee on October 28, 2009.

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Lanny Wilson, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

## Short-term Sidewalk Recommendations in the City of Wilmington

Street Name:	From:	To:
10 <sup>th</sup> Street	Ann Street	Castle Street
11 <sup>th</sup> Street	Hall Street	King Street
16 <sup>th</sup> Street	Wright Street	Greenfield Street
17 <sup>th</sup> Street	College Road	St. Andrews Drive
	Rankin Street	Grace Street
	Shipyards Boulevard	Private Drive (N. of Independence Blvd)
	Wooster Street	Greenfield Street
	Wooster Street	Queen Street
23 <sup>rd</sup> Street	Market Street	Chestnut Street
	Princess Place Drive	Belvedere Drive
Audubon Boulevard	Oleander Drive	Peachtree Avenue
Barclay Hills Drive	Princess Place Drive	Market Street
Bethal Road	Brookview Road	Waltmoor Road
Carolina Beach Road	Hart Street	Parkway Boulevard
Castle Street	Colwell Avenue	Wrightsville Avenue
Cinema Drive	Market Street	Private Drive
College Road	Fountain Drive	Private Drive (N. of Randall Drive)
	Fountain Drive	Wrightsville Avenue
Dawson Street	Wrightsville Avenue	Oleander Drive
Delaney Avenue	Wellington Avenue	Glen Meade Road
Eastwood Road	Military Cutoff Road	Marina Street
Front Street	Hanover Street	3 <sup>rd</sup> Street
	Walnut Street	Red Cross Street
Greenfield Street	3 <sup>rd</sup> Street	Lake Shore Drive
Harbour Drive	Troy Drive	17 <sup>th</sup> Street
Kerr Avenue	Private	Market Street
King Street	Railroad Street	11 <sup>th</sup> Street
MacMillan Avenue	Pine Grove Drive	College Road
Market Street	Barnard Drive	23 <sup>rd</sup> Street
	Cinema Drive	Princess Place Drive
	New Center Drive	Walton Road
	Saint Marks Place	21 <sup>st</sup> Street
McRae Street	Fanning Street	Bladen Street
	Nixon Street	Bess Street
New Center Drive	Market Street	Sigmon Road
Oleander Drive	Hawthorne Road	42 <sup>nd</sup> Street
	Pine Grove Drive	College Road
	Wooster Street	Mimosa Place
Peachtree Avenue	Pine Grove Road	47 <sup>th</sup> Street
Pinegrove Drive	Oleander Drive	Peachtree Avenue
Princess Place Drive	17 <sup>th</sup> Street	25 <sup>th</sup> Street
Randall Parkway	Collegiate Drive	Kerr Avenue
Rankin Street	17 <sup>th</sup> Street	16 <sup>th</sup> Street
Rosemont Avenue	Wilshire Boulevard	End of Street

Shipyard Boulevard	Savannah Court	Shipyard Boulevard
	Troy Drive	Vance Street
Troy Drive	Harbour Drive	Wellington Avenue
Waltmoor Road	Bethal Road	College Road
Wellington Avenue	Caroling Beach Road	17 <sup>th</sup> Street
Wilshire Boulevard	Wrightsville Avenue	Rosemont Avenue
Wooster Street	6 <sup>th</sup> Street	3 <sup>rd</sup> Street
	8 <sup>th</sup> Street	Oleander Drive
Wrightsville Avenue	44 <sup>th</sup> Street	Independence Boulevard
	Castle Street	Independence Boulevard
	College Road	Hawthorne Drive



### **Bike and Pedestrian Improvements for the Town of Carolina Beach**

1. Retrofit the Snow's Cut Bridge to facilitate bike and pedestrian access from River Road into Carolina Beach to tie into Lake Park Blvd. and an existing multi-path improvements along Old Dow Road.
2. Highly Visible crosswalks to facilitate beach traffic traveling from neighborhoods, rental units and Town Parking facilities to the beach at:
  - a. Hamlet Avenue
  - b. Atlanta Avenue (currently funded)
  - c. Spartanburg Avenue
  - d. Tennessee Avenue
  - e. Ocean Avenue
  - f. Texas Avenue
  - g. Alabama Avenue
3. Multi-Use Path leading from the existing Multi-Use Path at Harper Avenue extending down Harper Avenue through Town to the Sunnypoint Buffer near Mike Chappell Park. Follow the Sunnypoint fire break on the west side of Carolina Beach municipal limits to Alabama Avenue.
4. Multi-Use Path along the entire length of Dow Road from the intersection of Lake Park Blvd. to K. Avenue
5. Sidewalk (preferably on the eastside of Lake Park Blvd.) from the Carolina Beach Lake to Alabama Avenue. It appears that there is more ROW on the Westside which would also be acceptable. Currently, residents and visitors are walking along widened shoulders which can be dangerous particularly at night. This facility would facilitate pedestrian flow to beach accesses and between a large number of restaurants, stores, shops, hotels and large condo complexes. The facilitate would further tie into the recreational facilities at the Carolina Beach Lake and commercial facilities in the Town's Central Business District.
6. Sidewalk along the north side Lake Park Avenue from the Access Road (at the Food Lion intersection) to Carl Winner Avenue. Extend the sidewalk on the north side of Lake Park Avenue from the existing termination point to the Snow's Cut Bridge.



# MEMORANDUM

TO: Mike Kozlosky, MPO Executive Director  
FROM: Eulis Willis, Mayor of Navassa & Travis Barnes, Town Planner  
DATE: September 28, 2009  
RE: Potential NC DOT Enhancement Projects in Navassa

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The following list of projects is being provided as part of the Wilmington Metropolitan Planning Organization's request for potential enhancement projects in the Town of Navassa.

- Davis Creek Park Greenway- Preservation of abandoned rail corridor extending from the intersection of Old Mill Road and Cedar Hill road, past Davis Creek Park, and ending at Royster Road. The preservation of this abandoned railway corridor would allow the town to construct a greenway or trail that would connect an existing public park to the site of another potential park located in the Royster Road area of Navassa. Ideally this greenway would also be connected to the existing bike path that currently terminates at Old Mill Road.
- Cedar Hill Roundabout- Roundabout feature at Cedar Hill Road and Old Mill Road with pedestrian and bicycle crossing to allow safe crossing from the existing bike trail to the proposed greenway that utilizes the abandoned railway corridor.
- Environmental Stormwater Mitigation at Cedar Hill & Old Mill Intersection- During rain events the intersection of Old Mill Road and Cedar Hill Road floods causing dangerous driving conditions. The Town would like to install stormwater features to help mitigate the flooding of this intersection and to aid in the dispersal of water. Additional stormwater features are also needed to enhance environmental protection due to close proximity of the intersection to the river where the water drains.
- Cedar Hill Multi-use Path- Secure ROW along Cedar Hill Road from Royster Road to Daniels Road for a multi-use path. This facility would enable pedestrian and bicycle mobility along one of the only east-west roadways within the Town of Navassa. Upon completion of the I-140 Bypass there will be much more congestion and vehicle miles traveled on this roadway necessitating accommodations for bicycle and pedestrian mobility.
- Sidewalks along Main Street- The Town of Navassa currently does not have sidewalks along Main Street although there is an abundance of pedestrian traffic on this roadway. The Town would like to request enhancement funding to provide sidewalks in order to get pedestrian traffic out of the roadway and thereby improve the safety of our citizens.
- Stormwater Mitigation at Broadway & Main Street Intersection- During rain events the property on either side of the intersection of Broadway Street and Main Street floods. Currently there is a need for a stormwater feature that can alleviate this flooding and ensure adequate water drainage towards the river.



wrrmnc@bellsouth.net  
10/05/2009 01:34 PM

To mike.kozlosky@wilmingtonnc.gov  
cc  
bcc

Subject Enhancement Projects

Hello Mike –

These are some project candidates to consider for enhancement projects. The general pattern is that most of these are unfunded small items, very valuable to “fill in the gaps” in the story we tell about railroads and the people who worked on them. (The Museum received a large allocation in 2002 to rehab our locomotive and prepare it for static display.) Please recall that for over 125 years, Wilmington was the headquarters town for railroads, first the Wilmington & Weldon and later the Atlantic Coast Line. Employing over 1500 people locally, the railroad managed more than 12,500 miles of track at its height. The Museum preserves knowledge of those years, illustrated with artifacts and re-creations, along with the largest museum model layout in the Southeastern U.S.

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Whistle Post: Re-activate an actual locomotive whistle in our collection (with compressed air), to be mounted outside the Museum and sounded once a day. Will evoke memories of when engines trundled back and forth downtown, signaling their movements.

Casket Cart: Rehab this uncommon item for preservation. The cart would be brought to a baggage car and its bed elevated to the door level. After rolling the casket onto it, the bed could be lowered and secured for transport to a local funeral home.

Observation Platform: Remodel an elevated deck in Railroad Heritage Square to resemble the tail end of an observation car. Would enhance the collection of outdoor artifacts and provide visitors with a chance to sense the use of the platform.

Improve Interior Lighting: Would reconfigure or replace hanging fluorescent fixtures with lighting more suitable to highlight displays and exhibits, illustrate construction of our 1883 building, or effectively illuminate workplace re-creations.

Stationmaster Tower: Utilizing existing structural framework, install a replica of a stationmaster tower in the Welcome Hall. Would incorporate lights and signals already in the Museum’s collection.

Link-and-pin Couplers: Stabilize deterioration of these excavated items with appropriate metal treatment. Valuable to show how cars were hooked together before knuckle couplers, along with hazards of standing between colliding cars in order to hook them up.

1920s Office: Install period wall paneling, appliances, and lighting to illustrate the workspace environment for a typical clerical setting. Photodocumentation from the Museum’s collection provides the template for the re-creation.

Acquisition - Drumhead Signs: We have learned of a group of these in the hands of a private party since 1973, who now wishes to sell them. All are authentic and original signs used on Atlantic Coast Line trains. Rarest (and probably unique) is one attached to President Roosevelt's special private car from 1932 to 1940.

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For more information about these, please feel free to contact me. Thanks for your consideration.

Mark Koenig  
Executive Director  
Wilmington Railroad Museum



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

**RESOLUTION ADOPTING THE PRIORITIZED LIST OF POTENTIAL ENHANCEMENT  
PROJECTS FOR THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation, and

**WHEREAS**, on January 23, 2009 Governor Purdue signed Executive Order #2 reforming the Department of Transportation; and

**WHEREAS**, this Executive Order identified that the Department of Transportation has an obligation to ensure that highway construction plans are developed and that projects are awarded based on professional standards designed to meet the needs of citizens and communities across the state fairly, efficiently and effectively; and

**WHEREAS**, the North Carolina Department of Transportation is working to develop prioritization tools for all modes of transportation will evaluate projects based on an analytical analysis; and

**WHEREAS**, the North Carolina Department of Transportation has reorganized the process and there will not be a call for enhancement projects, however all requests will now be handled by the Program Development Branch; and

**WHEREAS**, the Wilmington Metropolitan Planning Organization is being proactive in developing a List of Potential Enhancement Projects; and

**WHEREAS**, the Wilmington Metropolitan Planning Organization has reviewed and evaluated potential enhancement projects in the Wilmington Metropolitan Planning Organization's planning area boundary.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses *List of Potential Enhancement Projects (2009)* for submittal to the North Carolina Department of Transportation.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on October 28, 2009.

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Lanny Wilson, Chairman  
Transportation Advisory Committee

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Mike Kozlosky, Secretary





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

October 9, 2009

**TIP Projects:**

**B-4223:** replace Bridge # 21, over the Northeast Cape Fear River.  
Under construction, traffic has been shifted to the new alignment and bridge.  
**Structure Work Complete**

**R-2245:** Second bridge to Oak Island over the intercoastal waterway.  
Work will begin again this week.  
**Contract Completion Date December 31, 2009 (approximate delay of 5 months)**

**B-0682:** Bridge to Sunset Beach over the intercoastal waterway.  
Under construction  
**Estimated Contract Completion Date December of 2010**

**U-4903:** resurfacing of US 76 (Oleander Drive) from 16<sup>th</sup> & 17<sup>th</sup> Streets to Independence Boulevard. Work to be completed at night. Additional work will be let with this contract; Milling & resurfacing of Oleander Drive, from Independence Boulevard to Pine Grove Road. Also modifying the lane configuration at the intersection of Oleander Drive and College Road, by adding dual left turns on Oleander Drive.  
**Work Complete**

We will have a future contract to construct a right turn lane for Oleander Drive westbound on to College Road northbound. Start Date May 2010

**U-4733:** intersection improvements SR 1411 (Wrightsville Avenue), from Forest Hills Drive to SR 2313 (Wilshire Boulevard).  
**Estimated Contract Completion Date Winter 2009 (utility delays)**

**B-4031:** replace Bridge #72 over Jinny's Branch and construct approaches, on NC 179.  
**Work Complete**

**U-5017A: Letting Date 10/21/2008** Wilmington Computerized Signal System  
**Estimated Contract Completion Date Nov. 2010**

**U-5017B: Letting Date 11/18/2008** Wilmington Computerized Signal System  
**Estimated Contract Completion Date June 2011**

**U-5017C: Letting Date 12/16/2008** Wilmington Computerized Signal System  
**Estimated Contract Completion Date Jan. 2011**

**U-3462:** Town of Shallotte, SR 1357 (Smith Avenue) extension from West of US 17 Business to NC 130. Under construction and funded by stimulus.

**Estimated Contract Completion Date Dec. 2010**

**R-4002:** widen SR 1472 (Village Road) from SR 1437 (Old Fayetteville Road)/SR 1435 (South Navassa Road) to east of US 17 Interchange ramps, to a 4-lane divided facility.

**Estimated Contract Completion Date June 2011**

**R-3324:** Long Beach Road extension, two lane road on new location, from NC 211 to SR 1525 (Bethel Road)

**Letting date 7/2010**

**B-4030:** replace Bridge #9 over Bear Branch, on NC 130.

**Letting Date August 18, 2009**

**R-2633 AA & AB:** Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76. Right of Way 2008 (Has begun) and Construction Fall 2010  
Design/Build – January 2010 Selection of Design/Build Team

**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 and awaiting the completion of the Market Street Corridor Study.

**R-2633 B:** Construction of I-140 (Wilmington Bypass) from US 74/76 to US 421. Right of Way 2008 (Has begun) and Construction 7/19/2011

**R-5021:** NC 211 widening, from NC 87 to SR 1500 (Midway Road).  
Right of Way 2013

**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

**U-3338 B:** Widening of Kerr Ave. from Randell Parkway to Martin Luther King, Jr. Parkway.  
Start Date May 2013

**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 Winter 2009/2010 and complete the final environmental impact statement by Summer 2010. Right of way is scheduled for 2013.

**R-3601 US 17/74/76:** Widening across the “causeway”, between Leland and Wilmington. AT the 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.  
Start Date July 2013

**Feasibility Studies for NC 211 & NC 904:** Completion Date Fall 2009

NC 211 – from SR 1500 (Midway Road) to US 17

NC 904 – from NC 179/904 (Beach Drive) to US 17

**FS-0203C Feasibility Study for College Road:** from SR 1327 (Gordon Road) to US 17 (Market Street).

**R-3432 – SR 1163 (Georgetown Road)** extend from SR 1184 (Ocean Isle Beach Road) to NC 179. Start Date June 2013

**W-5103 – US 421 (Carolina Beach Road)** from George Anderson Road to SR 1100 (River Road) construct various safety improvements at 20+ intersections.

Letting Date January 19, 2010

**W-5104 – NC 132 (College Road)** from US 421 (Carolina Beach Road) to US 117 (Shipyard Blvd.) construct various safety improvements at 10+ intersections.

Letting Date September 14, 2010

**Division Projects:**

**NC 87 - Boiling Spring Lakes:** install two right turn lanes and extend existing left turn lane at the intersection of SR 1539 (East Boiling Spring Lakes Road) and NC 87.

**Estimated Contract Completion Date December 2009**

**SR 1448 (Middle River Road):** full depth patching from NC 211 to the paved end of system. Schedule to be under contract in the Summer 2009

**US 117 (College Road):** extend left turn lane along US 117 (College Road) at Randall Parkway to provide additional storage. Schedule to be under construction in the Summer 2009

**SR 1345 (Royal Oak Road):** mill patch the rutted section of SR 1345 (Royal Oak Road), due to increased truck traffic. Schedule to be under contract in the Summer 2009

**SR 1455 (Porter's Neck Road):** construct a roundabout at the intersection of SR 1455 (Porter's Neck Road) and SR 1402 (Edgewater Club Road). Currently the right of way is being obtained.

**SR 1403 (Middle Sound Loop Road):** redesign the intersection of SR 1403 (Middle Sound Loop Road) and SR 1407 (Darden Road), into a roundabout design. Design is complete and our schedule is to construct the roundabout in the summer of 2010, when school is complete.

**SR 1492 (Pine Grove Road):** redesign intersection at SR 1492 (Pine Grove Rd) and Masonboro Loop Road. Schedule to have permitting complete by August 2009, bid project in September 2009, award in October 2009, construction to begin in December and complete by end of March 2010.

**US 421 Carolina Beach:** widen Carl Winner Street to allow dual right turn lanes onto US 421 northbound.

**NC 132 (College Road):** extend the left turn lane southbound on NC 132 and New Center Drive intersection. Schedule to be under construction in the Summer 2009

**NC 132 (College Road):** extend the left turn lane northbound on NC 132 and Martin Luther King Parkway. Schedule to be under construction in the Summer 2009

**Resurfacing Projects:**

These roads are in this Brunswick County contract: **Availability Date July 2009**  
**Estimated Contract Completion Date May 2010**

**NC 211** mill patching and resurfacing from SR 1500 (Midway Road) to SR 1114 (Zion Hill Road).

**SR 1539 (East Boiling Springs Lake Road)** resurfacing from NC 87 to RR tracks.

**SR 1115 (Stone Chimney Road)** mill patching and resurfacing from NC 211 to US 17.

**SR 1119 (Stanley Road)** mill patching and resurfacing from end of maintenance to SR 1120 (Sabbath Home Road).

**SR 1527 (Wescott Road)** resurfacing from NC 211 to SR 1526 (Jabbertown Road).

**SR 1527 (Wescott Road)** patching and resurfacing from SR 1526 to SR 1528 (East Moore Street).

These roads are in this Pender County contract: **Availability Date July 2009**  
**Estimated Contract Completion Date May 2010**

**NC 50** resurface from North Topsail Drive/Roland Drive to 0.09 miles north of NC 210, no work on swing bridge over the intercoastal waterway.

These are in this New Hanover County contract:

**Estimated Contract Completion Date June 2010**

**US 421** milling and resurfacing from Snows Cut Bridge to Carolina Sands Drive.

**US 117/NC 132** resurfacing from SR 1322 (Murrayville Road) to bridge over I-40.

**SR 1574 (Service Road)** milling and resurfacing from SR 1573 to SR 1573.

**SR 1592 (Landsdowne Road)** mill patching and resurfacing from NC 132 to SR 1516 (Navaho Trail).

**SR 1516 (Navaho Trail)** mill patching and resurfacing from SR 1592 to SR 1492 (Masonboro Loop Road).

**SR 1492 (Masonboro Loop Road)** patching and resurfacing from SR 1517 (Trails End Road) to SR 1505 (Beasley Road).

**SR 1411 (Dawson Street Extension)** resurfacing from US 76 (Oleander Drive) to SR 1411 (Wrightsville Avenue).

**SR 1411 (Wrightsville Avenue)** patching from SR 1411 to Independence Boulevard.

**SR 1411 (Wrightsville Avenue)** patching from Huntington Road to US 76.

**SR 1411 (Wrightsville Avenue)** milling and resurfacing from US 76 to US 74.

**SR 2313 (Wilshire Boulevard)** patching from SR 1411 to SR 1175 (Kerr Avenue)

**SR 1302 (North 23<sup>rd</sup> Street)** milling and resurfacing from US 17 Bus. To north of RR Tracks.