



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
910 341 3258 910 341 7801 FAX

The mission of the Wilmington MPO is to develop and implement a comprehensive multi-modal transportation plan that supports the existing and future mobility needs and economic vitality of the Wilmington Urban Area. This shall be accomplished by protecting the environment, safe guarding the social equity, improving the quality of life for the citizens of the community, improving the local economy and providing for the safe and efficient mobility throughout the region. This is achieved through the long range transportation planning process which includes a comprehensive, continuous and cooperative approach from citizens and participating members.

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

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: September 24, 2010
SUBJECT: September 29th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, September 29th at 4pm. The meeting will be held in the Lord Spencer Compton Conference Room at Wilmington City Hall.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 8/18/10
- 3) Public Comment Period
- 4) Old Business
- 5) New Business
 - a. Resolution encouraging the consideration of bicycle and pedestrian facilities on the proposed Cape Fear Skyway
 - b. Resolution supporting Airlie Road to be considered as a North Carolina Scenic Byway
- 6) Discussion
 - a. Draft Wilmington MPO Ethics Policy
 - b. Consensus Building
- 7) Updates
 - a. City of Wilmington/Wilmington MPO
 - a. Cape Fear Commutes 2035 Transportation Plan
 - b. US 17/NC 210 Corridor Study in Pender County
 - c. Market Street Corridor Plan
 - d. North Carolina Mobility Fund
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 8) Announcements
 - a. Bike/Pedestrian Committee meeting- October 14, 2010
- 9) Next meeting –October 27, 2010

Attachments:

- Minutes 8/18
- Resolution encouraging the consideration of bicycle and pedestrian facilities on the Proposed Cape Fear Skyway
- Airlie Road Scenic Byway Preliminary Application
- Resolution supporting Airlie Road to be considered as a North Carolina Scenic Byway
- Wilmington MPO/City of Wilmington Project Update (September)
- NCDOT Project Update

Meeting Notes

Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee

Date: August 18, 2010

Members Present:

Jonathan Barfield, Chairman, Cape Fear Public Transportation Authority
Laura Padgett, Vice-Chair, City of Wilmington
Jack Batson, Town of Belville
Walter Futch, Town of Leland
Bill Blair, Town of Wrightsville Beach
Jim Dugan, Town of Kure Beach
Mike Ballard, Town of Navassa
Bill Saffo, City of Wilmington
Bill Sue, Brunswick County

Staff Present:

Mike Kozlosky, Executive Director
Joshuah Mello, Associate Transportation Planner

1. Call to Order

Mr. Barfield called the meeting to order at 4:03 PM. He asked everyone to take a moment to review the TAC mission statement.

2. Approval of Minutes:

Minutes for the meetings on June 23rd and the amended minutes for April 28th were approved unanimously.

3. Public Comment Period

Mr. Andy Koeppel told members that many people are aware that there has been an exchange of comments relative to the Skyway Bridge and he wanted to thank Mr. Futch for being kind enough to acquaint the members with his views on the subject. Mr. Koeppel said he believes that Mr. Futch is trying to do his best to make sure that the interests of Leland are fully protected in accordance with the sympathies of the people who live in that community. Mr. Koeppel stated that every coin has two sides. We can't look away from the fact that if the bridge is built according to the right-of-way being proposed, it's going to have a huge economic effect on all the towns in Brunswick County, as well as the north eastern section of the county. It will provide opportunities for businesses to consider locating in the area and help create a much larger tax base. That will help save the citizens in those communities from the necessity of paying higher taxes as time goes on. He told members he is asking representatives from those locations to please keep this in mind as they debate the Skyway Bridge later in the meeting. This isn't just about potential environmental concerns or traffic; it's about having an orderly pattern of growth so these communities can have the type of economic development that will make them stronger and more viable over the next 15 to 20 years. Mr. Koeppel asked members to please keep that upper most in their mind so we can see to it that this project moves forward. We want NCDOT in Raleigh to realize that this is something that is going to make us a much better region as we look forward to future growth.

Mr. Howard Capps stated he would like to address members about the efforts by the landscape architects in New Hanover County and Brunswick County to incorporate a multi-use path on the Skyway Bridge. Mr. Capps explained the reason for his interest was that he and his wife had visited Charleston, SC and saw the Cooper River Bridge and were impressed with the very attractive bike-way on the bridge. He had read an article in the Star News about the Skyway Bridge and decided to contact the engineers with URS to ask if there were any plans to incorporate a multi-use path on the

Skyway Bridge. The engineer he spoke with indicated there were no plans for pedestrian facilities to his knowledge. Mr. Capps told members following that conversation he approached other landscape architects about starting a grassroots effort to build a multi-use path on the bridge. They agreed and decided the first step would be to make the Turnpike Authority in Raleigh and the TAC aware of their request regarding the addition of a multi-use path before they started contacting other groups. He said from the conversations they have been having, there is a great deal on interest if the bridge is built. They would like to advocate for the inclusion of a Skyway multi-use lane.

Mr. Futch asked Mr. Capps if he was willing to pay the additional costs to have the multi-use path added. Mr. Capps said the answer that question is obviously no; he does not have the money. He stated he doesn't know how it could be done but the group felt that if they did not raise the issue, we would definitely not get a bike-lane on the bridge. The folks in Charleston had said there were no plans to incorporate a bike-way in the early planning stages of their bridge. It took a grassroots effort in order to make that happen. This is something that would benefit Leland, Brunswick County and New Hanover County and his group felt it would be remiss of them as planners and landscape architects to see another bridge built in the region without access for bikes and pedestrians.

Mr. Walter Hickey told members he would like to speak as a rebuttal to Mr. Koeppel's earlier comments. He stated that he currently lives in Leland and has lived in this area for the past 23 years. He said he is happy to be a "bedroom-community" and they don't need any industry. He stated that they did not need the bridge; they just need themselves. He said he thinks the Town of Leland is doing very good with taxes. He said there is enough industry over on their side.

4. Old Business

a. Resolution supporting corridor preservation of the interchange at Market Street and Military Cutoff Road extension

Mr. Barfield told members at the last meeting there was a lengthy discussion held regarding the corridor preservation at Market Street and Military Cutoff Road extension. Following two tied voting attempts on a motion, no action was taken on the item.

Mr. Futch said he disagreed. Action was taken. Mr. Barfield said there was action to not approve it and action to not modify the resolution with both ending in a tied vote. Therefore, nothing was done. He said he requested that staff bring the item back to the committee.

Mr. Barfield reminded members at that meeting he had recused himself because he represented the property owners. He told members that his comments would have been that if DOT had the resources to pay for the right-of-way acquisition then he would have definitely been in favor of the corridor preservation. He said the New Hanover County Board of Commissioners spoke very clearly that they are concerned about preserving access for Military Cutoff Road to make sure traffic flows in the years to come. Mr. Barfield made the motion to support corridor preservation of the interchange at Market Street and Military Cutoff extension. Ms. Padgett asked if he no longer have a conflict of interest. He said he did not. Ms. Padgett seconded the motion.

Mr. Barfield opened the floor for discussion. With no discussion by the board, the motion carried with seven members in favor of the resolution and Mr. Futch and Mr. Batson voted against the motion.

5. New Business

a. Resolution supporting corridor preservation for the Cape Fear Skyway

Mr. Saffo told members he needed to recuse himself from this item. Ms. Padgett made the motion to recuse Mr. Saffo. Mr. Sue seconded the motion. The motion carried unanimously.

Mr. Barfield asked if there was a motion to support corridor preservation for the Cape Fear Skyway. Mr. Futch said he thought that we had already decided that the six-months were over with. Mr. Ballard made the motion and Ms. Padgett seconded the motion.

Mr. Barfield opened the floor for discussion. Mr. Barfield asked Mr. Futch if he had anything to say. Mr. Futch said no one wanted to hear his discussion so he is not going to discuss it. Mr. Barfield told members he would open the discussions. As a professional realtor, he has two properties listed in Waterford. Last Saturday afternoon he needed to go to these properties and decided to use the Isabella Holmes Bridge to get there. To his surprise traffic was backed up from the bridge until you got over to the merge area of US 74/76. In talking with one of his clients, she asked him if something was being done to alleviate traffic in the area.

Mr. Barfield stated that the reality is that you have roughly 10,000 homes planned for Brunswick Forest, multiple lots still available in Waterford and Magnolia Greens is still not built out. The question is where are these people going to go?

He told members he went to Brunswick County again last Friday morning at 8:00am. The traffic was great going to Brunswick County but the line coming into New Hanover County was backed-up. He said he could not imagine himself trying to live in that community and having to deal with the traffic problems every day.

He said he truly believes that when looking at the TAC's mission statement, members have got to be forward thinking in the planning process to make sure that we have adequate roads for people coming here. In his opinion there is tremendous need to make this happen. It is his wish that the board approve the resolution and move it forward. He said he would like to encourage members from Brunswick County to engage their citizens and find out what they are looking for.

He told members he posted the most recent article from the Stare News on his on-line newsletter. He said he had nine people respond regarding the article. Out of the nine who responded, eight said they can't wait for this project to take place.

For those that are opposed to tolls, when he goes to Florida he could take I-95 or the Florida Turnpike and pay the toll. He stated that he always takes the turnpike. It gets him there quickly with the least amount of problems so he doesn't mind paying the toll. He said he thinks those from Brunswick and New Hanover counties that want to use the Skyway will do just that. Those that don't wish to pay a toll will still have US 74/76.

Ms. Padgett asked if the resolution is to approve the northern alignment. Mr. Kozlosky said that was correct. He explained that in October of last year staff was asked to prepare a transportation corridor official map for the northern alignment. This board directed that it be prepared in within six months. Staff was unable to meet that time frame. They received the transportation corridor map from the Turnpike Authority in June. Staff put it on board's agenda for discussion at the last meeting and it was requested that no discussion be had. Staff was directed to bring this back to this board.

Mr. Futch asked who directed staff to put this back on the agenda. Mr. Kozlosky advised him that he was directed by the Chairman, Mr. Barfield. Mr. Futch asked who gave the chair the authority to do that. Mr. Barfield reminded him that he has the authority to bring items before the board as the elected chair of the committee.

Mr. Batson said he has problems about corridor concepts. It's like taking somebody's property with emanate domain but you don't pay him anything for it. These people are locked up for years or longer and all they get are tax bills. He said he has a problem with that philosophy. If it is important enough for us to tie up their monies and their property with a corridor, it should be valuable enough for us pay them for it.

Ms. Padgett said she does not see how we could decide we don't need it because we still have growth even in hard economic times. If the state isn't going to pay for it, we could become more like other states where the counties pay for it or the cities that it's going through, similar to the interstate system. If there isn't any money, the best we can do is to plan for that corridor so when there is money it can be built. She said she doesn't like taking peoples land in that fashion either. The Wilmington City Council had discussions and indicated that it is a problem for them too. We have seen one road in this region go away because of development. The Wilmington area will never have the full outer-loop because the southern outer loop was taken off the plan because there was too much development for the right-of-way. If we don't do something, our children and grandchildren won't have the ability to get across the river.

Mr. Futch asked what happens if the NEPA process comes in next year and picks a different corridor than we have picked. Mr. Kozlosky said the board that files the map could choose to remove that corridor map from the register of deeds. Mr. Futch asked if all the development that occurred during that time is gone. Mr. Kozlosky said yes, within that corridor.

Mr. Barfield called for a vote on the motion made by Ms. Padgett. The motion carried with seven members voting in favor of the resolution and Mr. Futch and Mr. Batson voted against.

b. Resolution supporting the HUD Sustainability Communities Regional Planning grant

Mr. Kozlosky told members HUD has released an opportunity for a Sustainability Communities Regional Planning grant. The grant will support regional planning efforts to integrate housing, land use, economic and work force development, transportation and infrastructure investments. A consortium has been established, with New Hanover County and the Cape Fear Regional Planning Council taking the lead in the development of this process. The MPO is a participating agency. Applications for the grant are due on August 23rd. The resolution is asking the TAC for support in allowing the MPO Executive Director to direct staff in participation in the planning effort.

Mr. Sue told members this came to the Brunswick County Commissioners at their last meeting and it was tabled because they did not have enough information.

Mr. Futch made the motion to support the resolution and Ms. Padgett seconded the motion.

Ms. Padgett said this grant opportunity is not allowing a lot of time. Things are moving fast and she felt that the City Council didn't have a lot of information either. This is a bonafide regional effort and maybe we can have coordinated planning that could make a difference to this region as a whole.

Mr. Barfield called for the vote on the motion. The motion carried with eight members in favor of the resolution and Mr. Sue voting against.

c. Resolution supporting an amendment to the 2010-2011 Unified Planning Work Program

Mr. Kozlosky told members on August 5th the United States Senate passed a bill that included a \$2.2 billion reduction in highway contract authority. This will have an impact in a reduction to the North Carolina Department of Transportation in the amount of \$61 million. The Department is currently evaluating how they are going to resend the funds. The MPO has an un-obligated fund balance for planning in the amount of \$69,203. We have an opportunity to amend our planning budget up until March 31st of the fiscal year. Staff is proposing to appropriate those funds. Once the Department has decided how they are going to resend the funds, this committee could come back and de-obligate the funds or spend them in the current fiscal year.

Mr. Futch made the motion to support an amendment to the 2010-2011 Unified Planning Work Program. Ms. Padgett seconded the motion and it carried unanimously.

6. Discussion

a. Draft Wilmington MPO Ethics Policy

Mr. Kozlosky told members staff has been asked to put together a draft an ethic policy. Once a policy has been approved, he suggested incorporating the policy into the Bylaws. He told members Texas is currently the only state with a MPO ethics policy that he is aware of. Staff used that policy in drafting the policy for the TAC's review. Staff would like to receive comments from members and will bring a revised policy back for consideration.

Mr. Futch suggest changing the verbiage in number four of the second paragraph saying ".....having a family member related to me in the first degree." He said he is not sure who "me" is in that case and he thinks it is not consistent with the rest of the paragraph. Another thing is that it says that a member may be removed from this body. He suggested checking the statutory authority. The members of this body are not appointed by this body. They are appointed by the municipality they represent. He asked staff to check on that.

Ms. Padgett said there is certainly an expectation that the ethics policies at the state level have been strengthened but it never gets around to saying how the accusation is made or the determination is made. She told members she does not think this body can determine that somebody is in violation of this policy or the state's ethics policy. She asked what we would do if in our collective opinion that there has been a violation. If that does happen, the worst thing to happen would be for this body to not have any recourse once people feel like there are ethics violations by board members.

Mr. Sue said he thinks everyone here on this committee are elected officials and have already had to sign an ethics statement. Why wouldn't that apply to us because members are serving here as a result of being an elected official? Why do we need double ethics rules?

Mr. Futch stated he thinks there need to be ethic guidelines for this board. Mr. Barfield said he agreed. He feels we need to have a set of standards to guide us.

Mr. Kozlosky asked that this board look at the conflict of interest statement and provide feedback on exactly what this board would consider as a conflict of interest. There are four criteria listed in the draft policy and he would like to have more direction on what members feel should be the criteria.

Mr. Blair suggested contacting the League's School of Government for direction and input.

b. NCDOT Work Plan and Draft State Transportation Improvement Program

Mr. Kozlosky told members at the last Board of Transportation meeting the Department released their 5-year and 10-year work programs.

Regional highlights from the plan are:

Project	Right-of-way	Construction
Village Road Phase II (U-4063)	funded for right-of-way acquisition in 2012	construction in 2015
Village Road Widening from the interchange to south of Navassa Road (U-4002)		under construction
Interchange at Old Fayetteville Road (U-3337)	right-of-way acquisition in 2019	
Hampstead Bypass (R-3300)	\$20 million identified for right-of-way acquisition in 2017	
Market Street (U-4902C)		funded for 2012
Market Street (U-4902D)		funded for 2017
Market Street (U-4902B)		funded for 2019
Dow Road	right-of-way funding identified 2019	
Military Cutoff extension (U-4751)	right-of-way identified 2014 & 2015	construction in 2017,2018 and 2019
Kerr Ave-(U-3338B) Widening from Randall Parkway/Patrick Ave out to MLK	funded for right-of-way in 2012	construction in 2013
Kerr Ave – Interchange(U-3338C)	funded for right-of-way in 2020	
Gordon Road (U-3831)	funding to widen to 3-lane section from Wood Sorrel Drive to the interchange at N. College for 2012	
College Road	funding for upgrade from New Center Drive out to Gordon Rd	2020
Causeway- Widening interchange at 421 to interchange at 133 & US17		2013
N 3 rd Street Bridge- remove bridge and replace with fill		2015
Section "B"- Bypass (Loop project)		funded 2013 to 2020
Section "A"- Bypass		2010 - 2013
Multi-modal Transportation Center		2012
Independence Extension		2020

Mr. Futch told members in 2007 the Town of Leland agreed to give the Village Road Phase II (U-4063) project up to have the causeway widened. He said their transportation oversight committee came up with a resolution that his council passed and they feel that the project is not important enough to be on the 10-year plan. That is an \$18 million project that somebody else could use.

Mr. Kozlosky stated that this board adopted a list of prioritized projects in 2009 and it was submitted to the Department. The Village Road Phase II project was part of the Department's prioritization process.

Mr. Futch said at this point the Town of Leland does not feel that it is a priority project. They would much rather see the interchange at Old Fayetteville Road be grade separated. It is number 7 project. There are a lot of needs and some of these communities never get anything. We have Village Road-Phase I and that will help for a number of years. We are not sure in the new master plan that phase II will really be a commercial corridor and have had a lot of input from people who do not want a divided road on phase II of Village Road.

Mr. Sue reminded everyone that Tommy Wallace was on the TAC when the priorities were established. At that time he voted on that priority list.

Mr. Futch said that was right; but, at this point we are telling you that we don't think that is a priority. We know it passes by your property. It may be an ethics violation for it to pass by your property.

Mr. Sue said the issue has been that Village Road has been the main thoroughfare for Leland since he was born. Mr. Futch said they are going to change that. Mr. Futch said if he had a conflict of interest, he should let this board know. Mr. Sue said it was not a conflict of interest. Mr. Futch asked Mr. Sue if he was going to get any right-of-way money.

Mr. Sue said he took Mr. Futch a traffic count two years ago and there were 4,000 cars on Old Fayetteville Road and over 9,000 on Village Road. It's a traffic issue, period. Mr. Futch said there are 90,000 vehicles a day on the causeway and we're going to spend \$20 million on a 9,000 car road. Mr. Futch said the Town of Leland passed a resolution and as a council, they do not believe that should be a priority.

Mr. Barfield told Mr. Futch that he thought it would be good to be on one-accord as we move forward understanding that Mr. Wallace was on this board when this work was done. At that time, Leland had a representative on this board who should have gone back to the town council and briefed everyone on what was happening so you could all be in full support. Your council should have said we don't want it then. But, the TAC did not get that word from Mr. Wallace therefore this board approved what we have here. Mr. Barfield said that this project has already gone forward with DOT, so that is where we are. Mr. Futch said he really appreciates this board looking out for them by spending money on stuff they don't need.

Mr. Kozlosky finished the review of the regional project list.

Mr. Futch asked what is the total amount funded for this area for the next five years. He said when he added it up, he came to \$508 million and he doesn't know when we're going to get \$508 million. We sure haven't seen that much in the last 10 or 20 years. Mr. Padgett said we have had that much spent in our region in the last the 10 years. Mr. Pope told the members that the CIP equity for Division 3, excluding loop-funds, is normally around \$475 million over a seven year period.

Mr. Kozlosky told members the loop is not identified in the list; however, it is identified for funding. The "B" section is broken up into different segments and it's identified to begin allocation of funding in 2013 and be funded all the way out through 2020. That project was one of only six loop project funded in the state. That project was funded in its entirety based on the draft plan.

c. North Carolina Mobility Fund

Mr. Kozlosky told members in the last legislative session, the General Assembly approved the North Carolina Mobility Fund. The Department of Transportation is currently developing criteria that will be presented to the joint Legislative Transportation Oversight Committee. Per the statute, they are required to submit a final report to oversight committee by December 15, 2010.

He said he included in the packet a calendar for deadlines where the Department has requested feedback from members to develop the selection criteria. They identified a timeline of August 9th to September 9th for the first round of public input. They will then develop a preliminary report. They plan to have the report completed by September 30th. They plan to release that report and request comments between October 1st and October 29th. Once the comments are received, they will then develop a final report and plan to have it ready by November 30th and present it to the Board of Transportation on December 2nd. It will then go to the Transportation Oversight Committee on December 15th.

Mr. Kozlosky said he would encourage members to provide feedback to the Department. Mr. Kozlosky said if it is the wish of this board, he can receive member comments and submit them on behalf of the TAC. He asked the members to get any comments to him by September 2nd and he will submit them to the Department by the deadline.

Ms. Padgett asked how much money has been put in the mobility fund and how many years of the fund that the Yadkin River Bridge will take. At what point will our in-put be taken into account for the next project. Mr. Kozlosky said he will get the information and send it to her.

7. Updates

a. Cape Fear Commutes

Mr. Loving told members the Cape Fear Commutes committee is in the process of reviewing public comments and are almost through. The target to present the official plan and recommendations to members of the TAC is for the September meeting.

b. City of Wilmington/Wilmington MPO

Mr. Kozlosky provided the update on transportation projects in the City of Wilmington and Wilmington MPO.

c. Cape Fear Public Transportation Authority

Mr. Eby told members last month the Cape Fear Public Transportation Authority received concurrence for FTA on their environmental document for the station headquarters. They have submitted a \$6 million grant application with FTA.

d. NCDOT

Mr. Pope updated members on the Department activities. Mr. Sue asked if it was reported at one time that Section "A" of I-140 that funding for right-of-way had been approved. Mr. Pope said all right-of-way has been acquired for the "A" section. Mr. Sue said he meant the "B" section. Mr. Pope said yes, they have gone back and started going through the right-of-way process to purchase the properties.

Mr. Pope said in addressing Ms. Padgett's comment, the Mobility Fund will generate \$173 million in fiscal year 2011-2014 and \$58 million each fiscal year thereafter. Approximately \$150 million has been dedicated to the two phases of the I-85 corridor.

8. Announcements

Mr. Kozlosky reviewed the upcoming meeting taking place for the next month.

9. Adjournment

With no further business, the meeting was adjourned at 5:05 PM

Respectfully submitted

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

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

**RESOLUTION ENCOURAGING THE CONSIDERATION OF PEDESTRIAN AND BICYCLE
ACCOMODATIONS ON THE CAPE FEAR RIVER SKYWAY BRIDGE**

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

WHEREAS, the North Carolina Turnpike Authority is in the early planning stages for the Cape Fear Skyway Bridge to provide a needed connection over the Cape Fear River between New Hanover and Brunswick County, and

WHEREAS, bicycle and pedestrian facilities as an alternative means of transportation in the Wilmington Urban Area are desired by local residents to connect neighborhoods, schools, parks and regional attractions; and

WHEREAS, the 2030 Long Range Transportation Plan called for an increase in safety and security of the transportation system for motorized and non-motorized users, as well as an increase in accessibility and mobility options available to people, and a transportation system that promotes energy conservation and improve the overall quality of life; the integration and connectivity of the transportation system for people; and

WHEREAS, the 2035 Cape Fear Commutes Vision Statement for Cape Fear Commutes 2035 Transportation Plan is to provide a Transportation Plan for a safe, efficient, appropriate, responsible, integrated, multi-modal transportation system throughout the Wilmington Urban Area over the next 25 years; and

WHEREAS, the Wilmington MPO BikePed Committee was created to advise the Wilmington MPO on ways to promote the use of bicycling and walking for transportation, development of safe bicycle and pedestrian facilities, facilitate projects, plans, programs, and ideas that promote a safer environment for bicycling and walking in the Wilmington MPO planning area; and

WHEREAS, the Cape Fear Skyway is in the early planning phase and incorporation of pedestrian and bicycle facilities into the design of the bridge will address many of the goals outlined in the 2030 and 2035 Long Range Transportation Plans and Wilmington MPO BikePed Committee goals to provide a safe alternative to the automobile, making the Cape Fear Skyway Bridge a truly multi-modal facility that will provide bike and pedestrian connections to the Wilmington Cross City Trail, East Coast Greenway, and planned bike and pedestrian facilities in Brunswick County and in the Town of Leland.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee encourages the North Carolina Turnpike Authority to consider pedestrian and bicycle facilities in the design of the Cape Fear Skyway Bridge.

ADOPTED at a regular meeting of the Wilmington Urban Area MPO Transportation Advisory Committee on September 29, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

N.C. Scenic Byway Study List Application
N.C. Department of Transportation
Roadside Environmental Unit

Airlie Road Scenic Byway (Suggested Route)

Submitted on March 26, 2010 by:
City of Wilmington & Wilmington Urban Area MPO
305 Chestnut Street, Floor 4
Wilmington, NC 28401
910-341-3234

**N.C. Scenic Byway Study List Application
N.C. Department of Transportation
Roadside Environmental Unit**

Airlie Road Scenic Byway (Suggested Route)

A) Route Description (with defined beginning and end points, road names/number, and section lengths):

The Airlie Road Scenic Byway is proposed to begin at the intersection of Wrightsville Avenue (SR 1411), Oleander Drive/Military Cutoff Road (U.S. Highway 76) and Airlie Road, extending southeast beneath a historic tree canopy for 0.9 miles (See Appendix 1). Airlie Road emerges from the canopy in a sweeping 90-degree turn to the north for 0.1 miles and continues along the Atlantic Intracoastal Waterway for 0.5 miles. The proposed byway ends at Wrightsville Avenue (U.S. Highway 74/76, SR 1411) just west of the Heide-Trask Drawbridge that leads to Wrightsville Beach over the Atlantic Intracoastal Waterway. Total length of the proposed Airlie Road Scenic Byway is 1.5 miles.

Route Length (miles): 1.5 miles

B) Intrinsic Quality Checklist (check all that apply):

- | | | | | |
|--|--|--|---|-------------------------------------|
| <input checked="" type="checkbox"/> Scenic | <input checked="" type="checkbox"/> Recreational | <input checked="" type="checkbox"/> Historical | <input checked="" type="checkbox"/> Educational | <input type="checkbox"/> Scientific |
| <input type="checkbox"/> Geological | <input checked="" type="checkbox"/> Natural | <input checked="" type="checkbox"/> Wildlife | <input checked="" type="checkbox"/> Cultural | <input type="checkbox"/> Ethnic |

Scenic:

The Airlie Road Scenic Byway is a picturesque route from beginning to end nestled between Bradley Creek and the Atlantic Intracoastal Waterway in Wilmington, North Carolina. Airlie Road’s scenic qualities are embodied in the natural surroundings and diverse architectural character. Residents and visitors begin their journey beneath the indigenous pines and live oaks on a historic concrete paved street. Along the route, travelers experience low country wetland and pastoral vistas,

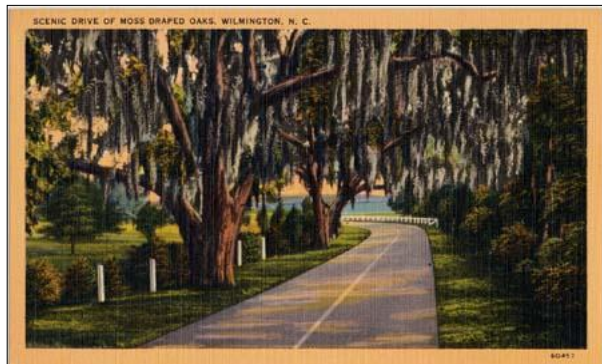


Oblique aerial image of Airlie Road adjacent to the Intracoastal Waterway

followed in contrast by the bright and airy nautical scenes along the Atlantic Intracoastal Waterway.

An antique postcard of Airlie Road captures the picturesque “moss draped oaks” view that visitors experience when approaching the Atlantic Intracoastal Waterway from the west.

Airlie Gardens (300 Airlie Road), a public park, is located 0.2 miles from the route’s origin and



Postcard depicting "moss draped oaks" in the vicinity of the Intracoastal Waterway

is certainly one of the corridor's prized gems. The 67 manicured acres impress locals and visitors alike with its elaborate gardens, sculptures, historic structures, fresh water lakes, signature azaleas, breathtaking views of Bradley Creek and inspiring walking trails.ⁱ

Gabriel's Landing or Old Oak Point as it was once named, resides at 1005 Airlie Road. The beautiful estate with exquisite lawn is adorned with historic pines, oaks, hickories, magnolias, cedars and dogwoods among other native species. Unique to Gabriel's Landing is the locally renowned horse farm with several red wood-frame outbuildings, guest cottage, and a historic home site, stable and gambrel-roofed barn.

Scattered along the corridor are several architecturally significant structures. The most intriguing of these is the Saint Andrew's On-the-Sound, Episcopal Church which was built in 1923. This Spanish Mission-style architecture is uncommon in the Wilmington area, contributing appreciably to corridor's overall scenic beauty and uniqueness.



Saint Andrew's On-the-Sound

Views of the Atlantic Intracoastal Waterway, Wrightsville Beach and surrounding low country landscapes from several local restaurants along the corridor exemplify the coastal lifestyle that residents and visitors can experience while socializing and enjoying local cuisine.

Recreational:

Wilmington attracts tourists from around the globe who come to enjoy coastal Carolina outdoor activities. Airlie Road is a pleasant and welcoming gateway for visitors on the way to Wrightsville Beach to engage in many of these activities. The road is also considered a bicycle-friendly alternative to Wrightsville Avenue for bicyclists traveling the River to Sea Bikeway.ⁱⁱ This route is identified on the 2010 *Wilmington, North Carolina Metropolitan Area Bicycle Map* as a "bicycle through street". There continues to be a growing number of cycling clubs in the Cape Fear region, including Cape Fear Cyclists, who work closely with local transportation planners to establish bike routes.ⁱⁱⁱ Airlie Road has been identified by cyclists and planners alike as one of the premier rides in town because of the scenic beauty, low traffic volumes and numerous extra-curricular activities. The Wilmington YMCA Triathlon utilizes Airlie Road as an initial stage of its annual 20K bike course.^{iv} The Airlie Road corridor is also frequented by walkers and joggers who benefit from lower traffic volumes and speeds and the beautiful scenery.

Airlie Gardens adds to the recreational value of the corridor through its extensive tours and health and educational programs. Tours of the gardens include features such as the Butterfly Garden, Minnie Evans Sculpture Garden, Showcase Garden, Pergola Garden, Mystery Grave, Camellia Garden, Spring Garden, Airlie Lake and Airlie Oak.^v In addition to site tours, visitors

flock to the gardens during their Summer Concert Series.^{vi} The shows consist of jazz musicians, dancing, picnics and relaxing in the comfort of the gardens on warm summer evenings. Enchanted Airlie has also become a family recreational tradition. During the winter holiday season, festive lights adorn the gardens, holiday flowers line the area, with live music and a large scale model train display.^{vii}

Each fall Airlie Gardens hosts a Low Country Oyster Roast with live music, oysters, and all-you-can-eat Carolina barbeque under the Airlie Oak. The proceeds go to supporting the garden's environmental education programs. Specifically, money is used to improve water quality education training by funding equipment and facilitates for eco tours.^{viii}

Yoga classes for adults are also held in the gardens during the months of September and October. Certified yoga instructors teach classes in different gardens each meeting. Adult workshops are also a great recreational activity to join at Airlie Gardens. A few workshops include: "Restore your energy through photography and nature," "The language of flowers lecture and workshop," and "Jewelry workshop."^{ix} A preschool series is available for mothers and children ages 2-5. They can enjoy stories, crafts and participate in garden-themed activities.^x

Airlie Road is also home to a number of small businesses and local restaurants. Residents and visitors flock to landmark establishments such as the Dockside Restaurant, Bridge Tender, and Fish House Grill to dine and socialize along the picturesque Atlantic Intracoastal Waterway.

In addition to land-based recreational opportunities, patrons can also experience the corridor from the Intracoastal Waterway by sailing or motorized recreation vessel. Numerous restaurants along the corridor have direct waterway access and slips for their patrons to dock while they dine. Further, the Airlie Yacht Club provides direct access to the Intracoastal Waterway for recreation boating or sport.

Historical:

Airlie Road and its surroundings are historically significant to the entire Wilmington area. Mount Lebanon Chapel, the Bradley-Latimer Summer House, Gabriel's Landing, Shell Road, Airlie Gardens, the Airlie Oak, the Pembroke family and Minnie Evans are all a part of the deep embedded history of the corridor.

Mount Lebanon Chapel is the first property on Airlie Road to be recognized on the National Register of Historic Places and currently resides on the grounds of Airlie Gardens.^{xi} It was accepted to the register in October of 1986. Built in 1835, Mount Lebanon Chapel is an example of Greek Gothic Revival architecture.^{xii} Years after its original construction, vandals destroyed a considerable portion of the structure; however, in 1973 a restoration project revitalized Mount Lebanon Chapel to become the living monument



Mount Lebanon Chapel

to history that it is today. In 2000, summer worship services resumed at Lebanon Chapel for the first time in 70 years.^{xiii} A recently discovered poem (dated 1858) about the Lebanon Chapel was discovered among local Bradley family documents in 1997. The poem was named, “Our Little Church.”^{xiv} An excerpt of the poem follows:

*Now in fancy can I wander in the grove
See the bridge the river
Every spot I love
That as image is not dimmed
Let this picture prove^{xv}*

A year following the acceptance of Mount Lebanon Chapel to the National Register of Historic Places, the Bradley-Latimer Summer House also joined the list as the second historically significant structure identified on the Airlie Road corridor. The Bradley-Latimer Summer House is situated in a grove of native live oak trees overlooking Bradley Creek adjacent to Airlie Gardens. Constructed in 1855, the house is a rare surviving example of the Antebellum Civil War architecture that emerged as properties along the sound were converted from agriculture or salt production purposes to quiet summer retreats. The summer house is thought to have been constructed by Richard Bradley, Jr., who less than a year after its completion sold it to Zebulon Latimer, giving it the Bradley-Latimer name. No specific architectural style is referenced in register documents; however, they do describe the property as a one-story structure with an open floor plan and breezeways designed for residents to take advantage of summer breezes in the shade away from the mosquitoes of Bradley Creek.



Gabriel's Landing (a.k.a Old Oak Point)

Gabriel's Landing (a.k.a. Old Oak Point), shown in the adjacent picture, was added to the National Register of Historic Places in May of 2008.^{xvi} The architectural classification of the structure is Colonial Revival, which is quite rare in the Wilmington area as it reflects a more rural residential development pattern. The property itself includes 102 picturesque acres consisting of manicured gardens, estuarial marshland and native hardwood and softwood tree stands. Gabriel's

Landing is bounded to the east and south by the 90-degree bend of Airlie Road; however, the dense vegetation of the site buffers the historic home site from travelers on the roadway.

Saint Andrew's On-the-Sound, a Spanish Mission-style Episcopal Church, was built in 1923 on the north side of the Airlie Road. With the construction of a turnpike in Wilmington in 1887, beginning at the intersection of Dock and 17th Streets heading to Bradley Creek, Airlie Road was topped with oyster shells, thus earning the name 'Shell Road.'^{xvii} The church on Shell Road was dedicated in April of 1924 and expanded to seat an ever growing congregation in 1980.^{xviii} It currently resides on the northeastern corner of Airlie Road at Oleander Drive and Military Cutoff Road, just south of Wrightsville Avenue. According to local historic preservation experts, while

Saint Andrew's On-the-Sound is not located on the National Register of Historic Places, its age and character contribute to the historic significance of the Airlie Road corridor.

On March 10, 1875, the North Carolina General Assembly voted to form the Wilmington & Coast Turnpike. A local newspaper article, dated March 1874 indicates that the General Assembly created the turnpike to provide the motivation and authority necessary to construct what would become the last section of "the connecting link between the mountains and the seashore".^{xix} With the turnpike established, a few local enterprising citizens began to envision and



A toll house on Shell Road circa 1898

develop support for a paved "traffic artery" that would connect Wilmington residents to the Wrightsville Sound area. The turnpike was completed in 1887 and paved with oyster shells that were eventually bleached white by the sun. This unique surface treatment earned the turnpike a permanent name of Shell Road. At the time, Shell Road was deemed to be "one of the prettiest roads in America", and was a source of great local pride. The turnpike is considered to be one of the greatest factors leading to the development of the Wrightsville Sound area and eventually Wrightsville Beach.^{xx} By and large, the Shell Road remained in its early form until the late 1940s, when the North Carolina State Highway Commission completed a widening project and installed a modern concrete travel surface.^{xxi} Since the 1940s, roadway improvements have altered the Shell Road to the point where the only remaining evidence of its existence is the current alignment of Airlie Road and the weathered concrete travel surface.

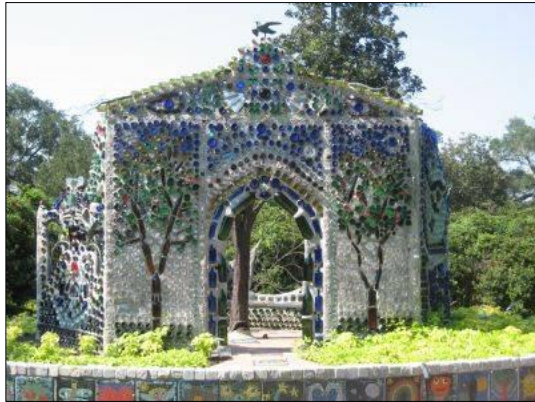
Airlie Gardens is also historically significant to the Cape Fear area. The gardens were established by Pembroke Jones in 1901 as a private estate, originally consisting of more than 2,200 acres. Sarah Jones began planting the property in 1901 and later in 1906 commissioned German landscape architect Rudolf Topel to transform the estate into a picturesque garden. Airlie reached its peak during the 1920s, at which time it was reported that over a half million azaleas and 5,000 camellias were in the garden; many of these plants still bloom and thrive in the garden. In 1999, New Hanover County purchased 67 acres of the remaining estate and it has been open to the public ever since. Airlie Garden's current mission is "to be a historic public garden with cultural and environmental education for the residents and visitors of New Hanover County."^{xxii}

Sometime around 1550, the Airlie Oak began to take root in what is now known as Airlie Gardens. In 1937, author of "Carolina Gardens," E.T.H. Shaffer wrote: "Certain live oaks at Airlie stand among the largest specimens of the noble tree to be found anywhere in the Carolinas. Here they grow so fast and magnificent, bending their long gnarled arms down protecting over the garden as though they too loved it"^{xxiii} Today, the Airlie Oak is



The Airlie Oak

more than 460 years old and a staple for visitors to the gardens. The Airlie Oak is also recognized by the North Carolina Forest Service as the largest of its species in the region with a trunk circumference of about 21 feet and a crown of approximately 104 feet. In August of 2007, the Airlie Oak was selected as Wilmington’s first “heritage tree”. The Heritage Tree program is administered by the Wilmington Tree Commission, seeking to identify and catalog the Port City’s most significant trees and protect them from harm. Trees are nominated based upon exceptional size, form or rarity, historical significance, landmark quality, and trees in notable cohesive groves.^{xxiv}



The Bottle Chapel at Airlie Gardens

Carolina Museum of Art in Raleigh.^{xxvi}

A 1991 *Star-News* article headline reads, “Angels by her side, Wilmington Salutes Minnie Evans”. The author speaks of Minnie Evans life, art style, accomplishments and charisma.^{xxv} She is an important historical figure in Wilmington and the Wrightsville Beach area. As the gatekeeper of Airlie Gardens from 1949 to 1974, Evans was extremely familiar with the grounds and now has memorial works of art dedicated to her including the Bottle Chapel at Airlie Gardens. Minnie Evans artwork can be found on display at the American Museum of Folk Art, the Portal Gallery in London, the Smithsonian Institute in Washington and the North

Adding to the historical significance of Airlie Road is a document written in 1997 by Mary McCarl-Wilson of the United Wrightsville Sound Reunion. She speaks of Wilmington and the coast with fond memories in “Footprints on our Sand.” In Wilson’s work she included a song that was written on behalf of the black community that worked on the estates of Pembroke Jones. He owned Airlie and Pembroke Jones Park, which is now Landfall and Airlie Gardens. The song reads as follows:

*I’m going to live until I die, die, die-es
 White folks now are living mighty high, high, high-h-h
 Now sticks and stones may break my bones
 But you can’t break Mr. Pembroke Jones,
 I’m gonna live anyhow until I dies.xxvii*

Educational:

The most noteworthy educational resource of the Airlie Road corridor is Airlie Gardens. A considerable part of the garden’s mission is to provide educational opportunities for the public regarding nature and the environmental issues currently facing southeastern North Carolina’s coast. Summer camps are currently offered to provide age-appropriate fun and environmental education. Field



Educational activities at Airlie Gardens

trips are also available for local schools to teach students about the environment through hands-on experiences in the field. Public programs are offered on a diverse assortment of concepts ranging from water quality to eco-friendly landscaping. Adjacent water bodies including Bradley Creek and the Atlantic Intracoastal Waterway are used to conduct educational kayak tours, where tourists float through tidal creeks and marsh areas while discussing ecology and wildlife.^{xxviii}



Kayak tour at Airlie Gardens

wonders of a tidal creek ecosystem.^{xxix}

Other organizations that provide education resources/programs at Airlie Gardens include, Cape Fear Model Railroad, North Carolina Coastal Federation, Environmental Educators of North Carolina, the Environmental Education Fund, Office of Environmental Education, New Hanover Soil and Water Conservation District, Cape Fear River Watch, Clean Water Management Trust Fund, North Carolina Coastal Reserve Program, Keep America Beautiful of New Hanover County and New Hanover County Extensive/Arboretum.^{xxx}

Wildlife:

There is an abundance of wildlife species in the Airlie Road vicinity. They compile a vast part of the natural setting along the roadway. In March of 2008, Airlie Gardens received National Wildlife Federation Status. It is now an official Certified Wildlife Habitat site. The property attracts a variety of birds, butterflies and other wildlife while helping to protect local environment. In order to be recognized and certified, the property must provide four basic elements that all wildlife need: food, water, cover and places to raise offspring. The property must also employ sustainable gardening practices.^{xxxi}



Wildlife at Airlie Gardens

A representative list of indigenous fauna includes: White Ibis, Snowy Egret, Common Egret, Great Blue Heron, Osprey, Brown Pelican, Eastern Box Turtle, Common Snapping Turtle, Eastern Black Racer Snake, Gray Fox, Legless Lizard, Gray Squirrel, Pileated Woodpecker,

Great Horned Owl, Swainton Hawk, Screech Owl, Eastern Blue Jay, Purple Martins, Painted Bunting, Northern Cardinal, Marsh Rabbit, Cottontail Rabbit, Whitetail Deer, Raccoon and Opossum.^{xxxii} There are over 115 different species of birds spotted along Airlie Road corridor and in the gardens.^{xxxiii}

Natural:

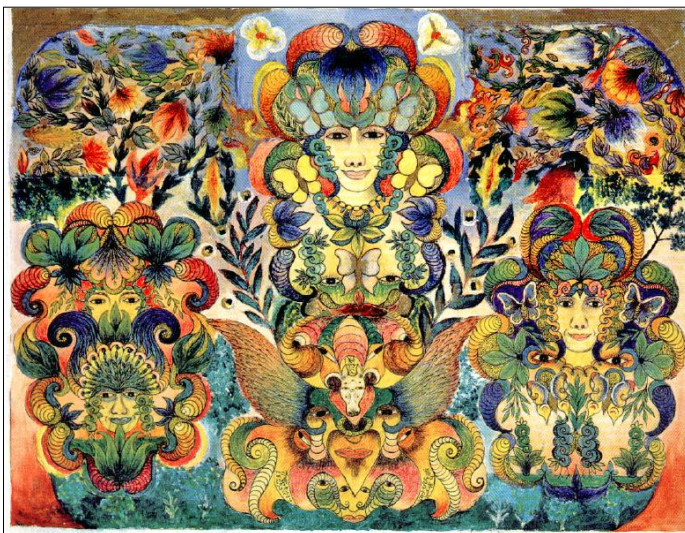
The natural qualities of the Airlie Road corridor are wide-ranging and extensive. The area is bounded to a large extent by large bodies of fresh and brackish water including Bradley Creek and the Atlantic Intracoastal Waterway, but also includes a significant amount of naturally wooded areas, manicured lawns, freshwater lakes and wetlands. The Airlie Road corridor is located within the Bradley Creek Watershed, a location that many local agencies have placed a significant amount of importance on for environmental protection and restoration.

A representative list of indigenous plant life within the Airlie Road corridor includes: Live Oaks, American Holly, Yaupon Holly, Loblolly Pine, Water Oak, Spanish moss, Aster, Goldenrod, Salt marsh Cord grass, Black Needle Thrush, Marsh Pink, Marsh Mallow, Guardia, Marsh Elder, Sea Lavender, Cattail, Wisteria and Virginia creeper.^{xxxiv}

The property of Gabriel's Landing was originally owned by the Wright family but owner's Frank and Agnes Beane constructed the buildings and structures currently located on the property. They added several non-indigenous and/or exotic species including Camellia Japonicas, Carolina Cherries, Tea Olive, Cape Jessamine, Magnolias, Cedar trees, American Holly trees, Dogwoods, Jonquils and Narcissus to supplement the native flora. Today, these plantings are naturalized in the pine groves and along the shell roads running through the property's front yard.^{xxxv}

Cultural:

Airlie Gardens, as a natural sanctuary, is portrayed in the work of renowned artist Minnie Evans who has been exhibited in the American Museum of Folk Art and the Smithsonian among other prestigious settings. Evans is an



important African-American cultural icon. Her artwork has been described as both unique and mystifying. Tributes to Evans are currently available on the garden tour at the Bottle Chapel and the Minnie Evans Sculpture Garden.^{xxxvi} A 29-minute color film, "The Angel That Stands by Me: Minnie Evans' Paintings," is a film that explores the sources of Evans art, focusing on Airlie Gardens, and on the African-Methodist Episcopal church where the connection between her art and religious fervor becomes evident.^{xxxvii}

Watercolor artwork by Minnie Evans - Untitled

Other cultural aspects of Airlie are also portrayed in songs and poems, on postcards, in brochures, and in popular media. Modern day cultural linkages to Airlie Road include the television show, “Dawson’s Creek”, which filmed several scenes at the Dockside Restaurant.^{xxxviii} The Airlie Gardens was also depicted in the movie 28 Days with Sandra Bullock and Black Knight with Martin Lawrence.

Residents, neighbors and admirers of Airlie have supported the protection of the road for decades. In a newspaper article from 1982, the headline reads: “Residents seek help to ‘save Airlie Road’ from development.”^{xxxix} There were over 100 people opposing a hotel to be built on waterfront property of Airlie Road at Dr. Donald Getz’s Edgewater Estate. “We cannot react to this thing in a crisis manner. We need to get some people together who are willing to work to develop a long-range plan on Airlie Road... They should work to have the road protected as a state historic site.”^{xl} Although in this particular case the community was showing concern for a property development on the Atlantic Intracoastal Waterway, they were also showing their overall concern for the corridor as a whole. Both residents and visitors want to enjoy the scenic qualities of the corridor and do not want the area compromised like many other locales in the region.

C) Scenic Quality:

Is the route strikingly distinct and offer a most memorable visual experience? Yes No

The Airlie Road corridor is strikingly distinct to the Wilmington area. The scenic vistas experienced by visitors and residents while driving, biking or walking the corridor is unlike any other part of Wilmington or the region as a whole. The majestic live oak canopy, historic concrete roadway surface and magnificent stretches of undeveloped land add significant value to the road’s unique character. Although Airlie Road is home to only a small number of private residences, the scenic beauty and other intrinsic qualities are available for all to enjoy.

Appendix 2 is a visual survey depicting many of the scenic assets of Airlie Road.

D) Scenic Quality Checklist (check all characteristics that influence the visual perception of the route; note specific examples in the space provided):

Landforms

Low country estuarine landscape, tidal marsh shoreline and wetlands and lakes

Water

Bradley Creek, Atlantic Intracoastal Waterway and acres of wetlands and lakes

Vegetation

Azaleas, camellias, pergolas, cedars, oaks, Spanish Moss, dogwoods, hollies, pines, hickories, cherries, magnolias, Jonquils, Narcissus, Black Needle Thrush, Virginia Creeper, Wisteria, cattail, Sea Lavender, gerardia, Marsh Mallow, and Marsh Pink.

Cultural/Man-made

Mount Lebanon Chapel and cemetery, Airlie Gardens, Heide-Trask Drawbridge, Bradley-Latimer Summer House, Gabriel's Landing, Bradley Creek Pier, Dockside Restaurant, The Bridge Tender, Fish House Grill, The Fisherman's Wife, Saint Andrew's On-the-Sound Episcopal Church, and several docks and miscellaneous structures along the Atlantic Intracoastal Waterway.

Are these characteristics well maintained, harmonious with their environment, or exceptional in appearance? Yes No

If yes, please give supporting information. Use an additional sheet if necessary.

In general, the corridor is very well maintained with regard to the features identified by the intrinsic quality descriptions above. Characteristics of the proposed Airlie Road Scenic Byway are harmonious with their environment and exceptional in appearance. However, some intrinsic qualities and the environmental harmony may be in jeopardy in the future without additional controls on unbridled growth, outdoor advertising, roadway improvements, as well as changes to structure height and density in the area. Although numerous property owners' associations and/or public agencies control a significant amount of property along Airlie Road, additional planning and land use controls are needed to preserve the integrity and intrinsic value of the corridor.

One of the primary goals of achieving the scenic byway status is to conduct a detailed assessment of the corridor's intrinsic qualities through the development of a scenic byway corridor management plan. Wilmington planning staff is currently working on a series of neighborhood plans for a considerable portion of the city; however, the Airlie Road corridor has been excluded from the neighborhood planning process to this point. Completing a corridor management plan for this particular section of Wilmington will fulfill the need for a neighborhood plan and potential actions that the city may take to protect and promote the resources that currently exist within the Airlie Road corridor. Further, by gaining scenic byway status and completing a corridor management plan, city staff would be able to apply for grant funding in the future to maintain the historic concrete surface and to potentially improve its multi-modal operation.

E) Are there land use controls along or adjacent to the route? Yes No

If yes, attach a sheet briefly describing the particular land use control(s) present.

Several land use plans and controls are currently in effect for the Airlie Road corridor. Portions of the *Choices: Wilmington Future Land Use Plan*, *Wilmington –New Hanover County Joint Coastal Area Management Plan* (CAMA Plan) and the *Wilmington Land Development Code* all currently impact potential development/redevelopment initiatives along the corridor.

Wilmington Future Land Use Plan

Wilmington City Council and other review agencies must consider each policy of *Choices: Wilmington Future Land Use Plan* when evaluating the merit of new development and/or

redevelopment projects for approval. The existing commercial waterfront of Airlie Road is currently identified as a Priority Redevelopment Area by *Choices: Wilmington Future Land Use Plan*. The plan includes the following recommendations with regards to this location:

“[A] limited range of commercial uses, with a number of surface parking lots located along the waterfront. There is no public access to the water, no sidewalks along any road frontages, and no street yard landscaping. This area is currently zoned CB, Community Business, with smaller portions being zoned R-15 and R-20, Residential. Land uses include several restaurants, marinas, parking lots, offices, apartments, and a number of single family homes, some of which are on large tracts of land. The area is recommended for mixed use development which incorporates environmentally sensitive design techniques, protects views of the waterway, and provides public access. Development should include attractive building facades and utilize pervious paving materials. All new utilities should be placed underground. The streetscape should include sidewalks along all public rights-of-way and pedestrian scale lighting. This area should seek scenic byway designation and preservation of the Beane farm should be a priority.”^{xli}

The Beane farm property refers to Gabriel’s Landing. In 1936 the property owner’s were Frank and Agnes Beane.^{xlii}

The following are general recommendations from *Choices: Wilmington Future Land Use Plan* impacting the Airlie Road corridor pertaining to the environment, historic resources and public spaces:

Environment - Guiding Principle 1: Our natural environment is a key to quality of life for Wilmington residents and to attracting tourists and new development. The City will protect these assets as a priority.

Objective 1.3: Protect and enhance water resources for multiple benefits, including recreation and fish, shellfish, and wildlife resources and habitat. Protect or restore water-related uses.

Objective 1.4: Manage future development to preserve some of the remaining wetland areas and restore degraded wetland functions.^{xliii}

Environment - Guiding Principle 2: Our natural areas and green space are important for their environmental value, scenic beauty, public enjoyment, and attractiveness for tourism and new business and industry. The City will make protection of these assets a priority in land use decisions and policies.

Objective 2.1: Establish natural area preservation standards to increase the amount of protected open space in the City.

Historic Resources - Guiding Principle 1: The identification, protection, and promotion of historic resources are critical to maintaining the sense of place that contributes significantly to the quality of life and economic vitality of Wilmington.^{xliv}

Public Spaces - Guiding Principle 1: Well-designed and prominent public spaces that showcase art, sculpture, natural assets such as the river, and other amenities are important in helping to define and distinguish the character of Wilmington. The City will expand the focus and prominence of public spaces.

Objective 1.3: Maintain or increase the level of public access, both physical and visual, to the Intracoastal Waterway, the Cape Fear and Northeast Cape Fear Rivers, and the area creeks.^{xlv}

Wilmington-New Hanover County CAMA Plan

Wilmington City Council and other approving bodies must consider the recommendations of the CAMA Plan when evaluating the appropriateness of new development and/or redevelopment projects. The CAMA Plan classifies areas of New Hanover County into certain categories to provide guidance to local governments on how land uses should be managed in each particular location. The plan also identifies “Issues”, which represent specific conditions in need of attention within the community as a whole. In response to the identified issues, the plan recommends “Policies” for addressing each issue. Below are a description of the land use classification and a sample of relevant issues and policies outlined by the CAMA Plan that directly impact the Airlie Road corridor.

Land Use Classification - Resource Protection: The purpose of the Resource Protection classification is to provide for the preservation and protection of important natural, historical, scenic, wildlife and recreational resources. Parts of New Hanover County including Airlie Road contain areas of environmental or cultural sensitivity which merit protection from urban land uses. In summarizing the nature of the resource, the threat to the resource, and the focus of protection strategies, Airlie Road encompasses these strategies.

Subclass - Wetland Resource Protection: The protection needed is the loss of wetland areas to development. The primary resource protection strategy focuses on encouraging preservation of wetlands and wetland functions.^{xlvi}

Subclass – Natural Heritage Resource Protection: These areas are identified by the NC DENR Natural Heritage Program habitats that are unique and deserve attention and special protection. The main strategy is to identify areas and develop specific protection strategies.^{xlvii}

Subclass - Watershed Resource Protection: This subclass occurs along tidal creeks and is the area within ½ mile of the 100-year flood plain for the creeks. The resources are being protected from pollutant storm water runoff from impervious surfaces within the watershed. The best strategy is to minimize new impervious surfaces, retrofitting protection measures to improve water quality and to promote low impact best management practices for development.^{xlviii}

Issue 1, Water Quality: Degraded water quality has led to a strong community desire for greater protection and enhancement of surface and ground water resources and to bring all coastal water up to the highest quality possible.

The fact that much of the land of New Hanover County is already built upon – especially within the City limits – means improving water quality will require a focused effort on reducing pollutants from existing developments.

Policy 1.1: Make every effort to prevent further deterioration of estuarine water quality and loss of public trust uses in the creeks and sounds and improve water quality in all surface water bodies so that each water body meets its use designation as determined by the Divisions of Water Quality, Marine Fisheries, Health and E.P.A.^{xlix}

Policy 1.7: Continue and expand programs to reduce the effects of existing development on water quality.

Policy 1.8: Continue and expand programs for stream, buffer, wetland and vegetation restoration in and adjacent to areas that have already been developed.¹

Issue 2, Open Space: There is strong community desire to preserve remaining natural areas and to provide for the creation of additional public use areas, natural open space, greenways, bike paths, hiking trails, conservation areas, and access to our waterways.

Policy 2.1: Ensure the provision and preservation of adequate open space for the continuing enjoyment of residents, for its contribution to the community today and for generations to come, to protect our natural environment and wildlife habitats, and to provide educational and recreational opportunities.

Policy 2.4: Identify mechanisms to preserve high quality farmlands and woodlands.

Policy 2.5: Develop a greenway master plan that integrates Airlie Gardens with other parks, open space, and natural areas targeted in a natural areas preservation plan to achieve the following goals: provide public open space; protect water quality, the natural environment, and the coastal landscape; provide educational opportunities; and assure perpetual accessibility for the community.^{li}

Policy 2.8: Provide for the protection and development of public shorefront and boat access areas.

Issue 3, Environmental Protection / Quality of Life: Preserving and enhancing the special qualities of our coastal environment and its natural resources is an important component of our overall quality of life, and generates sustainable economic growth.

Policy 3.7: Ensure the protection of coastal and federally regulated wetlands and exceptional and substantial non-coastal wetlands that have important functional

significance through early identification in the development process. Review of development proposals should seek to achieve the hierarchical goals of impact avoidance, minimization, and/or mitigation.

Policy 3.12: Carefully control development and redevelopment activities within the Watershed Resource Protection and Conservation areas identified on the Land Classification Map to prevent the degradation of water quality in the creeks and sounds, to protect the public health, and to ensure the protection of these vital natural resources by reducing nutrient, pesticide, sediment, and other pollutants.^{lii}

Policy 3.15: Prohibit the use of estuarine waters, estuarine shorelines and public trust areas for development activity which would result in significant adverse impact to the natural function of these areas.

Wilmington Land Development Code

The City of Wilmington currently enforces a number of land use regulations that are intended to protect many of the intrinsic qualities identified within the Airlie Road corridor – particularly with regards to natural resources. The purpose statements for each respective article of the code pertaining to conservation resources, buffering and exceptional design are included to illustrate how each provision would impact a new development/redevelopment project within the Airlie Road corridor. Please note that Article 10 makes reference to the land use classifications identified for the Airlie Road corridor by the CAMA Plan.

Conservation Resources - Article 6: The purpose of the Conservation Resource regulations is to protect important environmental resources within the city. It is necessary to maintain the ecological important natural systems, preserve estuarine systems, shell fishing, preserve open space and protect resources that affect the city’s economic development and tourism industry. Vegetation buffers are also used to promote high water quality in the creeks and sounds to protect the public and ensure protection of natural resources.^{liii}

Buffering - Article 8: This section identifies the importance of landscaping and buffering standards in the area.

1. Maintain visual character of the community
2. Screen objectionable views within and between uses
3. Define function exterior spaces
4. Reduce glare into and from the site
5. Reduce dust and other pollutants suspended in the air
6. Control noise and provide acoustical modification into and from the site
7. Influence wind patterns and their effects upon proposed uses
8. Contains odors and minimize their passage into and from the site
9. Control the direction and velocity of surface water runoff
10. Maintain the integrity of the natural heritage and provide wildlife habitat
11. Maintain indigenous species and species diversity
12. Minimize soil erosions

13. Moderate interior and exterior temperatures by controlling solar radiation, shading buildings and paved surfaces
14. Maintain the aesthetic quality of property that enhances its value
15. Transpire water
16. Reduce hazards and minimize liability
17. Encourage appropriate and professional arboricultural and landscaping practices^{liv}

Exceptional Design - Article 10: This article is specifically designated to areas that are classified as Watershed Resource Protection or Conservation Areas in the Coastal Area Management Act Land Classification Map. Under this section impervious surface area for any residential development is limited to twenty-five percent of the total buildable area with allowable increases subject to conditions in this article.^{lv}

F) Is there a continuous theme, story, underlying experience or message associated with this route? Yes No

If yes, describe in a single sentence.

With its enchanting low country vistas, rich history, diverse wildlife and ecological significance, Airlie Road could be regarded as the crown jewel of Wilmington and is certainly worthy of scenic byway designation.

ⁱ <http://www.airliegarden.org/>

ⁱⁱ www.wmpo.org

ⁱⁱⁱ <http://www.capefearcyclists.org/>

^{iv} <http://www.wwaytv3.com/sports/headlines?page=10>

^v <http://www.airliegarden.org/events.asp>

^{vi} <http://www.wilmingtontoday.com/arts-affordable-concerts/>

^{vii} <http://www.nhcgov.com/PressReleases/Documents/Enchanted%20Airlie.pdf>

^{viii} <http://www.airliegarden.org/docs/SummerProof.pdf>

^{ix} Ibid.

^x Ibid.

^{xi} <http://www.nationalregisterofhistoricplaces.com/nc/New+Hanover/state.html>

^{xii} <http://www.stjamesp.org/refresh/templates/about.php?id=8>

^{xiii} <http://www.stjamesp.org/refresh/templates/about.php?id=8>

^{xiv} Wingate, Claude. "Our Little Church," Bradley Family documents, May 1997.

^{xv} Ibid.

^{xvi} <http://www.hpo.ncdcr.gov/nr/NH2345.pdf>

^{xvii} www.wilmingtonnc.gov/quick_links/e-gov/document_library.aspx

^{xviii} <http://standrewsonthesound.org/about/history/>

^{xix} *The Wilmington Morning Star*. The Sound Road Again. March 24 1874.

^{xx} *The Wilmington Morning Star*. The Sound Road. September 3 1904.

^{xxi} Fales, Robert M. M.D. *Wilmington Yesteryear*. 1984, p.84.

^{xxii} <http://www.airliegarden.org/index.asp>

^{xxiii} <http://www.imdb.com/video/web/vi426508313/>

^{xxiv}

<http://news.google.com/newspapers?nid=1454&dat=20070820&id=OqclAAAIBAJ&sjid=ACAEAAAIBAJ&pg=2594,1984411>

^{xxv}

<http://news.google.com/newspapers?id=19kyAAAIBAJ&sjid=cRQEAAAIBAJ&pg=6134,4013971&dq=minnie+evans&hl=en>

^{xxvi} Ibid.

-
- xxvii Wilson, Mary M., "Footprints on our Sand," United Wrightsville Sound Reunion. July 5 1997.
- xxviii <http://www.airliegardens.org/education.asp>
- xxix http://www.airliegardens.org/garden_tour.asp
- xxx <http://www.airliegardens.org/links.asp>
- xxxi <http://www.nhcgov.com/PressReleases/Documents/Airlie%20National%20Wildlife%20Federation.pdf>
- xxxii New Hanover County Planning Board. *Airlie Road...A Sense of Place*. Wilmington, NC New Hanover County Planning Board, 1983.
- xxxiii <http://web.eenorthcarolina.org/net/org/info.aspx?s=44039.0.0.37430>
- xxxiv New Hanover County Planning Board. *Airlie Road...A Sense of Place*. Wilmington, NC New Hanover County Planning Board, 1983.
- xxxv <http://www.hpo.ncdcr.gov/nr/NH2345.pdf>
- xxxvi <http://www.airliegardens.org/history.asp>
- xxxvii <http://ucmedia.berkeley.edu/brochures/brochuregif/art02-03.pdf>
- xxxviii <http://abclocal.go.com/wtvd/story?section=news/local&id=5918061>
- xxxix <http://news.google.com/newspapers?nid=1454&dat=19811112&id=ercsAAAABAJ&sjid=HhQEAAAABAJ&pg=2034,2353354>
- xl Ibid.
- xli R:/LongRangePlans/PriorityRedevelopmentAreas/PriorityRedevelopmentAreasReport05.01.08pdf
- xlii <http://www.hpo.ncdcr.gov/nr/NH2345.pdf>
- xliii R:/LongRangePlans/PriorityRedevelopmentAreas/PriorityRedevelopmentAreasReport05.01.08pdf
- xliv Ibid.
- xlvi Ibid.
- xlvi http://dcm2.enr.state.nc.us/Planning/Wilmington_NH/CAMA%202006%20final%20state%20cert%20draft%2005-08-06.pdf
- xlvii Ibid.
- xlviii Ibid.
- xlix Ibid.
- ¹ Ibid.
- ^{li} Ibid.
- ^{lii} Ibid.
- ^{liii} http://www.wilmingtonnc.gov/development_services/plans_documents/land_development_code.aspx
- ^{liv} Ibid.
- ^{lv} Ibid.

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

**RESOLUTION SUPPORTING AIRLIE ROAD TO BE CONSIDERED FOR THE NORTH
CAROLINA SCENIC BYWAY DESIGNATION**

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

WHEREAS, the scenic byway designation recognizes roadways for their archeological, cultural, historic, natural, recreational and/or scenic qualities; and

WHEREAS, Airlie Road exhibits several of these intrinsic qualities; and

WHEREAS, Airlie Road is a picturesque route from beginning to end nestled between Bradley Creek and the Atlantic Intracoastal Waterway in Wilmington, North Carolina; and

WHEREAS, Airlie Road's scenic qualities are embodied in the natural surroundings and diverse architectural character; and

WHEREAS, the Wilmington Metropolitan Planning Organization is interested in designating Airlie Road in the City of Wilmington and New Hanover County as a scenic byway; and

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports the consideration of Airlie Road in Wilmington, New Hanover County for the North Carolina Scenic Byway designation.

ADOPTED at a regular meeting of the Wilmington Urban Area MPO Transportation Advisory Committee on September 29, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

***City of Wilmington/Wilmington MPO
Project Update
September 2010***

WILMINGTON BYPASS (No significant change)

Project Description/Scope: Construct the Wilmington Bypass from US 421 in New Hanover County to US 17 in Brunswick County.

Current Status: NCDOT has let the design and construction of the Wilmington Bypass Section “A” from US 17 to US 74/76 as a “design-build” project. They anticipate completing this section of the Bypass in 2013. NCDOT prepared an “*Urban Loop Prioritization Process*” that prioritized the 10 urban loops across the state. NCDOT released the results of the Urban Loop Prioritization Process in August. The Wilmington Bypass “Section B” is funded from FY 2013 through 2020.

Next Step: Work to identify potential funding to expedite construction of the Wilmington Bypass Section “B”. The projects expected completion date is 2020

CAPE FEAR COMMUTES 2035 TRANSPORTATION PLAN

Project Description/Scope: Cape Fear Commutes 2035 is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area. Cape Fear Commutes 2035 will create a long range transportation plan with recommendations for how those needs should be addressed over the next 25 years.

Current Status: The MPO committee charged with crafting the Cape Fear Commutes 2035 Transportation Plan has finalized the draft plan. Comments were received during the 30-day public comment period and staff met with the Citizen Advisory Committee (CAC) on August 18th. Staff is addressing the comments in the final plan.

Next Step: Staff anticipates presenting the final plan to the TAC in October and potentially to City Council in December.

CAPE FEAR SKYWAY

Project Description/Scope: Construct the Cape Fear Skyway that will link from in the vicinity of US 17 to Independence Boulevard and Carolina Beach Road.

Current Status: On August 18th the maps for the proposed northern alignment were presented to the Wilmington MPO’s Transportation Advisory Committee (TAC). The TAC endorsed a resolution that encourages New Hanover County, City of Wilmington, Brunswick County and Town of Leland to utilize North Carolina General Statute 136-44.50 to file a Transportation Corridor Official map for the proposed Cape Fear Skyway. The Town of Leland has schedule a public hearing for October 30, 2010 to discuss the filing of the Transportation Official Corridor map.

Next Step: Work with New Hanover and Brunswick counties, Town of Leland and City of Wilmington to preserve a corridor for the future Cape Fear Skyway from Independence Boulevard/Carolina Beach Road intersection to a location in the vicinity of US 17 and the Wilmington Bypass in Brunswick County. Work with North Carolina delegation to provide the necessary “gap” funding for the construction of the Cape Fear Skyway.

CITY OF WILMINGTON COLLECTOR STREET PLAN

Project Description/Scope: Complete a city-wide area collector street plan for the City of Wilmington including Monkey Junction.

Current Status: The Wilmington MPO has selected Stantec to complete the City of Wilmington Collector Street Plan. Staff has developed a scope of services and fee.

FIT COMMUNITY 2009 GRANT

Project Description/Scope: Submit a designation and grant application to the Fit Community 2009 grant program.

Current Status: The Ann Street Bicycle Boulevard is officially open and grant-funded promotional activities will continue as planned until September 2010. The final ride was held on September 18th.

Next Step: Let the Ann Street at South 5th Avenue intersection improvement project for bid in September, with construction to begin later in the fall.

5TH AVENUE PAVEMENT MARKING PLAN

Current Status: Kimley-Horn and Associates was hired to complete the design. The City has received and commented on the 90% design plans. Staff completed the data collection and a signal warrant analysis at the intersections of 5th Avenue/Grace, 5th/Princess, 5th/Chestnut and 5th/Red Cross. It has been determined the signals do not meet the traffic warrants; however, staff is currently reviewing the site distances.

Next Step: Complete the site distance analysis. Receive the 100% design plans. Bid and construct the revised pavement markings.

GARY SHELL CROSS-CITY TRAIL

Current Status: Construction on Phase I will be completed by the end of September. Construction on Phase II will be completed by the end of September. (A recommended cross-section and alignment along Mallard Street, Rill Road and Teal Street was approved by City Council on August 3rd). Kimley-Horn Associates, Inc. has completed design and permitting for Phases IIIA and IIIG. NCDOT has signed the municipal agreement and all necessary documentation has been submitted to FHWA.

Next Step: Phase IIIA and IIIG will be let for bid later in the fall.

MARKET STREET CORRIDOR PLAN

Project Description/Scope: Develop a corridor plan for Market Street from Colonial Drive to the Pender County line.

Current Status: The Wilmington MPO has received the final Market Street Corridor plan.

Next Step: Hold a joint City/County Planning Commission meeting in October and present the corridor plan to City Council, County Commissioners and Transportation Advisory Committee in January.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

Project Description/Scope: In May 2006, a transportation bond referendum was approved that included \$5 million in improvements to the North 3rd Street corridor.

Current Status: The City has received the 100% final design plans and the 100% opinion of probable costs. Staff has worked with Cape Fear Public Utility Authority (CFPUA) to develop an Inter-local Agreement for the construction of the improvements along North 3rd Street.

Next Step: Bid the construction of the North 3rd Street improvements by the end of the year.

MASONBORO LOOP/MASONBORO SOUND/PINE GROVE

Project Description/Scope: Realign the intersection of Masonboro Loop/Masonboro Sound and Pine Grove Drive.

Current Status: The encroachment permit is in hand. The deeds for additional right-of-way have been secured from owners by the Attorney's Office. The negotiations are underway with the utility companies for their relocation. The project has been bid, however the bids were rejected

Next Step: Rebid the project and begin construction.

NEIGHBORHOOD TRAFFIC MANAGEMENT

Project Description/Scope: Construct neighborhood traffic management improvements in the Pine valley East neighborhood.

Current Status: Due to funding, transportation planning staff was forced to prioritize the neighborhood traffic management improvements in Pine Valley East. The City opened and the low bidder was Barnhill Construction. The PO was approved by the City Council.

Next Step: The City will begin construction of the identified improvements in Pine Valley East on October 4th.

RANDALL PARKWAY

Project Description/Scope: Widen Randall Parkway from South College Road to Independence Boulevard.

Current Status: The consultant (WK Dickson) is finalizing the design. Property Acquisition continues, with offer letters being sent to parcel owners as appraisals and review appraisals are complete. Plats showing the existing and proposed ROW acquisition have been recorded. The environmental permitting is commencing.

Next Step: The City expects to solicit bids in late 2010, with construction expected to commence early 2011.

SAFELIGHT

Current Status: Seven of 13 sites upgraded to ATS technology, 3 sites have NCDOT permits for upgrade, the last three sites need new or revised plans to complete upgrade of system. The system has been at full operation strength except for one site affected by the Wrightsville Avenue road closure.

Next Step: Construct three permitted sites, finalize plans and procure NCDOT permits for last three sites. Two new sites and one upgraded site will have to be independently certified for UL compliance to pass county electrical inspection and receive power service.

TRAFFIC SIGNAL SYSTEM UPGRADE/EXPANSION 08TS10

Current Status: All contract construction and 30-day observation is complete. The camera and intersection at Eastwood at Rogersville, the intersections of the 6th Street RR Bridge, the Princess Place Fire Station, and the Pine Valley camera will be connected pending the final documentation for fiber optic testing.

Next Steps: Connect all remaining off system intersections and cameras and begin process of closing-out project upon receipt of fiber optic certification in an acceptable format from the contractor. Complete NCDOT reimbursement requests.

US 17/NC 210 CORRIDOR STUDY

Project Description/Scope: Develop a corridor plan for US 17 from Washington Acres to Sloop Point Road and NC 210 from US 17 to Island Creek Road.

Current Status: The Wilmington MPO has advertised a Request for Qualifications and received nine proposals. Staff is currently reviewing the proposals and plans to have a consultant under contract by November 1st.

Next Step: Develop the corridor study. The expected completion date is June 2011.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

September 24, 2010

TIP Projects:

R-2245: Second bridge to Oak Island over the intercoastal waterway.
Under construction

Open to traffic by the end of October 2010; two-lane two-way pattern

B-0682: Bridge to Sunset Beach over the intercoastal waterway.
Under construction

Estimated Contract Completion Date December of 2010

U-4733: intersection improvements SR 1411 (Wrightsville Avenue), from Forest Hills Drive to SR 2313 (Wilshire Boulevard).

Estimated Contract Completion Date middle of October 2010

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

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

Estimated Contract Completion Date December 2010

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

Estimated Contract Completion Date 7/1/2012

Memorial Bridge – painting of the Memorial Bridge.

Lane closures are not allowed from Memorial Day to Labor Day (fall/winter time) for the following times: 5:00 AM to 7:00 PM

Lane closures are not allowed from Memorial Day to Labor Day (spring/summer time) for the following times: 6:00 AM to 7:00 PM Monday thru Thursday

Contractor will be allowed to completely close the bridge for the following times:
April 13, 2010 to June 11, 2010 from 7:00 PM to 5:00 AM.

Estimated Contract Completion Date Spring 2011

B-5215 – SR 1115 (Stone Chimney Road) replace bridge #49 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

B-5217 – SR 1115 (Stone Chimney Road) replace bridge #59 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

B-5216 – SR 1115 (Stone Chimney Road) replace bridge #58 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

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 October 19, 2010

R-2633 AA & AB: Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76.

Availability Date March 29, 2010

Estimated Contract Completion Date July 3, 2013

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

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

U-4902 C: 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.

R-5021: NC 211 widening, from NC 87 to SR 1500 (Midway Road).

R-4063: widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road).

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.

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

Division Projects:

SR 1448 (Middle River Road): full depth patching from NC 211 to the paved end of system. Schedule to be under contract in the Fall 2010

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 Fall 2010

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).

Work complete

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.

Work complete except small areas of widening at radii

Resurfacing Projects:

New Hanover County contract (C202188):

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 23rd Street) milling and resurfacing from US 17 Bus. To north of RR Tracks.

Estimated Contract Completion Date Fall 2010

Brunswick & New Hanover Counties contract (C202476):

Brunswick County:

NC 87 resurface from NCL of Boiling Springs to US 17, including spiral widening at various locations.

NC 211 resurface from 0.24 mile west of the Town of St. James to 0.18 mile east of SR 1500 (Midway Road).

SR 1300 (Calabash Road NW) resurface from SR 1308 (Etheridge Road NW) to NC 904,

SR 1132 (Shell Point Road) resurface from NC 130 to SR 1130 (Mt. Pisgah Road),

SR 1417 (Malmo Loop Road) resurface from NC 87 to US 74/76,

SR 1426 (Mt. Misery Road) resurface from US 74/76 to SR 1426

New Hanover County:

US 421 Truck resurface from 0.02 mile north of US 421 to 0.01 mile north of Queen Street (non-system).

SR 1301 (Princess Place Road) resurface from US 17 Business to 17th Street.

Estimated Contract Completion Date November 2010

Pender County contract (C202475):

NC 11 resurface from US 421 to US 117, including spiral widening at various locations.

Estimated Contract Completion Date November 2010

Brunswick County contract (C202562):

US 17 milling the outside lane and resurfacing the full width, from US 17 Business (southside of Bolivia) to US 17 Business (northside of Shallotte).

Estimated Contract Completion Date December 2010

Pender County contract:

SR 1002 (Island Creek Road) resurface from NC 210 to New Hanover County line.

SR 1209 (Shiloh Road) mill patch from US 421 to Sampson County line.

SR 1216 (Piney Woods Road) mill patch from US 421 to SR 1336(Mary Slocum Road)

SR 1332 (Penderlea Highway) mill patch from SR 1328 (Raccoon Road) to SR 1209

SR 1333 (Lamb Road) mill patch from NC 11 to SR 1332

SR 1340 (New Savannah Rd) mill patch from SR 1345 (Coras Grove Road) to SR1332

SR 1345A mill patch from SR 1347 to SR 1344 (East Wallace Street)

SR 1347 (Old Savannah Road) mill patch from SR 1345 to US 117

SR 1509 (Stag Park Road) mill patch from I-40 to NC 53

SR 1701 (McKoy Road) mill patch from end of system to SR 1509

SR 1569 (Hoover Road) overlay from US 17 to end of system

Work Complete

Pender County contract:

NC 53 (Burgaw Highway) mill & resurface approaches to Bridge #34 (over the Cape Fear River), Bridge #37 (over Angola Creek just west of NC 50) & Bridge #39 (over Moores Creek just east of NC 50).

Estimated Contract Completion Date September 2010