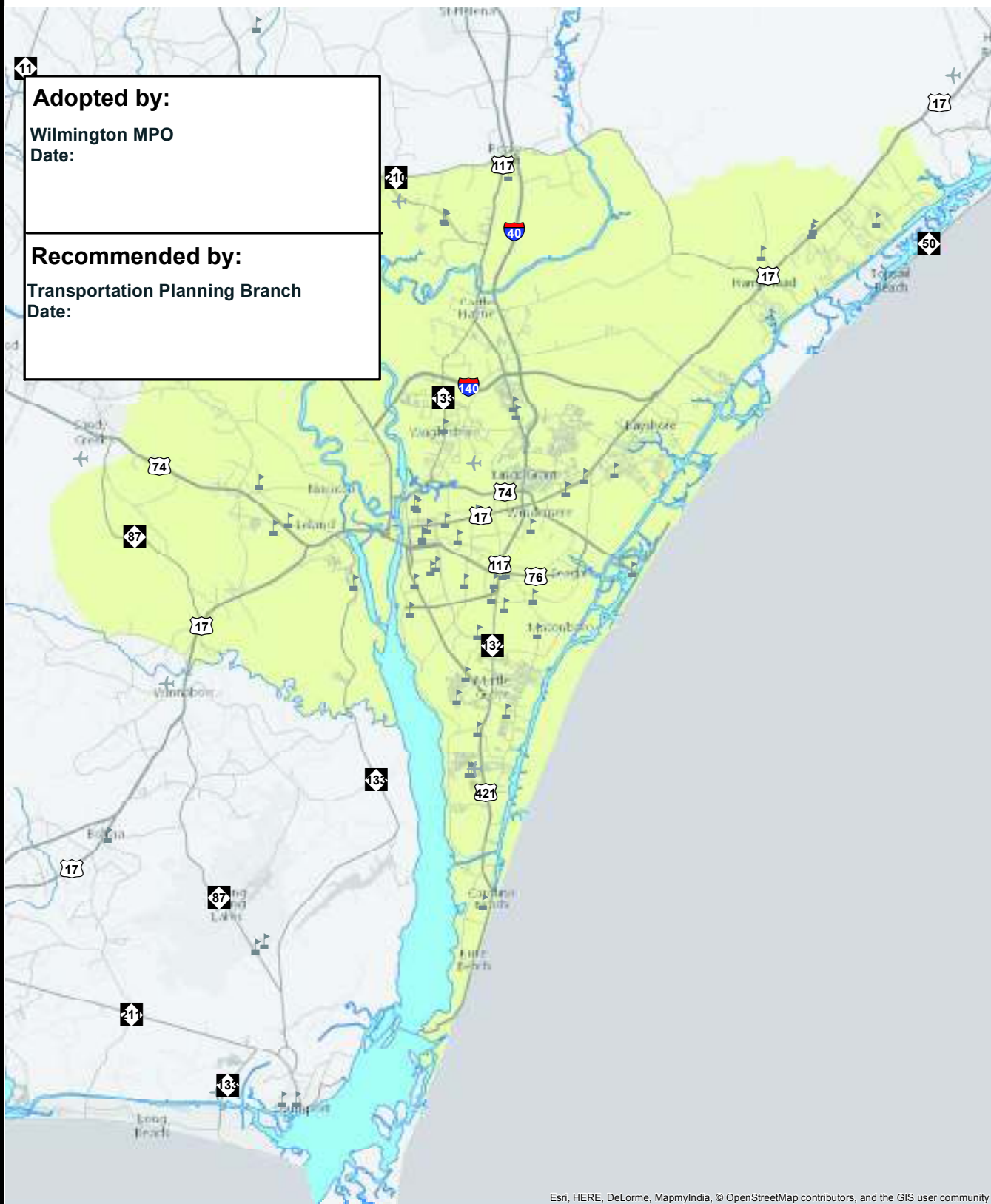




Sheet 1	Adoption Sheet
Sheet 2	Highway Map
Sheet 3	Public Transportation and Rail Map
Sheet 4	Bicycle Map
Sheet 5	Pedestrian Map

Adoption Sheet

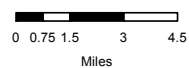
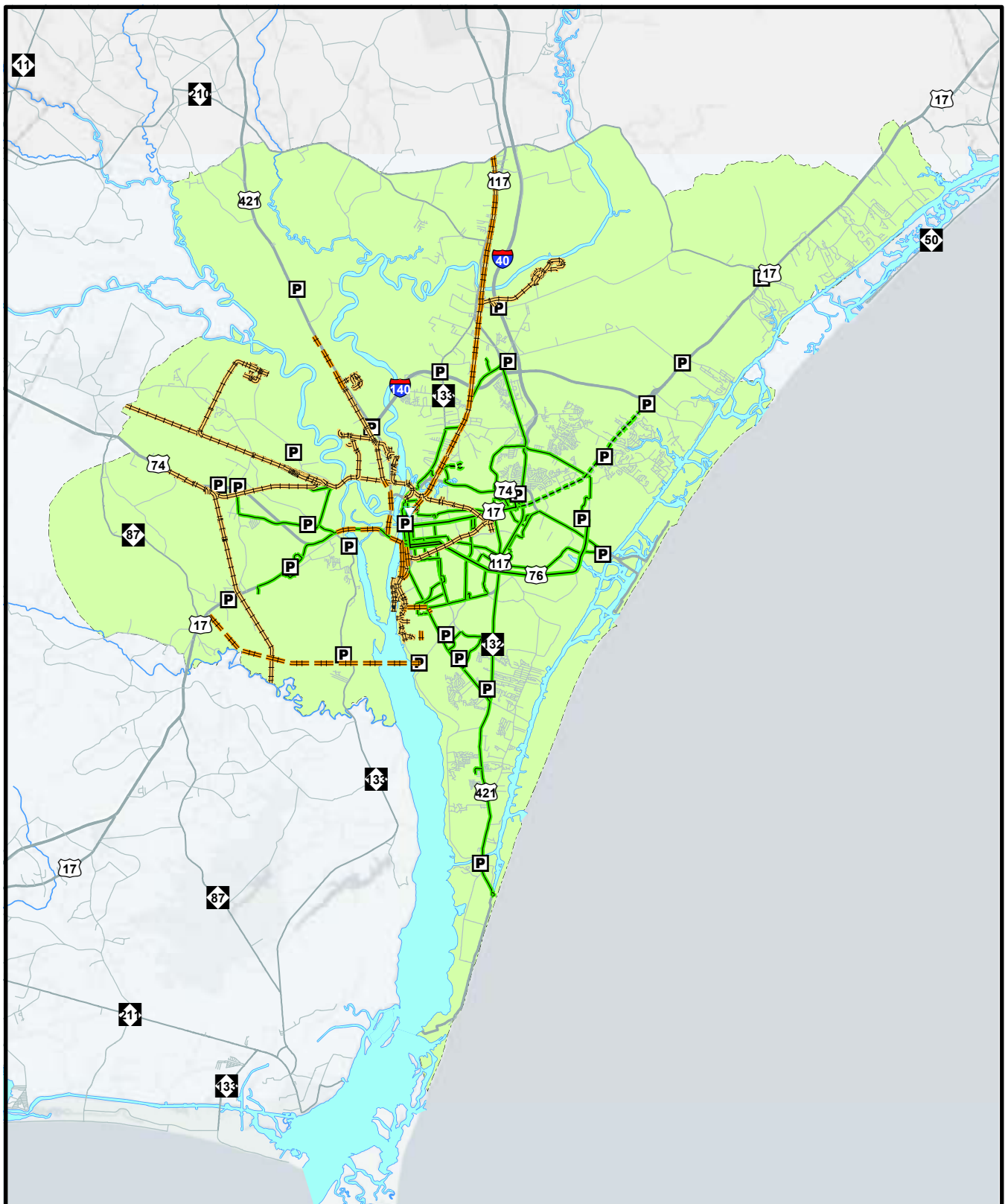


Wilmington MPO

North Carolina

Comprehensive Transportation Plan

Plan date: December 9, 2015



Sheet 3 of 5

Base map date: June 1, 2015

Refer to CTP document for more details

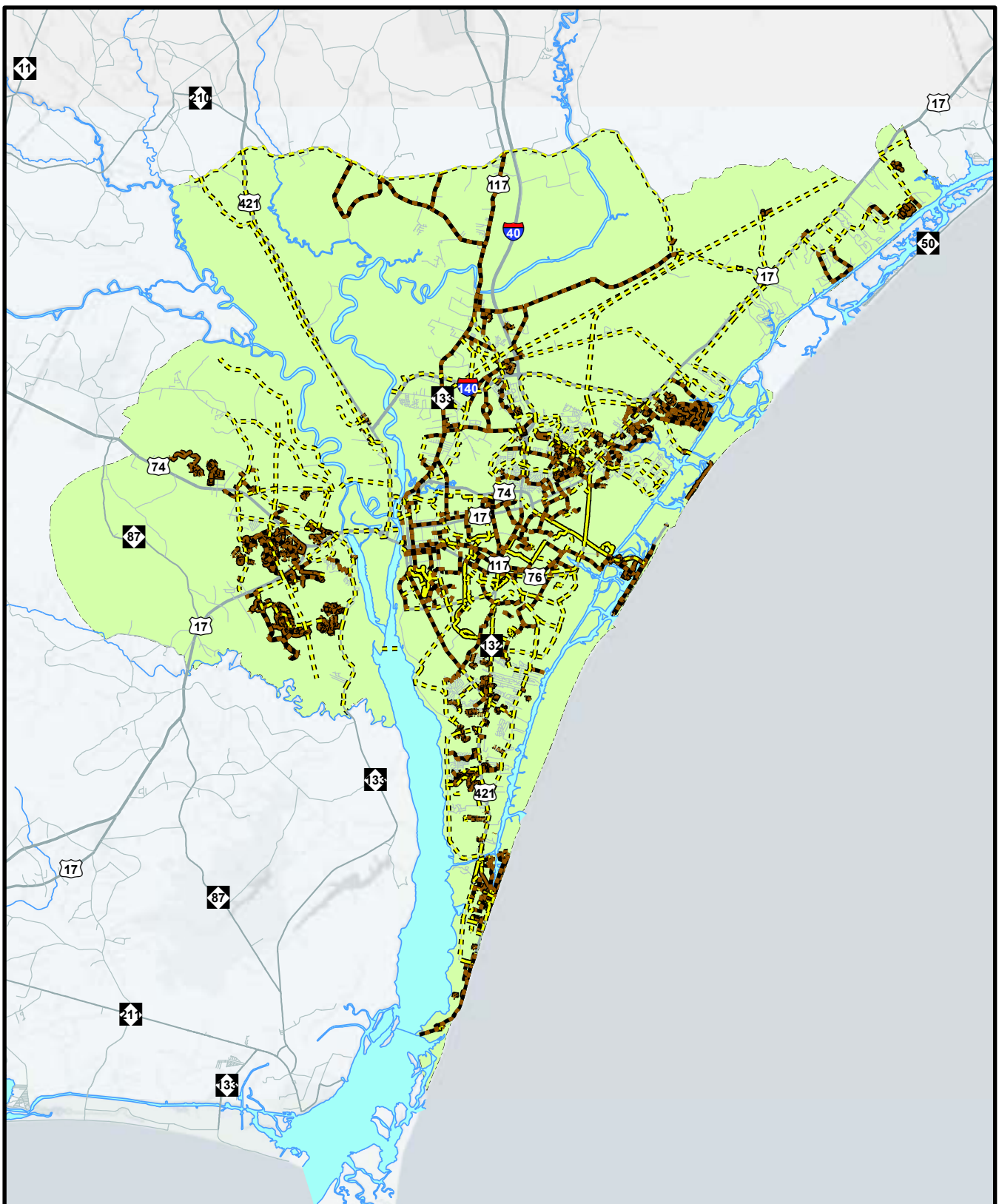
Public Transportation and Rail Map



Wilmington MPO

Comprehensive Transportation Plan

Plan date: December 9, 2015



On-road

- Existing
- - - Needs Improvement
- . . . Recommended

Off-road

- Existing
- - - Needs Improvement
- . . . Recommended

Multi-Use Paths

- Existing
- - - Needs Improvement
- . . . Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.75 1.5 3 4.5 Miles



Sheet 4 of 5

Base map date: JUNE 1, 2015

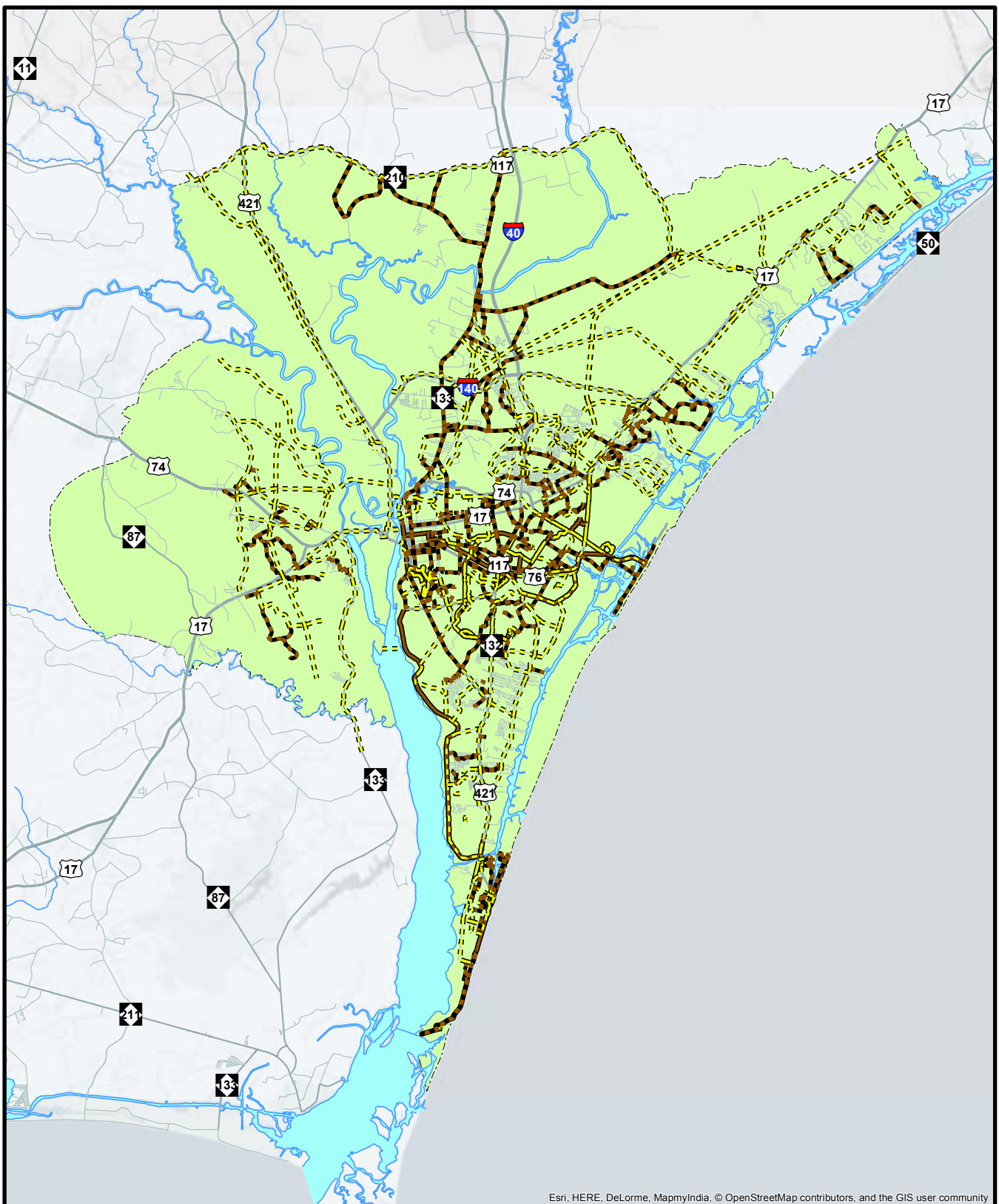
Refer to CTP document for more details

Pedestrian Map



Planning Area Comprehensive Transportation Plan

Plan date: DECEMBER 9, 2015



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On-road

- Existing
- Needs Improvement
- Recommended

Off-road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.75 1.5 3 4.5 Miles



Sheet 4 of 5

Base map date:

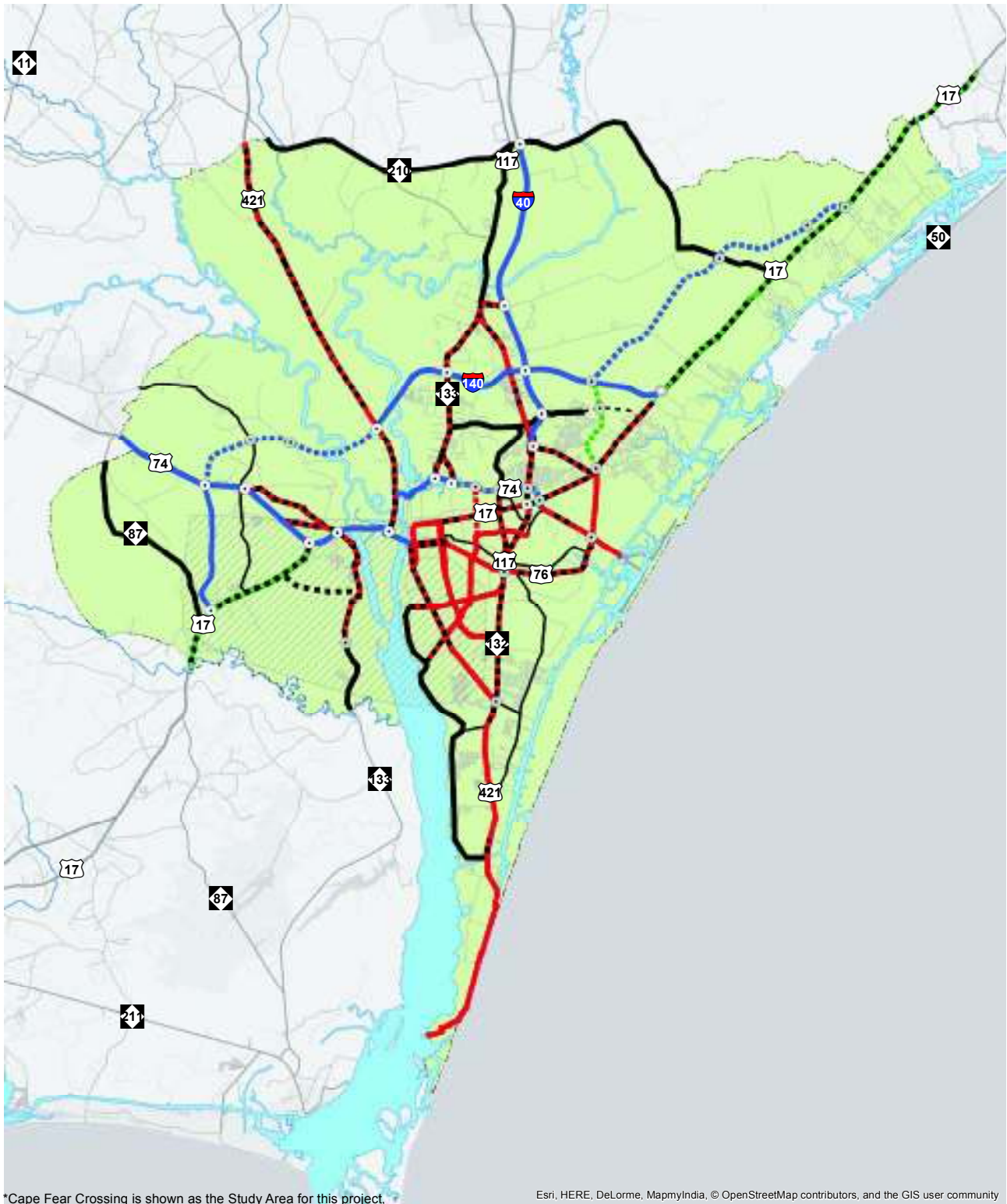
Refer to CTP document for more details

Bicycle Map



Planning Area Comprehensive Transportation Plan

Plan date:



*Cape Fear Crossing is shown as the Study Area for this project, no final alternative alignment has been chosen at the time of adoption of the CTP

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Freeways

- Existing
- - - Needs Improvement
- · · Recommended

Expressways

- Existing
- - - Needs Improvement
- · · Recommended

Boulevards

- Existing
- - - Needs Improvement
- · · Recommended

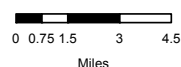
Other Major Thoroughfares

- Existing
- - - Needs Improvement
- · · Recommended

Minor Thoroughfares

- Existing
- - - Needs Improvement
- · · Recommended

- Existing Interchange
- Proposed Interchange
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation



Sheet 2 of 5

Base map date: JUNE 1, 2015

Refer to CTP document for more details

Highway Map



Wilmington MPO

Comprehensive Transportation Plan

Plan date: DECEMBER 9, 2015

NCDOT FACILITY TYPES COMPARISON CHART

	Freeways	Expressways	Boulevards	Thoroughfares
Functional Purpose	High Mobility, Low Access	High Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate to Low Mobility, High Access
AASHTO Design Classification	Interstate or Freeway	Arterial	Arterial or Collector	Collector or Local
Posted Speed Limit	55 mph or greater	45 mph to 60 mph	30 mph to 55 mph	25mph to 55 mph
Control of Access	Full	Limited or Partial	Limited or Partial	None
Traffic Signals	Not Allowed	Not Allowed	Allowed	Allowed
Driveways	Not Allowed	Limited Control of Access - Not Allowed	Limited Control of Access - Not Allowed	Allowed with Full Movements; Consolidate or Share Connections, if possible
		Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	
Cross-Section	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 2 Lanes with a Median	Minimum 2 Lanes; No Median; Includes Facilities with Two Way Left Turn Lane
Connections	Provided only at Interchanges; All Cross Streets are Grade-Separated	Provided only at Interchanges for Major Cross Streets and At-Grade Intersections for Minor Cross Streets; Use of Acceleration and Deceleration Lanes for At-Grade Intersections	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing); Use of Acceleration and Deceleration Lanes	Primarily At-Grade Intersections
Median Crossovers	Public-use Crossovers Not Allowed; U-turn Median Openings for Use by Authorized Vehicles Only when Need is Justified	Allowed; Alternatives to All-Movement Crossovers Encouraged; Minimum Spacing between All-Movement Crossovers is 2000 feet (posted speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)	Allowed; Minimum Spacing between All-Movement Crossovers is 2000 feet (posted speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)	Not Applicable