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Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that pro-actively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.

**Wilmington Urban Area Metropolitan Planning Organization
Board
Meeting Agenda**

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: August 25, 2022
SUBJECT: August 31st meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, August 31, 2022, at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street downtown Wilmington. Members of the public, MPO Board Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. MPO Board member attendance will be subject to the adopted Remote Participation Policy. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL:

<https://us06web.zoom.us/j/86755841388?pwd=L3ZiWE5vTkxmR2EzTkIFQktvQi9yQT09>

Simultaneous live audio of the meeting is also available via audio conference at the following dial in numbers: 301 715 8592 or 646 558 8656 and entering the following credentials:

Meeting ID: 867 5584 1388

Passcode: 158784

Please join the meeting from your computer, tablet, or smartphone.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Public Comment Period

Persons wishing to submit a public comment to be shared during the MPO Board meeting may do so by 5 pm on August 30, 2022, by calling (910) 341-3258 to leave a message or by e-mailing comments to wmpo@wilmingtonnc.gov. The public voicemails will be played aloud and the public comment e-mails will be read aloud by a staff member during the meeting. Per the adopted Public Participation Plan, public comments shall be limited to 3 minutes.

- 6) Presentations
 - a. New Hanover County Proposed ¼ cent Sales Tax- Lisa Wurtzbacher, NHC
 - b. NCDOT Project Update- Anthony Law, NCDOT
 - c. Navassa Collector Street Plan- Susan Westberry, AECOM

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

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- d. Wilmington Urban Area MPO's Direct Attributable Funding Call for Projects-
Scott A. James, WMPO
 - 7) Consent Agenda
 - a. Approval of Board Meeting Minutes from July 27, 2022 (p. 3-12)
 - b. Resolution approving 2020-2029 STIP/MPO Amendment #22-5 (p. 13-15)
 - c. Opening of the 30-day public comment period for 2020-2029 STIP/MPO
Amendment #22-6 (p. 16)
 - d. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-7 (p. 17-19)
 - e. Resolution authorizing the Chairman to enter into an agreement with the City of
Wilmington and Cape Fear Public Transportation Authority for the FY 23 and FY
24 Section 5303 Funding (p. 20-27)
 - f. Resolution adopting the 2022 Navassa Collector Street Plan (p. 28-120)
 - 8) Discussion
 - a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative
Modifications #22-8 (p. 121-122)
 - b. Revised Draft 2024-2033 State Transportation Improvement Program (p. 123-133)
 - 9) Updates
 - a. Wilmington Urban Area MPO (p. 134-142)
 - b. Cape Fear Public Transportation Authority (p. 143-144)
 - c. NCDOT Division (p. 145-147)
 - d. NCDOT Transportation Planning Division (p. 148-149)
 - 10) Announcements
 - a. Direct Attributable Project Submittals Due- September 15th
 - b. Brunswick Heritage Riverside Ride- September 24th
 - c. Wilmington MPO Bike/Pedestrian Committee- October 11th
 - 11) Next meeting – September 28, 2022

Attachments

- MPO Board Meeting Minutes- July 27, 2022
- Proposed 2020-2029 STIP/MPO Amendment #22-5
- Resolution approving 2020-2029 STIP/MPO Amendment #22-5
- Proposed 2020-2029 STIP/MPO Amendment #22-6
- Proposed 2020-2029 STIP/MPO Administrative Modification #22-7
- Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-7
- Draft Agreement between the Wilmington Urban Area MPO, City of Wilmington, and Cape Fear Public
Transportation Authority for FY 23 and FY 24 Section 5303 Funding
- Resolution authorizing the Chairman to enter into an agreement with the City of Wilmington and Cape Fear
Public Transportation Authority for the FY 23 and FY 24 Section 5303 Funding
- 2022 Navassa Collector Street Plan
- Resolution adopting the 2022 Navassa Collector Street Plan
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-8
- Revised Draft 2024-2033 State Transportation Improvement Program (Wilmington MPO and Statewide)
- Revised Draft 2024-2033 State Transportation Improvement Program- Projects Eligible for Swaps
- Wilmington Urban Area MPO Update (August)
- Cape Fear Public Transportation Authority Update (August)
- NCDOT Division Project Update (August)
- NCDOT Transportation Planning Division Project Update (August)

MPO Board Meeting Minutes
6th Floor Training Conference Room, 320 Chestnut Street, Wilmington, N.C.
Wednesday, July 27, 2022

Members Present (in-person)

Lynn Barbee, Town of Carolina Beach
Brenda Bozeman, Town of Leland
John Ellen, Town of Kure Beach
Deb Hays, Cape Fear Public Transportation Authority
David Piepmeyer, Chair, Pender County
Luke Waddell, City of Wilmington
Eulis Willis, Town of Navassa

Members Present (remotely)

Jonathan Barfield, Jr., New Hanover County
Mike Forte, Brunswick County
Hank Miller, Vice Chair, Town of Wrightsville Beach
Landon Zimmer, NC Board of Transportation

Others Present (in-person)

Pat Batleman
Zach Bugg, Kittelson & Associates
Gene Conti, Jr.
Adrienne Cox, NCDOT
Scott A. James, WMPO
Chad Kimes, NCDOT
Andy Koeppel
Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Caitlin Marks, NCDOT
Tyler Newman, BASE
Rebekah Roth, New Hanover County
David Roy, NC Turnpike Authority
Greer Shivers, WMPO
Emma Stogner, WMPO

Others Present (remotely)

Bob Bates
Blake
T Canales
Veronica Carter, Town of Leland
Garrett Cox
Nick Craig

J Dayton
P Drye
Patrick Flanagan, Cape Fear RPO
Liam Ford
Travis Gilbert
R Greene, Jr.
Kayla Grubb, Volkert
Regina Hopkins, WMPO
Katie Hite, NCDOT
Tracy Hamm
Cheryl Hannah, HDR
Deb
Kim
Jamar Johnson, WMPO
J Rouse
Amy Kimes, Surf City
Bill Kincannon, HDR
D Kolosky
Rachel LaCoe, New Hanover County
Deb LeCompte, Town of Carolina Beach
K Lorbacher
Rachel McIntyre, WMPO
J Orona
Laura Padgett
Marie Parker, Wave Transit
Amy Passaretti, Port City Daily
Seth Poole
Ea Ruth, 2022 President of Cape Fear REALTORS®
Theresa
Nazia Sarder, NCDOT
Johanna Still
Tony Sumter, NCDOT IMD
Radha Krishna Swayampakala
Jen Thompson
Jacob Vlanich
Warren Walker
Nate Wiggins
Brayton Willis

1. **Call to Order**

Chairman Piepmeyer called the meeting to order at 3:00 p.m. He asked if this would be the last remote meeting. MPO Executive Director Mike Kozlosky responded that if the Governor lifts his order, the next meeting will follow the MPO's Remote Participation Policy.

Chairman Piepmeyer pointed out that WMPO was one of the first MPOs to implement and use remote attendance for meetings, which has caught on and been applied throughout the state. He said that it would continue to be a convenient option, although the policy limits it to exceptions.

Mr. Kozlosky called the roll, and a quorum was found to be present as follows:

Present: Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Hank Miller, David Piepmeyer, Luke Waddell, Eulis Willis and Landon Zimmer. **Absent:** Mike Allen, Neil Anderson and Deb Hays.

2. **Conflict of Interest Statement**

Chairman Piepmeyer read the conflict-of-interest statement. He asked if any member had a conflict of interest with any of the items on the meeting agenda. No members reported having a conflict.

3. **Approval of Board Members' Excused Absences**

Mr. Kozlosky said that Mike Allen has requested to be excused.

Mr. Miller made a motion to excuse Mr. Allen. Mr. Barbee seconded the motion and it carried unanimously by roll call as follows:

Ayes: Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Hank Miller, David Piepmeyer, Luke Waddell, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** Neil Anderson and Deb Hays. **Excused:** Mike Allen.

4. **Approval of the Agenda**

Mr. Ellen made a motion to approve the agenda as presented. Ms. Bozeman seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Hank Miller, David Piepmeyer, Luke Waddell, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** Neil Anderson and Deb Hays. **Excused:** Mike Allen.

5. **Public Comment Period**

Mr. Andy Koeppel spoke to the MPO Board about "Bridges" and expressed appreciation to Mr. Kimes for the three-pronged approach. He expressed concerns that the prioritization process alone would probably not be able to provide the necessary funding, that any toll proposal for a bridge to downtown would be "dead on arrival," and that adding a southern bridge to the conversation is unpopular. He commented that the bridge being described as end of life is a false narrative. He noted that there are 70 or more vertical lift bridges around the country that are far older than the Cape Fear Memorial Bridge with no thought to dismantling them. Regarding the hesitancy to approach the General Assembly, the Ravenel Bridge in Charleston was built with contributions from every county in the state through its legislature as a source of funding.

Mr. Gene Conti, Jr., Raleigh, former Secretary of North Carolina DOT, spoke to the MPO Board about the "Bridge Proposal" on behalf of United Bridge Partners (UBP), which submitted an unsolicited proposal to NCDOT about 18 months ago. He pointed out that although tolls are unpopular, they are a solution where other funding can't be found. He noted for example, the Triangle Expressway in Raleigh, in which CAMPO

considered a road without tolls would be delivered in 25 years or with tolls in three (3) years. He added that the toll option was chosen and helping with traffic in the Triangle Area, and its extension will help with traffic from Greensboro and the northwest of the state to the beach, avoiding Research Triangle Park (RTP).

Mr. Conti said that no one wanted the Monroe Expressway as a toll road either, but it was needed as an option to get off US 74 in Charlotte. He pointed out that UBP is in a unique position because it has cash in hand in the form of a capital fund meaning it can start work as soon as authorized and finish the work promptly. He added that the bridge in Portsmouth, Va., is a successful electronic toll project that was built by UBP and offered to take a delegation there to see it. He requested that the Board consider the proposal seriously. He commented that it would be important to do something soon because the bridge is old and needs to be replaced.

Chairman Piepmeyer expressed appreciation to Mr. Conti, who traveled far to speak today.

6. Presentation

a. Congestion Management Process Data Support- Zachary Bugg P.E., Kittelson

Associate Engineer Zachary Bugg, Kittelson and Associates, gave a presentation on the Congestion Management Process (CMP). He said that the study focused on 30 critical study corridors within the MPO area for which an interactive dashboard has been developed. He noted that previous studies relied on manual labor to collect travel time data, and this study relies on Probe Data, the National Performance Management Research Data set, which the Federal Highway Administration encourages Transportation Management Area's such as the MPO to use.

Mr. Bugg displayed the travel time data for Market Street as an example. He explained the formula for corridor delay $[(\text{actual travel time} - \text{free flow travel time}) / \text{corridor length}]$. He noted that for the MPO area, greater than two minutes per mile (College Road), and greater than 1.5 minutes per mile (Market Street, College Road and Gordon Road) are the worst delays.

Mr. Bugg gave an overview of Level of Travel Time Reliability (LOTTR), which is a ration of 80% travel time divided by mean travel time (50%). He said that a ratio greater than 1.3 is considered unreliable based on every metropolitan area in the U.S. although, MPOs can set individual goals. He reported that none of the WMPO study corridors had reliability ratios greater than 1.3 and several had ratios greater than 1.2, as follows:

AM Peak

- Gordon Road
- US 17 (Porters Neck)
- US 17/76/Memorial Bridge
- Front Street

PM Peak

- College Road
- Gordon Road
- Market Street (east of College Road)
- Oleander Drive
- Front Street

Mr. Bugg gave an overview of year-over-year trends, 2019 versus 2021. He said that several corridors had a travel time that decreased by more than 10% and a few had travel times that increased such as US Highway 17 near Hampstead. Generally, travel time has stayed the same since 2019 or improved. He attributed the differences to more people working from home and flexing commute patterns. He displayed the dashboard and gave a demonstration of sorting and comparing the data.

7. Consent Agenda

- a. Approval of Board Meeting Minutes from June 29, 2022
- b. Opening of the 30-day public comment period for 2020-2029 STIP/MPO Amendment #22-5
- c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-6

Ms. Bozeman made a motion to approve the Consent Agenda, Items 7a through 7c. Ms. Hays seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Luke Waddell, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** Neil Anderson. **Excused:** Mike Allen.

8. Discussion

- a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-7

Mr. Kozlosky stated that this item is for informational purposes only and will be brought back at the Board's next meeting for consideration.

- b. Cape Fear Memorial Bridge Replacement- Project Delivery Options

Mr. Kozlosky said that at the Board's February meeting, the Board adopted a resolution requesting NCDOT to explore all options for the replacement the Cape Fear Memorial Bridge including tolls and previous proposals.

NCDOT Division 3 Engineer Chad Kimes gave an update on the Cape Fear Memorial Bridge Replacement. He said that after the resolution was adopted, NCDOT formed a committee consisting of those from the Division, NC Turnpike Authority, the Chief's office, and MPO (Mike Kozlosky). He noted that the three-pronged approach for delivery options consists of traditional, conventional toll, and alternative. Since the bridge replacement feasibility study was conducted several years ago, the first step was to obtain updated costs, consistent with NCDOT's current practice of updating costs for STIP projects every two years. Updated replacement costs are as follows:

Options	Construction costs	Utility relocation costs	Right-of-way costs	Total Costs
Fixed span 65' vertical clearance	\$227.4 M	\$2.2 M	\$11.6 M	\$241.2 M
Fixed span 135' vertical clearance	\$346.0 M	\$3.7 M	\$41.8 M	\$391.5 M
Moveable span 65' vertical clearance	\$687.8 M	\$2.2 M	\$11.6 M	\$701.6 M
Moveable span 65' vertical clearance with railroad track component	\$885.8 M	\$2.2 M	\$11.6 M	\$899.6 M

Mr. Kimes pointed out that the cost increases for the options are \$50 million, \$145 million, \$200 million, and \$300 million, respectively. As for Traditional Delivery, he noted that the Cape Fear Memorial Bridge replacement is unfunded in the current STIP. In spring of 2023, new projects will be submitted for Prioritization 7.0 (P7.0). Even though Prioritization 6.0 was suspended, some important steps were taken such as ranking projects. The Cape Fear Memorial Bridge was submitted and scored around the 40th percentile. He reminded the Board that traditionally, only projects in the 20th percentile achieve funding in the Statewide category.

He said that for the Regional tier, funds totaling roughly \$900 million are shared with another Division. He pointed out that funding the Cape Fear Memorial Bridge would take an entire 10-year program, and nothing else can be built. He added that the same is true for the Division level of

funding. However, going into Prioritization 7.0, funding for the bridge replacement will be sought, perhaps in conjunction with other options.

Regarding Conventional Toll Delivery, David Roy, Chief Financial Officer, North Carolina Turnpike Authority, said that the Turnpike Authority's role in this process was to consider replacement of the Cape Fear Memorial Bridge as conventional toll project delivered through the Authority similar to the Triangle Expressway. He pointed out that no toll project in the State of North Carolina can move forward without the express consent and approval of a MPO or RPO. Additionally, in 2019, the NCDOT Board of Transportation adopted a toll project delivery policy for evaluating future toll projects. He added that there are four main inputs for a toll project: Traffic and Revenue Forecast, Capital Cost Estimate, Operations and Maintenance (O&M) Estimate, and Renewal and Replacement (R&R) Estimate.

Regarding Alternative Delivery, Mr. Roy said that in April, the Department issued a Request for Information (RFI) soliciting ideas from the industry for alternative delivery or funding options. He noted that the responses were due in May and that nine were received regarding buildability, alternative financing, operations and maintenance models, and project viability. He said that all but one included public-private partnerships (PPP). The outlier expressed interest in traditional design-build, design-bid-build delivery.

Mr. Kozlosky said that he sent out a summary of those responses yesterday, which have also been distributed to Board members at the table.

Mr. Roy said that the Department developed a summary of the responses and asked about the FHWA debrief primer. Mr. Kozlosky responded that he shared that with the Board last week. Mr. Roy said the primer was developed by USDOT several years ago and commented that it provides good information about the various alternatives that were discussed including Design-Build-Finance-Operate, Maintain (DBFOM) with or without a Pre-Development Agreement (PDA).

Mr. Roy said that from a funding perspective, there were two camps: toll revenue supported versus STI funds mostly in the form of availability payments or payments the Department would make over the life of the project to the developer or concessionaire. He noted that one or two of the responses included value capture mechanisms as a concept for funding the bridge, which is some form of tax increment financing, impact fees, development fees, etc., which are outside the Department's statutory authority.

Mr. Kimes said that regarding free highways, that no segment may be converted to a toll route without first being approved by the MPO Board. Regarding Bonus Allocation, Mr. Kimes noted that implementing a toll for the Cape Fear Memorial Bridge would allocate to the MPO an amount up to \$100 million in funding for projects within New Hanover and Brunswick counties.

Mr. Kimes said that grant opportunities exist that would impact benefit over cost to help a project score better or improve the cost of tolling. He noted that all grant opportunities would be pursued. However, he cautioned that there are no guarantees of an award, and the amount is not 100% (there always a non-federal match required of 20% to 50%). Also, there is no preliminary design or environmental document (NEPA), the project is not in the State Transportation Improvement Program (STIP), and no funds have been identified for a required match.

Chairman Piepmeyer asked about preliminary design. Mr. Kimes responded that for the \$400 million option, preliminary design might roughly cost 10% or \$40 million. He noted that it may be possible to consider funding a portion of the project in P 7.0 or through bridge funding.

Mr. Kimes said that potential grants identified are as follows:

Bridge Investment Program	\$50 million minimum	50% local match
Multimodal Project Discretionary Grants (MEGA and INFRA)	\$100-\$500 million	20%-40% local match
RAISE Grants	\$25 million maximum	20% local match

Chairman Piepmeyer inquired about the cost to administer the grant. Mr. Kimes responded that if NCDOT applies for the grant, it would cover the administration cost.

Mr. Kimes said that the unsolicited proposal that was presented is still viable. He noted that it still would need to go through the competitive bid process. However, the first step is MPO approval. He noted that during the steps of the NEPA document and preliminary design, grant funding can be sought. He added that the process can be stopped at any time prior to award during the 2.5- to three (3)-year window.

In summary, Mr. Kimes said that NCDOT will continue to submit for grants to offset the cost and will continue with Prioritization 7.0. He commented that conventional tolling may bring a significant portion, but not likely all the funds, and could be combined with traditional funding to reduce the cost of tolling. He pointed out that alternative delivery allows the delivery of the project much faster than a traditional project – and more than likely it would be a toll. Lastly, the unsolicited proposal is still on the table. He noted that NCDOT will continue to go through the steps for traditional funding. He reiterated that the unsolicited proposal, alternative delivery, and traditional tolling cannot move forward without the MPO Board's approval.

Regarding public acceptance of tolling, Mr. Waddell asked about studies of the potential ramifications of changing commuter behaviors related to a toll bridge. Mr. Kimes responded that it would be necessary for the project to be in the programming phase for a more thorough traffic and revenue study with public hearings to collect public feedback.

Mr. Waddell pointed out that this information is critical part of the decision, which will have a tremendous impact on City of Wilmington infrastructure. Based on 2019 commuting data from the Census, Brunswick County had about 45,000 employed individuals, 26,500 of whom commute outside Brunswick County, and 50% of that number commute to New Hanover County. He commented that with inflation and the cost of fuel, 40% cannot afford tolls and might take an alternate route adding 5,000 trips a weekday or 1,005,000 trips a year that would impact City roads. He commented that he is a proponent of exploring all viable options and take pragmatic solutions to difficult solutions.

Mr. Waddell expressed concerns that the Cape Fear region has been designated as a beta test for tolling existing roadway projects. He pointed out that the citizens of Wilmington will have a difficult time understanding why they must foot the bill for aging infrastructure and the huge shift in commuter behavior that will likely be a result of a toll bridge. He speculated that majority of constituents might take the position that the Department should re-evaluate its scoring criteria to be more objective. He added that replacing an aging bridge with a multi-modal facility that will connect multiple towns and counties and supports a growing port should take a high priority with

the state over an additional interstate that would make it quicker for folks in Raleigh and Charlotte to get to the beach. Folks in the southeastern North Carolina as just as much North Carolinians as those in Raleigh and Charlotte and expect representation.

Mr. Roy agreed that some divergence can be expected with a toll. He pointed out that the sketch-level, six-week, \$25,000 traffic and revenue analysis does not get into that level of detail. A more detailed investment grade traffic and revenue analysis is a nine (9)- to 12-month process.

Mr. Barfield commented that the toll charge for his recent trip to Charlotte and back was \$8 and expressed concerns regarding the average citizen being able to afford such an expense daily. He commented that it would be great to have a pedestrian facility like South Carolina's. However, South Carolina funds projects at a local level, so cities and towns can enact taxes or fees for road projects in a specific area. He pointed out that North Carolina is one of seven states where DOT does the roads. He expressed concerns regarding the difficulty of getting projects funded here, for a bridge that is the main artery in and out of an urban and economic development center in eastern North Carolina, while projects in smaller towns throughout the state are happening. He expressed an interest in finding clout in Raleigh to influence projects in the region. He commented that he remains very much opposed to a toll project here.

Mr. Zimmer commented that the amount of clout does not matter, because this is a STIP issue, which is objective, and a science. Unfortunately, the science shows that the area cannot sustain the funding, and outside funding needs to be sought.

Ms. Bozeman concurred with Mr. Waddell and Mr. Barfield. She expressed concerns with the way that this was done. She commented that the way that this was brought forth was underhanded, and the lack of transparency gives members a bad name. She questioned why grants have not been sought yet. She suggested that if this bridge is tolled, that the ones to the beaches need to be tolled as well, and even the Hampstead Bypass should be tolled.

Mr. Ellen expressed concerns that the Board voted not to support a toll asked how long it lasts before voting again. Mr. Kozlosky responded that Mr. Ellen was absent at the February meeting when the Board voted for NCDOT to explore all possible options for the replacement of the Cape Fear Memorial Bridge. He added that the language in the resolution was explicit to include tolls as an option as well as the previous proposal.

In response to an inquiry by Vice-Chairman Miller, Mr. Kozlosky said that the vote was nine (9) to three (3). Vice-Chair Miller said that nine (9) people are being accused of being underhanded. He noted the only deviation was to add "to include tolls." He pointed out that the county leaders and the city leaders, of Wilmington and Brunswick County need to figure out what they want. He commented that he followed the rules.

Mr. Zimmer said he is the only non-elected member on the Board. He asked what the problem is with getting more information. He reiterated that this process can be stopped at any point prior to award. He pointed out that this is free data provided by NCDOT.

Mr. Barfield expressed concerns regarding spending \$10 million on feasibility study for a fourth crossing, only to have it scrapped, and wasting taxpayer money on fruitless projects when it could be of better use elsewhere. He pointed out that the last time this was brought up, there was a lot of notice to the community, great community interest and people knew it was on the agenda. He commented that items of great importance not on an agenda are a disservice to the community.

Chairman Piepmeyer refocused the discussion and concurred with Mr. Zimmer's point that this is continued education relative to the process of replacing the bridge. He added that NCDOT, the expert, has indicated that the Cape Fear Memorial Bridge is near the end of its life. He commented that the timeline is vital, the inflationary period may be over by the fall of 2025, and things economically may be very different. He acknowledged the resistance to tolls and pointed out that residents of Charlotte may get a reduced toll rate.

Mr. Roy clarified that a reduced rate is available for those with a transponder. He added that no toll structure has been contemplated in detail for this facility.

Chairman Piepmeyer commented that the bridge will not be funded in this STIP or an upcoming STIP. So, it will be a substantial period before the bridge is built. He recognized with Mr. Waddell's comments that the criteria may need to be tweaked and added that he and Vice-Chairman Miller are willing to stop it today if that is the will of the Board. He agreed with Mr. Zimmer's comments that there is no harm in being better educated about the process, which can be stopped any time.

Mr. Willis said that his Board told him specifically that they do not want a toll. He noted that if the MPO Board is going to consider a toll, he would need to go back to his Board to see what they want, because he needs to answer to the Town of Navassa.

Mr. Waddell commented that without understanding the potential change in commuter behavior, he can't speak for the rest of City Council and the Mayor, although they would take issue to tolls. He expressed an interest in learning about the options, such as the cost.

Chairman Piepmeyer asked if the project could be better positioned for traditional funding. Vice Chairman Miller pointed out that the MPO Board is merely having a discussion and members have an opportunity to discuss this with their respective Boards.

In response to an inquiry by Mr. Barfield, Mr. Kimes said that the bridge is perfectly safe today. However, depending on the type of funding to replace it, it is necessary to discuss replacing it today. He said that maintenance costs are increasing every day, and that the biggest concern is the moveable span.

Ms. Hays asked about starting the project. Mr. Kozlosky responded that the project would need to score in the STIP before NCDOT could begin any Preliminary Engineering (PE) or work on the project. Optionally, the Board could allocate some Direct Attributable funds. He advised that a funding mechanism needs to be determined. He pointed out that the challenge is that the project doesn't score high enough for traditional delivery and it won't produce enough revenue as a conventional toll.

Ms. Hays asked about the funds from the sales tax. Mr. Kimes said that the entire amount goes back into the STI.

Mr. Forte said the bridge discussion has been ongoing since he joined the Board six years ago. He pointed out that this is the fastest growing region in the state, and the towns that would benefit the most from a bridge replacement are against it. However, he commented that he doesn't see the project happening without a toll.

Ms. Bozeman commented that its wrong not to find a way where it won't hurt everyday people.

Mr. Kozlosky said that the challenge is to find a way for the project to score high enough to be programmed in the STIP or look at some other funding option.

Ms. Bozeman pointed out that the STIP is broken. In response to an inquiry by Ms. Hays, Mr. Kimes said that modifications to the STIP need to go through the legislature.

Chairman Piepmeyer said that the ask to change the criteria needs to be specific, with an understanding of the potential ramifications to all projects. He noted that he did this with the Hampstead Bypass to understand the inputs and drivers to make it score better.

Mr. Ellen pointed out that the MPO Board voted not to support tolls and to explore all the options.

In response to an inquiry by Mr. Zimmer, Mr. Roy said that tolls would need to go to the construction of the bridge but may allow for some flexibility with the toll structure. He noted that he cannot advocate for tolls, only educate. According to existing statutes, the debt to pay for a project comes from tolls, and toll revenues generated from a project must stay with the project for a continuous toll facility and cannot be used for other projects around a region or the state.

Mr. Barbee pointed out that for constituents, tolls are not good. However, opponents to tolling are prematurely stopping the process of finding alternative sources beyond tolling.

Chairman Piepmeyer commented that tourism will help pay for the bridge, that pay-for-use is the best form of paying for anything, and public-private enterprises are the most successful in staying on budget and on time.

Mr. Waddell concurred that pay-for-use is best for user fees for sports complexes and parking. However, roads and bridges seem different when they've been paid for with state revenue previously. He asked about other instances of tolling an existing roadway. Mr. Roy said that tolling an existing facility cannot be done without MPO approval. He noted that a small portion of the Triangle Expressway was existing.

Chairman Piepmeyer expressed appreciation for the discussion and to Mr. Kimes and Mr. Roy.

In response to an inquiry by Ms. Hays, Mr. Kozlosky said that NCDOT will proceed with traditional delivery. If the Board wants to look at tolling, the unsolicited proposal or alternative funding, NCDOT will need an action from the Board. He noted that he has taken some notes regarding the question, comments and concerns from the Board, and staff will prepare a summary and forward it to NCDOT. If there is a desire for action, staff will put an item on the agenda.

Mr. Waddell requested a summary of the options as well. Mr. Kozlosky says there are three options: traditional delivery, conventional tolling, and alternative delivery.

Ms. Hays requested a bullet list of steps to get the bridge on the STIP. Chairman Piepmeyer responded that the score is 40 out of 80 and will stay that way unless the criteria changes.

In response to an inquiry by Ms. Bozeman, Chairman Piepmeyer clarified that he did not change the STIP, only studied it to understand the formula better. Mr. Kozlosky added that the Hampstead Bypass was originally one project that was broken into phases. Chairman Piepmeyer said that the original project was \$330 million, and the phases scored better.

Ms. Hays expressed a desire to move the project forward. Discussion continued about breaking the bridge into phases (PE, NEPA). Mr. Kozlosky said that the MPO Board could put some of the Direct Attributable funds towards PE. Mr. Kimes noted that bridge funds are another potential funding source, although it cannot pay for the bridge.

9. Updates

- a. Wilmington Urban Area MPO
- b. Cape Fear Public Transportation Authority
- c. NCDOT Division
- d. NCDOT Transportation Planning Division

Mr. Kozlosky said the updates are included in the agenda packet and expressed appreciation to the Board.

10. Announcements

- a. Wilmington MPO Bike/Pedestrian Committee-August 9th
- b. Next MPO Board Meeting – August 31st

Mr. Kozlosky noted that if the Governor lifts his order on August 15th, the Board will operate under the Remote Meeting Policy, which allows members to participate remotely two times per year. However, the intention is for Board members to meet in person.

Chairman Piepmeyer said that he will not be present for the next Board meeting.

11. Adjournment

Mr. Ellen made a motion to adjourn the meeting, seconded by Ms. Bozeman, and the motion carried unanimously by roll call as follows:

Ayes: Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, David Piepmeyer, Luke Waddell, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** Neil Anderson and Hank Miller. **Excused:** Mike Allen.

The meeting adjourned at 4:53 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS RECORD.

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #22-5 (June 2022)

STATEWIDE PROJECT

STIP ADDITIONS			
TU-0014 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, NCSU (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS. <u>ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	PLANNING FY 2023 - \$127,000 (L) FY 2023 - \$507,000 (5311) \$634,000
TU-0015 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, NCSU (ITRE) WILL USE THE FUNDS TO PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT RELATED TO THE DELIVERY OF ADA TRAINING TO TRANSIT PROFESSIONALS. <u>ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	PLANNING FY 2023 - \$73,000 (RTAP) \$73,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #22-5 (June 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS				
* BL-0059 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	FORT FISHER BOULEVARD, K AVENUE, AND NORTH 3RD STREET, INTERSECTION IMPROVEMENTS INCLUDING ADA CROSSWALKS, PEDESTRIAN ACTUATED PUSH BUTTONS, AND SIDEWALK CONNECTIONS IN KURE BEACH. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2023 - \$57,000 (BGDACV) FY 2023 - \$53,000 (BGDACV) FY 2024 - \$250,000 (BGDACV) FY 2024 - \$52,000 (L) \$412,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENTS #22-5 TO THE
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

WHEREAS, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the North Carolina Board of Transportation adopted the 2020-2029 State Transportation Improvement Program on September 5, 2019, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on October 30, 2019; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2020-2029 State/MPO Transportation Improvement Programs for Amendments #22-5; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these proposed amendments.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2020-2029 State/MPO Transportation Improvement Programs for Amendments #22-5.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 31, 2022.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #22-6 (July 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS			
TG-5243 BRUNSWICK NEW HANOVER PROJ.CATEGORY PUBLIC TRANS	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY, THE PREVENTATIVE MAINTENANCE PROJECT WILL ENSURE THE FTA FUNDED ASSETS ARE MAINTAINED TO THE FTA STATE OF GOOD REPAIR REQUIREMENTS AND THAT SERVICE CONTINUES WITHOUT DISRUPTION. <u>ADD PROJECT IN FY 23 AT THE REQUEST OF THE</u> <u>MPO. NEW PROJECT DEVELOPED FOR FEDERAL</u> <u>FUNDING AWARD.</u>	OPERATIONS FY 2023 - \$225,000 (L) FY 2023 - \$900,000 (5307) \$1,125,000
TG-5246 BRUNSWICK NEW HANOVER PROJ.CATEGORY PUBLIC TRANS	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY, THE OPERATING ASSISTANCE PROJECT WILL ALLOW THE CONTINUATION OF COMPLEMENTARY PARATRANSIT SERVICE TO TWO COUNTIES AND FOUR MUNICIPALITIES WITHIN THE UZA. <u>ADD PROJECT IN FY 23 AT THE REQUEST OF THE</u> <u>MPO. NEW PROJECT DEVELOPED FOR FEDERAL</u> <u>FUNDING AWARD.</u>	OPERATIONS FY 2023 - \$76,000 (L) FY 2023 - \$317,000 (5307) \$393,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-7 (June 2022)

STATEWIDE PROJECT

STIP MODIFICATIONS

* C-5702D STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	IMPLEMENTATION	FY 2022 - \$1,210,000 (CMAQ) FY 2022 - \$303,000 (L) FY 2023 - \$1,396,000 (CMAQ) FY 2023 - \$349,000 (L) \$3,258,000
* C-5702E STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	IMPLEMENTATION	FY 2022 - \$1,222,000 (CMAQ) FY 2022 - \$306,000 (L) FY 2023 - \$3,245,000 (CMAQ) FY 2023 - \$811,000 (L) \$5,584,000
TU-0011 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NC DOT, NCDOT-IMD SECTION 5304 PROGRAM FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES. <u>MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	PLANNING ADMINISTRATIVE	FY 2022 - \$227,000 (L) FY 2022 - \$1,134,000 (5303) FY 2023 - \$370,000 (5303) \$1,731,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-7 (June 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-5914 BRUNSWICK PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION(ROAD). MODERNIZE ROADWAY.	NC 133, US 17/US 74/US 76 TO SR 1554 (OLD RIVER CONSTRUCTION	FY 2023 - FY 2024 - FY 2025 -	\$24,000 (T) \$2,210,000 (T) \$194,000 (T)
	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN. DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u>			\$2,428,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #22-7 TO THE
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

WHEREAS, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the North Carolina Board of Transportation adopted the 2020-2029 State Transportation Improvement Program on September 5, 2019, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on October 30, 2019; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #22-7.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #22-7.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 31, 2022.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

**FY 2023 AND FY 2024 PUBLIC TRANSPORTATION PLANNING SECTION 5303
GRANT AGREEMENT FOR THE WILMINGTON URBANIZED AREA**

THIS AGREEMENT made and entered into this ____ day of _____, 2022 by and between the City of Wilmington, the Wilmington Urban Area Metropolitan Planning Organization, a metropolitan planning organization and the Cape Fear Public Transportation Authority d/b/a “Wave Transit”, a North Carolina public transportation authority.

W I T N E S S E T H

WHEREAS, by joint resolution the City of Wilmington and New Hanover County established the “Cape Fear Public Transportation Authority” (hereinafter referred to as “Wave”) to provide public transportation services within the area designated as the Wilmington Urbanized Area (hereinafter referred to as “UZA”), effective July 1, 2004, in recognition of the fact that some traffic and transportation concerns of each entity are the same without regard for any jurisdictional boundary; and

WHEREAS, pursuant to, and in compliance with, 23 C.F.R. § 450.306, the Wilmington Urban Area Metropolitan Planning Organization (hereinafter referred to as “MPO”) was designated as the policy body for cooperative transportation decision making in the UZA; and

WHEREAS, the City of Wilmington serves as the Lead Planning Agency for the MPO; and

WHEREAS, on November 18, 2020, the MPO, which includes the City of Wilmington,

New Hanover County, North Carolina Department of Transportation, and other urban area jurisdictions adopted the “Cape Fear Moving Forward 2045” which affects the UZA; and

WHEREAS, Wave is the provider of public transportation services in the UZA; and

WHEREAS, on June 22, 2005, the Secretary of Transportation for the State of North Carolina, with authority vested by the Governor of the State of North Carolina, and in accordance with Title 49 of the United States Code § 5307(a)(2) and the Transportation Equity Act for the 21st Century, declared Wave to be a designated recipient of Federal Urbanized Area Formula Program funds for the UZA; and

WHEREAS, the MPO is the recipient of Federal Transit Administration 49 U.S.C. § 5303 transit planning funds for the UZA; and

WHEREAS, the Federal Transit Administration, pursuant to 49 U.S.C. § 5303, provides 80% of transportation planning funds for the UZA, the North Carolina Department of Transportation provides 10%, and the required 10% local match is shared by the members of the MPO in accordance with the Memorandum of Understanding for Cooperative, Comprehensive, and Continuing Transportation Planning, dated June 30, 2016; and

WHEREAS, 23 C.F.R. § 450.314 requires an agreement between Wave and the MPO specifying cooperative procedures for carrying out transportation planning and programming.

NOW THEREFORE, in consideration of the mutually beneficial covenants of agreement between the parties hereinafter expressed in enumerated terms, the adequacy and sufficiency of which of hereby acknowledged by each as valuable consideration the City of Wilmington on behalf of the Metropolitan Planning Organization and Wave agree as follows:

1. **Cooperation.** The MPO and Wave shall cooperate in long range planning for the provision of public transportation services in the UZA, including the Metropolitan Planning Organization Transportation Improvement Program (hereinafter referred to as “MPO TIP”). Such cooperation includes, but is not limited to, estimating funds needed for the services recommended in the MPO TIP as adopted by the MPO. MPO TIP is in accordance with the State Transportation Improvement Program, and is periodically amended as the State Transportation Improvement Program is updated.
2. **Planning.** Wave shall be afforded the opportunity for meaningful participation in the public transportation planning and decision making process. The parties shall insure that projects in the public transportation service portion of the MPO TIP are included in the planning process.
3. **Tasks.** Wave agrees and covenants to dutifully and properly perform the program tasks assigned to them as evidenced by the line item allocation shown on the MPO’s budget which is known as the Unified Planning Work Program.
4. **Funding.** The MPO will pay to Wave sixty percent (60%) of its allocation of 49 U.S.C. § 5303 planning funds for the term of this agreement. No funds paid under this Agreement shall be paid from the City of Wilmington’s funds, except those held for the MPO. No funds paid under this agreement shall exceed \$85,836 in FY23 and \$28,612 in FY24, for a total amount of \$114,448 paid in FY23 and FY24.
5. **Duration.** This Agreement shall commence on the date of its full execution by all parties and continue for one year or as long as Federal and State funding for public transportation planning are provided for the UZA if such funding is for less than one year.

6. **Termination.** This Agreement shall terminate as a result of the loss of Federal and/or State funding for public transportation services for the UZA. Additionally, any party may terminate this Agreement upon written notice to the other party which specifies an effective date of termination. The effective date of said “Notice of Termination” shall be no earlier than thirty (30) days prior to the date the notice is sent.
7. **Governing Law.** All of the terms and conditions contained herein shall be interpreted in accordance with the laws of the State of North Carolina without regard to any conflicts of law principles and subject to the exclusive jurisdiction of federal or state courts within the State of North Carolina. In the event of a conflict between the various terms and conditions contained herein or between these terms and other applicable provisions, then the more particular shall prevail over the general and the more stringent or higher standard shall prevail over the less stringent or lower standard.
8. **Entire Agreement, Amendments.** This Agreement constitutes the entire contract between the parties, and no warranties, inducements, considerations, promises or other inferences shall be implied or impressed upon this agreement that are not set forth herein. This Agreement shall not be altered or amended except in writing signed by all Parties.

IN WITNESS WHEREOF, the due execution in agreement by parties hereto as evidenced by the hereafter affixed signatures.

(This space is left intentionally blank)

CITY OF WILMINGTON

Bill Saffo, Mayor

ATTEST:

Penelope Spicer-Sidbury, City Clerk

[SEAL]

Approved as to form:

John Joye, City Attorney

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, _____, a Notary Public of _____ County, North Carolina, certify that Penelope Spicer-Sidbury personally came before me this day and acknowledged that she is City Clerk of the City of Wilmington, and that by authority duly given and as the act of the Council, the foregoing instrument was signed in its name by its Mayor, sealed with its corporate seal and attested by herself as its City Clerk.

WITNESS my hand and official seal, this ____ day of _____, 2022.

Notary Public

My commission expires: _____

CERTIFICATION

This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act.

This ____ day of _____, 20____.

Jennifer Maready, City Finance Officer

Project Account: 1TRMP23 -RSTR5303-CONTRACTL -OTHPROFSVC

Org: 21075195 Obj: 531060 Project: 1TRMP23 Amount: Not to Exceed 85,836

Project Account: 1TRMP24 -RSTR5303-CONTRACTL -OTHPROFSVC

Org: 21075195 Obj: 531060 Project: 1TRMP24 Amount: Not to Exceed 28,612

Requisition Number: _____ Federal ID Number: 56-6000239

**WILMINGTON URBAN AREA METRO
PLANNING ORGANIZATION,
by and through its Board**

By: _____
Honorable David Piepmeyer, Chair

Attest: _____
Secretary Mike Kozlosky

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, _____, a Notary Public of _____ County, North Carolina, certify that Mike Kozlosky came before me this day and acknowledged that he is the Secretary of the **Board of the Wilmington Urban Area Metropolitan Planning Organization**, and that by authority duly given and as the act of the Organization, the foregoing instrument was signed in its name by its Chairman and attested by himself as its Secretary.

WITNESS my hand and official seal, this ____ day of _____, 2022.

_____ (Seal)

Notary Public

My commission expires: _____.

**CAPE FEAR PUBLIC TRANSPORTATION
AUTHORITY d/b/a/ Wave Transit**

By: _____
Chairman

Attest: _____
Secretary

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, _____, a Notary Public of _____ County, North Carolina, certify that _____ personally came before me this day and acknowledged that s/he is the Secretary of the **Cape Fear Public Transportation Authority d/b/a Wave Transit**, and that by authority duly given and as the act of the Authority, the foregoing instrument was signed in its name by its Chairman, sealed with its seal and attested by herself as its Secretary.

Witness my hand and official seal, this the ____ day of _____, 2022.

(Seal)
Notary Public
My Commission Expires: _____.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION AUTHORIZING THE CHAIRMAN TO ENTER INTO AN AGREEMENT WITH
THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY AND CITY OF WILMINGTON
FOR THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION TO
PROVIDE FY 23 AND FY24 SECTION 5303 FUNDING TO THE CAPE FEAR PUBLIC
TRANSPORTATION AUTHORITY FOR PUBLIC TRANSPORTATION PLANNING ACTIVITIES**

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

WHEREAS, in accordance with 23 CFR § 450.306, the Wilmington Urban Area Metropolitan Planning Organization was designated as the policy body for cooperative transportation decision making in the Wilmington Urbanized Area (UZA); and

WHEREAS, the City of Wilmington and New Hanover County effective July 1, 2004, established the Cape Fear Public Transportation Authority to provide public transportation services within the UZA; and

WHEREAS, the Cape Fear Public Transportation Authority is the provider of public transportation services within the UZA; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is the recipient of Federal Transit Authority 49 CFR § 5303 transit planning funds for the UZA; and

WHEREAS, the City of Wilmington serves as the Lead Planning Agency for the Wilmington Urban Area Metropolitan Planning Organization; and

WHEREAS, 23 CFR § 4510.314 requires an agreement between the Cape Fear Public Transportation Authority and the Wilmington Urban Area Metropolitan Planning Organization specifying cooperative procedures for carrying out transportation planning and programming.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby authorizes the Chairman to enter into an agreement with the Cape Fear Public Transportation Authority and City of Wilmington for the Wilmington Urban Area Metropolitan Planning Organization to provide Section 5303 funding in an amount not to exceed \$85,836 in FY23 and \$28,612 in FY24, for a total amount of \$114,448 to the Cape Fear Public Transportation Authority to complete public transportation planning activities within the MPO's Urbanized Area boundary.

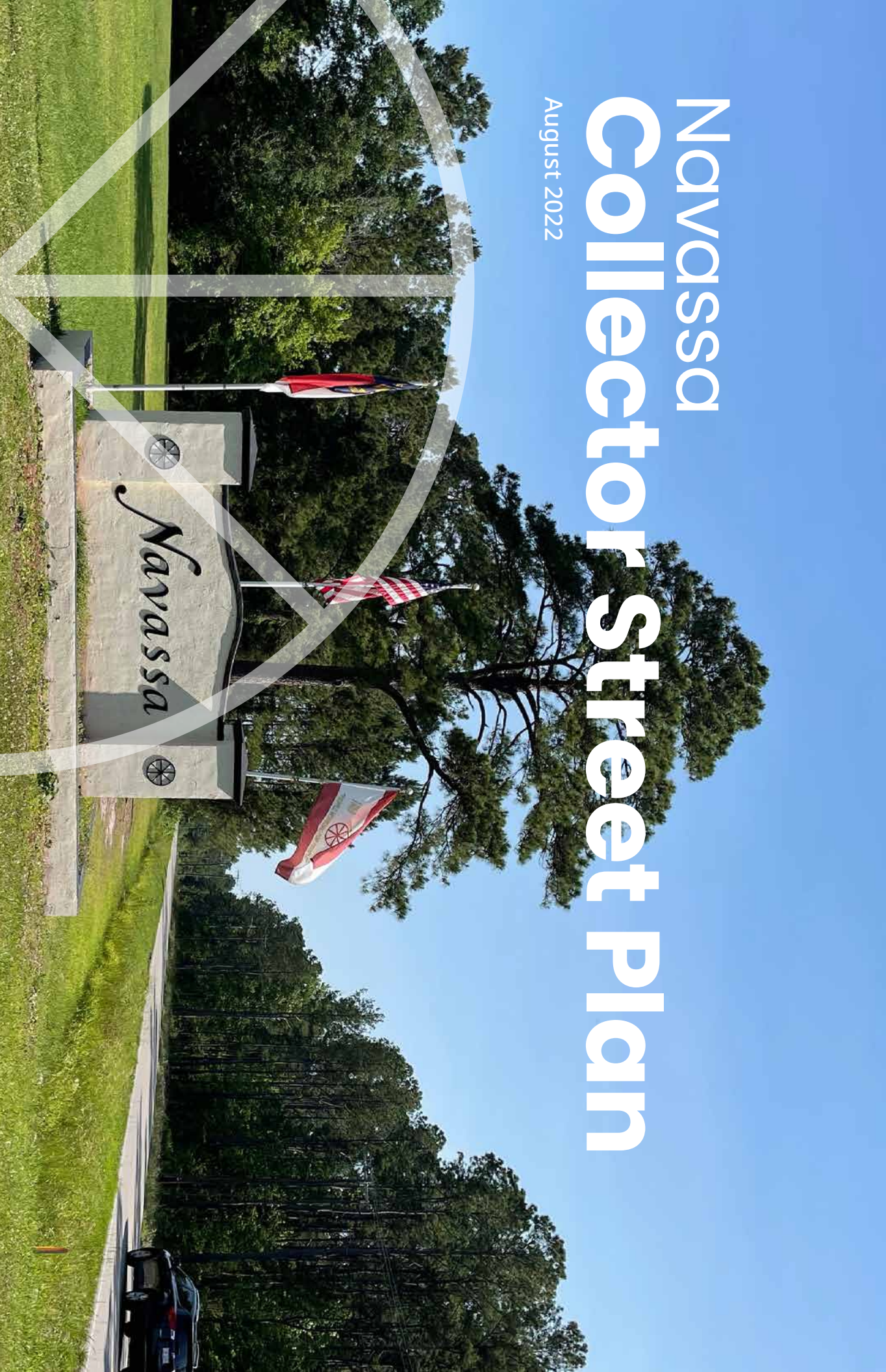
ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 31, 2022.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Navassa Collector Street Plan

August 2022



Town of
Navassa

AECOM

For document accessibility assistance, please contact the WMPO at wmpo@wilmingtonnc.gov or 910-341-3258.

Executive Summary

The 2022 Navassa Collector Street Plan was developed collaboratively by the Town of Navassa and the Wilmington Urban Area Metropolitan Planning Organization (WMPO). Plan development was guided by a Steering Committee that included the Town Mayor, members of the Town Planning Board and Town Council, and a representative of the North Carolina Department of Transportation (NCDOT).

The Town of Navassa (Town) is a small community in Brunswick County, NC, and within the planning area of the WMPO. The Town's population of 1,367 (U.S. Census, 2020) is expected to increase more than twofold in the coming decades as a result of the completion of the I-140/Wilmington Bypass in 2017, the Town's proximity to area points of interest, its planned housing developments, and redevelopment of a waterfront Superfund site.

The 2022 *Navassa Collector Street Plan* (this Plan), which will replace the 2004 *Town of Navassa Collector Street Plan*, identifies future transportation needs associated with approved and proposed developments, and provides recommendations for the construction of 12 collector streets to meet existing and future roadway needs.

The proposed collector streets will enhance the Town's roadway network by connecting local roads to arterial roads. Creating these connections will increase the safety and efficiency of the transportation network by improving connectivity, reducing congestion, providing connections to future development areas, and creating redundancies. The enhanced network will also increase

resiliency and preserve the vitality of existing neighborhoods in accordance with the vision and goals established by the Steering Committee.

To develop this Plan, a project team of consultant staff from AECOM, the WMPO, and Town personnel reviewed existing plans and conditions, conducted stakeholder engagement and public outreach, and followed a six-step process to determine appropriate locations for the collector streets. The six-step process involved identifying traffic analysis zones, future land uses, and natural resources as well as establishing household density and calculating daily trips. The project team ultimately recommended proposed connections in appropriate locations to protect natural resources and conservation areas, while best serving existing needs and future growth in the Town.

The proposed collector street network consists of the 12 collector streets listed in Table ES-1 and shown in Map ES-1. Four of the proposed collector streets are intended to meet existing needs, and eight are intended to meet future needs associated with proposed housing developments.

TABLE ES-1. 2022 PROPOSED COLLECTOR STREET NETWORK

PRIORITY	MAP LABEL	PROPOSED COLLECTOR STREET	DESCRIPTION	LENGTH (MILES)
Existing Need, Prioritize for Development	1	Ivester/Eastbrook Connector	Provides a secondary outlet for residents in the area of Magnolia Drive and Dorsey Lane by connecting to Seaboard Industrial Park Drive. Also connects to the Sandy Lane Extension.	1.7
	2	Victoria Lane Extension	Extends Victoria Lane to the Town's limits with potential connection to Sturgeon Drive NE in Leland.	0.3
	3	Sandy Lane Extension	Connects the Ivester/Eastbrook Connector to Main Street and provides a connection between Trestle Way and Sandy Lane.	0.5
	4A	Park/Pine Valley/Brooklyn Connector west of North Navassa Road	Connects Pine Valley Road, Park Avenue, and Brooklyn Street to North Navassa Road.	0.3
Future Need, Implement as Future Development Occurs	4B	Park/Pine Valley/Brooklyn Connector east of North Navassa Road	Connects Canal Drive and the proposed Moze Heritage Park to North Navassa Road.	0.5
	5	Daniels Road Connector	Connects Daniels Road to the Town's western limits and provides a connection to Daniels Road for the Indian Creek housing development. West of the Town limits, it provides a potential connection to Daniels Road NE in unincorporated Brunswick County.	1.5
	6	Mt. Misery/Daniels Connector	Connects Mt. Misery Road to Daniels Road.	1.0
	7	Valentine Way Extension	Connects the Wide Way Extension to Cedar Hill Road and Cedar Hill Road to the Heritage Park Connector.	0.7
	8	Heritage Park Connector	Connects Cedar Lakes Resort and Riverbend at Cedar Hill developments to the Valentine Way Extension and the Wide Way Extension.	1.1
	9	Cobbs Way Extension	Connects the Mt. Misery/Daniels Road Connector to the Ridge Road Extension.	1.0
	10	Ridge Road Extension	Connects Mt. Misery Road to Ridge Road.	0.6
	11	Wide Way Extension	Connects the Heritage Park Connector to the Ridge Road Extension. Provides an alternate route to Cedar Hill Road.	2.0
	12	Cedar Hill/Wide Way Connector	Connects Cedar Hill Road to the Wide Way Extension.	0.5

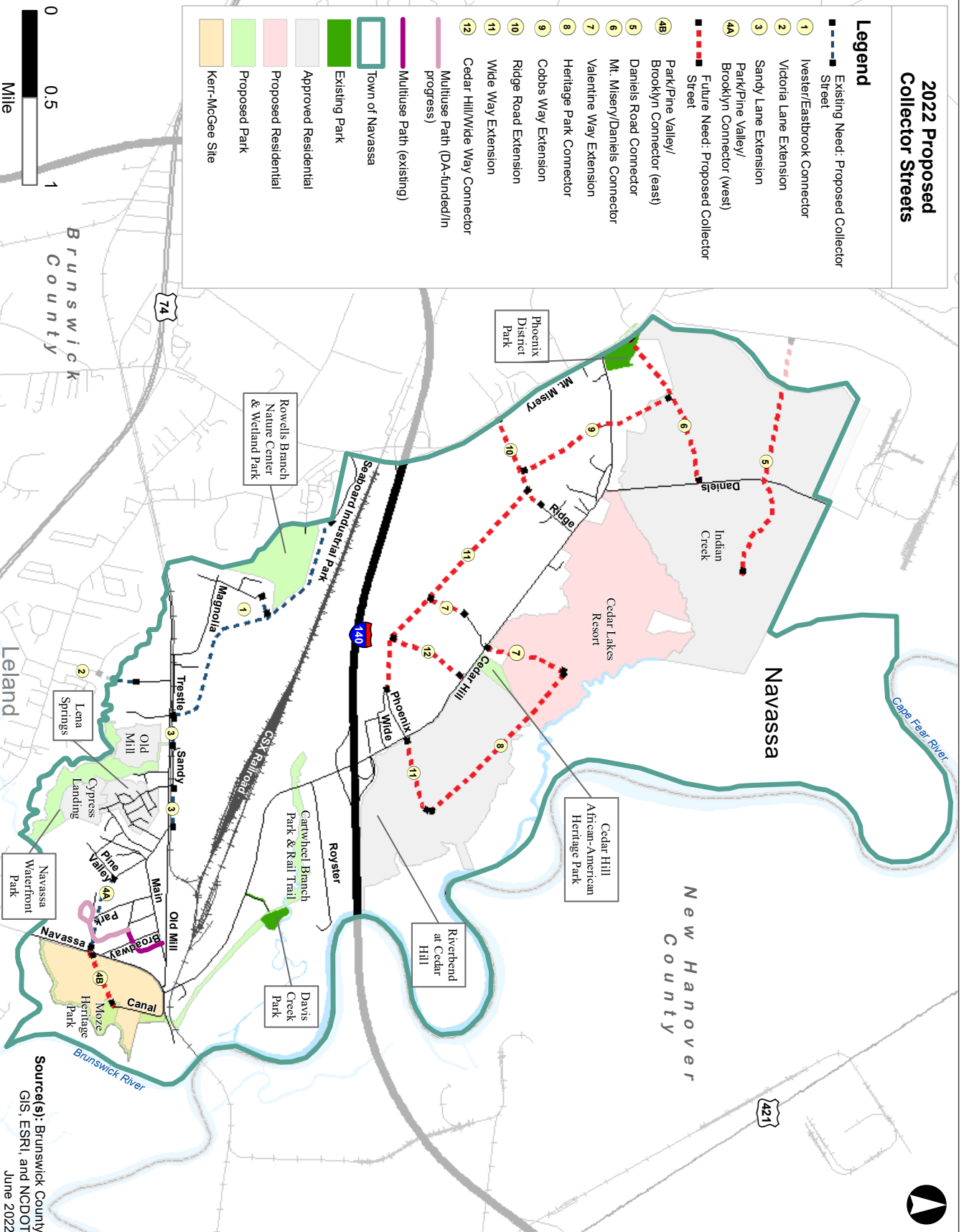
In support of the proposed collector street network and in light of existing local and regional policies and guidelines, this Plan recommends modifications to several existing policies and guidelines (see Table ES-2).

It also recommends four new policy topics that will complement the proposed collector street network and ensure that future collector streets satisfy the needs of the Town (see Table ES-3).

2022 Proposed Collector Streets

Legend

- Existing Need: Proposed Collector
- Street
- 1 Iwester/Eastbrook Connector
- 2 Victoria Lane Extension
- 3 Sandy Lane Extension
- 4A Park/Pine Valley/ Brooklyn Connector (west)
- Future Need: Proposed Collector
- Street
- 4B Park/Pine Valley/ Brooklyn Connector (east)
- 5 Daniels Road Connector
- 6 Mt. Misery/Daniels Connector
- 7 Valentine Way Extension
- 8 Heritage Park Connector
- 9 Cobbs Way Extension
- 10 Ridge Road Extension
- 11 Wide Way Extension
- 12 Cedar Hill/Wide Way Connector
- Multituse Path (DA-funded/in progress)
- Multituse Path (existing)
- Town of Navassa
- Existing Park
- Approved Residential
- Proposed Residential
- Proposed Park
- Kerr-McGee Site



Map ES-1: 2022 Proposed Collector Streets

TABLE ES-2. ACTIONS FOR EXISTING POLICIES OR GUIDELINES

POLICY OR GUIDELINE	DESCRIPTION	PROPOSED TOWN ACTION
NCDOT Complete Streets Policy	Calls for the consideration and incorporation of multiple modes of transportation when constructing new projects or making improvements to existing infrastructure. Ensures that multimodal projects are designed to be safe and comfortable for all users.	Require new collector streets to adhere to the Complete Streets policy.
NCDOT Traditional Neighborhood Development (TND) Guidelines	Encourages walking and bicycling, enhances transit service opportunities, and improves traffic safety.	Consider in development and construction of collector streets.
Town of Navassa Phase II Stormwater Implementation Plan	Establishes and defines the Town's compliance with its National Pollutant Discharge Elimination System (NPDES) municipal separate storm sewer system (MS4) Permit and the Clean Water Act.	Consider this plan when developing and constructing collector streets.
North Carolina Resilient Coastal Community Program	Facilitates a process for setting coastal resilience goals, assessing needs, and identifying and prioritizing projects to enhance resilience to coastal hazards.	Consider the program's goals when developing and constructing collector streets.
Subdivision Ordinance	Requires connectivity for major subdivisions.	Modify existing ordinance to expand the connectivity requirements for all subdivisions and developments.
Section 4.3.6 of the Subdivision Ordinance	Outlines specific requirements that support adjoining connections and assist with broadening the existing collector street network.	Incorporate Section 4.3.6 in future ordinances.

TABLE ES-3. NEW POLICY TOPICS

POLICY TOPIC	DESCRIPTION	PROPOSED TOWN ACTION
Traffic calming	Design new collector streets to include traffic calming components where appropriate, such as maintaining lower speed limits.	Prepare new policy to support traffic calming measures
Connectivity of Collector Streets	Require private entities to coordinate across properties to allow for future connections.	Prepare new policy in support of possible future needs
Reduction of Paper Streets	Work with developers to build streets that are currently mapped as planned or proposed streets.	Prepare new policy to encourage implementing planned and proposed streets
Resiliency and Environmental Conservation	Ensure that developments and new streets minimize impacts to floodplains and wetlands.	Prepare new policy to minimize impacts to the Town's natural resources

Effective implementation of this Plan will include prioritizing actions and obtaining funding. This Plan prioritizes the four collector streets required to meet existing needs (Ivestor/Eastbrook Connector, Sandy Lane Extension, Victoria Lane Extension, and Park/ Pine Valley/Brooklyn Connector (4A), see Table ES-1) over those addressing future needs.

The remaining collector streets would be prioritized in conjunction with future housing development. Funding opportunities to directly and indirectly support construction of the proposed collector street network include Powell Bill program funds, transportation bonds, traffic impact assessments, federal transportation grants, WMPO funding

mechanisms, and local NCDOT Division 3 funding opportunities.

Table ES-4 contains key action steps to ensure that the projects, policies, and guidelines outlined in this Plan are implemented.

TABLE ES-4. ACTIONS FOR IMPLEMENTATION

ACTION STEP	DETAILS	RESPONSIBLE PARTY	TIMELINE
Adopt the Navassa Collector Street Plan	Town Council to adopt Collector Street Plan.	Town Council	Summer 2022
Update Existing Town Policies	Planning Board and Town Council to work with Town staff to evaluate existing town policies and make recommended policy changes (See Section 7.3).	Town staff, Planning Board, Town Council	2022-2023
New Town Policies	Planning Board and Town Council to work with Town staff to develop new town policies (see Section 7.3).	Town staff, Planning Board, Town Council	2022-2023
Town Budget Planning	Identify funding sources for improvements, including local matches, grant opportunities, and State funding.	Town staff (Finance and Planning), Town Council	Annually
Coordinate with NCDOT Division 3 and the WMPO	Conduct meetings with NCDOT Division 3 and the WMPO to discuss how the projects in the plan can be funded/implemented.	Town staff	Bi-annually
Conduct Feasibility Studies	Identify funding to conduct feasibility studies on the proposed collector streets that would serve existing developments.	Town staff, WMPO, NCDOT Division 3	TBD
Review of Proposed Development	Town Council to coordinate with Town staff and Planning Board to ensure inclusion of collector streets in new developments	Town staff, Planning Board, Town Council	On-going
Annual Review	Review the plan annually and report to Town Council, WMPO and NCDOT Division 3 summarizing achievements, constraints, and next steps.	Town staff	Annually

Acronyms

AADT	Annual Average Daily Traffic	NPDES	National Pollutant Discharge Elimination System
ACS	American Community Survey	PUD	Planned Unit Development
BIL	Bipartisan Infrastructure Law	QR	quick response (code)
BMP	best management practices	RAISE	Rebuilding American Infrastructure with Sustainability and Equity
DA	Direct Allocation	RCCP	Resilient Coastal Communities Program
FHWA	Federal Highway Administration	SMART	Strengthening Mobility and Revolutionizing Transportation
GIS	geographic information system	SR	State Route
IJA	Infrastructure Investment and Jobs Act	STBGP	Surface Transportation Block Grant Program
ITS	Intelligent Transportation Systems	STIP	State Transportation Improvement Program
LEHD	Longitudinal-Employer Household Dynamics	TA	Transportation Alternatives (Program)
LEP	Limited English proficiency	TASA	Transportation Alternatives Set Aside
mph	miles per hour	TAZ	Traffic Analysis Zones
MPO	Metropolitan Planning Organization	TDM	Travel Demand Model
MS4	municipal separate storm sewer system	TMA	Transportation Management Area
MTP	Metropolitan Transportation Plan	UDO	Unified Development Ordinance
NCDEQ	North Carolina Department of Environmental Quality	U.S. DOT	United States Department of Transportation
NCDOT	North Carolina Department of Transportation	WMPO	Wilmington Urban Area Metropolitan Planning Organization

Acknowledgments

The project team would like to thank the Steering Committee and residents of the Town of Navassa for their involvement and support in this planning process. This Plan was funded by the Wilmington Urban Area Metropolitan Planning Organization.

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1

Introduction

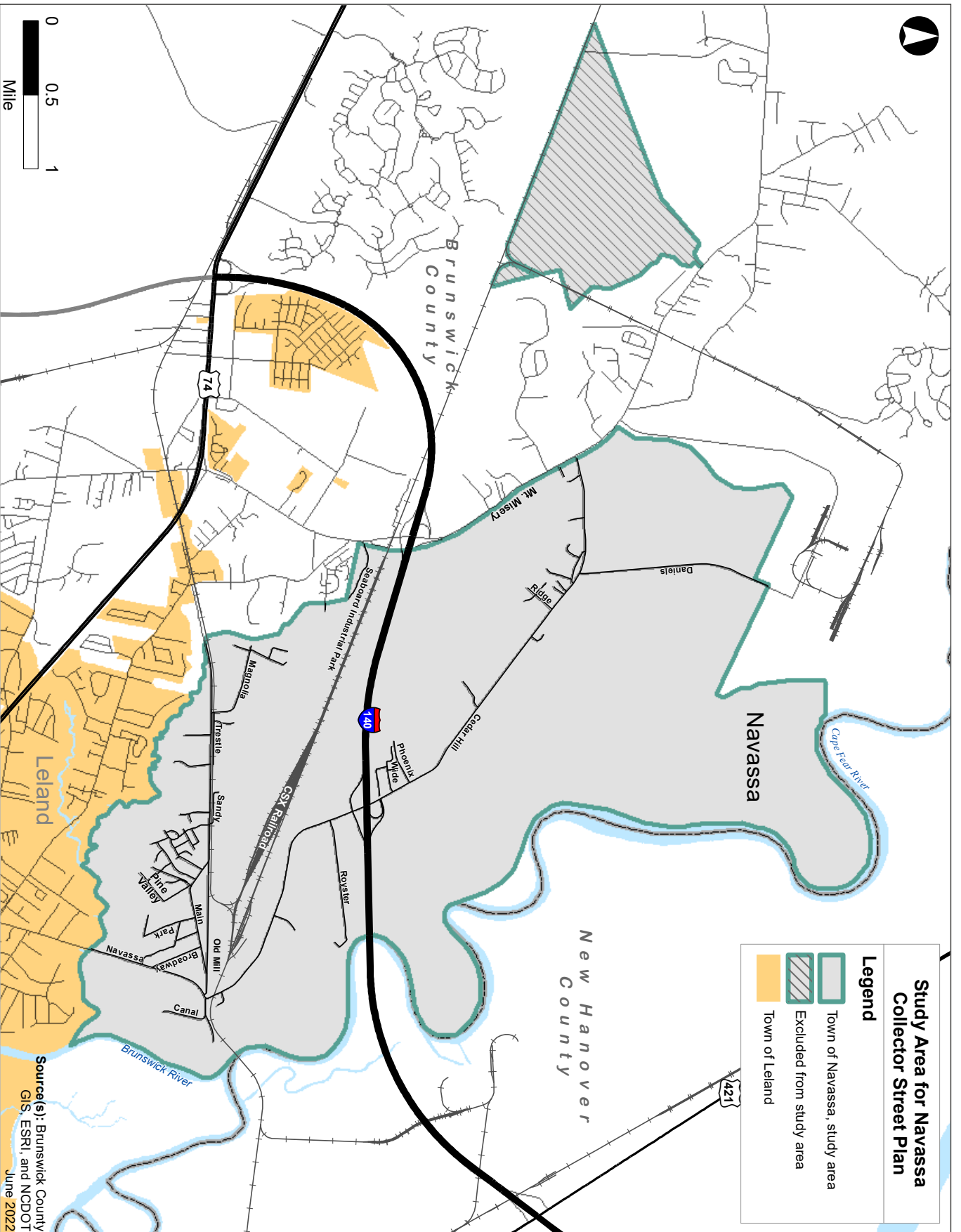
The Town of Navassa (Town) is a growing community located in Brunswick County and within the planning area of the Wilmington Urban Area Metropolitan Planning Organization (WMPO). The Town is expecting to more than double its population over the next few decades with the completion of the I-140/Wilmington Bypass in 2017, its proximity to area points of interest, and several planned housing developments within the Town limits. The Town is also anticipating growth associated with the redevelopment of the waterfront Kerr-McGee Chemical Corp – Navassa Superfund site.

In anticipation of future growth and traffic, the Town developed a Collector Street Plan in 2004 (the 2004 Plan; Martin Alexiou Bryson, 2004) to guide roadway network design. Since the completion of the 2004 Plan, there have been notable changes to the existing conditions as well as proposed developments within the Town. In response to these changes, the Town began development of a new *2022 Navassa Collector Street Plan* (this Plan). This Plan incorporates new traffic data, population estimates, land use and zoning, and planned developments. The result is a plan that accounts for existing and proposed development and ensures traffic will move efficiently to provide residents with pedestrian-friendly transportation corridors.

This Plan is the result of a collaborative effort between the Town and the WMPO. Plan development was guided by a Steering Committee that included the Town Mayor, members of the Planning Board and Town Council, and a representative from the North Carolina Department of Transportation (NCDOT). This Plan responds to development interest while preserving the vitality of the existing neighborhoods and providing a safe and efficient transportation network for residents.

1.1 Study Area

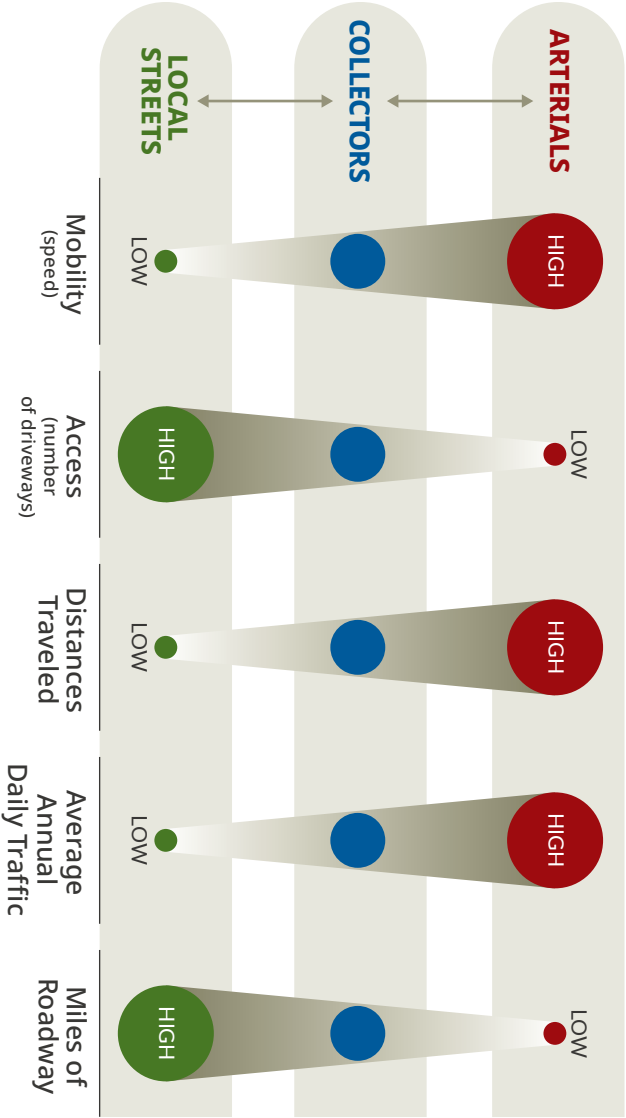
The study area consists of the municipal boundary for the Town shown in Map 1. It is bordered to the east by the Cape Fear River and to the south by the town boundary of Leland. The I-140/Wilmington Bypass bisects the Town east to west. The annexed municipal boundary to the west of the Town is excluded from this Plan because of its lack of connectivity with existing roads, planned developments, and other local resources (hatched area in Map 1).



Map 1: Study Area

1.2 What is a Collector Street?

Roadways are assigned functional classifications based on the type of service they provide. The WMPO assigns the following functional classifications to roads in the region: principal arterial, minor arterial, major collector, minor collector, freeway/expressway, and interstate (WMPO, 2019). Roads that do not fall into one of these categories are local roads. Collector streets connect local roads to arterial roads. The illustration at right summarizes the characteristics of local, collector, and arterial roads. Local traffic can use a collector street in place of an arterial road, which can reduce congestion by distributing traffic across the road network. Collector streets can also provide a safe space for multimodal users if designed with bicycle, pedestrian, and/or transit facilities.



Characteristics of Local Streets, Collectors, and Arterials

Source: Modified from illustration provided by WMPO, personal communication, 5/31/2022.



2

Vision and Goals

The following vision and goals for this Plan were developed by the Steering Committee, taking into consideration existing conditions, priority areas, and planned development.

PLAN VISION



Provide a safe and efficient multimodal transportation network that accommodates future growth and development in the Town of Navassa. An enhanced collector street network will improve interconnectivity, taking traffic off existing congested roads, providing new routes to move traffic resulting from new developments, and creating redundancies in the transportation network for increased resiliency. The collector street network will also preserve cultural heritage and neighborhood vitality as the community grows.

PLAN GOALS



- Work with the community to develop a desirable and realistic transportation network using careful planning, appropriate design standards, and purposeful decisions.
- Involve a broad spectrum of the community in the plan development process, informing community members of the benefits of collector streets and effectively communicating recommendations while empowering decision makers.
- Improve mobility and safety for all users by incorporating Complete Street concepts into collector street design standards and by reducing conflicts between motorists, rail, bicyclists, and pedestrians.
- Reduce through traffic on local streets to preserve neighborhood vitality while decreasing congestion on existing roadways by better distributing traffic across the network, improving quality of life for Town of Navassa residents.
- Encourage economic growth by improving connectivity and access throughout the Town.
- Increase route options to improve emergency response times, decrease delays caused by trains and other obstacles, and create redundancy, which can decrease vulnerability to flooding and other extreme weather events.
- Improve access to and from subdivisions and residential streets that currently have only one entry/exit point or otherwise limited access (train tracks, etc.).
- Consider school transportation and future transit in the development of the collector street network, including future connections to local streets.
- Develop policies to manage connections from new developments to proposed collector streets.
- Be cognizant of environmental constraints (including streams, wetlands, and topography) while planning for new collector streets.
- Preserve the cultural heritage of and natural resources within the Town of Navassa in the collector street recommendations.



Existing Plans

Relevant local planning documents and planning efforts were reviewed to understand anticipated growth and development in the Town and the impacts it will have on the roadway network.

3.1 Local Plans and Planning

Key findings, as they relate to this Plan, are outlined in the following narrative.

2004 Town of Navassa Collector Street Plan

<p>The 2004 Plan was developed by Martin Alexiou Bryson for the Wilmington Urban Area Metropolitan Planning Organization (WMPO) and Town of Navassa to augment the 1999 Greater Wilmington Urban Area Transportation Plan (WMPO, 1999) by designating collector streets to provide safe and efficient access to major roadways and thoroughfares. The</p>	<p>2004 Plan reviewed traffic and land use data to create a baseline for zoning characteristics in the newly annexed portions of the Town and applied those characteristics to project future land use. A future land use map created as part of the 2004 Plan reflected the location of existing industry and the anticipated or probable location of future Town residential</p>	<p>subdivisions, commercial or business development, and industry and was used to determine where future collector streets should be located.</p> <p>The 2004 Plan identified 12 collector streets, which were examined and re-evaluated as part of the 2022 plan development process.</p>
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Approved and Proposed Developments

<p>Five housing developments and five parks have been approved for construction within Town limits (Map 2). A sixth housing development is proposed, but not yet approved.</p> <p>The Kerr-McGee Chemical Corp – Navassa Superfund site (Kerr-McGee Site) is a 150-acre property that will be remediated and redeveloped as part of the U.S. Environmental Protection Agency's Superfund program. The Moze Heritage Park is proposed within the Site, along with commercial and industrial uses.</p>	<p>Approved Housing Developments</p> <ul style="list-style-type: none"> • Indian Creek: A 1,057-acre development located along the northwest border of the Town that includes 2,184 single-family residential units, 1,460 multifamily units, storage units, and space for an elementary school. • RiverBend at Cedar Hill: A 900-acre mixed-use development located east of Cedar Hill Road, just north of I-140 that includes 2,190 total residential units. Residential areas include both single-family and 	<p>residential units over commercial units. The development also includes light industrial use space, conservation areas, and open space.</p> <ul style="list-style-type: none"> • Cypress Landing: A 33-acre housing development located in the southern portion of the Town, south of Old Mill Road, that will include 100 single-family homes. • Lena Springs: A 44-acre housing development located in the southern portion of the Town, south of Old Mill Road, just north of Cypress Landing. The
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development will include 182 single-family homes.

- **Old Mill:** A 28-acre housing development located in the southern portion of the Town, south of Old Mill Road, just west of Cypress Landing and Lena Springs. The development will include 68 single-family homes.

Proposed Housing Developments

- **Cedar Lakes Resort:** A proposed 463-acre resort community that would be located in the northern portion of the Town between the approved Indian Creek and Riverbend at Cedar Hill developments. The resort would contain 1,200 housing units consisting of mixed-use neighborhood areas and waterfront housing.

Approved Parks

- **Navassa Waterfront Park:** A 90-acre park located along the southern limit of the Town, south of Cypress Landing, that will include walking trails, water access to Mill Creek, fishing, and a picnic area.
- **Cartwheel Branch Park and Rail Trail:** Located on Royster Road, the 54-acre park will include two dog parks, a splash pad, an amphitheater, open air shelters, and a boardwalk.
- **Moze Heritage Park:** Located along the Brunswick River on a portion of the Kerr-

McGee Site, this 108-acre park will include a Gullah Geechee Cultural Center and Museum, nature trails, a fishing pier, and a kayak launch.

- **Rowells Branch Park:** A 70-acre wetland park and nature preserve that will provide stormwater storage for the Town as well as boardwalk access along a large pond and access to a small upland park that will include a nature center, classroom, birdwatching overlooks, and an outdoor ropes course.

- **Cedar Hill African American Heritage Park:** Located east of Cedar Hill Road, just north of RiverBend at Cedar Hill, this approximately 11-acre park will include a replica of Phoenix Colored School, the historic Reaves Chapel Church, and Cedar Hill Cemetery. The Gullah Geechee Heritage Trail will traverse the park. The Gullah Geechee Heritage Trail will begin near Mill Creek, pass through the Moze Heritage Park, and then turn north and pass through Cartwheel Branch Park and Rail Trail. The trail will continue along Indian Creek, terminating at Phoenix Park.

Project In Progress

- **Multituse Path at Navassa Park:** The Town received federal funding through the



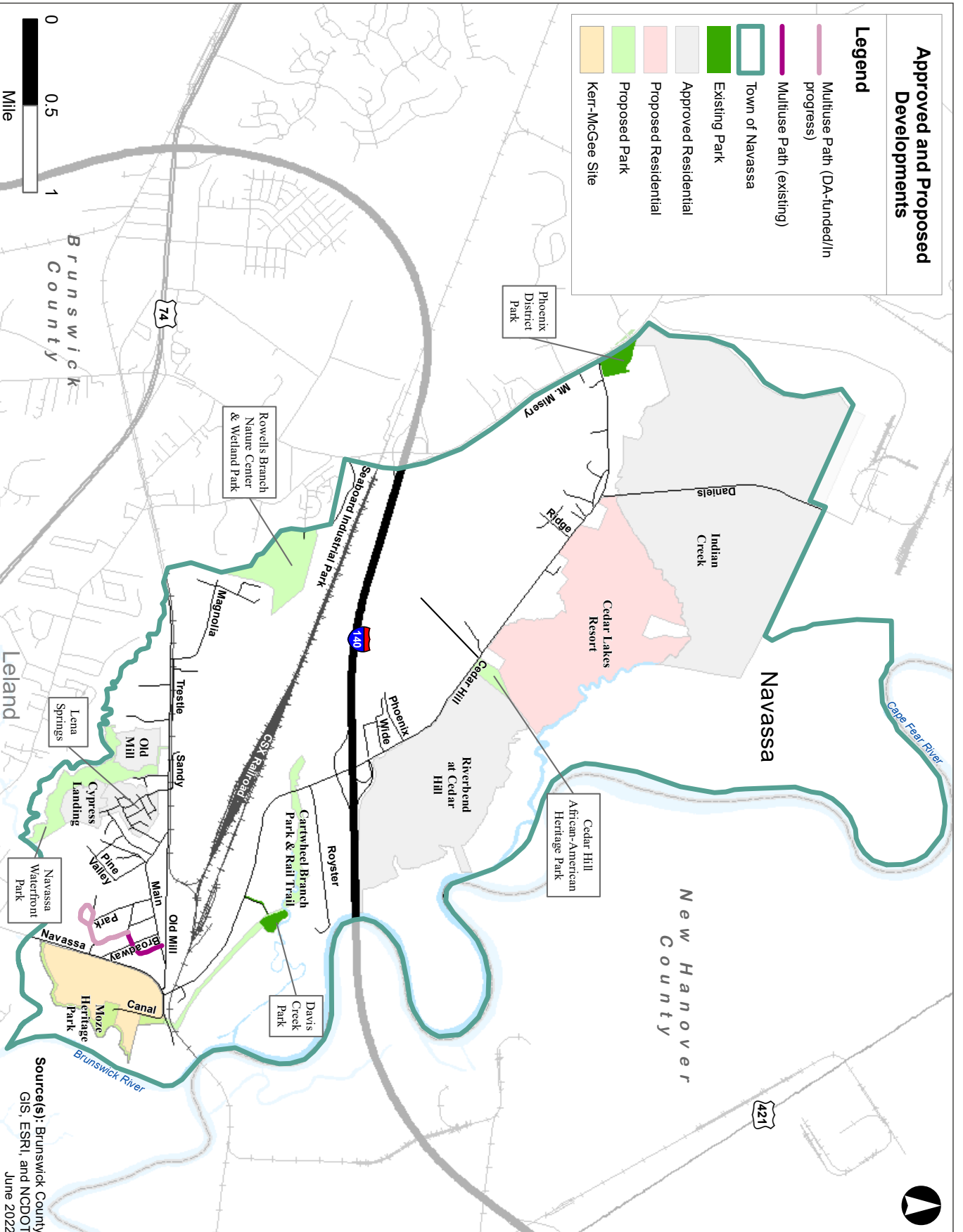
Reaves Chapel is currently undergoing renovation

WMPO for Surface Transportation Block Grant Program (STBGP) funds to construct a multituse path at Navassa Park. The multituse path project will construct bicycle lanes on both sides of Brooklyn Street, connecting Brooklyn Street to Navassa Park, and a multituse path through Navassa Park forming a loop within the park.

Approved and Proposed Developments

Legend

- Multiuse Path (DA-funded/in progress)
- Multiuse Path (existing)
- Town of Navassa
- Existing Park
- Approved Residential
- Proposed Residential
- Proposed Park
- Kerr-McGee Site



Source(s): Brunswick County GIS, ESRI, and NCDOT
June 2022

Map 2. Approved and Proposed Developments

Town of Navassa Future Land Use Plan 2011–2030

The Town of Navassa Future Land Use Plan 2011–2030 (Land Use Plan) evaluates growth and development that occurred between its adoption in 2012 and the Town’s previous update in 1999 (North Carolina Department of Commerce, 2012). The Land Use Plan

identifies trends as well as issues and impacts associated with the community profile, natural environment, community resources and public facilities, transportation and circulation, current and future land use, actions, goals, and policies.

The Land Use Plan predicts that residential development will be the most common development type in the immediate future and states that the planned development will result in population growth.

2017 Town of Navassa Gateway Plan

The North Carolina Department of Commerce prepared the *2017 Town of Navassa Gateway Plan* (Gateway Plan) to guide future development decisions around the I-140/ Wilmington Bypass interchanges at Mt. Misery Road and Cedar Hill Road (Exits 8 and 10, respectively) to promote economic development within the Town (North Carolina Department of Commerce, 2017). The plan’s vision statement cites the Town’s desire to improve its character and quality of life through new commercial, industrial, and residential developments.

The Gateway Plan evaluates zoning and subdivision ordinances and identifies aspects of those ordinances that should be

amended to better align with its stated vision. Requiring sidewalks for all new residential and commercial land uses was one of the recommended amendments.

Using the *Town of Navassa Future Land Use Plan 2011–2030* (North Carolina Department of Commerce, 2012) as a guide, the Gateway Plan also identifies the following regulations that should be implemented for new development at the two interchanges:

- Discourage commercial strip development and encourage development within nodal areas.
- Relate buildings to the street to encourage pedestrian circulation.

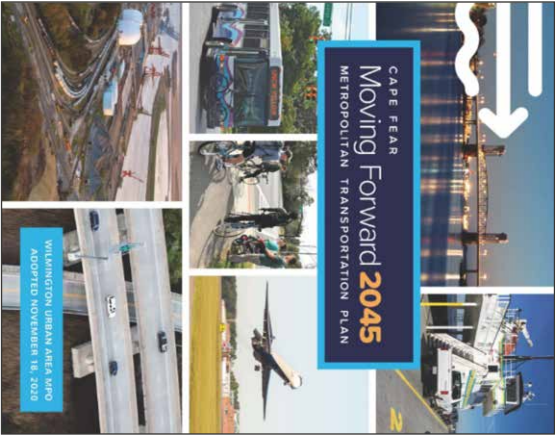
- Line streets with sidewalks to build safe, comfortable connections between buildings, the street, and parking.
- Limit the number, size, and height of free-standing signs to reduce sign clutter.
- Provide site landscaping and retain as many existing site trees as possible to create a sustainable environment.
- Prohibit cul-de-sacs so that connectivity and site access is preserved for all users, while mitigating traffic congestion.
- Manage driveway access to limit conflicts and promote orderly land use patterns.

3.2 Regional Planning Documents

Relevant regional planning documents were reviewed to understand anticipated growth and development in the vicinity of the Town

and the impacts it will have on the roadway network. Key findings, as they relate to this Plan, are outlined in the following narrative.

Cape Fear Moving Forward 2045 Metropolitan Transportation Plan

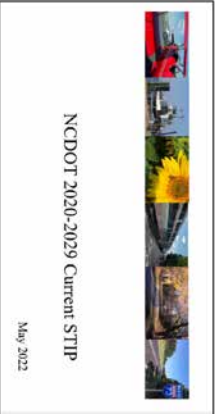


The *Cape Fear Moving Forward 2045 Metropolitan Transportation Plan* (MTP; WMPO, 2020), which was adopted by the WMPO in November 2020, is the plan that federal, state, and local governments will use to guide transportation projects in the region over the next 25 years. The MTP includes an evaluation of potential aviation, bicycle and pedestrian, ferry and water transportation, freight and freight rail, public transportation, and roadway projects to meet the needs of the region. The vision for the MTP is to plan for a safe, realistic, efficient, and reliable multimodal transportation network that embraces innovation and is environmentally and socially responsible.

The MTP supports the application of NCDOT's Complete Streets policy (NCDOT, 2019a), which requires the consideration and incorporation of multimodal facilities in the design and construction of new transportation facilities as well as improvements to existing facilities. The MTP also identifies projects and policies that encourage increased ridership and improved service of public transportation within the WMPO planning boundary. From a roadway perspective, the MTP proposes to address congestion in the region by providing redundancy in the current transportation network. It recommends investments in alternative routes as well as improvements to existing roadways to increase resiliency.

The MTP does not include any roadway projects within the Town of Navassa.

NCDOT 2020-2029 State Transportation Improvement Program Projects



The *NCDOT State Transportation Improvement Program (STIP)* is a 10-year state and federally mandated plan that identifies the construction funding for and scheduling of transportation projects throughout the state (NCDOT, 2022).

The 2020–2029 STIP includes two projects within the Town, both of which pertain to the I-140/Wilmington Bypass (Table 1).

TABLE 1. STIP PROJECTS IN THE TOWN OF NAVASSA

STIP ID	LOCATION	DESCRIPTION	CONSTRUCTION YEAR (FISCAL YEAR)
I-6038	I-140	US 421 to US 74/US 76. Pavement rehabilitation	2029
R-2633D	I-140 / US 17 Wilmington Bypass	Implementation of Intelligent Transportation Systems (ITS)	Under construction

Source: NCDOT, 2022

2013 Connecting Northern Brunswick County Collector Street Plan



The *Connecting Northern Brunswick County Collector Street Plan* was adopted by the Town of Leland and the Town of Navassa on June 20, 2013, and by the WMPO Board on July 31, 2013 (Kimley Horn and Associates Inc., 2013). The Brunswick County plan, which includes feedback from a steering committee, community stakeholders, and the public, provides a review of existing conditions, facility recommendations, and existing policies and practices.

The Brunswick County plan recommends the following collector streets for construction within the Town of Navassa:

- Wide Way Extension to the west to connect to Mt. Misery Road
- Magnolia Drive Extension to the west to connect to Mt. Misery Road via Playground Way
- Valentine Way Extension to the south to connect to the proposed Wide Way Extension southwest of Cedar Hill Road
- Cedar Hill/Wide Way Extension Connector from Cedar Hill Road south to the Wide Way Extension
- Ivester/Eastbrook Connector from the Old Mill Road/Ivester Court intersection to Eastbrook Street
- Victoria Lane Extension to the south into Leland



4

Existing Conditions

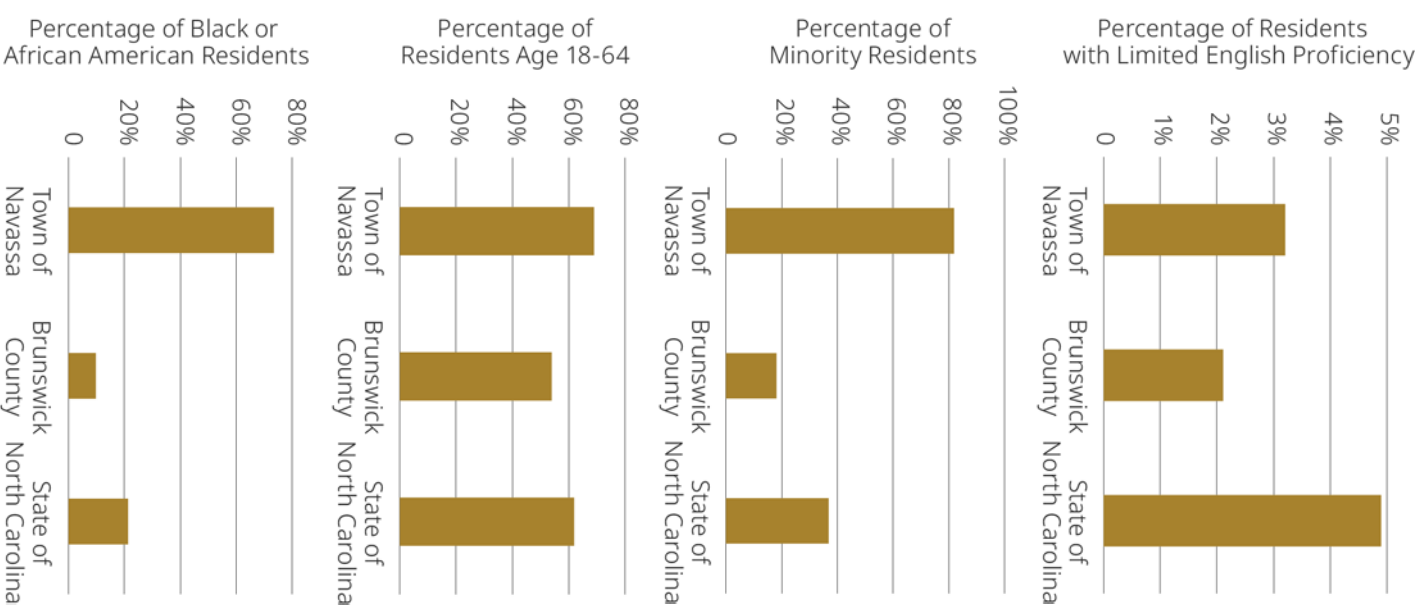
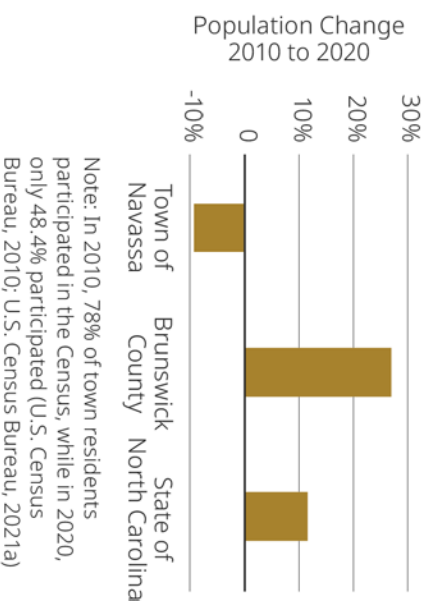
Existing demographic and socioeconomic conditions were used in conjunction with data pertaining to the natural and built environment to help guide the development of the recommendations presented in this Plan. GIS data, traffic counts, travel demand modeling, traffic analysis zones (TAZs), and origin-destination data were also used to develop baseline mapping for this Plan.

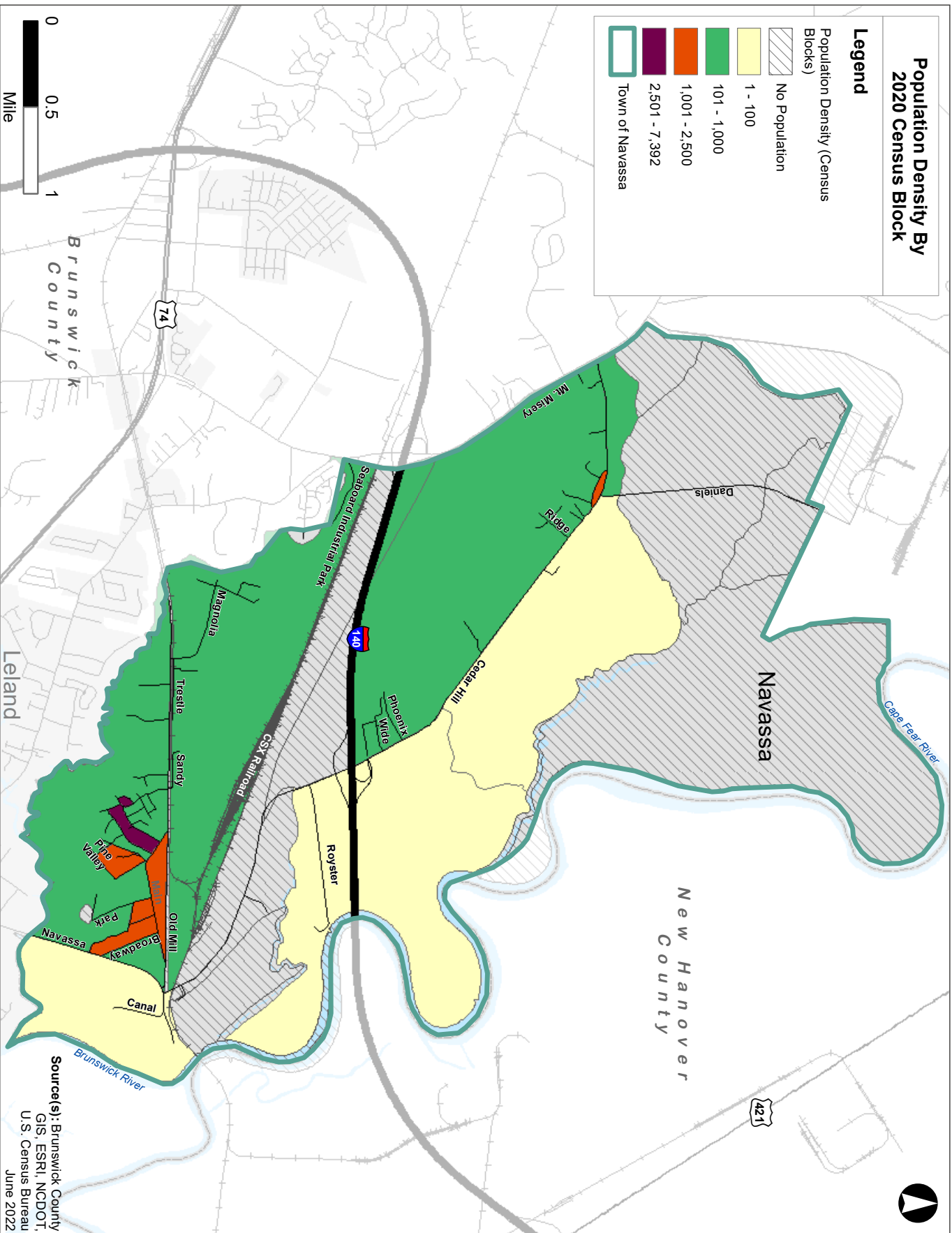
Demographics, socioeconomic conditions, the natural and built environments, and commuting patterns were evaluated to gain a better understanding of the Town's population and its transportation needs. Data tables associated with this section can be found in Appendix A.

4.1 Population and Demographics

According to the 2020 U.S. Census, the population of the Town is 1,367 (U.S. Census Bureau, 2021b). However, the 2021 ACS 5-year estimate shows an increase in population to 1,525.¹ The Spanish-speaking population is the only Limited English Proficiency (LEP) population in the Town (U.S. Census Bureau, 2020). The Town's population and demographics are summarized in the graphs below and the 2020 population density by census block is shown in Map 3.

¹ U.S. Census Bureau 2021, 5-Year Estimate 2017-2021, 2021 ACS B01003, "Total Population."

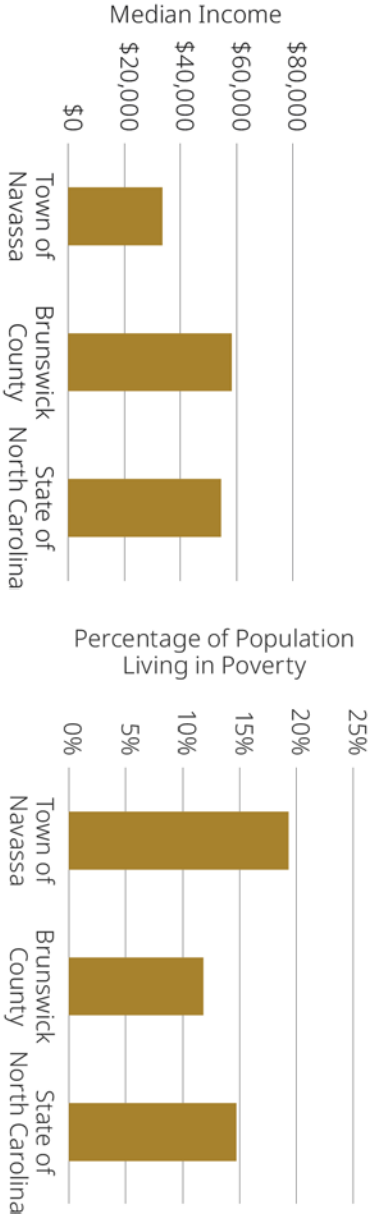




4.2 Socioeconomic Conditions

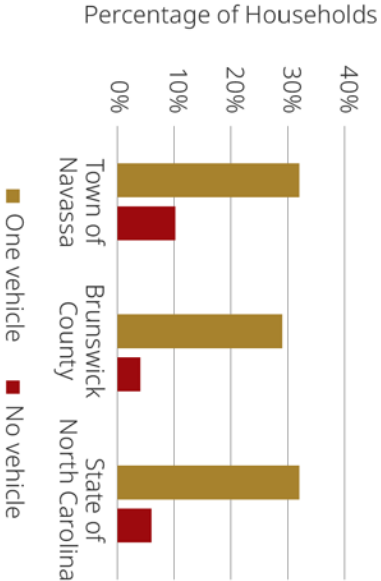
Poverty

Income level plays a large role in the modes of transportation available to individuals or households. In 2018, the annual income defining the poverty threshold for a family of four with two children in the United States was \$25,465 (U.S. Census Bureau, 2019b).



Vehicle Ownership and Availability

Vehicle availability is another key factor when determining how much of the population may rely on public transportation services or walking or biking. Although income is often a key factor in vehicle ownership, there are various other reasons for not having access to a vehicle, including age, physical or mental limitations, or choice.

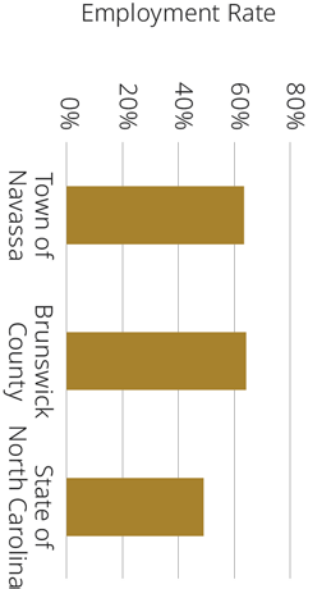


Employment

The economy within the Town employs more than 1,000 people. Pacon Manufacturing employs more than 300 people (Brunswick Business & Industry Development, 2022). The largest industries are auto repair, the Fire Department, and church and religious associations and organizations (Chamber of Commerce, 2022). The largest area employers are located outside the Town in Brunswick County.

According to the North Carolina Department of Commerce (2021 Quarter 1), the top employers in Brunswick County are the Brunswick County Board of Education, Brunswick County, Wal-Mart Associates Inc., Progress Energy Service Co., and Food Lion (North Carolina Department of Commerce, 2021). Both the Brunswick County Board of Education and Brunswick County employ more than 1,000 individuals. However, more than 50 percent of the Town is employed outside of Brunswick County (U.S. Census Bureau, 2019a).

Employment density in Brunswick County is highest south of the Town in the Belville area. This is one of the primary job centers in Brunswick County, with several areas of concentrated jobs exceeding 5,000 jobs per square mile. High concentrations of jobs are



Town Fire Department

also present in the Town of Leland and along US 74 between Sandy Creek and Belville (U.S. Census Bureau, 2019a).

4.3 Natural Environment

Natural Resources

The Town is located on the Cape Fear River and contains large areas of undeveloped forested lands and wetlands associated with the Cape Fear River and its tributaries (see Map 4).

Two conservation areas lie within the Town:

- The Brunswick River/Cape Fear River Marshes, managed by the North Carolina Department of Environmental Quality, are located in the southern portion of the Town.
- The Reaves Chapel Preserve owned by the North Carolina Coastal Land Trust is located near the intersection of Cedar Hill Road and Valentine Way.

Streams and Wetlands

Streams and wetlands are scattered throughout the Town. The Cape Fear River acts as the eastern boundary for the Town. Nine named streams as well as numerous unnamed tributaries flow within the limits of the Town. Wetlands are concentrated along

the Cape Fear River and other large stream systems within the Town, including Indian Creek and Cartwheel Branch. The Town has more than 3,400 acres of wetlands, with riverine swamp forest, pocosin, and freshwater marsh representing the largest of the wetland systems.

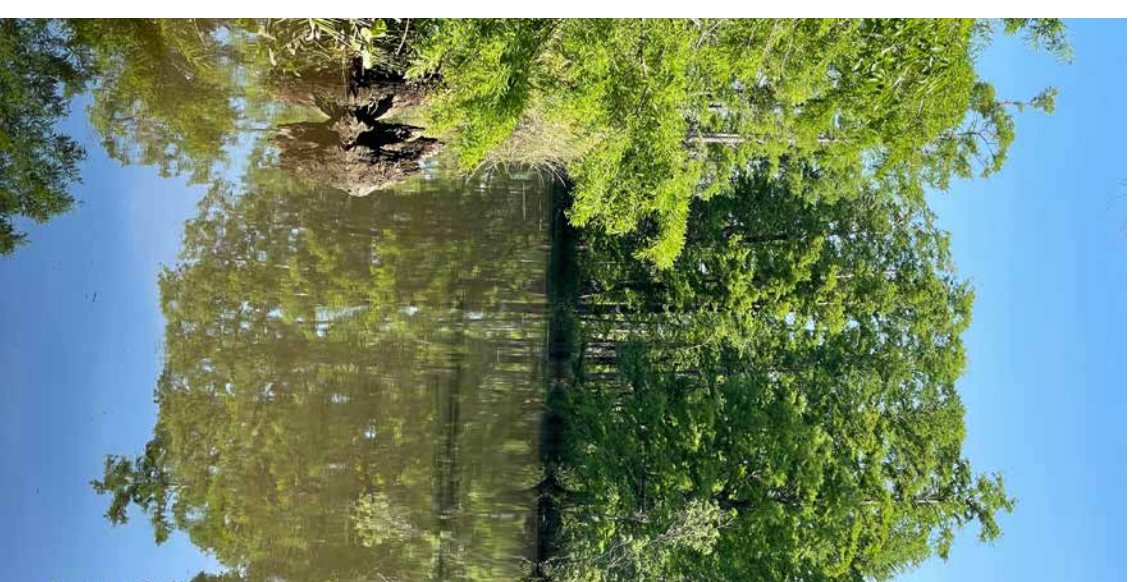
Floodplains

The Town limits include more than 2,800 acres of floodplains, which are concentrated along the Cape Fear River and major stream systems such as Indian Creek and Cartwheel Branch.

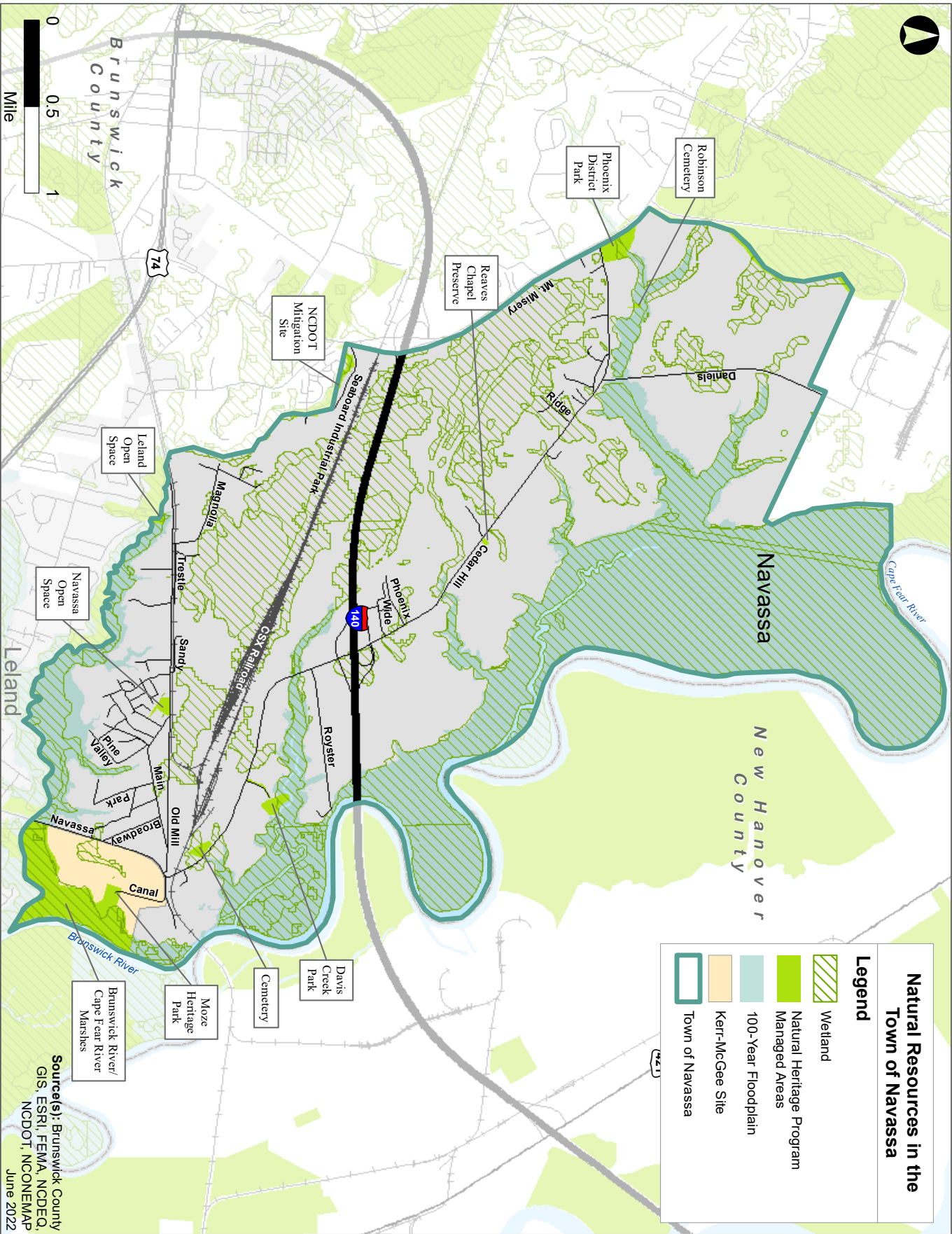
Flooding

Flooding is a recognized problem within the Town. Its elevation and proximity to the Cape Fear River and associated tributaries lends the Town to frequent flooding events during both minor and major storms such as hurricanes.

The Town recently identified six sites for implementation of stormwater best management practices (BMPs). The largest site is contained within the Kerr-McGee Site where a park and wetland conservation area are planned. The other sites are located along Cedar Hill Road and south of Old Mill Road near the Navassa Town Hall building.



Cape Fear River at Davis Creek Park



Map 4. Natural Resources

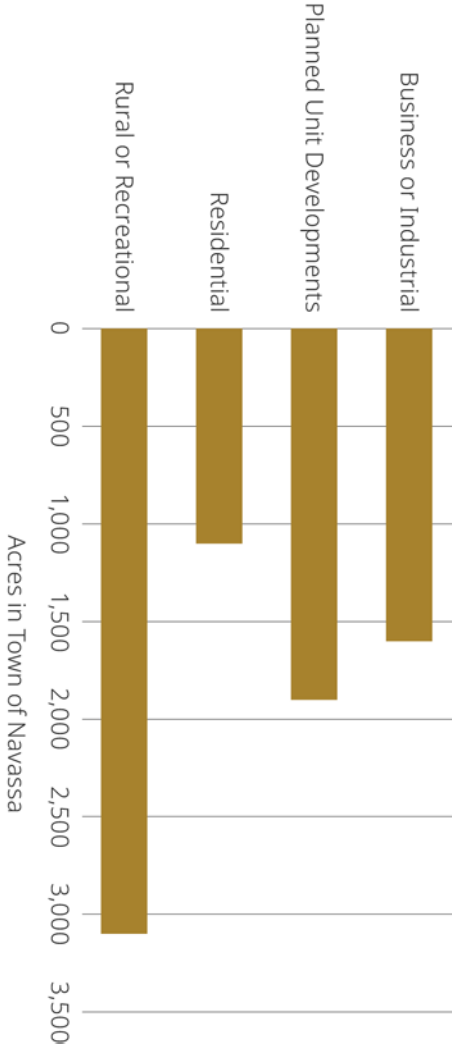
4.4 Built Environment

Understanding the existing built environment is critical when determining the location of new connections. This Plan considers current land use and zoning and the existing road network, as well as current annual average daily traffic (AADT) counts that provide information on road use. The non-motorized transportation network is limited but offers insight on the importance of local roads.

Land Use and Zoning

The Town limits include nearly 7,700 acres, 3,100 of which are zoned as rural or recreational. While much of the Town is forested with large wetland areas, residential areas are present along Cedar Hill Road and south of Old Mill Road. Industrial properties are present in the southeast portion of the Town, near Davis Yard. The I-140/Wilmington Bypass bisects the Town east to west, with Davis Yard and its rail lines just south of the interstate.

The Town is divided into the 12 zoning districts as shown in Map 5.

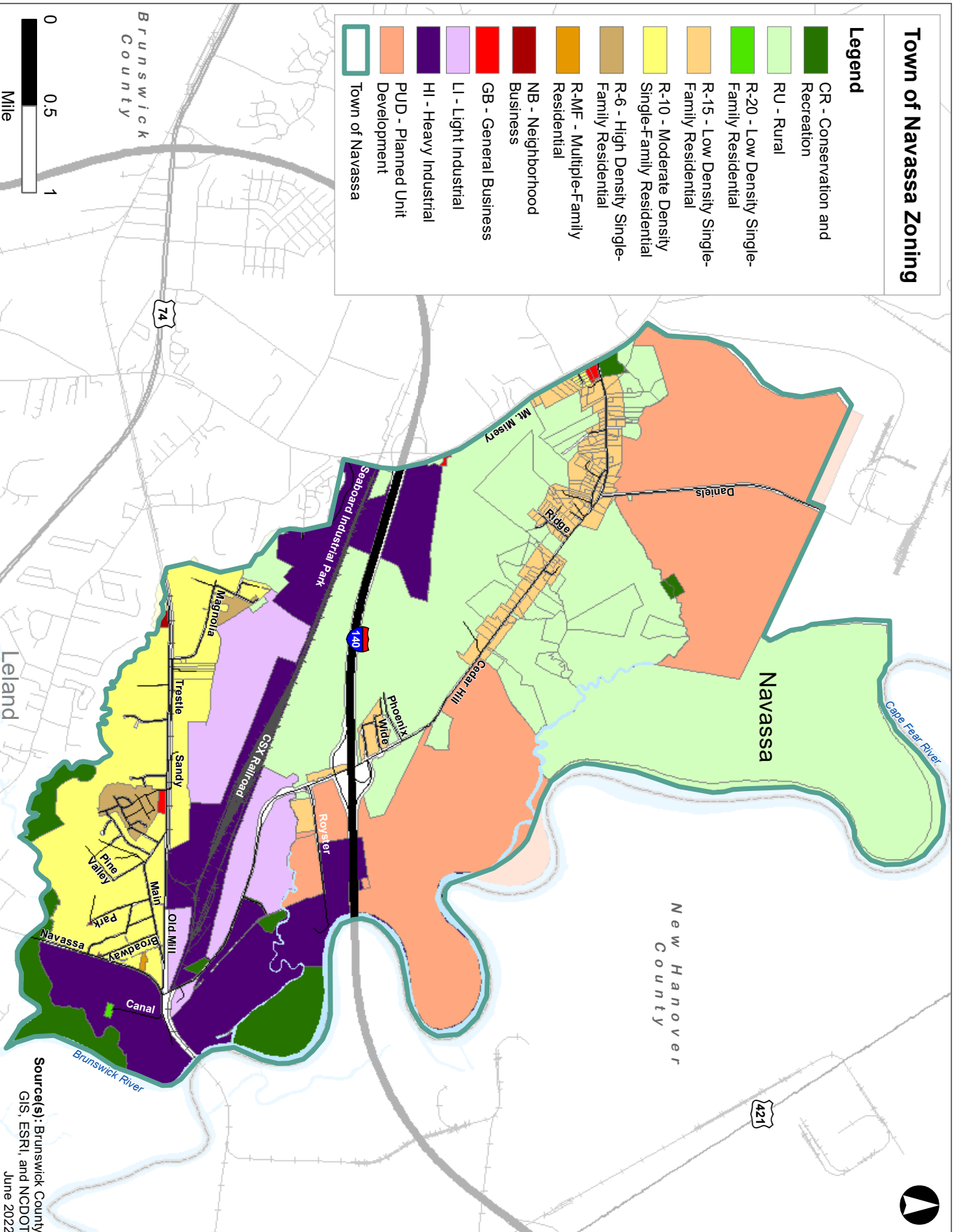


Davis Chapel Missionary Baptist Church on Main Street in Navassa

Town of Navassa Zoning

Legend

- CR - Conservation and Recreation
- RU - Rural
- R-20 - Low Density Single-Family Residential
- R-15 - Low Density Single-Family Residential
- R-10 - Moderate Density Single-Family Residential
- R-6 - High Density Single-Family Residential
- R-MF - Multiple-Family Residential
- NB - Neighborhood Business
- GB - General Business
- LI - Light Industrial
- HI - Heavy Industrial
- PUD - Planned Unit Development
- Town of Navassa



Source(s): Brunswick County GIS, ESRI, and NCDOT June 2022

Map 5. Zoning

Roadway Network

Apart from I-140/Wilmington Bypass, the majority of the Town's roads have speed limits that range from 20 miles per hour (mph) to 45 mph. Many low-speed roads (less than 35 mph) are located south of Old Mill Road in residential areas.

The Town's major roadways, assigned WMPO functional classifications, and speed limits are presented in Table 2. All other roadways within the Town, unless private, are classified as local roads. The speed limits were extracted from Brunswick County GIS data (Brunswick County, n.d.).

TABLE 2. TOWN OF NAVASSA WMPO ROADWAY FUNCTIONAL CLASSIFICATIONS

STREET NAME	WMPO FUNCTIONAL CLASSIFICATION	SPEED LIMIT
I-140	Interstate	70
Mt. Misery Road NE (SR-1426)	Minor Arterial	55
North Navassa Road (SR-1435)	Major Collector	45
Old Mill Road NE (SR-1432)	Major Collector	45

WMPO = Wilmington Urban Area Metropolitan Planning Organization
Source: WMPO , 2019; Brunswick County, n.d.

Traffic Count

Table 3 presents 2019 annual average daily traffic (AADT) for the Town.

TABLE 3. ANNUAL AVERAGE DAILY TRAFFIC

ROUTE NAME	LOCATION OF COUNT	AADT
Mt. Misery Road (SR 1426)	South of Cedar Hill Road (SR 1430)	6,200
Mt. Misery Road (SR 1426)	North of Cedar Hill Road (SR 1430)	6,900
Cedar Hill Road (SR 1430)	North of Royster Road (SR 1431)	2,700
Cedar Hill Road (SR 1430)	North of Old Mill Road (SR 1432)	2,900
Cedar Hill Road (SR 1430)	East of Mt. Misery Road (SR 1426)	1,400
Royster Road (SR 1431)	East of Cedar Hill Road (SR 1430)	220*
Old Mill Road (SR 1432)	East of Lincoln Road (SR 1455)	1,300
Main Street (SR 1434)	South of Old Mill Road (SR 1432)	1,600
North Navassa Road (SR 1435)	South of Old Mill Road (SR 1432)	3,100
South Navassa Road (SR 1435)	North of Village Road (SR 1472)	5,100
Broadway Street (SR 1443)	North of North Navassa Road (SR 1435)	1,600
Daniels Road (SR 1453)	North of Cedar Hill Road (SR 1430)	100*

Table note: All AADT counts are as of 2019 unless otherwise noted
* Data is from 2015 count
Source: NCDOT, 2015 and NCDOT, 2019c

Non-Roadway Transportation Network

Freight

CSX Transportation operates a freight rail route between the Port of Wilmington, Davis Yard, and points west of the Town. The rail line runs in an east-west direction through the Town and is located north of Old Mill Road.

Davis Yard is a rail yard and transload facility located within the Town that provides freight



Railroad tracks running from Davis Yard along Old Mill Road

transportation and serves as the base for switching operations. The facility is 3 miles long and has 55 separate tracks. Davis Yard offers long and short-haul truck service and has transloading ability for dry and liquid bulk products, warehouses for lumber, paper and packaged products, and steel centers for ferrous and non-ferrous materials.

Public Transportation

There has been no fixed-route transit service available in the Town since September of 2020. On-demand public transportation is made available to Town residents by Wave Transit and the Brunswick Transit System. On-demand service is available through Brunswick Transit System Dial-a-Ride and RideMICRO.

Brunswick Transit System

Dial-a-Ride. Operates in Brunswick County on weekdays from 8:00 am to 5:00 pm and requires 2 hour advanced reservation.

RideMICRO. Allows residents to book an on-demand ride from a virtual stop within a set of zones. The Town is located within Zone 1 for this service. The ride connects users to Wave Transit's fixed route service. Runs weekdays from 7:00 am to 10:00 am and noon to 7:30 pm.

Bicycle and Pedestrian

Facilities for use by bicyclists and pedestrians are limited within the Town. No sidewalks are present on any major roads in the Town. The only sidewalks within the Town are located in some of the newer housing developments such as Lena Springs.

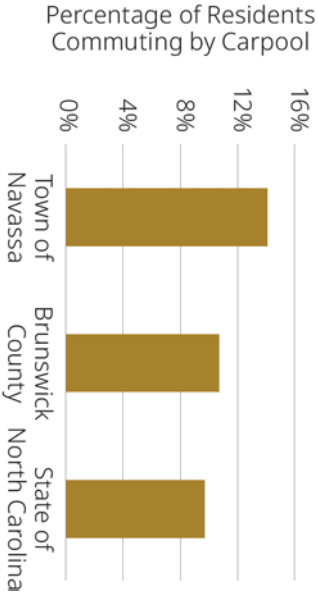
The only dedicated bicycle facilities consist of paved shoulders and bicycle lanes on Cedar Hill Road and Mt. Misery Road near the I-140 interchange areas. One multiuse path in the Town runs 0.3 miles from Water Street/ Brooklyn Street to Main Street. A current NCDOT State Transportation Improvement Program (STIP) project (U-5534U) will extend the multiuse path to Navassa Park, forming a loop within the park. The project will also construct bicycle lanes on both sides of Brooklyn Street.



Paved shoulders on Cedar Hill Road near I-140

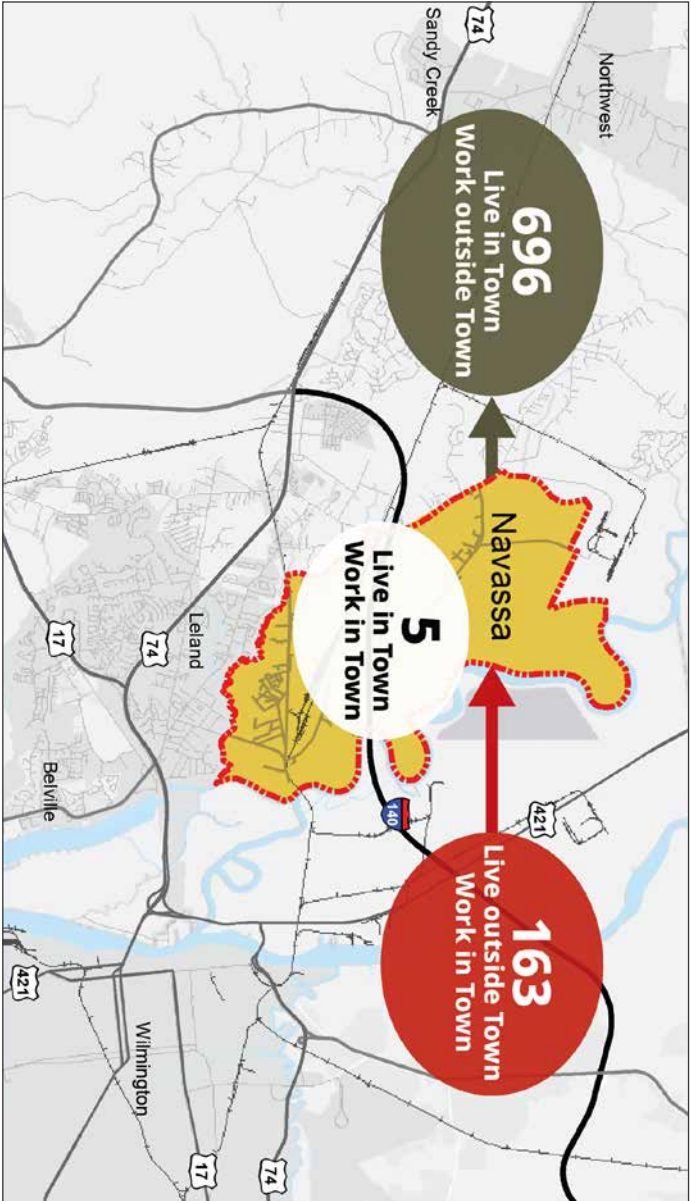
4.5 Commuting Patterns and Characteristics

Commuting patterns into and out of the Town were analyzed as part of evaluating collector street need and optimal locations. Commuting modes for the Town include alone by auto, carpooling, public transportation, and bicycle/ pedestrian.

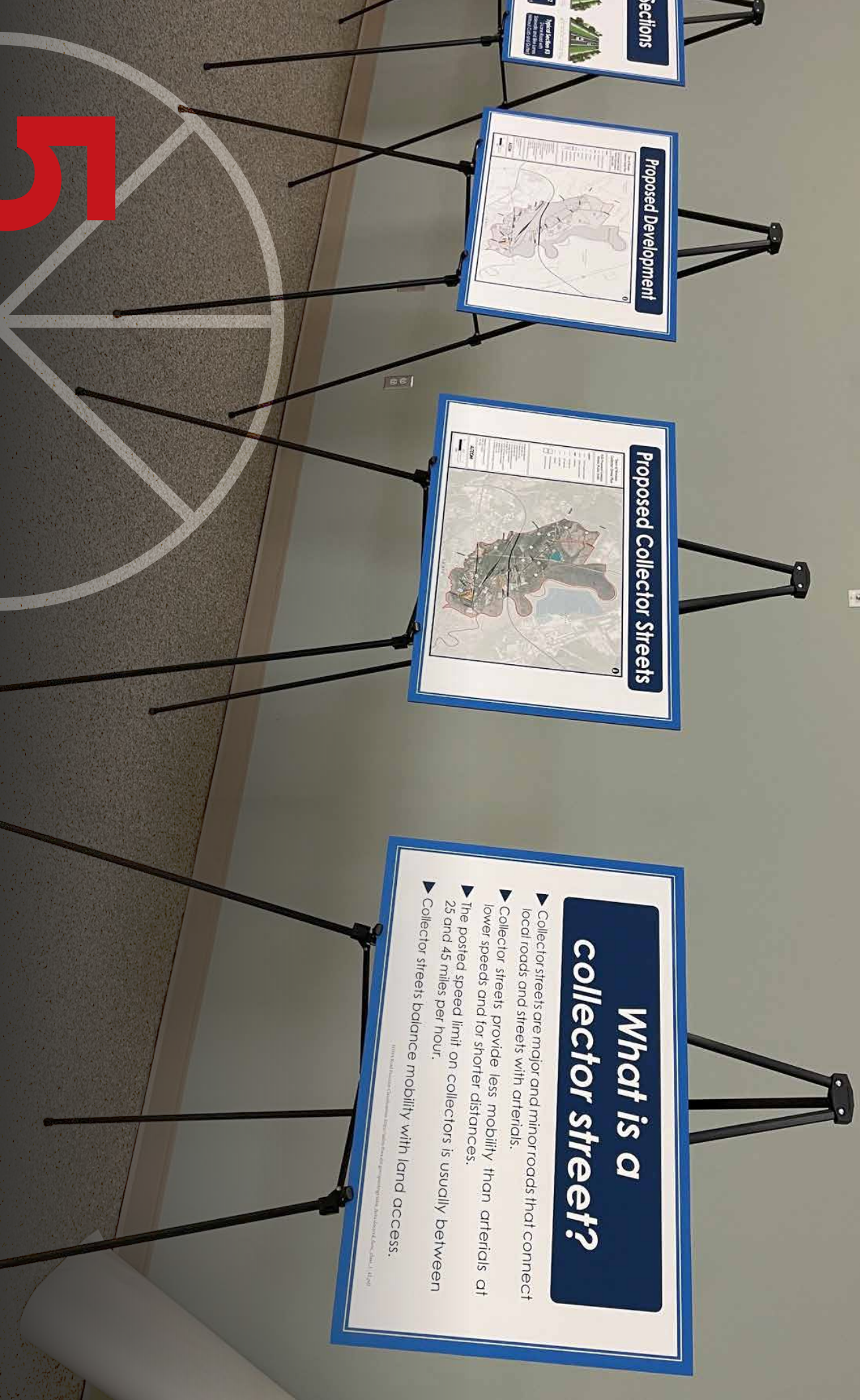


According to the Longitudinal-Employer Household Dynamics (LEHD) dataset, in 2019, 168 workers were employed in the Town and, of those workers, 163 lived outside the Town. Only five Town residents in the workforce both lived and worked within the Town limits (U.S.

Census Bureau, 2019a). Far more workers live in the Town and leave it for work (696 workers) than the 163 who commute into the Town from areas outside of Navassa. Workers travel to and from Brunswick and New Hanover County as shown in the bar chart below.



Inflow/outflow of Town of Navassa workers



Stakeholder Engagement and Public Outreach

63

Stakeholder engagement and public outreach were key components of the planning process.

5.1 Stakeholder Engagement

The project team identified a Steering Committee of project stakeholders early in the planning process. The Steering Committee worked with the project team to identify appropriate methods for public outreach. Including local officials and town staff as well as Wilmington Urban Area Metropolitan Planning Organization (WMPO) and North Carolina Department of Transportation (NCDOT) staff, the Steering Committee met three times throughout the planning process with the objectives outlined in Table 4.

TABLE 4. STEERING COMMITTEE MEETINGS

MEETING	DATE	OBJECTIVES
Meeting 1	December 8, 2021	<ul style="list-style-type: none"> Review the role of the Steering Committee Establish a set of vision and goals for this Plan Discuss existing conditions Review the 2004 collector streets Identify known development areas, problem areas, and needs of the Town
Meeting 2	February 16, 2022	<ul style="list-style-type: none"> Finalize the vision and goals for this Plan Present and review preliminary results from the public survey Review proposed collector streets Review proposed typical sections Review and provide input on potential policy recommendation themes
Meeting 3	June 23, 2022	<ul style="list-style-type: none"> Present the draft plan and draft plan presentation materials to the Steering Committee for their review and comment prior to presenting to Town Council for approval

STEERING COMMITTEE		
<div> <div> Town of Navassa <ul style="list-style-type: none"> Eulis Willis, Mayor Marcell Hatten, Planning Board Claudia Bray, Town Administrator William Ballard, Town Councilman Marvin Ballard, Planning Board Barnes Sutton, Former Town Planner </div> <div> WMPO <ul style="list-style-type: none"> Rachel McIntyre, PLA, Associate Transportation Planner </div> <div> NCDOT District 3 <ul style="list-style-type: none"> Ben Hughes, PE, District Engineer </div> </div>		

5.2 Public Outreach

Public outreach for this Plan included an online survey, an in-person public meeting, and a virtual public meeting. A summary of the public outreach undertaken for this Plan follows. The survey and a full summary of results are presented in Appendix B.

Public Survey

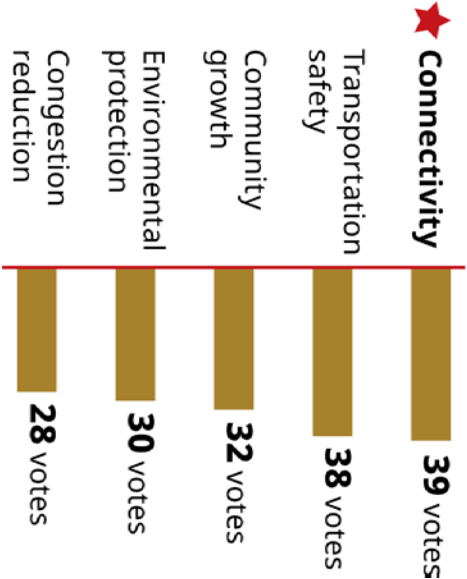
Using the online engagement platform MetroQuest, the project team developed a survey to solicit feedback from the public regarding their priorities. Participants were asked to rank their top five priorities from the following: environmental protection, congestion reduction, equity, connectivity, resiliency, transportation safety, community growth, and multi-modal options.

The survey was advertised on the Town's website, on the WMPO's website, and using the Town's phone notification system. Flyers containing a quick response (QR) code for the survey were available at the Town's Community Center. A hardcopy version of the survey was also available at the Town's Community Center for those who were unable to take the survey online. Additionally, Mayor Eulis Willis and Marcell Hatten (Town of Navassa

Planning Board) distributed hardcopy surveys to community members at churches and other public places.

The MetroQuest survey was available from January 25, 2022 through March 20, 2022. During this time, 198 individuals visited the MetroQuest survey site, 52 individuals completed the online survey, and 4 individuals completed hardcopy surveys.

The top five priorities for collector streets, based on the 56 responses, are:



Public Meetings

The project team held two public meetings to present the vision and goals of this Plan, its recommended collector streets, and proposed typical sections to residents. An in-person, open house style meeting was held on March 9, 2022, at the Town's Community Center and a virtual meeting was held on March 10, 2022 via Zoom. Both meetings were scheduled from 5:00 pm to 7:00 pm.

At the in-person meeting, the project team gave a narrated presentation and had boards with information on this Plan, table maps, surveys, and copies of the vision and goals for the Plan available for the public to view. Copies of the meeting materials are provided in Appendix C.

Two individuals attended the in-person public meeting. No members of the public joined the virtual meeting.



6 Methodology

Using a combination of source data and the six-step process outlined in this section, the project team determined the need for, and placement of, proposed collector streets for the Town.

6.1 Source Data

Existing and modeled traffic data were used to evaluate transportation needs within the Town. The data and methodology used are described in the sections below.

TRAVEL DEMAND MODELS

Travel Demand Models (TDMs) use current travel behavior to project travel demand based on projected population and employment levels. TDMs are often used to forecast the transportation needs of a community and help planners assess the pros and cons of different options for meeting those needs.

The Wilmington Urban Area Metropolitan Planning Organization's (WMPO's) adopted TDM was last updated in November 2020. The TDM projects travel demand based on projected population and employment levels in 2045, assuming the infrastructure improvements listed in the Cape Fear Moving Forward 2045 Metropolitan Transportation Plan (WMPO, 2020). The TDM-based travel projections were used in conjunction with the traffic projections generated through the use of Annual Average Daily Traffic (AADT) data, described in Section 4.4 (see Table 3), to determine future traffic volumes.

The project team used the AADT data (NCDOT, 2019c) to develop future traffic projections along existing arterial roads. The historical AADT values at various locations were projected to future year 2045 using a straight-line projection method. The resulting values were compared to the roadway capacity and TDM-based travel projections to help determine where future collector streets should be proposed.

TRAFFIC ANALYSIS ZONES

Traffic Analysis Zones (TAZs) are areas delineated by state or local transportation officials, typically using census blocks, block groups, or census tracts, to tabulate traffic-related data.

The seven TAZs for the Town of Navassa, shown in Map 6, are used to illustrate current traffic patterns and show where future collector streets could be proposed.

STREETLIGHT DATA INC.

Streetlight Data Inc. is an on-demand mobility analytics platform used to generate anonymous data from location-based services on smart phones. The platform provides current travel trends to help determine where immediate improvements can be made.

Existing traffic patterns and volumes were derived from data obtained from Streetlight Data Inc. (Streetlight) and from NCDOT AADT data. The Streetlight data extracted for this analysis present traffic volumes on an average day in the months of March and October 2019, when traffic volumes are typically representative of normal traffic patterns. The AADT data present the traffic volumes of an average day in 2019, without accounting for seasonal or daily fluctuations. Because of atypical travel patterns in 2020,

as a result of the coronavirus pandemic, the project team selected 2019 as the analysis year.

Because NCDOT AADT data do not indicate the distribution of traffic, Streetlight data were used to provide traffic distribution information. Tables 5 and 6 present the number of trips entering and exiting each TAZ, respectively. The data collection locations and a summary of entering and exiting trips are shown in Map 6.

TABLE 5. ENTERING TRIPS FROM STREETLIGHT DATA

ENTRY POINT	TAZ 1	TAZ 2	TAZ 3	TAZ 4	TAZ 5	TAZ 6	TAZ 7	TOTAL
Dogwood Road (A) ¹	330	91	340	40	2	3	3	809
Mt. Misery Road (B)	1,868	617	1887	347	100	103	96	5,018
Cedar Hill Road (C)	262	241	215	100	86	97	97	1,098
Old Mill Road (D)	38	10	49	68	175	64	6	410
Navassa Road (E)	230	686	648	780	1,059	1,759	868	6,030

Trip data from Streetlight Data, Inc.

TAZ = Traffic Analysis Zones

1. Letters correspond to Streetlight Data in Map 7.

TABLE 6. EXITING TRIPS FROM STREETLIGHT DATA

EXIT POINT	TAZ 1	TAZ 2	TAZ 3	TAZ 4	TAZ 5	TAZ 6	TAZ 7	TOTAL
Dogwood Road (A) ¹	372	117	411	63	17	13	13	1,006
Mt. Misery Road (B)	2,144	626	2,117	522	214	213	201	6,037
Cedar Hill Road (C)	482	443	421	190	190	211	210	2,147
Old Mill Road (D)	27	15	46	36	192	90	17	423
Navassa Road (E)	113	761	733	873	1,034	1769	957	6,240

Trip data from Streetlight Data, Inc.

TAZ = Traffic Analysis Zones

1. Letters correspond to Streetlight Data in Map 7.

6.2 Six-Step Process

Using the data sources previously described, the project team undertook the following six-step process to determine the Town's need for collector streets, and where those collector streets would most improve traffic conditions or provide needed access alternatives.

Step 1: Identify Traffic Analysis Zones

The study area incorporates seven TAZs as shown in Map 6. For each TAZ, the project team evaluated housing, trips, and income and how those factors may affect potential future trips.

Step 2: Map Future Land Use

The project team used the *Town of Navassa Future Land Use Plan 2011-2030* (North Carolina Department of Commerce, 2012) to identify and map areas targeted for residential and mixed-use development, shown in Map 7.

Step 3: Remove Natural Resources

Natural resource areas, including wetlands and conservation areas, were removed to maintain and protect the resources and because they are unlikely to be developed. The results are shown in Map 8. Specifically, the eastern portion of the Town, closest to the Cape Fear River, is designated as conservation or conservation wetland area. Conservation areas have varying levels of protection against

development, but generally, conservation areas and wetlands would not support residential or mixed-use development.

Step 4: Create a Grid with Households per 10 Acres

The remaining residential and mixed-use development areas were used to predict future trips based on a household density grid. The land area was broken into 10-acre subunits. The project team used the Brunswick County Unified Development Ordinance (UDO; Brunswick County, 2015) in conjunction with the future land use designations to determine the number of future households within each 10-acre subunit, as shown in Map 9.

The UDO designates the allowable density of housing based on zoning districts. The allowable density for residential and mixed-use development areas was applied to each subunit to predict future household density.

Step 5: Identify Trip Generators – Daily Trips per 10 Acres

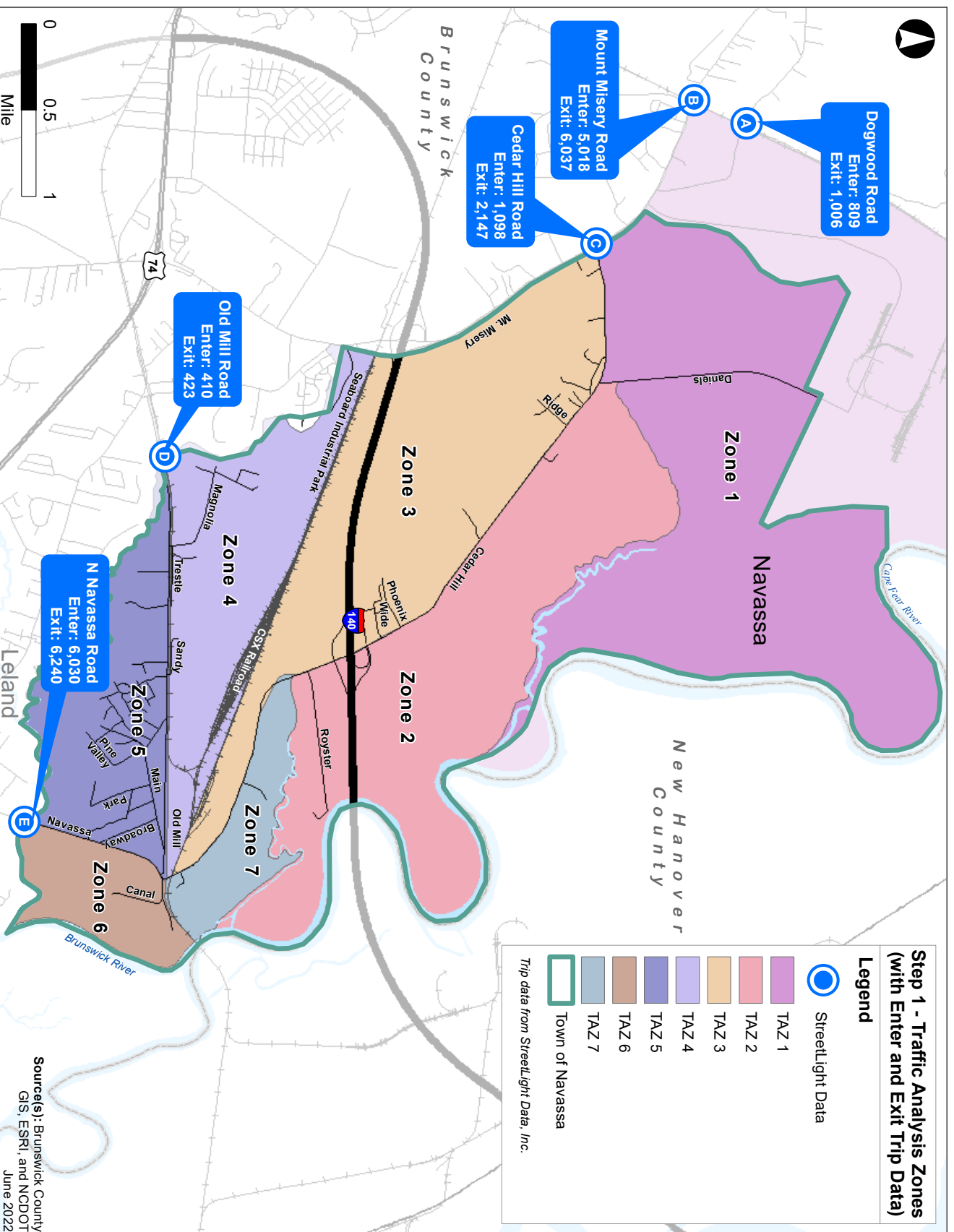
Step 5 used the WMPO's TDM to calculate the number of trips a given household would likely make using the grid created in Step 4. The TDM provides household characteristics such as household size, income, and vehicles. Based on this information, the project team

estimated three trips per day per household, on average. This rate was applied to each 10-acre subunit in the study area to help determine how many daily trips would be generated per land use type for the Town. The results are shown in Map 10.

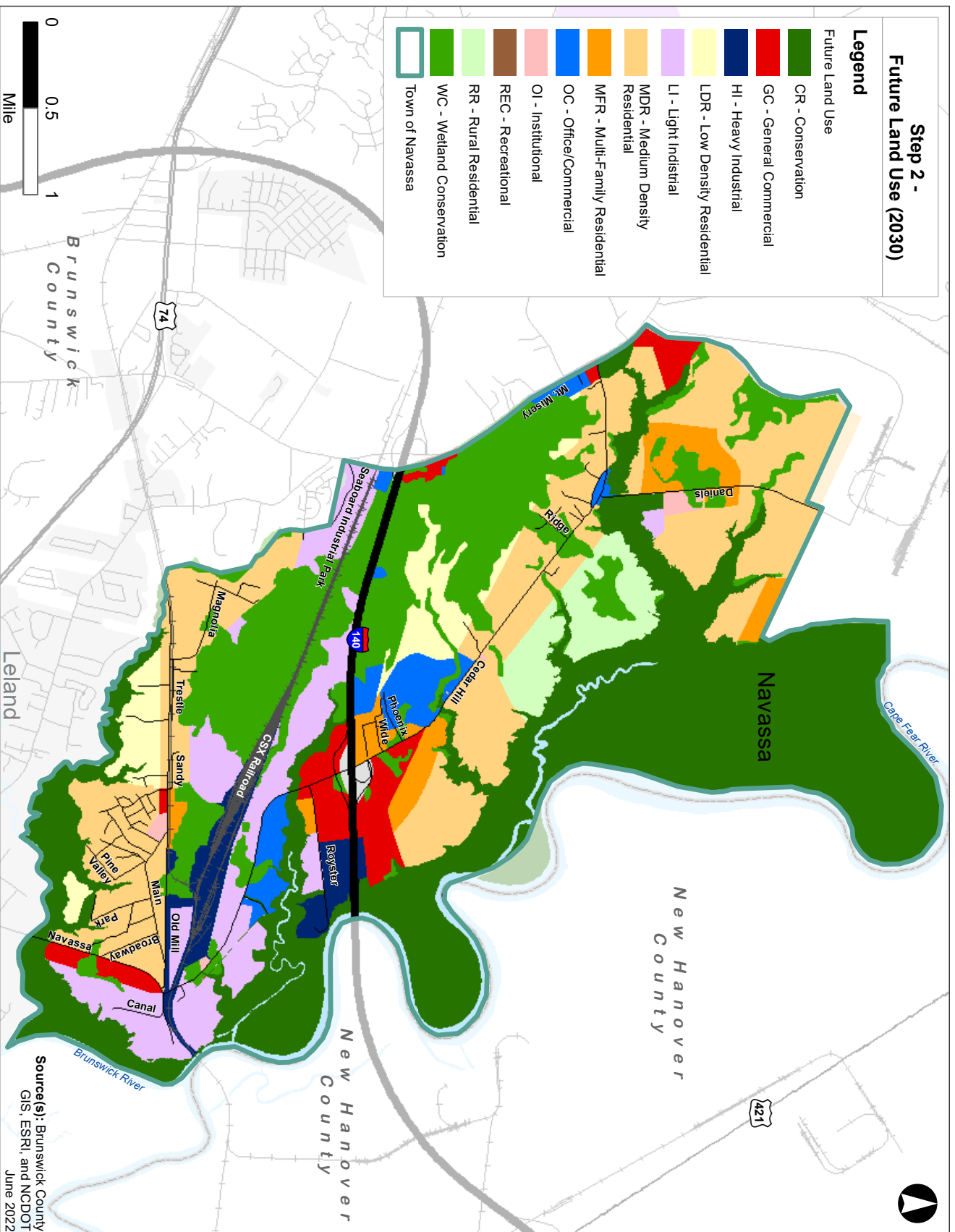
Step 6: Determine 2022 Proposed Collector Streets

The final step in developing the 2022 proposed collector streets consisted of overlaying the 2004 proposed collector streets on a map containing wetlands, the approved and proposed future developments (housing and parks) shown in Map 2 (see Section 3.1), and the daily trips per 10-acre subunit estimated in Step 5 and shown in Map 10.

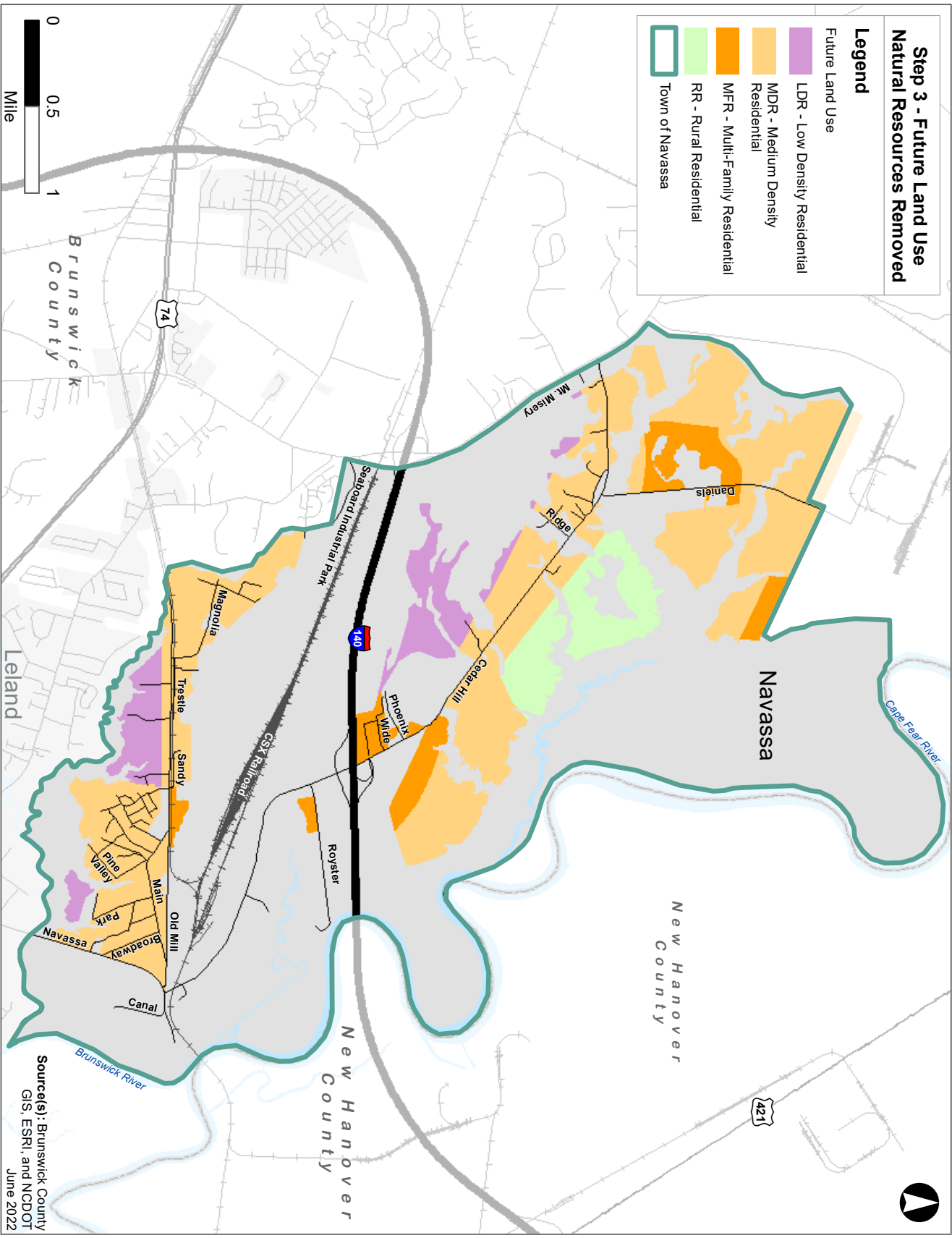
Proposed roadway networks within the approved housing developments were taken into consideration during this process. Using the data collected in this Plan, the proposed collectors from the 2004 Plan were re-evaluated and a new network was developed, as presented in Map 11. The most notable difference between the two plans is that this Plan avoids the proposed Cedar Lakes Resort and Indian Creek housing developments, and large wetlands in the western portion of the Town.



Map 6. Step 1 - Traffic Analysis Zones (with Enter and Exit Trip Data)



Map 7. Step 2 - Future Land Use (2030)



Map 8. Step 3 - Future Land Use - Natural Resources Removed

Step 4 - Households per 10 Acres Based on Future Land Use

Legend

Households/10 acres

LDR - Low Density

Residential/RR - Rural

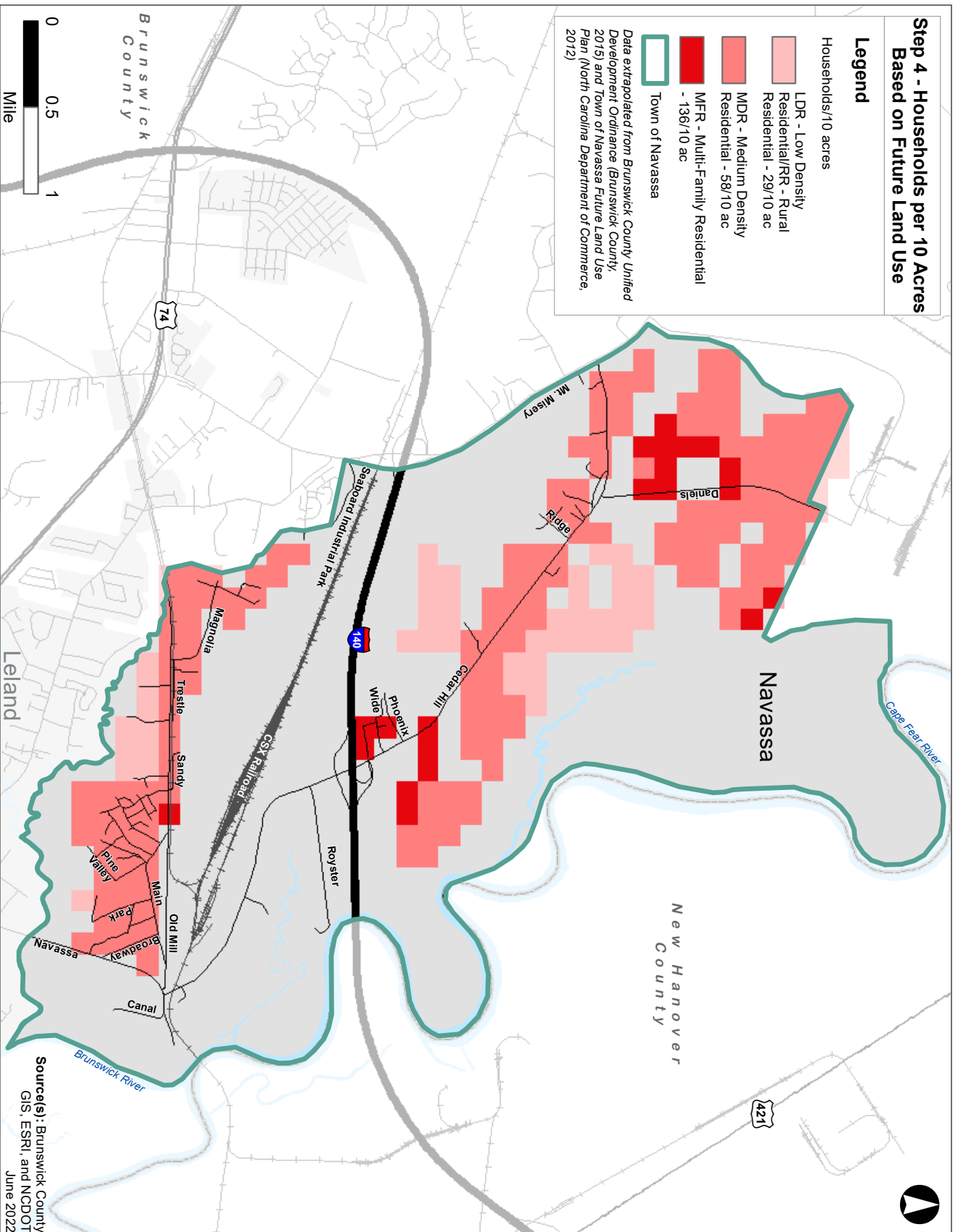
MDR - Medium Density

MFR - Multi-Family Residential

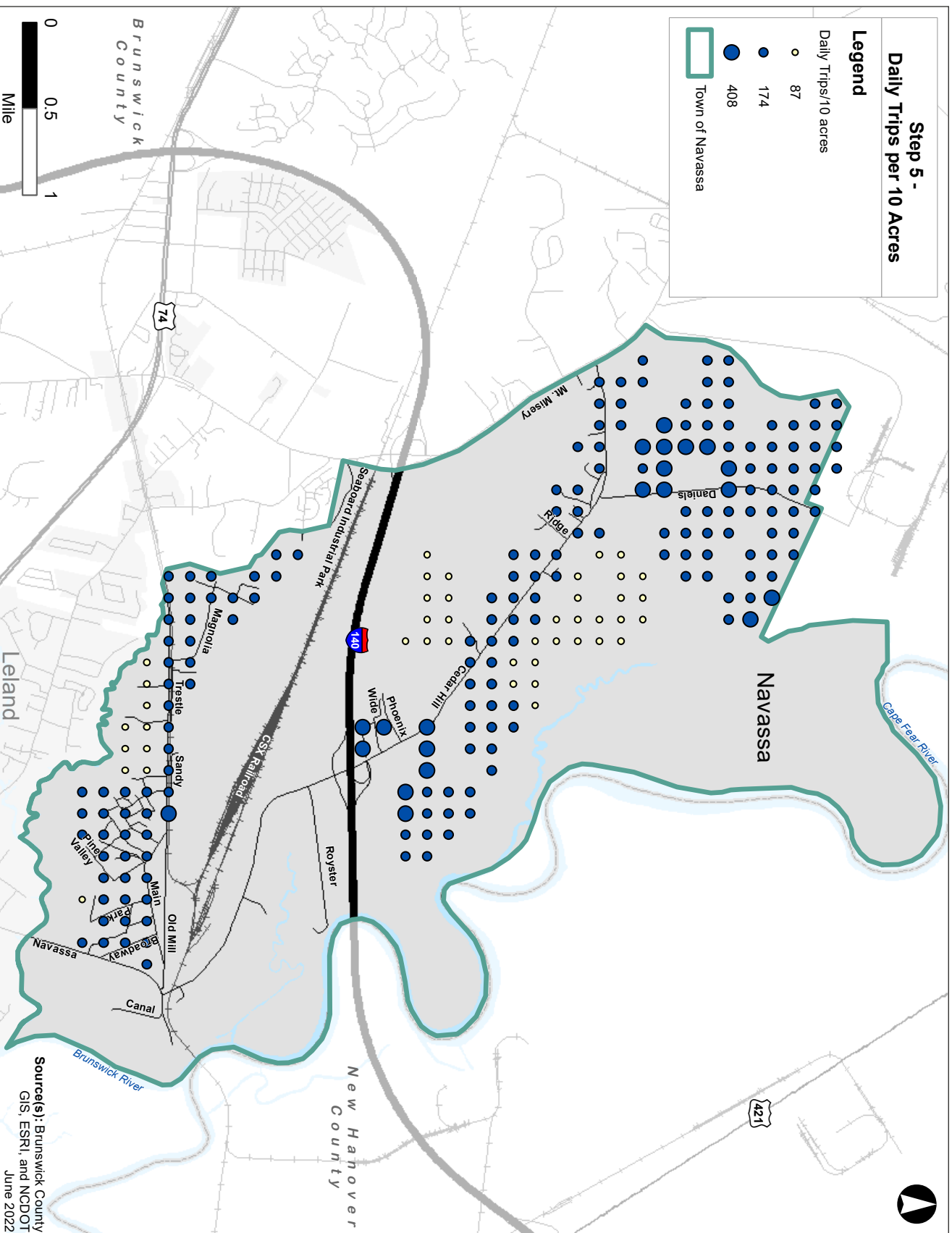
- 136/10 ac

Town of Navassa

Data extrapolated from Brunswick County Unified Development Ordinance (Brunswick County, 2015) and Town of Navassa Future Land Use Plan (North Carolina Department of Commerce, 2012)



Map 9. Step 4 – Households per 10 Acres Based on Future Land Use

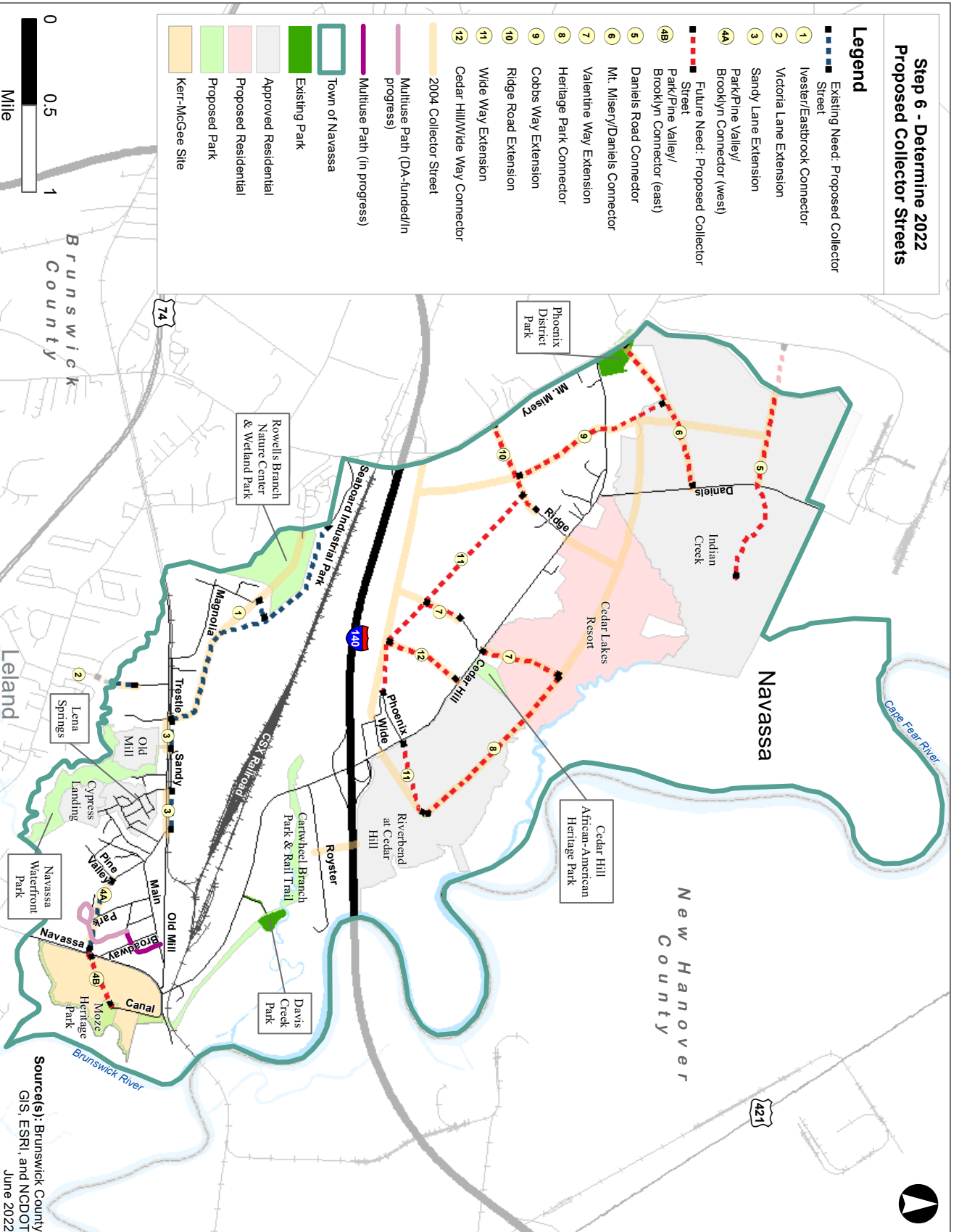


Map 10. Step 5 - Daily Trips per 10 Acres

Step 6 - Determine 2022 Proposed Collector Streets

Legend

- Existing Need: Proposed Collector Street
- 1 Ivester/Eastbrook Connector
- 2 Victoria Lane Extension
- 3 Sandy Lane Extension
- 4A Park/Pine Valley/ Brooklyn Connector (west)
- Future Need: Proposed Collector Street
- 4B Park/Pine Valley/ Brooklyn Connector (east)
- 5 Daniels Road Connector
- 6 Mt. Misery/Daniels Connector
- 7 Valentine Way Extension
- 8 Heritage Park Connector
- 9 Cobbs Way Extension
- 10 Ridge Road Extension
- 11 Wide Way Extension
- 12 Cedar Hill/Wide Way Connector
- 2004 Collector Street
- Multilane Path (DA-funded/in progress)
- Multilane Path (in progress)
- Town of Navassa
- Existing Park
- Approved Residential
- Proposed Residential
- Proposed Park
- Kerr-McGee Site



Map 11. Step 6 - Determine 2022 Proposed Collector Streets



Recommendations

The project team used the six-step process outlined in Section 6 to re-evaluate the collector streets proposed in the 2004 Plan. The resulting 12 proposed collector streets account for known constraints, including future anticipated growth and natural resources.

The 12 proposed collector streets recommended in this Plan were presented to the Steering Committee for review and comment during the second Steering Committee meeting. Minor adjustments were made based on the meeting discussions. Map 12 shows the resulting proposed collector streets.

7.1 Proposed Collector Streets

The proposed collector streets fall into two categories: existing needs and future needs. Table 7 assigns a number, No. 1 to No. 12, to uniquely identify each proposed collector street and identifies the type of need, description, and approximate length of each. Note that collector No. 4 is both an existing and future need, as designated by No. 4a and 4b.

Existing Needs

The following four proposed collector streets are considered necessary to meet existing needs.

- **Ivester/Eastbrook Connector (No. 1).**
The Ivester/Eastbrook Connector would provide a much needed second access at Seaboard Industrial Park Drive for homes along Magnolia Drive, Franklin Lane, Beulah Lane, and Dorsey Lane. Currently, residents must cross CSX railroad tracks to enter or exit Magnolia Drive. If a train is stopped or delayed at Magnolia Drive, residents are stranded, causing inconvenience and potential safety concerns. This connector would also provide access to Main Street via the Sandy Lane Extension.
- **Victoria Lane Extension (No. 2).** The Victoria Lane Extension would provide residents a second entrance and exit into Leland. Currently, Victoria Lane connects only to Old Mill Road. The proposed collector street would extend Victoria Lane to the south, providing connection into Leland and taking traffic off Old Mill Road.
- **Sandy Lane Extension (No. 3).** The Sandy Lane Extension would provide a connection between Sandy Lane and Trestle Way and extend existing Sandy Lane to the intersection of Old Mill Road and Main Street. This proposed collector would also help move traffic to residences north of Old Mill Road while removing traffic from Old

Mill Road via its connection to the Ivester/Eastbrook Connector.

- **Park/Pine Valley/Brooklyn Connector (No. 4).** The Park/Pine Valley/Brooklyn Connector is both an existing and future need. The existing need portion of this collector (4a) would connect residences on and near Pine Valley Drive, Park Avenue, Brooklyn Street, and Broadway Street to North Navassa Road. The future need portion of this collector (4b) extending beyond North Navassa Road to Canal Drive would serve a future need to connect to development associated with the Moze Heritage Park and a proposed water access within the park. Canal Drive will be extended as part of the park development and the proposed collector would connect into that extension once constructed.

Future Needs

The remaining eight proposed collector streets are considered necessary to meet future needs based on proposed and approved developments:

- **Daniels Road Connector (No. 5) and Mt. Misery/Daniels Connector (No. 6).** The Daniels Road Connector and Mt. Misery/Daniels Connector should be constructed as part of the Indian Creek housing development.
- **Valentine Way Extension (No. 7) and Heritage Park Connector (No. 8).** Similarly,

the Valentine Way Extension and Heritage Park Connector would be needed to serve the Cedar Lakes Resort, Cedar Hill African American Heritage Park, and Riverbend at Cedar Hill.

- **Cobbs Way Extension (No. 9), Ridge Road Extension (No. 10), Wide Way Extension (No. 11), and Cedar Hill/Wide Way Extension Connector (No. 12).** Without the construction of the proposed developments

north and east of Cedar Hill Road, the need for the Cobbs Way Extension, Ridge Road Extension, Wide Way Extension, or Cedar Hill/Wide Way Extension Connector would be limited.

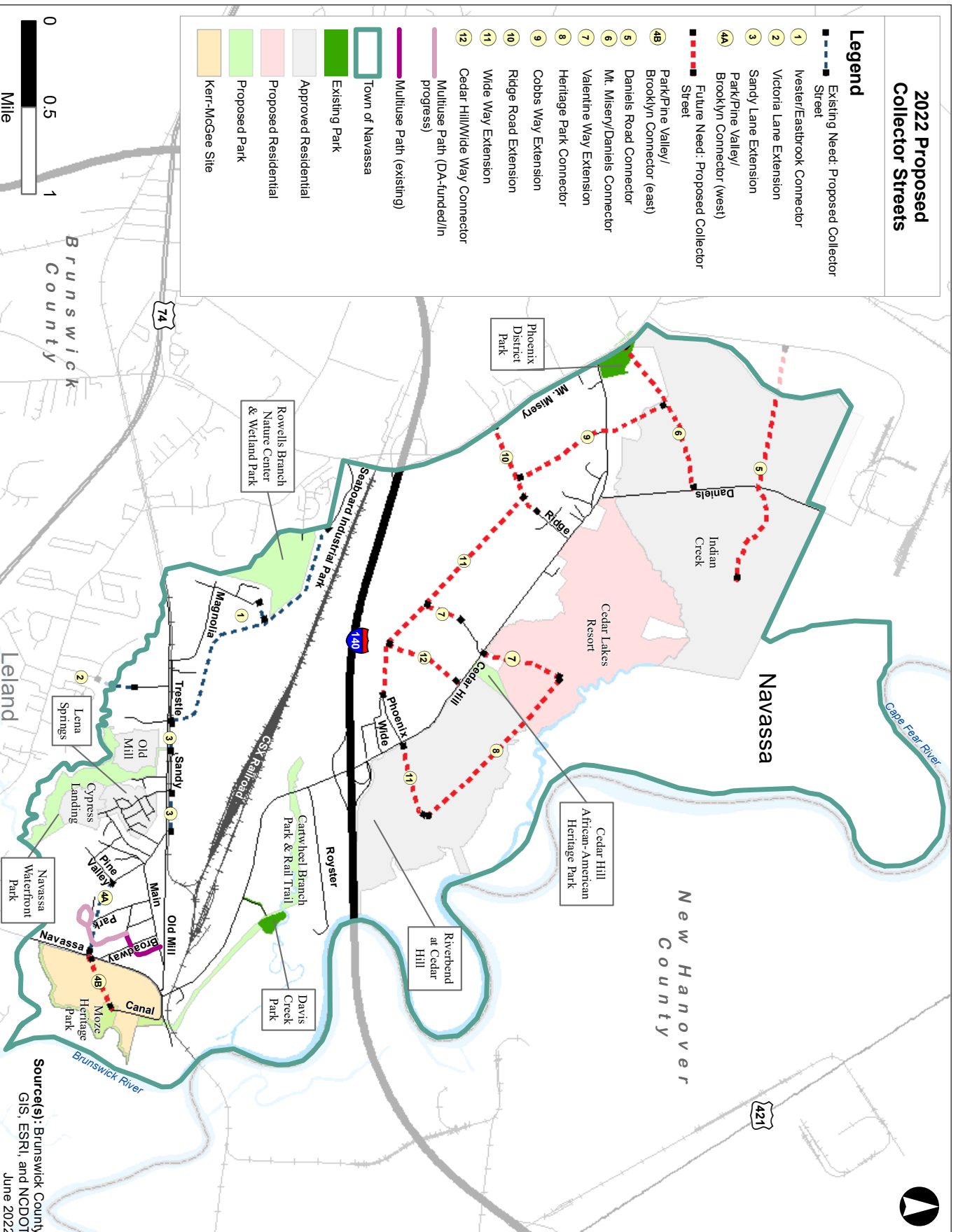
TABLE 7. PROPOSED COLLECTOR STREET NETWORK

MAP LABEL	NEED	PROPOSED COLLECTOR STREET	DESCRIPTION	APPROXIMATE LENGTH (MILES)
1	Existing	Ivester/Eastbrook Connector	Provides a secondary outlet for residents in the area of Magnolia Drive and Dorsey Lane by connecting to Seaboard Industrial Park Drive. Also connects to the Sandy Lane Extension.	1.7
2	Existing	Victoria Lane Extension	Extends Victoria Lane to the Town's limits with potential connection to Sturgeon Drive NE in Leland.	0.3
3	Existing	Sandy Lane Extension	Connects the Ivester/Eastbrook Connector to Main Street and provides a connection between Trestle Way and Sandy Lane.	0.5
4A	Existing	Park/Pine Valley/Brooklyn Connector west of North Navassa Road	Connects Pine Valley Road, Park Avenue, and Brooklyn Street to North Navassa Road.	0.3
4B	Future	Park/Pine Valley/Brooklyn Connector east of North Navassa Road	Connects Canal Drive and the proposed Moze Heritage Park to North Navassa Road.	0.5
5	Future	Daniels Road Connector	Connects Daniels Road to the Town's western limits and provides a connection to Daniels Road for the Indian Creek housing development. West of the Town limits, it provides a potential connection to Daniels Road NE in unincorporated Brunswick County.	1.5
6	Future	Mt. Misery/Daniels Connector	Connects Mt. Misery Road to Daniels Road.	1.0
7	Future	Valentine Way Extension	Connects the Wide Way Extension to Cedar Hill Road and Cedar Hill Road to the Heritage Park Connector.	0.7
8	Future	Heritage Park Connector	Connects Cedar Lakes Resort and Riverbend at Cedar Hill developments to the Valentine Way Extension and the Wide Way Extension.	1.1
9	Future	Cobbs Way Extension	Connects the Mt. Misery/Daniels Road Connector to the Ridge Road Extension.	1.0
10	Future	Ridge Road Extension	Connects Mt. Misery Road to Ridge Road.	0.6
11	Future	Wide Way Extension	Connects the Heritage Park Connector to the Ridge Road Extension. Provides an alternate route to Cedar Hill Road.	2.0
12	Future	Cedar Hill/Wide Way Connector	Connects Cedar Hill Road to the Wide Way Extension.	0.5

2022 Proposed Collector Streets

Legend

- Existing Need: Proposed Collector Street
- 1 Wester/Eastbrook Connector
- 2 Victoria Lane Extension
- 3 Sandy Lane Extension
- 4A Park/Pine Valley/ Brooklyn Connector (west)
- Future Need: Proposed Collector Street
- 4B Park/Pine Valley/ Brooklyn Connector (east)
- 5 Daniels Road Connector
- 6 Mt. Miley/Daniels Connector
- 7 Valentine Way Extension
- 8 Heritage Park Connector
- 9 Cobbs Way Extension
- 10 Ridge Road Extension
- 11 Wide Way Extension
- 12 Cedar Hill/Wide Way Connector
- Multiuse Path (DA-funded/in progress)
- Multiuse Path (existing)
- Town of Navassa
- Existing Park
- Approved Residential
- Proposed Residential
- Proposed Park
- Kerr-McGee Site



Map 12. 2022 Proposed Collector Streets

7.2 Proposed Use of Roadway Typical Sections

NCDOT's published highway typical sections includes 57 typical cross-sections for use in road planning (NCDOT, 2019b). Using the minimum design standards in accordance with NCDOT highway typical sections 2F and 2P, this Plan presents six typical sections for use in designing the collector streets for the Town. The typical sections presented in this Plan include roadways both with and without curb and gutter, for use as follows:

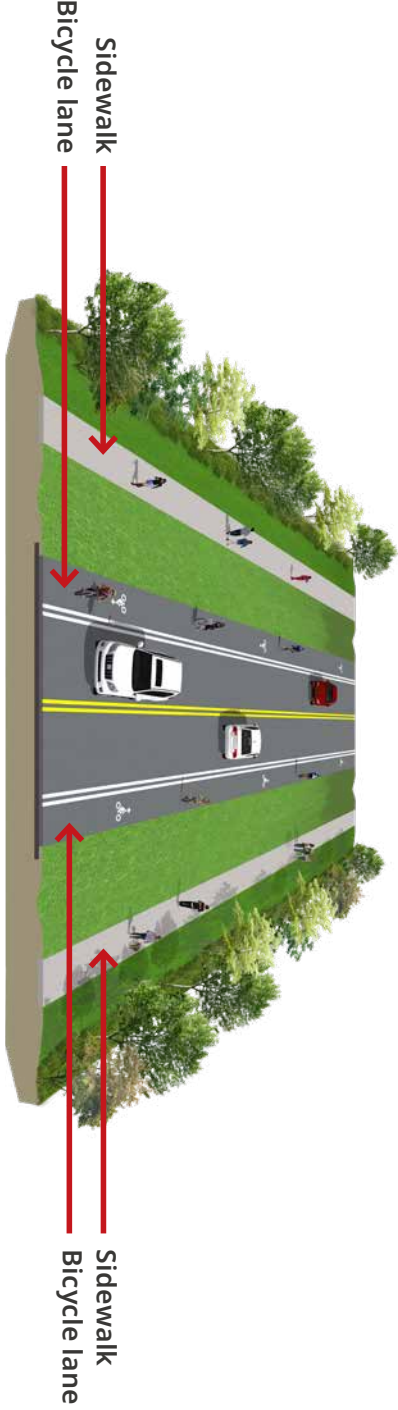
- **Without curb and gutter.** Typical sections without curb and gutter use wide grassy areas or ditches to carry and infiltrate stormwater. Illustrations of three variations are shown on page 45.
- **With curb and gutter.** Curb and gutter typical sections would most likely be used in residential developments where stormwater drainage can be carried through a closed system to a stormwater storage area or a stormwater pond. Illustrations of three variations are shown on page 46.

These typical sections are specifically for use within Coastal Area Management Act counties and prescribe design speeds of 25 to 45 miles per hour (mph). Details and specifications for each of the six typical sections are presented in Appendix D.

The selection and/or assignment of typical sections for future collector streets should align with future bike/ped plan recommendations.

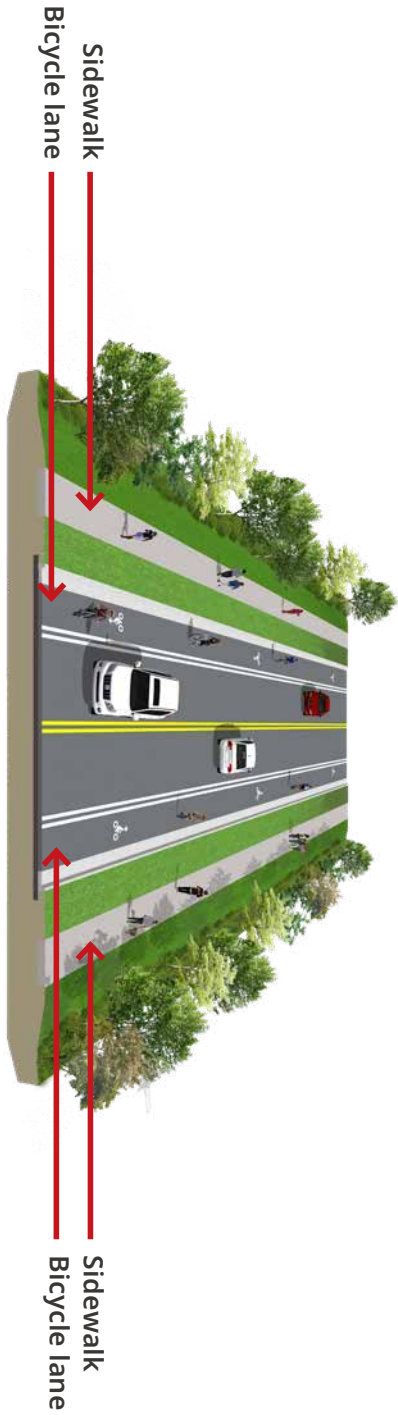
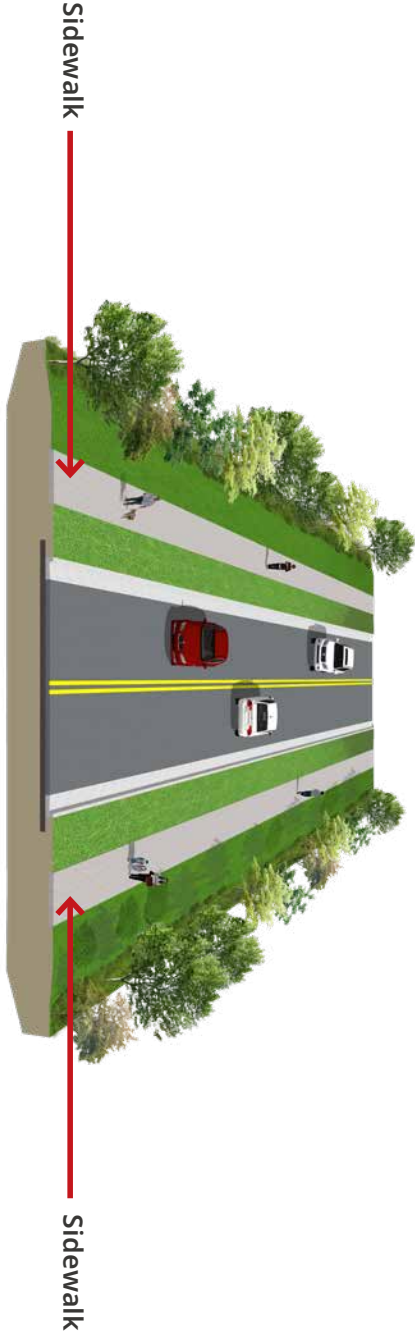
**Typical Sections
without Curb and Gutter**

For details, refer to Appendix D.



**Typical Sections
with Curb and Gutter**

For details, refer to Appendix D.



7.3 Policies and Guidelines

Existing local and state policies and guidelines with the potential to influence the development and construction of collector streets were reviewed. Those relevant to collector streets for the Town are outlined below. Additionally, the project team developed recommended modifications to existing policies and guidelines that could be implemented by adding these modifications to local policies and/or ordinances. Lastly, the project team proposes four new policy topics that will support the Town meeting its goals for this Plan. The inclusion of the existing policies and guidelines, modifications to policies and guidelines, and new policies in Town ordinances is an integral part of accomplishing the goals outlined in this Plan.

Existing Policies and Guidelines

Several local and state policies and programs related to roadway design and stormwater management are described in the following subsections. These include the *NCDOT Complete Streets Policy* (2019a), the *NCDOT Traditional Neighborhood Development (TND) Guidelines* (2000), the *Town of Navassa Phase II Stormwater Implementation Plan* (North Carolina Department of Commerce, 2007), and the North Carolina Resilient Coastal Communities Program (RCCP).

NCDOT Complete Streets Policy

NCDOT adopted a Complete Streets policy in 2009 that was later updated in 2019. Complete Streets incorporate all modes of transportation when building new projects or making improvements to existing infrastructure. Complete Streets are designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists, and individuals of all ages and capabilities. NCDOT also developed the *P6.0 Complete Streets Project Sheet*, which requires project submitters to note multimodal elements that are to be evaluated as a part of a proposed transportation project.

Designing with Complete Street principles in mind requires consideration of the impact of street patterns on trip length, connectivity between resources, intersection use, and the overall experience of the user. Both cyclists and pedestrians can benefit from a street that has been designed in accordance with the Complete Streets policy. Additional benefits include improvements for children and individuals with accessibility needs, health advantages, improved public transportation services, economic revitalization, safety enhancements, roadway equity, and a more livable community. Collector streets should be designed using Complete Streets principles.

NCDOT Traditional Neighborhood Development Guidelines

The NCDOT *Traditional Neighborhood Development (TND) Guidelines* (2000) aim to encourage walking and bicycling, enhance transit service opportunities, and improve traffic safety by promoting low speed and cautious driving while fully accommodating the needs of pedestrians and bicyclists. Roadway design may help guide or inform the character of future nearby roads. Planning efforts for collector streets should consider *Traditional Neighborhood Development (TND) Guidelines*.

Town of Navassa Phase II Stormwater Implementation Plan

The *Town of Navassa Phase II Stormwater Implementation Plan* (North Carolina Department of Commerce, 2007) establishes and defines the Town's compliance with its National Pollutant Discharge Elimination System (NPDES) municipal separate storm sewer system (MS4) Permit and the applicable provisions of the Clean Water Act to meet the federal standard of reducing pollutants in stormwater runoff to the maximum extent practicable. In 2010, the Town adopted the *Town of Navassa Phase II Stormwater Ordinance* (Town of Navassa, 2010), which establishes minimum requirements and procedures to control the adverse effects of increased post-development stormwater runoff and nonpoint and point source pollution associated with new development and redevelopment. Built-upon areas, such as roads, contribute to impervious surfaces that affect stormwater runoff. Roadway design considerations for future collector streets must mitigate stormwater impacts.

Resilient Coastal Community Program

In March 2021, the North Carolina Department of Environmental Quality's (NCDEQ's) Division of Coastal Management announced that \$675,000 would be granted through the new RCCP. This initiative is funded through the North Carolina State Legislature and the National Fish and Wildlife Foundation. The RCCP aims to facilitate a community-driven process for setting coastal resilience goals, assessing existing and needed local capacity, and identifying and prioritizing projects to enhance community resilience to coastal hazards. Local governments throughout the 20 coastal counties are eligible to apply for direct technical assistance to complete a community engagement process, risk and vulnerability assessment, and resiliency project portfolio.

The four phases of the program include:

- Phase 1: Community Engagement and Risk & Vulnerability Assessment
- Phase 2: Planning, Project Selection, and Prioritization
- Phase 3: Engineering and Design
- Phase 4: Implementation

The Town of Navassa is a 2021 RCCP participant and is currently in the first two phases of the program. This Plan includes resiliency as a goal, and as the Town moves into the design phase, it should consider local resiliency and enhancing resiliency to coastal hazards.

Proposed Modifications of Existing Town Policies and Guidelines

Based on the feedback received from the Steering Committee and general best practices, the following modifications to policies and guidelines are recommended for adoption by the Town to ensure proper implementation of this Plan.

Subdivision Road Connections

The Subdivision Ordinance, adopted in 2009 and most recently amended in 2015, currently requires connectivity for major subdivisions (Town of Navassa, 2009). To further enhance connectivity, the Town should consider expanding the connectivity requirements for all subdivisions and developments.

- **Recommendation:** Modify the Town's Subdivision Ordinance to include all subdivisions and developments.
- **Purpose:** To ensure the distribution of site trips across the transportation network to help manage traffic operations and safety. Connecting subdivisions can also help multimodal trips better align with their trip destination and the arterial road system.

Adjoining Property Connections

Adjoining property connections are addressed in Section 4.3.6 of the Town's Subdivision Ordinance. The ordinance spells out specific requirements that support adjoining

connections and assist with broadening the existing collector street network. Joining properties also re-ensures street stub connections to adjoining undeveloped property and connections with existing street stubs.

- **Recommendation:** The existing requirement in Section 4.3.6 should be carried forward in any future ordinances and applied to all subdivisions and developments.

- **Purpose:** To allow for orderly and efficient development of an integrated transportation system. The requirement provides future access to landlocked parcels and offers transportation choices, improved traffic circulation, and enhanced accessibility to community features and points of interest. The connections provided per this ordinance improve access for emergency responders, improve community connectivity, and enhance mobility for non-motorized trips and recreation.

Adherence to NCDOT Complete Streets Policy

The NCDOT Complete Streets policy and related NCDOT P6.0 Complete Streets Project Sheet provide guidance and information on multimodal design. The benefits of adhering to the Complete Streets policy include:

- Making it easier for travelers to get where they need to go
- Encouraging the use of alternative forms of transportation
- Building more sustainable communities
- Increasing connectivity between neighborhoods, streets, and transit systems
- Improving safety for pedestrians, cyclists, and motorists

Refer to previous section ("NCDOT Complete Streets Policy") for a more detailed description.

- **Recommendation:** Require that new roads that become part of the collector street network adhere to the NCDOT Complete Streets policy, which includes multimodal design considerations.
- **Purpose:** To provide a comprehensive, consistent collector street network that provides alternative transportation options that will assist in alleviating roadway congestion. Design components that are included in the Complete Streets policy would allow multimodal users to easily transition along collector streets throughout the Town regardless of ownership.

Proposed Development of New Town Policies

Based on the feedback received from the Steering Committee and general best practices, the following new policies and guidelines are recommended for adoption by the Town to ensure proper implementation of this Plan.

Traffic Calming

- **Recommendation:** Design new collector streets to include traffic calming components where appropriate, such as maintaining lower speed limits.
- **Purpose:** To make roadways safer by prioritizing humans over vehicles. Traffic calming uses the road design to slow traffic and in turn improve the compliance with traffic laws, making the road safer for all users. This also encourages the use of bicycle and pedestrian facilities as user safety is less of a concern than with traditional designs.

Connectivity of Collector Streets

- **Recommendation:** Require private entities to coordinate across properties to allow for future connections.
- **Purpose:** To guarantee that collector streets are viewed in their entirety and considered during development activities by private entities. Corridors would be developed for planned collector streets that cross property lines, while new collectors would be constructed to provide connections between the local and arterial systems.

Reduction of Paper Streets

- **Recommendation:** Paper streets or paper roads are facilities that may be shown on maps as planned or proposed but have never been built. If and when these paper streets exist, it is important to work with developers to get these streets built as planned.
- **Purpose:** To create roadways that are or were intended to be built to improve the network.

Resiliency and Environmental Conservation

- **Recommendation:** Ensure that developments and new streets minimize impacts to floodplains and wetlands.
- **Purpose:** To preserve the existing natural environment in the Town and maintain enough floodplain and wetland surface area to sufficiently store floodwaters from hurricanes and other storm events. New streets would be required to avoid or minimize impacts to sensitive areas such as wetlands, floodplains, and areas with endangered flora and/or fauna and would be built at elevations that are above the 100-year floodplain to improve resiliency for the future while assisting with public evacuation abilities.



8

Implementation Plan

Transportation plans are successful only if they are implemented. The following sections prioritize the proposed collector streets and identify funding sources for their construction. As noted in Section 7.1, some of the proposed collector streets would be constructed by developers as part of new developments. Through adherence to the policies outlined in Section 7.3, those collectors could be easily incorporated into the development plans, which would leave the Town only needing funding for a portion of the proposed collector streets in this Plan.

8.1 Project Prioritization

A key aspect of getting proposed collector streets built is close coordination with developers. Multiple planned developments in the Town will increase the population of the area as well as the strain on the existing roadway network. The development of collector streets as part of these developments is crucial. Construction of new collector streets as well as improvements to existing roadways should be coordinated with future development schedules.

Some of the recommended collector streets are important to meeting the existing needs of the Town for connectivity and resiliency, with or without future development. Those collector streets need to be prioritized as their absence is already affecting the transportation network and the ability of the community to travel as needed. These facilities are described as existing needs in Section 7.1 and shown in Table 8.

New development will drive the need for the remaining proposed collector streets. These projects are described as future needs and shown in Table 8.

8.2 Funding Opportunities

While local funds and Powell Bill funding provide some resources for roadway and transportation network improvements, they are not adequate on their own to initiate most improvements needed within communities. Numerous funding resources can be used to assist in implementing the facilities and strategies to improve the Town's collector street network.

NC State Street-Aid (Powell Bill) Program Funds

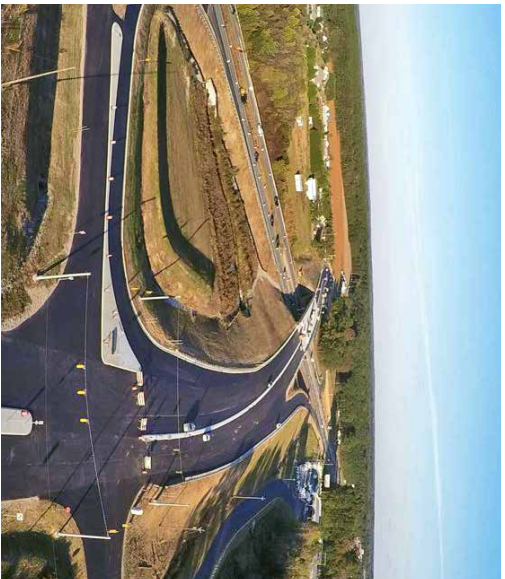
Powell Bill funding is made available by the state of North Carolina to municipalities for use on municipally maintained roads or bike and pedestrian facilities. The funds are appropriated annually and distributed twice during the year. Historically, the funds have been used primarily to resurface municipal streets, but they can also be used to maintain, repair, construct, or widen streets, bridges, and drainage areas. Municipalities can also use Powell Bill funds to plan, construct, and maintain bike paths, greenways, or sidewalks.

**TABLE 8. PROPOSED COLLECTOR STREETS
PRIORITIZED AS EXISTING OR FUTURE NEED**

PRIORITY	PROPOSED COLLECTOR STREET	DESCRIPTION	LENGTH (MILES)
Existing Need, Prioritize for Development	Ivester/Eastbrook Connector	Provides a secondary outlet for residents in the area of Magnolia Drive and Dorsey Lane by connecting to Seaboard Industrial Park Drive. Also connects to the Sandy Lane Extension.	1.7
	Victoria Lane Extension	Extends Victoria Lane to the Town's limits with potential connection to Sturgeon Drive NE in Leland.	0.3
	Sandy Lane Extension	Connects the Ivester/Eastbrook Connector to Main Street and provides a connection between Trestle Way and Sandy Lane.	0.5
	Park/Pine Valley/Brooklyn Connector west of North Navassa Road	Connects Pine Valley Road, Park Avenue, and Brooklyn Street to North Navassa Road.	0.3
	Park/Pine Valley/Brooklyn Connector east of North Navassa Road	Connects Canal Drive and the proposed Moze Heritage Park to North Navassa Road.	0.5
Future Need, Implement as Future Development Occurs	Daniels Road Connector	Connects Daniels Road to the Town's western limits and provides a connection to Daniels Road for the Indian Creek housing development. West of the Town limits, it provides a potential connection to Daniels Road NE in unincorporated Brunswick County.	1.5
	Mt. Misery/Daniels Connector	Connects Mt. Misery Road to Daniels Road.	1.0
	Valentine Way Extension	Connects the Wide Way Extension to Cedar Hill Road and Cedar Hill Road to the Heritage Park Connector.	0.7
	Heritage Park Connector	Connects Cedar Lakes Resort and Riverbend at Cedar Hill developments to the Valentine Way Extension and the Wide Way Extension.	1.1
	Cobbs Way Extension	Connects the Mt. Misery/Daniels Road Connector to the Ridge Road Extension.	1.0
	Ridge Road Extension	Connects Mt. Misery Road to Ridge Road.	0.6
	Wide Way Extension	Connects the Heritage Park Connector to the Ridge Road Extension. Provides an alternate route to Cedar Hill Road.	2.0
	Cedar Hill/Wide Way Connector	Connects Cedar Hill Road to the Wide Way Extension.	0.5

Transportation Bonds

Many communities across the state of North Carolina have had success funding transportation projects through transportation bonds. Transportation bonds provide communities with funding that can be used on local roadways for improvements such as roadway extensions, roadway connections, sidewalk construction, and new road construction. While they do require voter approval, they also give the public opportunity to identify what is important for their community.



NC Department of Transportation road project funding through the Build NC program

Source: <https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/build-nc.aspx>

Traffic Impact Assessments

The Town of Navassa Subdivision Ordinance addresses several required improvements that assist with the Town's access and connections to the local road network and adjoining properties. This allows for fewer dead-end roads and more extensions of existing roads, in turn improving the collector street network. Included, when applicable, is a North Carolina Department of Transportation (NCDOT) Traffic Impact Study or Assessment as required in the NCDOT "Policy on Street and Driveway Access to North Carolina Highways." Currently, the NCDOT policy only requires assessments for developments estimated to create 3,000 trips per day, however, the town could consider lowering the trip threshold in order to have more information on potential impacts from developments and make more educated decisions regarding traffic needs and effects on the collector street network. This would further quantify and expand requirements by the Town to install additional travel lanes or connections based on the trips expected to be generated as a result of the new development, thereby further improving the network and reducing impacts on existing facilities.

Grants

Federal transportation grants are more accessible to local governments now than ever before. Historically, these grants have been open to state departments of transportation and Metropolitan Planning Organizations (MPOs), but not as open for local governments and municipalities. Currently, programs like the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and the more recent Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), offer billions of dollars of funding opportunities to local governments, including municipalities. These are competitive grants, but they offer funding that is often difficult for local governments to procure otherwise. Some of the specific grant opportunities for local governments include:

- **Safe Streets for All.** Designed to support "vision zero" efforts, along with other improvements, to reduce crashes and fatalities; this grant provides funding directly to local and tribal governments.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges.** A new competitive grant available to state, local, federal, and tribal entities to

rehabilitate or replace bridges, including culverts.

- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program.** A new competitive grant program available to states, local governments, and tribes for projects that improve transportation safety and efficiency.

- **Rural Surface Transportation Grant Program.** Given Navassa's inclusion in the Wilmington Urban Area Metropolitan Planning Organization (WMPO), eligibility may need to be determined, but this new competitive grant is also available to rural areas for projects that increase connectivity, improve safety and reliability of the movement of people and freight, and generate regional economic growth.

WMPO

Because the WMPO is a Transportation Management Area (TMA), it receives a direct allocation of Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Set Aside (TASA) funds on an annual basis. The WMPO uses a competitive funding request process to determine which projects are selected for funding. A minimum local commitment of 20 percent for a local match is required.

In addition to these recurring funds, as part of the IIJA, the WMPO will receive Carbon Reduction Funding over the next five years. The state of North Carolina is receiving \$170,984,555 over the five year window for Carbon Reduction projects, which will be suballlocated to Transportation Management Areas based on their relative share of population. The funds must be used on projects within the State Transportation Improvement Program (STIP) and must support the reduction of transportation emissions.

STBG- Direct Allocation (DA)

The STBG-DA funds provide the Wilmington Urbanized Area with annual funding to be used within the WMPO boundary. A wide range of metropolitan transportation planning and project activities are eligible for the funding and requests are submitted directly to the WMPO.

Transportation Alternatives (TA)

The TA Program does not directly support the construction and maintenance of roadways, but it does allow for the implementation of alternative modes of transportation. The presence of effective alternative modes of transportation in the Town may help relieve congestion on existing collector streets. The program plays an important role in the funding of active transportation improvements, including sidewalks, greenways, and bicycle lanes, as well as Safe Routes to School.

Strategic Prioritization Process

Strategic prioritization is the process by which NCDOT selects projects to include in the NCDOT STIP for funding. Projects submitted for the WMPO region are derived from the *Cape Fear Moving Forward 2045 Metropolitan Transportation Plan* (WMPO, 2020). Submitted projects go through an internal quantitative scoring process. If a project scores well enough, that project can be selected for

funding and included in the STIP. The drawback of using this mechanism for funding is that it is often several years before a funded project is scheduled for construction.

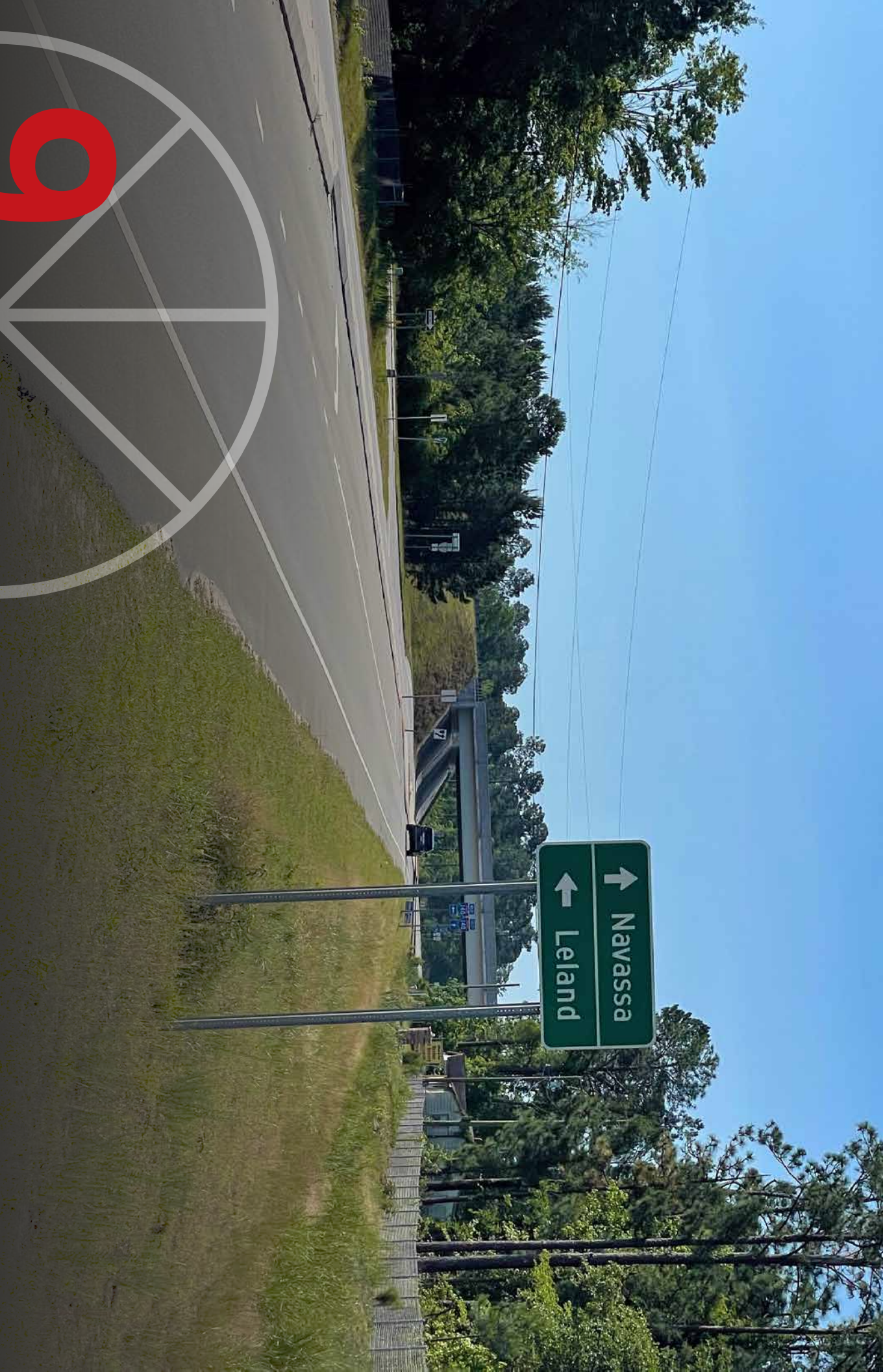
NCDOT Division 3

The local NCDOT Division offices across the state provide a great resource for assistance to local communities. In addition to managing multiple projects that come through the STIP, the divisions also have some additional funding for safety, maintenance, and other projects that may be beneficial to localities. Communication with the local NCDOT Division Engineer, in this case in Division 3, can be beneficial to learning more about potential funding opportunities within the division.

Table 9 contains key action steps to ensure that the projects, policies, and guidelines outlined in this Plan are implemented.

TABLE 9. ACTIONS FOR IMPLEMENTATION

ACTION STEP	DETAILS	RESPONSIBLE PARTY	TIMELINE
Adopt the Navassa Collector Street Plan	Town Council to adopt Collector Street Plan.	Town Council	Summer 2022
Update Existing Town Policies	Planning Board and Town Council to work with Town staff to evaluate existing town policies and make recommended policy changes (See Section 7.3).	Town staff, Planning Board, Town Council	2022-2023
New Town Policies	Planning Board and Town Council to work with Town staff to develop new town policies (see Section 7.3).	Town staff, Planning Board, Town Council	2022-2023
Town Budget Planning	Identify funding sources for improvements, including local matches, grant opportunities, and State funding.	Town staff (Finance and Planning), Town Council	Annually
Coordinate with NCDOT Division 3 and the WMPO	Conduct meetings with NCDOT Division 3 and the WMPO to discuss how the projects in the plan can be funded/implemented.	Town staff	Bi-annually
Conduct Feasibility Studies	Identify funding to conduct feasibility studies on the proposed collector streets that would serve existing developments.	Town staff, WMPO, NCDOT Division 3	TBD
Review of Proposed Development	Town Council to coordinate with Town staff and Planning Board to ensure inclusion of collector streets in new developments	Town staff, Planning Board, Town Council	On-going
Annual Review	Review the plan annually and report to Town Council, WMPO and NCDOT Division 3 summarizing achievements, constraints, and next steps.	Town staff	Annually



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Appendices

TABLE A-1. ESTIMATED POPULATION IN NAVASSA AND SURROUNDING AREAS

GEOGRAPHY	CENSUS 2010		CENSUS 2020		DIFFERENCE	PERCENT CHANGE	ANNUALIZED GROWTH RATE
	POPULATION		POPULATION				
Town of Navassa	1,505		1,367		-138	-9.2%	-1.0%
Brunswick County	107,431		136,693		29,262	27.2%	2.4%
North Carolina	9,535,483		10,587,440		1,051,957	11.0%	1.1%

Source: US Census Bureau

TABLE A-2. PROJECTED COUNTY POPULATION GROWTH

GEOGRAPHY	2010		PROJECTIONS			GROWTH 2020-2050	
	ESTIMATE BASE		2020	2030	2040	2050	GROWTH 2020-2050 (%)
Brunswick County	107,429		147,644	180,778	213,371	245,966	66.6%
North Carolina	9,535,751		10,587,440	11,677,603	12,821,708	13,967,473	31.92%

Source: NC OSBM; County/State Population Projections

TABLE A-3. RACE

RACE	TOWN OF NAVASSA		BRUNSWICK COUNTY	NORTH CAROLINA
White	19.1%		84.2%	68.7%
Black or African American	73.5%		9.8%	21.4%
American Indian and Alaska Native Alone	0.7%		0.7%	1.2%
Asian	0.0%		0.6%	2.9%
Native Hawaiian/Pacific Islander	0.0%		0.0%	0.1%
Some Other Race	4.7%		2.3%	3.1%
Two or More Races	2.0%		2.4%	2.7%
Total Non-White	80.9%		15.8%	31.3%

Source: US Census Bureau, American Community Survey 5-year Estimates (2015-2019), Table B02001, "Race."

TABLE A-4. MINORITY POPULATIONS

	TOWN OF NAVASSA	BRUNSWICK COUNTY	NORTH CAROLINA
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White, Non-Hispanic	18.2%	81.9%	63.1%
Minority Population	81.8%	18.1%	36.9%

Source: US Census Bureau, American Community Survey 5-year Estimates (2015-2019), Table B03002, "Hispanic or Latino Origin by Race."

TABLE A-5. AGE GROUPS

AGE GROUPS	TOWN OF NAVASSA	BRUNSWICK COUNTY	NORTH CAROLINA
Under 18 Years	15.9%	15.6%	22.4%
18 to 64 Years	69.0%	53.8%	61.8%
65 Years or Older	15.1%	30.5%	15.9%

Source: US Census Bureau, American Community Survey 5-year Estimates (2015-2019), Table B01001, "Sex by Age."

TABLE A-6. INCOME, POVERTY, AND EMPLOYMENT

	TOWN OF NAVASSA	BRUNSWICK COUNTY	NORTH CAROLINA
Persons Below Poverty Level	19.3%	11.8%	14.7%
Median Household Income	\$33,571	\$58,236	\$54,602
In Civilian Labor Force (age 16+)	63.5%	49.1%	64.2%

Source: US Census Bureau American Community Survey (ACS) 5-year estimates for 2015-2019. Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."; Table B19049 "Median Household Income", and Table DP03 "Selected Economic Characteristics"

TABLE A-7. LEP

LANGUAGE GROUP*	TOWN OF NAVASSA	BRUNSWICK COUNTY	NORTH CAROLINA
Spanish	3.2%	1.5%	3.4%
Other Indo-Euro	0.0%	0.2%	0.5%
Asian/Pacific	0.0%	0.2%	0.8%
Other	0.0%	0.1%	0.2%

* Primary language group of persons who speak English less than very well.

Source: US Census Bureau, American Community Survey 5-year Estimates (2015-2019), Table B16004, "Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over."

TABLE A-8. VEHICLE AVAILABILITY

VEHICLE AVAILABILITY	TOWN OF NAVASSA	BRUNSWICK COUNTY	NORTH CAROLINA
No vehicle available	10.2%	3.8%	5.8%
One vehicle available	31.8%	29.2%	31.6%
Two or more vehicles available	58.0%	67.0%	62.5%

Source: US Census Bureau, American Community Survey 5-year Estimates (2015-2019), Table B25044, "Tenure by Vehicles Available."

TABLE A-9. COMMUTING MODES

COMMUTE MODE	TOWN OF NAVASSA	BRUNSWICK COUNTY	NORTH CAROLINA
Commute alone by auto	83.2%	86.2%	85.9%
Commute by carpool	14.1%	10.7%	9.7%
Commute by public transportation	0.7%	0.4%	1.1%
Commute by bike/ped	0.6%	1.1%	2.1%
Commute by other mode	1.3%	1.5%	1.2%

Source: US Census Bureau American Community Survey (ACS) 5-year estimates for 2015-2019.

TABLE A-10. TOP 5 LARGEST EMPLOYERS IN BRUNSWICK COUNTY

RANK	EMPLOYER	NUMBER OF EMPLOYEES	PRODUCT/INDUSTRY
1	Brunswick County Board of Education	1000+	Educational Services
2	County of Brunswick	1000+	Public Administration
3	Wal-Mart Associates Inc.	500-999	Retail Trade
4	Progress Energy Service Co	500-999	Utilities
5	Food Lion	500-999	Retail Trade

Source: <https://d4.ncommerce.com/qcwlargestemployers.aspx>

TABLE A-11. WHERE TOWN OF NAVASSA WORKERS LIVE, BY COUNTY

COUNTY	COUNT	SHARE (%)
All Counties	168	100.0
Brunswick County	57	33.9
New Hanover County	48	28.6
Pender County	18	10.7
Mecklenburg County	8	4.8
Bladen County	4	2.4
Columbus County	4	2.4
Gaston County	4	2.4
Cumberland County	3	1.8
Sampson County	3	1.8
Wake County	3	1.8
All Other Locations	16	9.5

Source: US Census Bureau OnTheMap: <https://onthemap.ces.census.gov/>

**TABLE A-12. WHERE TOWN OF
NAVASSA RESIDENTS WORK, BY COUNTY**

COUNTY	COUNT	SHARE (%)
All Counties	701	100.0
New Hanover County	367	52.4
Brunswick County	141	20.1
Wake County	33	4.7
Pender County	15	2.1
Columbus County	13	1.9
Mecklenburg County	13	1.9
Cumberland County	12	1.7
Guilford County	9	1.3
Onslow County	5	0.7
Wayne County	5	0.7
All Other Locations	88	12.6

Source: US Census Bureau OnTheMap: <https://onthemap.ces.census.gov/>

**TABLE A-13. TOWN OF NAVASSA EMPLOYMENT INFLOW/
OUTFLOW (PLACE OF WORK)**

DESCRIPTION	COUNT	SHARE (%)
Employed in the Town of Navassa (Navassa workers)	168	100.0
Employed in the Town of Navassa but living outside	163	97.0
Employed and living in the Town of Navassa	5	3.0

Source: US Census Bureau OnTheMap: <https://onthemap.ces.census.gov/>

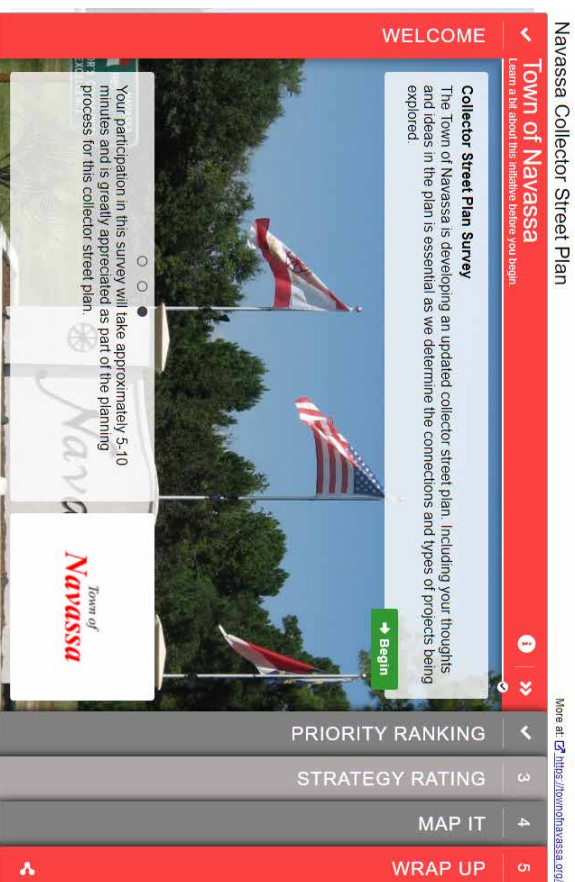
**TABLE A-14. TOWN OF NAVASSA EMPLOYMENT INFLOW/
OUTFLOW (PLACE OF RESIDENCE)**

DESCRIPTION	COUNT	SHARE (%)
Living in the Town of Navassa	701	100.0
Living in the Town of Navassa but employed outside	696	99.3
Living and employed in the Town of Navassa	5	0.7

Source: US Census Bureau OnTheMap: <https://onthemap.ces.census.gov/>

Welcome to the Survey

The first page of the survey provided a brief overview of the project and the purpose of the survey.



Priority Ranking

Next, respondents were asked to rank their top 5 priorities as they relate to the Plan. Respondents could select five priorities from a total of eight options (see below).

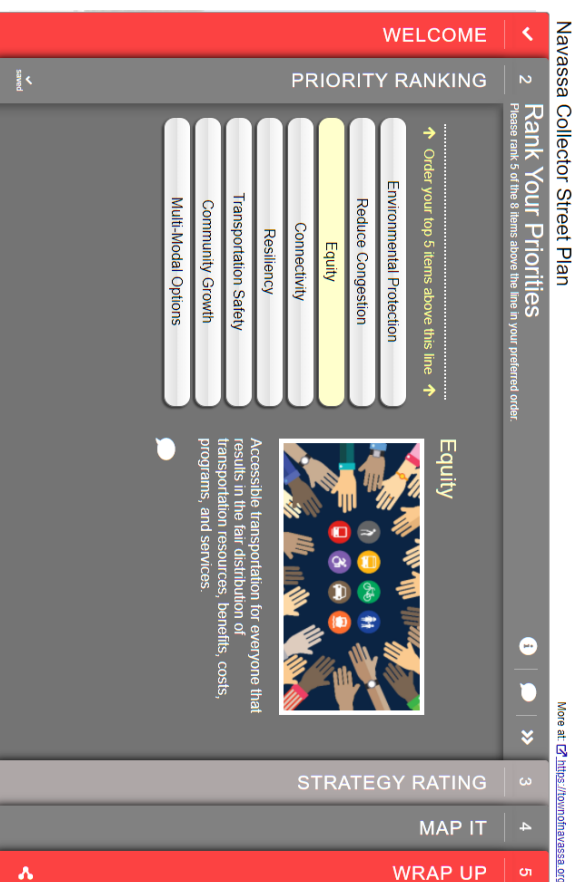


Figure 4-1 contains the top five priorities identified by the survey

respondent. Connectivity, transportation safety, and community growth were the top three priorities. In addition to the standard survey responses, three unique comments were submitted:

- The plan should ensure that properties don't become devalued for eminent domain purposes.
- Replace bridge on Old Mill Road and emergency outlet for Magnolia Drive residents.
- Restricting large trucks from travelling residential streets because of safety hazards (speeding) and loud noises.

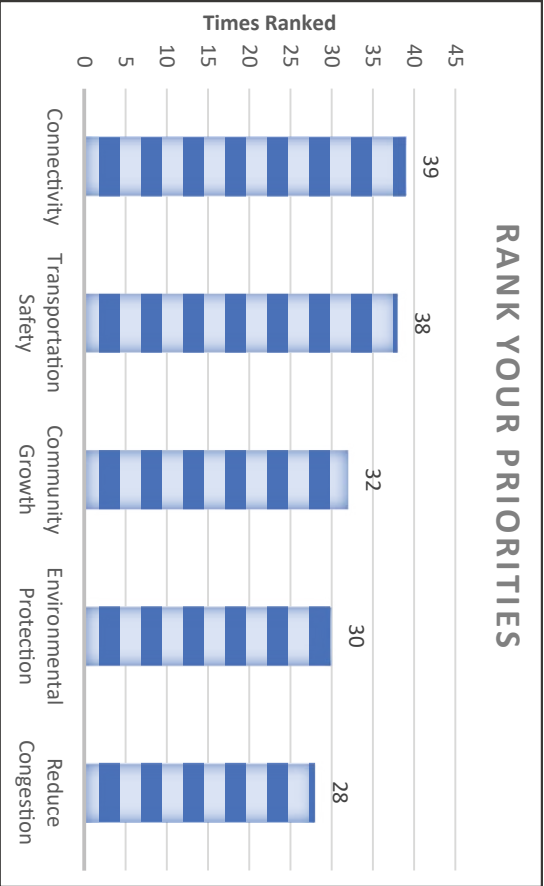


Figure 4-1. Rank Your Priorities

Strategy Ranking

On the third page of the survey, respondents were asked to provide input on preferences (primarily facilities and/or amenities) related to the following focus areas: biking, pedestrian mobility, transit services, transportation safety, and others. Respondents could rank each preference (options varied between 1 and 4 and 1 and 5 depending on the number of items) within each focus area.

Navassa Collector Street Plan

WELCOME

PRIORITY RANKING

STRATEGY RATING

MAP IT

WRAP UP

What is Important to You?

Please give input on at least 5 of the 21 items

Biking

○○○○○

Which of these is most important? Please score the following from very important (5 stars) to not as important (1 star)

Wide Paved Shoulders

A paved portion of the roadway to the right of the travel way designed to serve bicyclists, pedestrians, and others.

★★★★★

Shared Bicycle Lanes

A standard width travel lane that both bicycles and motor vehicles can use. Shared lane markings increase motorists' awareness of cyclists.

★★★★★

Bicycle Lanes

A portion of the roadway that is designated by striping, signage, and pavement markings for the exclusive use of bicyclists.

★★★★★

Multi-Use Path

Paved facilities built for bicycle and pedestrian traffic that are physically separated from motor vehicle traffic.

★★★★★

Signage

Encourages cycling with signage which makes drivers aware of cyclists and helps to guide bicyclists on designated routes.

★★★★★

Transportation Safety

○○○○○

Additional Questions

○○○○○

Preference results are provided below (based on the number of times rated).

NAVASSA COLLECTOR STREET PLAN

B-2

August 2022

102

BIKING

PREFERENCE	DESCRIPTION	AVERAGE RATING
Multi-use Path	Paved facilities built for bicycle and pedestrian traffic that are physically separated from motor vehicle traffic.	★★★★★
Wide Paved Shoulders	A paved portion of the roadway to the right of the travel way designed to serve bicyclists, pedestrians, and others	★★★★★
Signage	Encourages cycling with signage which makes drivers aware of cyclists and helps to guide bicyclists on designated routes	★★★★★
Bicycle Lanes	A portion of the roadway that is designated by striping, signage, and pavement markings for the exclusive use of bicyclists	★★★★★
Shared Bicycle Lanes	A standard width travel lane that both bicycles and motor vehicles share. Shared lane markings increase motorist's awareness of cyclists	★★☆☆☆

PEDESTRIAN MOBILITY

PREFERENCE	DESCRIPTION	AVERAGE RATING
New or Improved Sidewalks	Provide better access to local businesses, recreation, and neighborhoods.	★★★★★
Multi-use Path	Paved facilities built for bicycle and pedestrian traffic that are physically separated from motor vehicle traffic	★★★★★
Schools and Transit	Provide better access to schools, transit, and the existing network	★★☆☆☆
Signage	Increase driver awareness and pedestrian safety	★★☆☆☆

TRANSIT SERVICES

PREFERENCE	DESCRIPTION	AVERAGE RATING
Bus Service	Provide new mass transit options.	★★★★★
Bus Stops	Provide new mass transit options	★★★★★
On Demand Transit	Improve ADA – Americans with Disabilities Act – transit opportunities	★★☆☆☆
Microtransit	Technology-enabled transit service that typically uses multi-passenger/pooled shuttles or vans to provide on-demand or fixed-schedule services with either dynamic or fixed routing	★★☆☆☆

TRANSPORTATION SAFETY

PREFERENCE	DESCRIPTION	AVERAGE RATING
Multi-modal Safety	Improve safety for all modes. Reduce conflicts between motorists, rail, bicyclists, and pedestrians.	★★★★★
Intersection Improvements	Add roundabouts, traffic signals, improve signal timing	★★★☆☆
Turning Lanes	Additional turning lanes to decrease lane stoppage and driver confusion	★★★☆☆
Other	Speeds, crossings, and sight distance	★★☆☆☆

OTHER

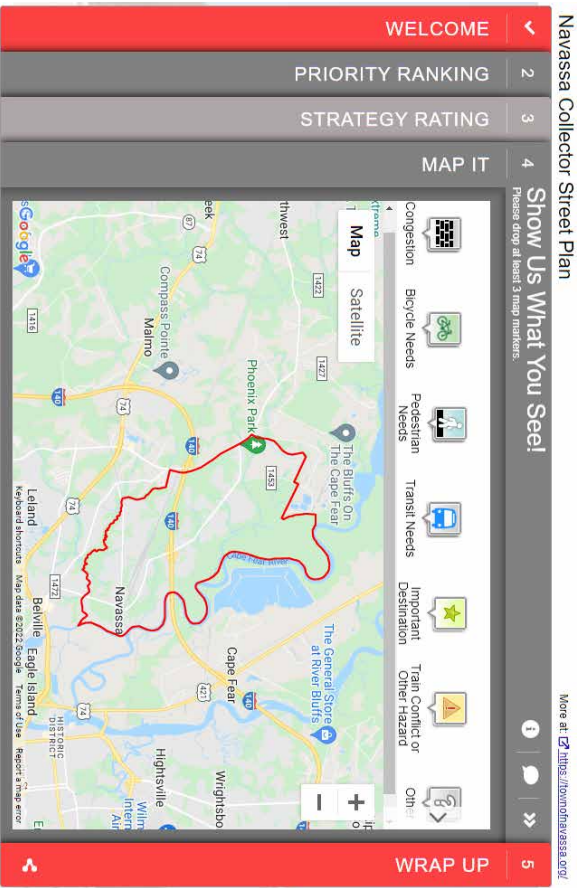
PREFERENCES	DESCRIPTION	AVERAGE RATING
Roadway Flooding	Creating a more resilient infrastructure to withstand roadway flooding.	★★★★★
Railroad Crossroads	Grade separated crossings where railroads intersect roadways to improve safety and reduce delay	★★★★★
Park-and-Ride Lots	Determine centralized locations for ride-sharing and transit options	★★★☆☆
Other	Is there anything else that is important to you that is not listed?	★★☆☆☆

In addition to the standard survey responses, four unique comments were submitted:

- I think streetlights are needed when new developments are placed.
- Turnabout and stoplight at Broadway and Main.
- Turnabout at Navassa Road and Cedar Hill Road intersection.
- Turnabout at Navassa Road/Cedar Hill Road/Quality Drive; Stoplight at Broadway and North Navassa Road.

Mapping Exercise

The fourth page of the survey allowed respondents to drop markers in and around the Town with accompanying comments. The survey asked for comments specifically related to congestion, bicycle needs, pedestrian needs, transit needs, key destinations, train conflicts or other hazards, and others.



Major comment topics are provided below and are organized by comment focus areas.

Congestion

- Future development
- Traffic flow
- Wider roads
- Congestion
- Vegetation
- Stoplights
- Flooding
- Lighting
- Signage

Bicycle Needs

- Wider shoulders
- Multi-use paths
- Bicycle lanes
- New trail connections
- Connections to the "new" downtown

Pedestrian Needs

- Sidewalks
- Parks
- Safety
- Wide shoulders
- Access
- Multi-use paths
- Complete streets
- Neighborhoods

Transit Needs

- Bus routes
- Connection to Wilmington
- WAVE services
- Funding
- Bus shelters
- Access to convenience stores
- Rural connectivity

Important Destinations

- Gullah-Geechee Preservation
- Mixed-use shopping plaza
- Movie theaters

Train Conflict or Other Hazard

- Drainage
- Flooding
- Street-level crossings
- Train conflicts
- I-140/Raise the overpass
- School buses
- Entrances/exits to neighborhoods

Other Comments

- Local/county connections
- Train wrecks resulting in traffic
- CSX Davis Yard
- Safety
- Outlets

Demographic Questions

The fifth and final page of the survey contained optional demographic-related questions. The questions were related to age, race/ethnicity, place of residency, and place of work.

Navassa Collector Street Plan

More at <https://navomhnavassa.org/>

1

2

3

4

5

WELCOME

PRIORITY RANKING

STRATEGY RATING

MAP IT

WRAP UP

Almost Done!

Tell us a bit about yourself. Please click finish when you are done.

Final Questions (Optional)

> Age
Select..

> Race/Ethnicity
Select..

> Do you live in Navassa full time?
Select..

> Do you work in Navassa?
Select..

> Home Zip Code
12345

Answer the questions you want to, then click Finish.

Finish

Thank You!

Thank you for your input! The information you provide will not be shared.

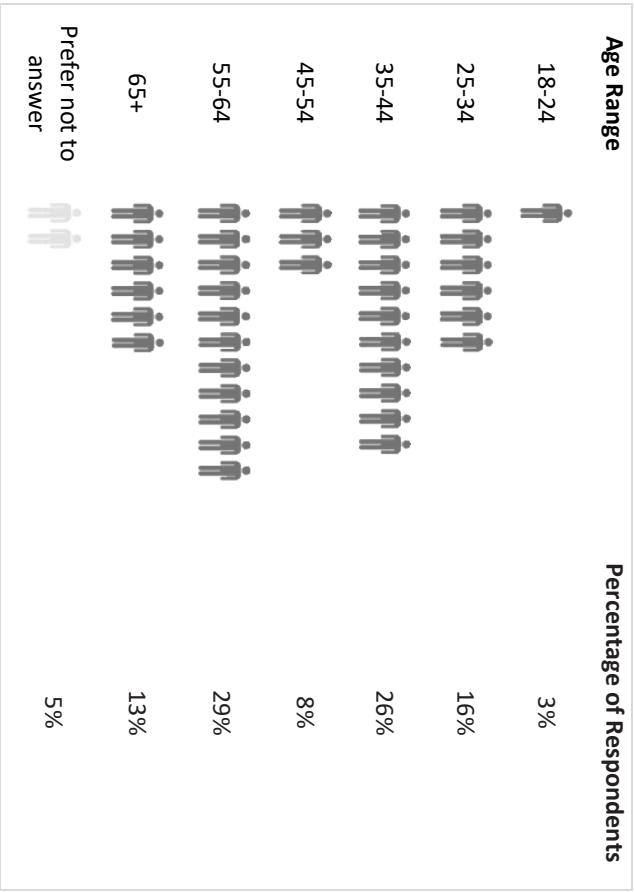
Project Partners

☒ Town of Navassa Website

Please share this with others and help us get everyone involved!

[f](#)[t](#)[in](#)

Figure 4-2. Age Ranges



The race/ethnicity of survey respondents is shown in Figure 4.3.

Figure 4.3. Race/Ethnicity



Most respondents fell within the 55-64 age bracket, followed closely by 35-44 (Figure 4-2).

Residency and employment location of respondents is shown in Figure 4-4 and Figure 4-5, respectively.

Figure 4-4. Do You Live in Navassa?

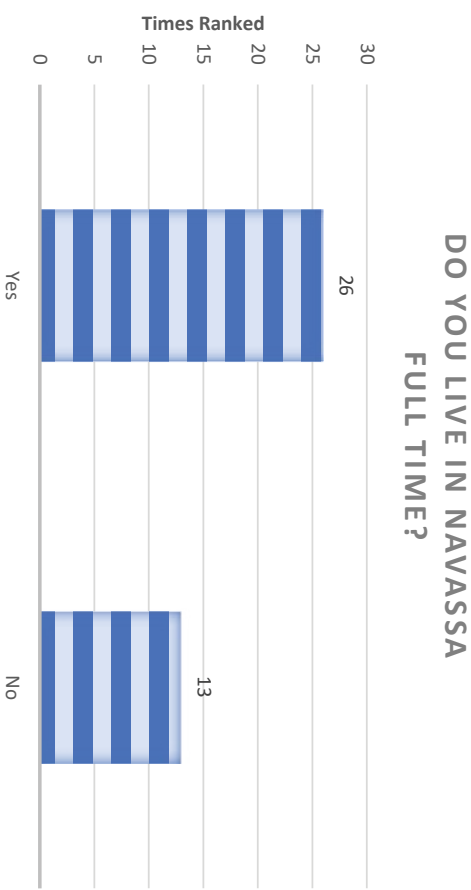
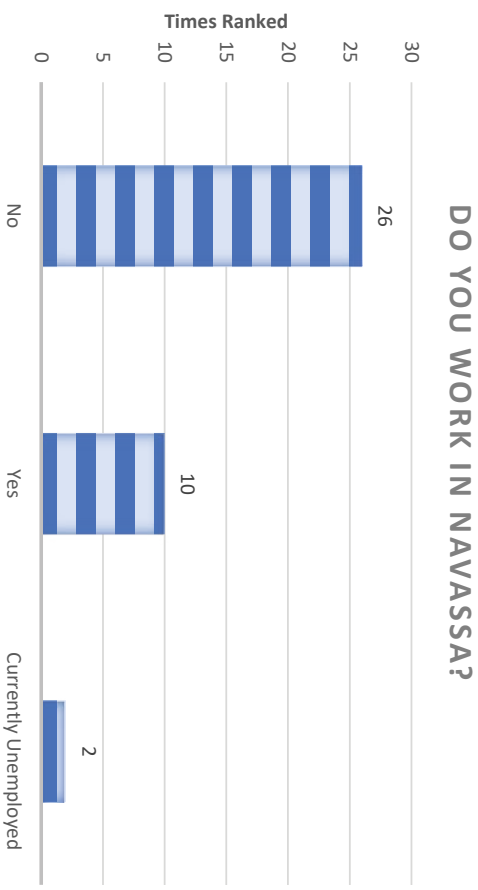


Figure 4-5. Do You Work in Navassa?



The final survey question asked respondents for their home zipcode. The majority of respondents live south of Navassa in the Town of Leland (zipcode 28451).



Please take our survey!

The Town of Navassa is developing an updated Collector Street Plan and is looking for your input! The Plan, which will serve as an update to the 2004 Navassa Collector Street Plan, will provide a safe and efficient multimodal transportation network that accommodates future growth and development in the Town.



Please take a few minutes and respond to the survey by using the QR code shown above or by visiting:

<https://metroquestsurvey.com/dp8l8s>.

Your feedback will help the design team as they draft recommendations, both for a proposed collector street network and for collector street design standards, as well as policy recommendations. A public meeting, during which draft recommendations will be presented, is planned for early March.

If you have any questions about the plan update or the survey, please contact:

Rachel McIntyre - WMPO
Rachel.McIntyre@wilmingtonnc.gov
910-341-3234.



Welcome

2022 Town of Navassa Collector Street Plan

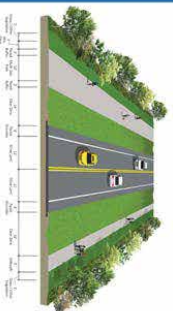
Town of Navassa | Wilmington Urban Area Metropolitan Planning Organization | AECOM

What is a collector street?

- ▶ Collector streets are major and minor roads that connect local roads and streets with arterials.
- ▶ Collector streets provide less mobility than arterials at lower speeds and for shorter distances.
- ▶ The posted speed limit on collectors is usually between 25 and 45 miles per hour.
- ▶ Collector streets balance mobility with land access.

FHWA Road Function Classifications https://safetydata.fhwa.dot.gov/speeding/data_functions.pdf, June 2016, p. 42.pdf

Typical Sections



Typical Section #1
2-Lane Road with
Multi-Use Path
(Without Curb and Gutter)

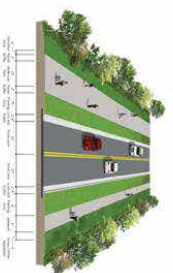


Typical Section #2
2-Lane Road
with Sidewalks
(Without Curb and Gutter)

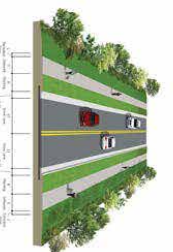


Typical Section #3
2-Lane Road with
Sidewalks and Bike Lanes
(Without Curb and Gutter)

Typical Sections



Typical Section #4
2-Lane Road with
Multi-Use Path
(With Curb and Gutter)



Typical Section #5
2-Lane Road
with Sidewalks
(With Curb and Gutter)



Typical Section #6
2-Lane Road with
Sidewalks and Bike Lanes
(With Curb and Gutter)

**Town of Kenosha
Collector Street Plan**

**2022 Proposed Collector
Street Public Draft**

Legend

- 2022 Proposed Collector
- Existing Local Collector
- Interstate
- US Highway
- US Highway
- State Road
- State of Wisconsin
- County Boundary

Proposed Collector:

1. Addition of New Road
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Submitted: Bureau of Public Works
Date: 03/03/2022

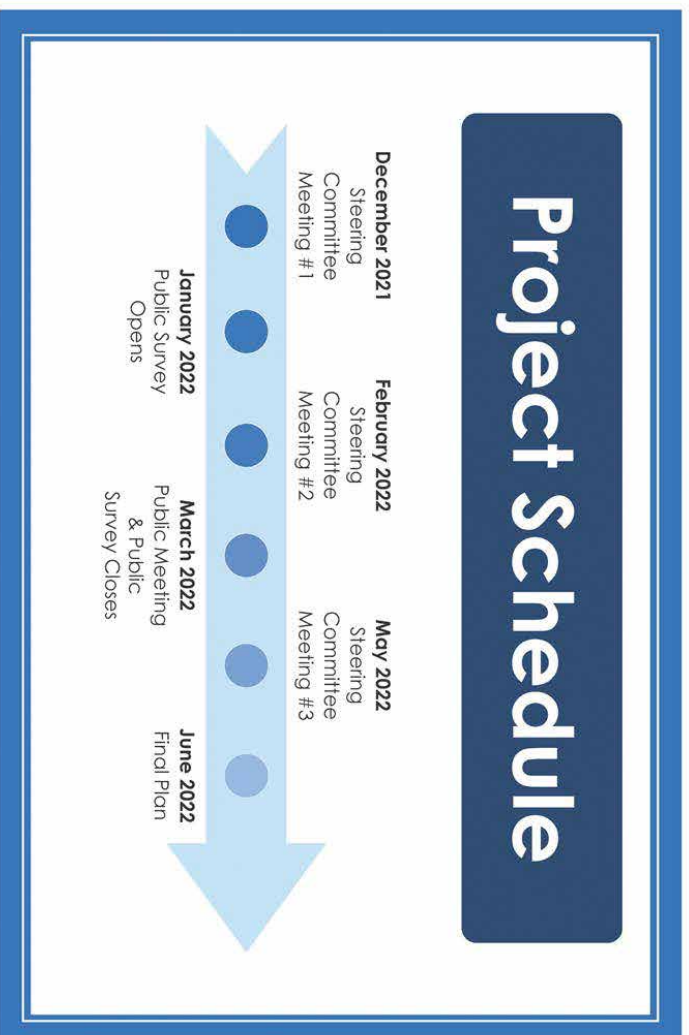
Scale: 1" = 100'

North Arrow: N

Map: 0 0.5 1

AECOM

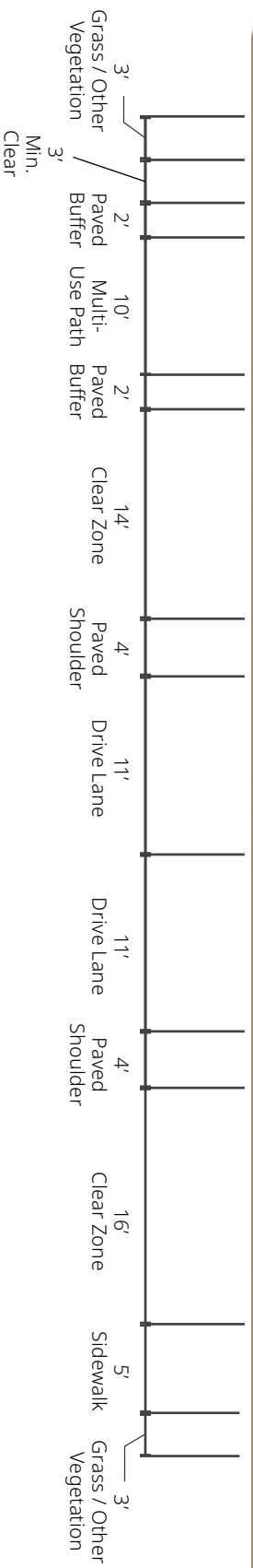
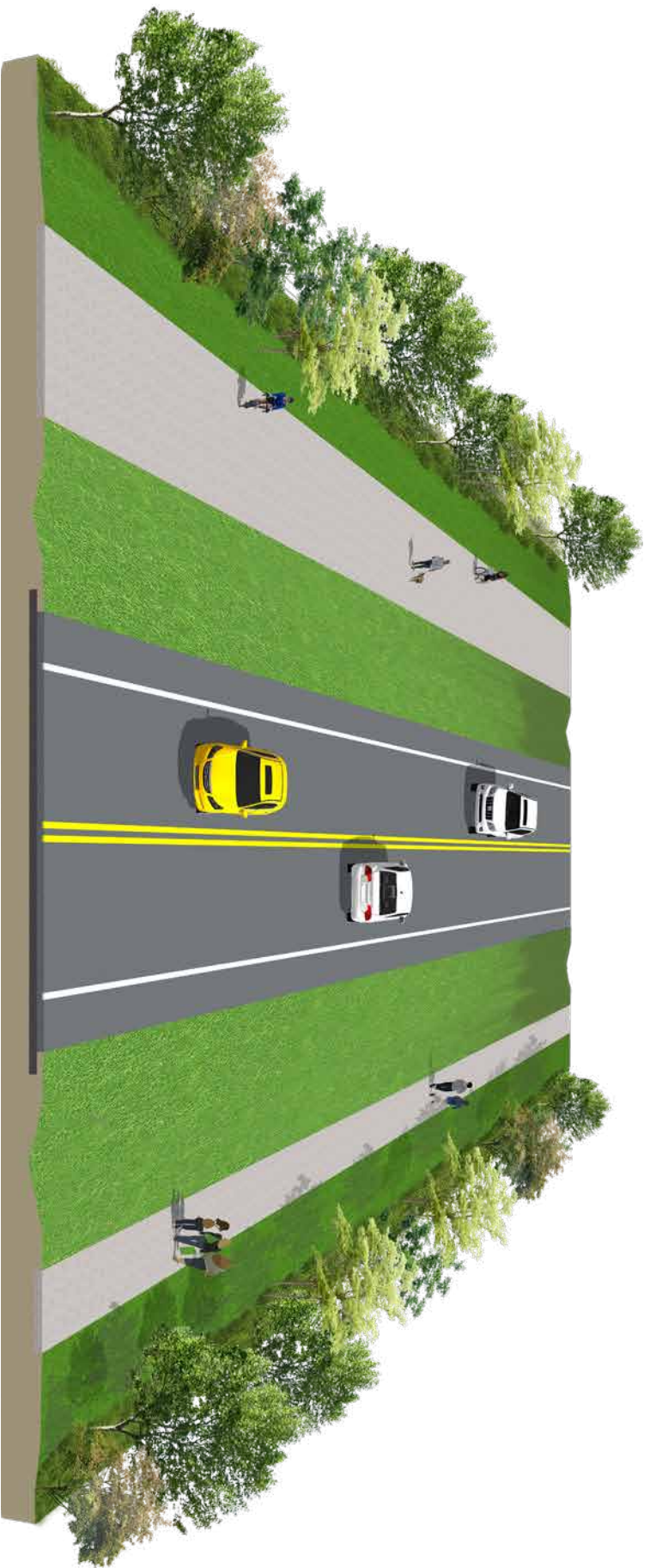
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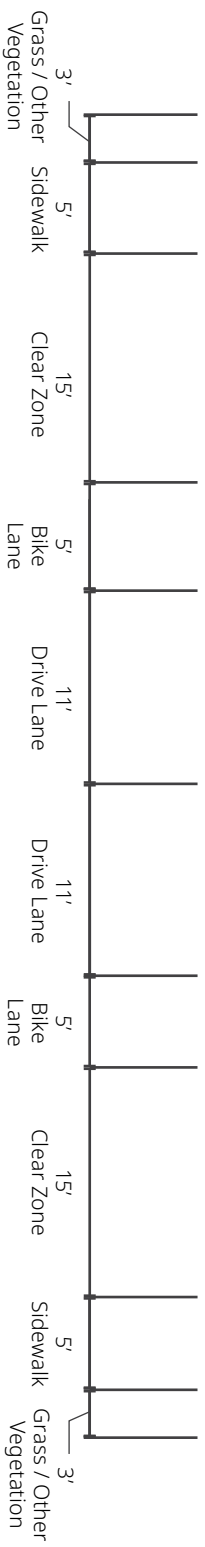
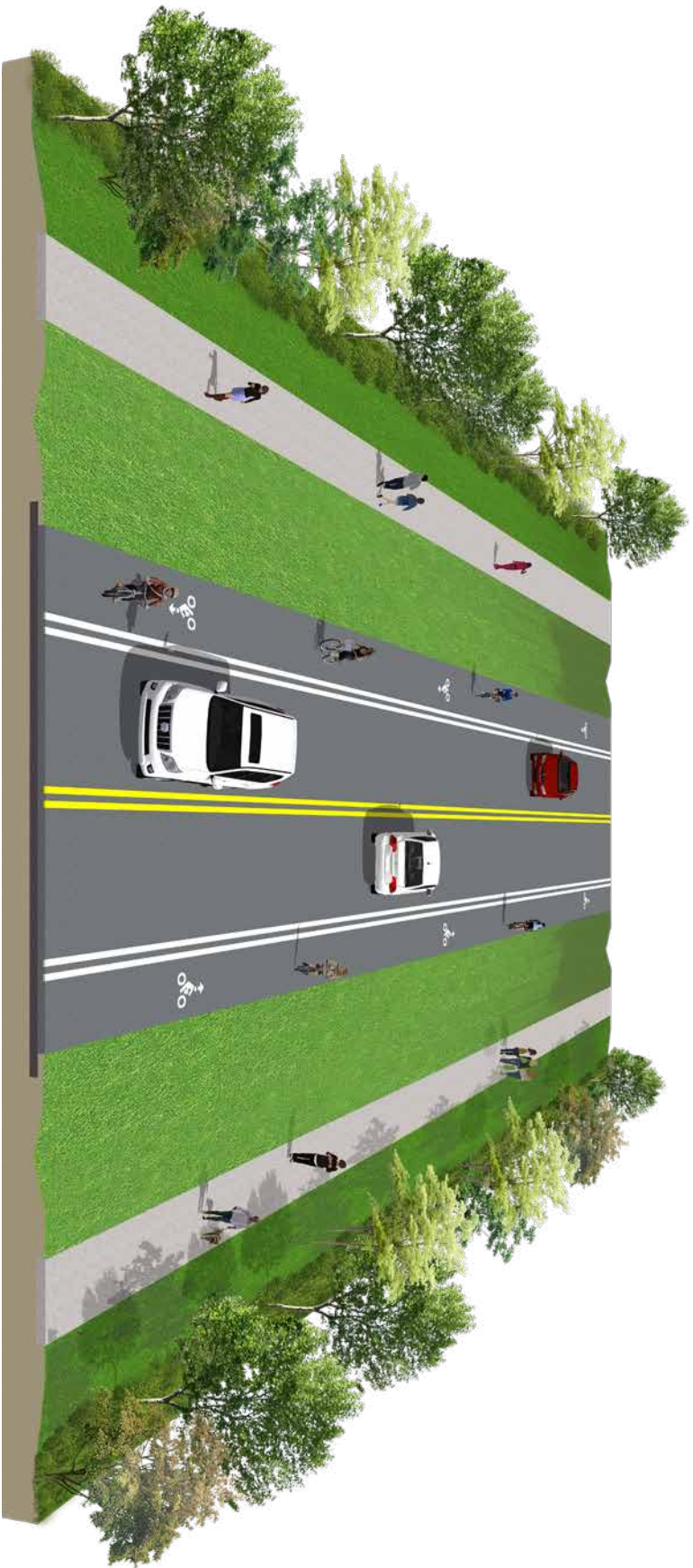
Appendix D: Proposed Use of Roadway Typical Sections

NCDOT's published highway typical sections includes 57 typical cross-sections for use in road planning (NCDOT, 2019b). Using the minimum design standards in accordance with NCDOT highway typical sections 2F and 2P, this Plan presents six typical sections for use in designing the collector streets for the Town. The typical sections presented in this Plan include roadways both with and without curb and gutter, for use as follows:

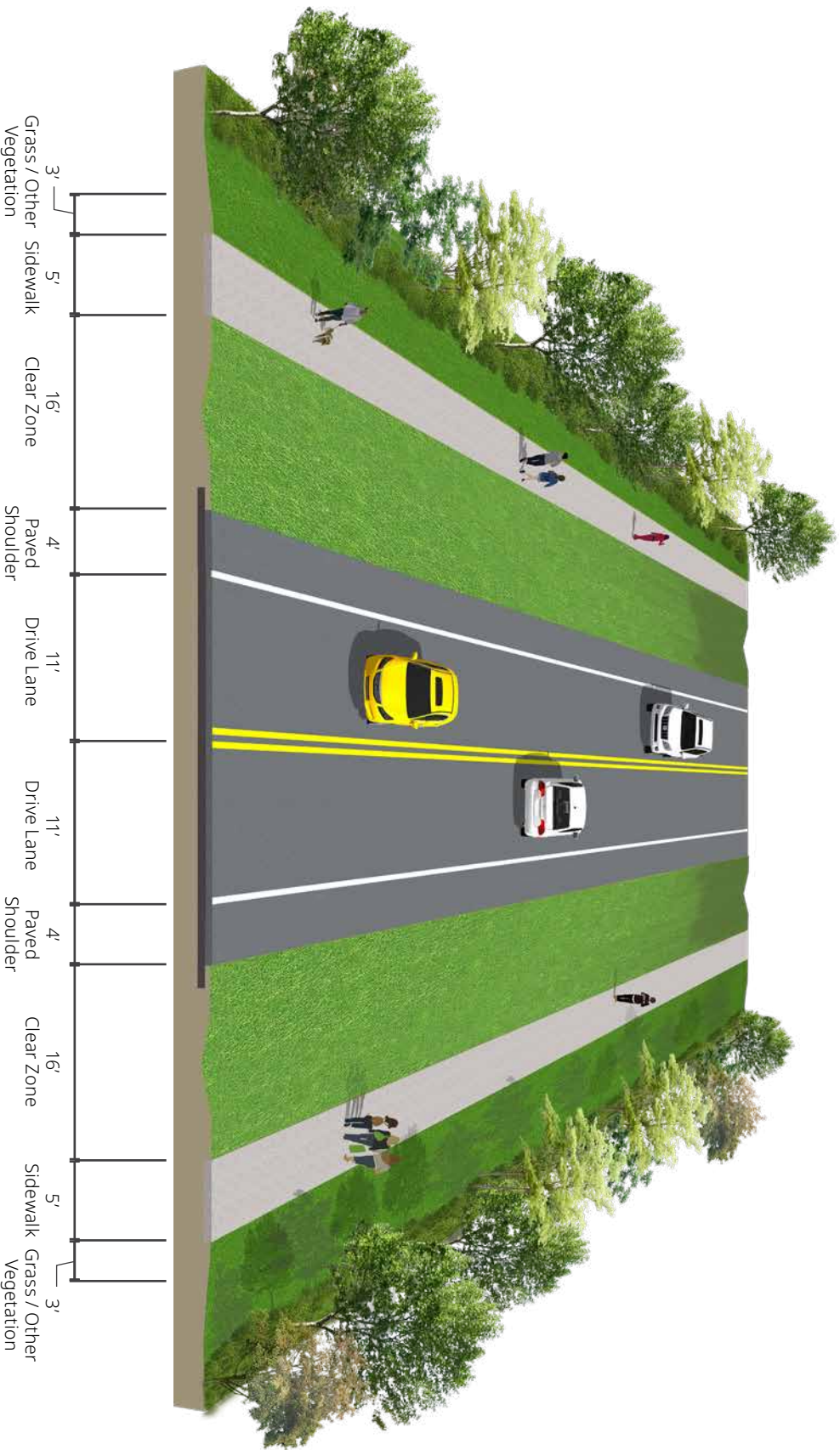
- | | |
|--|--|
| <ul style="list-style-type: none">• Without curb and gutter. Typical sections without curb and gutter use wide grassy areas or ditches to carry and infiltrate stormwater. Illustrations of three variations are shown on page D-1.• With curb and gutter. Curb and gutter typical sections would most likely be used in residential developments where stormwater drainage can be carried through a closed system to a stormwater storage area or a stormwater pond. Illustrations of three variations are shown on page 49. | <p>These typical sections are specifically for use within Coastal Area Management Act counties and prescribe design speeds of 25 to 45 miles per hour (mph).</p> |
|--|--|



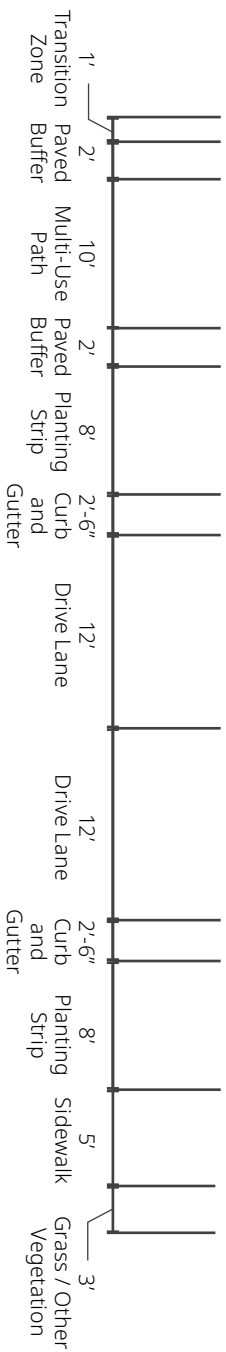
2-Lane Road with Multi-Use Path (Without Curb and Gutter)



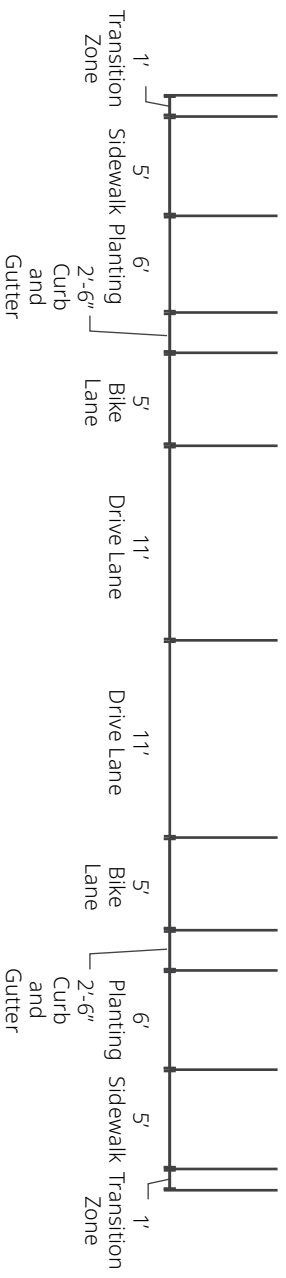
2-Lane Road with Sidewalks and Bike Lane (Without Curb and Gutter)



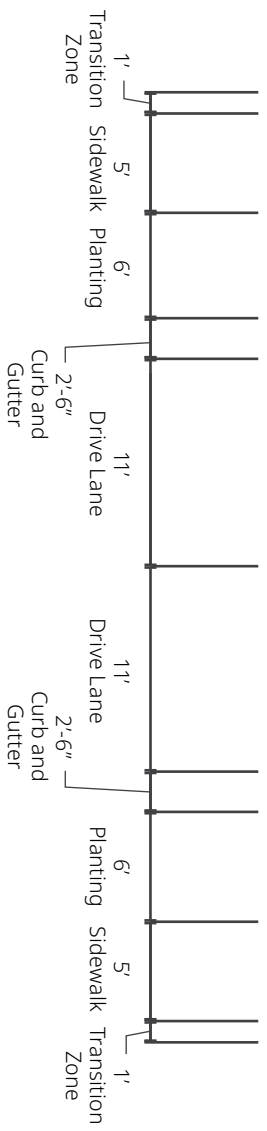
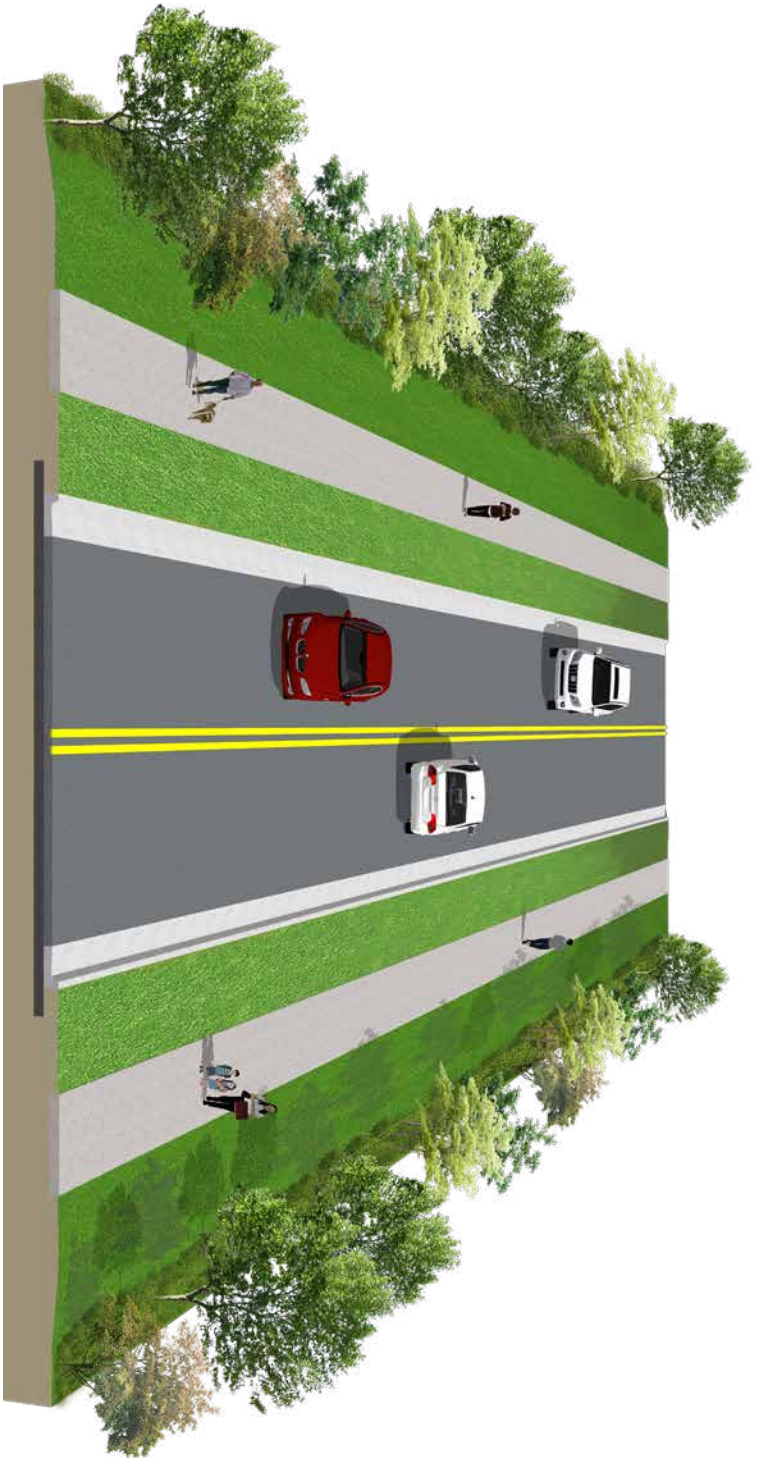
2-Lane Road with Sidewalks (Without Curb and Gutter)



2-Lane Road with Multi-Use Path (With Curb and Gutter)



2-Lane Road with Sidewalks and Bike Lane (With Curb and Gutter)



2-Lane Road with Sidewalks (With Curb and Gutter)

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING THE 2022 NAVASSA COLLECTOR STREET PLAN

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization along with the Town of Navassa collaboratively developed and adopted the Town of Navassa Collector Street Plan in 2004 in an effort to provide a safe and efficient transportation network within the Town while responding to development interest; and

WHEREAS, the Town of Navassa updated and adopted its Future Land Use Plan in 2012 which identified planned future growth patterns in distinct areas of the Town, including two large approved planned unit developments of Indian Creek and River Bend; and

WHEREAS, the Town of Navassa desired to update its proposed Collector Street network to provide a safe and efficient transportation network that accommodates recent and expected growth and development as a result of the completion of the I-140/Wilmington Bypass in 2017, approved and proposed housing developments, and the redevelopment of the waterfront Kerr-McGee Superfund site; and

WHEREAS, the updated plan included public outreach efforts through a public survey and two public meetings, and oversight by a steering committee that included representatives from the Town of Navassa, Wilmington Urban Area Metropolitan Planning Organization, Town of Navassa Planning Board, Navassa Town Council, and NCDOT Division 3; and

WHEREAS, the 2022 Navassa Collector Street Plan will be used to guide future development of a collector street network in the study area; and

WHEREAS, the Navassa Town Council adopted the Navassa Collector Street Plan on August 18, 2022.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Board hereby adopts the 2022 Navassa Collector Street Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Board on August 31, 2022.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-8 (July 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

P-5740C BRUNSWICK NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION CROSSING SIGNALS AND GATES AT VARIOUS AT- GRADE CROSSINGS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23. DP FUNDS REPRESENT FEDERAL CRISI GRANT.</u>	CONSTRUCTION	FY 2023 - \$5,792,000 (DP) FY 2023 - \$2,054,000 (T) FY 2024 - \$2,054,000 (T) \$9,900,000
---	--	--------------	---

TO-4751 NEW HANOVER PROJ.CATEGORY PUBLIC TRANS	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION OPERATING ASSISTANCE <u>MODIFY FUNDING IN FY 23 AT THE REQUEST OF THE MPO.</u>	OPERATIONS	FY 2022 - \$845,000 (SMAP) FY 2022 - \$2,759,000 (L) FY 2022 - \$2,129,000 (5307) FY 2023 - \$600,000 (SMAP) FY 2023 - \$1,197,000 (L) FY 2023 - \$1,797,000 (5307) \$9,327,000
---	--	------------	---

TP-5110 NEW HANOVER PROJ.CATEGORY PUBLIC TRANS	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY, PLANNING ASSISTANCE - SHORT RANGE DEVELOPMENT <u>MODIFY FUNDING IN FY 23 AT THE REQUEST OF THE MPO.</u>	PLANNING	FY 2023 - \$38,000 (L) FY 2023 - \$152,000 (5307) \$190,000
---	--	----------	---

* W-5703DIV BRUNSWICK DUPLIN NEW HANOVER ON SLOW PENDER SAMPSON PROJ.CATEGORY DIVISION	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION FY 2022 - \$30,000 (HSIP) FY 2022 - \$180,000 (HSIP) FY 2023 - \$180,000 (HSIP) \$390,000
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Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-8 (July 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS				
* W-5703REG BRUNSWICK DUPLIN NEW HANOVER ON SLOW PENDER SAMPSON PROJ.CATEGORY REGIONAL	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$30,000 (HSIP) FY 2022 - \$180,000 (HSIP) FY 2023 - \$180,000 (HSIP) \$390,000
* W-5703SW BRUNSWICK DUPLIN NEW HANOVER ON SLOW PENDER SAMPSON PROJ.CATEGORY STATEWIDE	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$40,000 (HSIP) FY 2022 - \$240,000 (HSIP) FY 2023 - \$240,000 (HSIP) \$520,000



DRAFT 2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

NOTES: COSTS AND SCHEDULES ARE AS OF JULY 28, 2022 AND ARE SUBJECT TO CHANGE. AMOUNTS SHOWN ARE PROJECT ESTIMATE AMOUNTS REMAINING. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".

BASIC PROJECT INFORMATION																			FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STT CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT										
BEAUFORT, BERTIE, BRUNSWICK, CARTERET, CHOWAN, CRAVEN, CURRITUCK, DARE, DUPLIN, HYDE, NEW HANOVER, ONSLOW, PAMLICO, PERQUIMANS, TYRELL, WASHINGTON, CAMDEN, GATES, GREENE, HERTFORD, JONES, LENOIR, MARTIN, NORTHAMPTON, PASQUOTANK, PENDER, PITT, SAMPSON		REPLACEMENT VESSEL (SUPPORT FLEET) FOR TUGS AND BARGES	FERRY	1, 2, 3	JACKSONVILLE URBAN AREA MPO, ALBEMARLE RPO, CAPE FEAR RPO, WILMINGTON URBAN AREA MPO, EASTERN CAROLINA RPO, GRAND STRAND AREA TRANSPORTATION STUDY, GREENVILLE URBAN AREA MPO, MID-CAROLINA RPO, MID-EAST RPO, NEW BERN AREA MPO, PEANUT BELT RPO	F-5703	DIVISION 1, 2, 3																					
BEAUFORT, BERTIE, BRUNSWICK, CARTERET, CHOWAN, CRAVEN, CURRITUCK, DARE, DUPLIN, HYDE, NEW HANOVER, ONSLOW, PAMLICO, PERQUIMANS, TYRELL, WASHINGTON, CAMDEN, GATES, GREENE, HERTFORD, JONES, LENOIR, MARTIN, NORTHAMPTON, PASQUOTANK, PENDER, PITT, SAMPSON		Z-DRIVE TOWING AND PUSHING TUG	FERRY	1, 2, 3	ALBEMARLE RPO, CAPE FEAR RPO, DOWN EAST RPO, WILMINGTON URBAN AREA MPO, EASTERN CAROLINA RPO, GRAND STRAND AREA TRANSPORTATION STUDY, GREENVILLE URBAN AREA MPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, MID-EAST RPO, NEW BERN AREA MPO, PEANUT BELT RP	F-5703A	DIVISION 1, 2, 3	T					2019	\$3,250,000				\$3,250,000 COMPLETE										
BEAUFORT, BERTIE, BRUNSWICK, CARTERET, CHOWAN, CRAVEN, CURRITUCK, DARE, DUPLIN, HYDE, NEW HANOVER, ONSLOW, PAMLICO, PERQUIMANS, TYRELL, WASHINGTON, CAMDEN, GATES, GREENE, HERTFORD, JONES, LENOIR, MARTIN, NORTHAMPTON, PASQUOTANK, PENDER, PITT, SAMPSON		TWO SUPPORT/ANCHOR TUGS, ONE SUPPORT TUG, THREE BARGES	FERRY	1, 2, 3	ALBEMARLE RPO, CAPE FEAR RPO, DOWN EAST RPO, WILMINGTON URBAN AREA MPO, EASTERN CAROLINA RPO, GRAND STRAND AREA TRANSPORTATION STUDY, GREENVILLE URBAN AREA MPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, MID-EAST RPO, NEW BERN AREA MPO, PEANUT BELT RP	F-5703B	DIVISION 1, 2, 3	T					2019	\$2,100,000				\$2,100,000 COMPLETE										
BRUNSWICK	BELVILLE ELEMENTARY MULTI USE PATH	MULTI USE PATH ALONG NC 133 CONNECTING NORTH AND SOUTH ENTRANCES OF HAWKESWATER DEVELOPMENT TO BELVILLE ELEMENTARY SCHOOL.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6026	DIVISION 3	L, TADA					2022	\$118,000	2020		\$30,000	\$148,000										
BRUNSWICK	RICE HOPE MULTI USE PATH	MULTI USE PATH ALONG NC 133 BETWEEN MORECAMBLE BOULEVARD AND RICE HOPE RUN IN BELVILLE.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6025	DIVISION 3	BGDA, L					2022	\$167,000	2020		\$30,000	\$197,000										

BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START										
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROTECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROTECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT		
BRUNSWICK	I-140	US 17 TO NORTH OF US 74. PAVEMENT REHABILITATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	I-6036	STATEWIDE MOBILITY	NHPIM					2023	\$5,500,000			\$5,500,000			
BRUNSWICK	I-140/US 17 WILMINGTON BYPASS	US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY TO SR 1430 (CEDAR HILL ROAD).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633BA	PRE-STI (TRANSITION)	NHP					2014	\$30,750,000			\$30,750,000	COMPLETE. GARVEE BOND FUNDING \$50 M FOR SEGMENT BA. PAYBACK FY 2014-2025.		
BRUNSWICK	NC 133	US 17/US 74/US 76 TO SR 1554 (OLD RIVER ROAD). MODERNIZE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5914	DIVISION 3	T					2023	\$2,428,000			\$2,428,000	RIGHT-OF-WAY IN PROGRESS.		
BRUNSWICK, NEW HANOVER	SOUTHPORT - FORT FISHER	CONSTRUCT MOORING FACILITIES.	FERRY	3	CAPE FEAR RPO, WILMINGTON URBAN AREA MPO	F-5707	REGION B	T					2025	\$5,000,000			\$5,000,000			
BRUNSWICK, NEW HANOVER	SOUTHPORT-FORT FISHER	SOUTHPORT-FORT FISHER FERRY. CONSTRUCT RIVER CLASS FERRY.	FERRY	3	CAPE FEAR RPO, WILMINGTON URBAN AREA MPO	F-5705	NOT FUNDED	T					NOT FUNDED	\$14,000,000			\$14,000,000	GARVEE BOND FUNDING \$31.05 M FOR SEGMENT AA. PAYBACK FY 2010-2021 - GARVEE BOND FUNDING \$50 M FOR SEGMENT BA. PAYBACK FY 2014-2025 - GARVEE BOND FUNDING \$100 M FOR SEGMENT BB. PAYBACK FY 2013-2024		
BRUNSWICK, NEW HANOVER	I-140/US 17 (WILMINGTON BYPASS)	US 17 SOUTH OF NC 87 IN BRUNSWICK COUNTY TO I-40 IN NEW HANOVER COUNTY. FOUR LANE DIVIDED FREEWAY ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633												COMPLETE. GARVEE BOND FUNDING \$31.05 M FOR SEGMENT AA. PAYBACK FY 2010-2021.		
BRUNSWICK, NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	NC 87 SOUTH OF BISHOP TO US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633AA	PRE-STI (TRANSITION)	NHP					2010	\$6,810,000			\$6,810,000	COMPLETE		
BRUNSWICK, NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	NC 87 SOUTH OF BISHOP TO US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633AB												COMPLETE		
BRUNSWICK, NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY TO WEST OF US 421 NORTH OF WILMINGTON.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633BC												OPEN TO TRAFFIC		
BRUNSWICK, NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	IMPLEMENTATION OF INTELLIGENT TRANSPORTATION SYSTEMS (ITS).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633D	PRE-STI (TRANSITION)											COMPLETE		
BRUNSWICK, NEW HANOVER	US 17/US 74/US 76	NC 133/SR 1472 (VILLAGE ROAD) INTERCHANGE TO THE US 421/NC 133 INTERCHANGE. ADD ADDITIONAL LANES ON NORTH AND SOUTHBOUND LANES AND WIDEN BRIDGE 090107 AND BRIDGE 090108.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-3601	PRE-STI (TRANSITION)											COMPLETE		
BRUNSWICK, NEW HANOVER, ONSLOW, PENDER, DUPLIN, SAMPSON	VARIOUS	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 3 PROJECT MITIGATION.	HIGHWAY	3	CAPE FEAR RPO, WILMINGTON URBAN AREA MPO, JACKSONVILLE URBAN AREA MPO, EASTERN CAROLINA RPO, MID-CAROLINA RPO	EE-4903												COMPLETE		
BRUNSWICK, ONSLOW, NEW HANOVER	VARIOUS	DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	HIGHWAY	3	JACKSONVILLE URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY, WILMINGTON URBAN AREA MPO	W-5203SW	STATEWIDE MOBILITY													
COLUMBUS, ROBESON, ANSON, SCOTLAND, RICHMOND, BRUNSWICK, UNION	US 74	EASTERN END OF MONROE BYPASS TO I-140 IN WILMINGTON. VULNERABILITY ASSESSMENTS, INSTALLATION OF FLOOD GAUGES, AND FLOOD MONITORING.	HIGHWAY	3, 6, 8, 10	LUMBER RIVER RPO, CAPE FEAR RPO, ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, WILMINGTON URBAN AREA MPO	HO-0002D	STATEWIDE MOBILITY	DP, T							2022	\$2,200,000	\$2,200,000			
COLUMBUS, ROBESON, CLEVELAND, ANSON, GASTON, POLK, SCOTLAND, HENDERSON, RICHMOND, RUTHERFORD, MECKLENBURG, BRUNSWICK, BUNCOMBE, UNION	US 74	I-40 IN ASHEVILLE TO I-140 IN WILMINGTON. IMPLEMENT BROADBAND, ITS, AND RESILIENCY IMPROVEMENTS.	HIGHWAY	3, 6, 8, 10, 12, 13, 14	LUMBER RIVER RPO, CAPE FEAR RPO, GASTON-CLEVELAND-LINCOLN MPO, ISOTHERMAL RPO, FRENCH BROAD RIVER MPO, ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, WILMINGTON URBAN AREA MPO	HO-0002												DP REPRESENTS FEDERAL INFRA GRANT FUNDS		
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	BIKE/PEd	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	BO-2403	DIVISION 3	S, TA					2024	\$10,000,000			\$10,000,000			
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	HS-2003	DIVISION 3													

BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPO/S/RPOs	PROJECT ID	STT CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROTECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROTECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT	
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	R-5783	DIVISION 3	S, TA					2020	\$3,500,000			\$3,500,000	UNDER CONSTRUCTION, "S" FUNDS REFLECT STATE HIGHWAY FUNDS	
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	W-5703												IN PROGRESS	
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	W-5703DIV	DIVISION 3	HSIP	2022	\$30,000			2020	\$375,000			\$405,000		
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	W-5703REG	REGION B	HSIP	2022	\$30,000			2020	\$375,000			\$405,000		
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	W-5703SW	STATEWIDE MOBILITY	HSIP	2022	\$40,000			2020	\$500,000			\$540,000	INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.	
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	W-5803													
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 3.	RAIL	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	RC-2003	DIVISION 3											PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.	
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	INTERNATIONAL (ILM)	INCREASE WIDTH OF ALL TAXIWAYS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5796	NOT FUNDED	O, T					NOT FUNDED	\$3,800,000			\$3,800,000	OTHER FUNDS PROVIDED BY ILM.	
NEW HANOVER	WILMINGTON INTERNATIONAL	TAXIWAY J IMPROVEMENTS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5886	NOT FUNDED	O, T					NOT FUNDED	\$5,600,000			\$5,600,000	OTHER FUNDS PROVIDED BY ILM.	
NEW HANOVER	WILMINGTON INTERNATIONAL	REHABILITATE GA APRON NORTH.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5702	STATEWIDE MOBILITY											UNDER CONSTRUCTION	
NEW HANOVER	WILMINGTON INTERNATIONAL	UPGRADE AIRFIELD LIGHTING VAULT.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5704	STATEWIDE MOBILITY											UNDER CONSTRUCTION	
NEW HANOVER	WILMINGTON INTERNATIONAL	PIPE DITCHES IN RPO #2 AREA.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5713	STATEWIDE MOBILITY											UNDER CONSTRUCTION	
NEW HANOVER	WILMINGTON INTERNATIONAL	EXTEND RUNWAY 6-24 PHASE 1	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5730	STATEWIDE MOBILITY	O, T					2022	\$5,000,000			\$5,000,000		
NEW HANOVER	WILMINGTON INTERNATIONAL	EXPAND THE GENERAL AVIATION APRON.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5795	STATEWIDE MOBILITY	O, T					FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,300,000			\$1,300,000	OTHER FUNDS PROVIDED BY ILM.	
NEW HANOVER	WILMINGTON INTERNATIONAL	TAXIWAY IMPROVEMENTS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5798	STATEWIDE MOBILITY	O, T					2028	\$5,600,000			\$5,600,000	OTHER FUNDS PROVIDED BY ILM.	
NEW HANOVER	WILMINGTON INTERNATIONAL	WIDEN NORTH-SOUTH TAXIWAY SYSTEM.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5799	NOT FUNDED	O, T					NOT FUNDED	\$6,500,000			\$6,500,000	OTHER FUNDS PROVIDED BY ILM.	
NEW HANOVER	WILMINGTON INTERNATIONAL	EXPANSION OF AIR CARRIER APRON.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5801	STATEWIDE MOBILITY	O, T					2021	\$3,940,000			\$3,940,000	UNDER CONSTRUCTION. OTHER FUNDS PROVIDED BY ILM.	
NEW HANOVER	WILMINGTON INTERNATIONAL AIRPORT (ILM)	REHABILITATE RUNWAY.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5885	NOT FUNDED	O, T					NOT FUNDED	\$7,500,000			\$7,500,000	OTHER FUNDS PROVIDED BY ILM.	

BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START										
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPO/S/RPOS	PROJECT ID	STT CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT		
NEW HANOVER	3RD STREET FORT FISHER BOULEVARD, K AVENUE, AND NO	INTERSECTION IMPROVEMENTS INCLUDING ADA CROSSWALKS, PEDESTRIAN ACTUATED PUSH BUTTONS, AND SIDEWALK CONNECTIONS IN KURE BEACH.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	BL-0059	DIVISION 3	BGDACY, L	2023	\$53,000			2024	\$302,000	2023	\$57,000	\$412,000			
NEW HANOVER	CAROLINA BEACH	CONSTRUCT BIKE LANES ALONG ST. JOSEPH AVENUE AND LEWIS DRIVE FROM LAKE PARK BOULEVARD TO ACCESS DRIVE IN CAROLINA BEACH.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6039	DIVISION 3	BGDA, L					2023	\$498,000	2021	\$74,000	\$572,000			
NEW HANOVER	CLARENDON AVENUE	CONSTRUCT MULTI-USE PATH ALONG CLARENDON AVENUE FROM 4TH STREET TO SR 1573 (DOW ROAD).	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6029	DIVISION 3	L, TADA					2023	\$645,000			\$645,000			
NEW HANOVER	SR 1219 (SOUTH 17TH STREET)	HARBOUR DRIVE TO SHIPYARD BOULEVARD. CONSTRUCT MULTI-USE PATH.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-5600	DIVISION 3	BGANV, L	2024	\$30,000			2024	\$738,000	2022	\$150,000	\$918,000	PLANNING, DESIGN, RIGHT-OF-WAY, AND CONSTRUCTION BY CITY OF WILMINGTON.		
NEW HANOVER	SR 1403 (MIDDLE SOUND LOOP ROAD)	OGDEN ELEMENTARY SCHOOL TO SR 1986 (OYSTER DRIVE). CONSTRUCT MULTI-USE PATH.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-5543	PRE-STT (TRANSITION)											UNDER CONSTRUCTION		
NEW HANOVER	SR 1403 (MIDDLE SOUND LOOP)	STREET FROM RED CEDAR ROAD TO EXISTING TRAIL AT CORNER OF MARKET STREET AND MIDDLE SOUND LOOP ROAD.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6027	DIVISION 3	L	2021	\$500,000			2023	\$1,000,000			\$1,500,000	RIGHT-OF-WAY IN PROGRESS.		
NEW HANOVER	VARIOUS	MIDDLE SOUND LOOP CONNECTOR CONSTRUCTION AND PORTERS NECK WALMART CONNECTOR. CONSTRUCT MULTI-USE PATH.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	BL-0040	DIVISION 3	BGDA, L					2022	\$692,000			\$692,000			
NEW HANOVER	WILMINGTON	WILMINGTON RAIL TRAIL. CONSTRUCT MULTI-USE PATH FROM 3RD STREET IN DOWNTOWN WILMINGTON TO THE LOVE GROVE BRIDGE MULTI-USE PATH FACILITY.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	BL-0045	DIVISION 3	BGDACY							2022	\$880,000	\$680,000			
NEW HANOVER	WILMINGTON	CONSTRUCT SIGNALIZED PEDESTRIAN CROSSING AT US 17 BUSINESS (MARKET STREET) AND 21ST STREET.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6028	DIVISION 3	L, TADA					2022	\$125,000			\$125,000			
NEW HANOVER	CAROLINA BEACH	CONSTRUCT NEW TRAFFIC SIGNAL AND IMPROVE PEDESTRIAN ACCOMMODATIONS AT THE INTERSECTION OF US 421 (LAKE PARK BOULEVARD) AND HAMLET AVENUE IN CAROLINA BEACH.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6233	DIVISION 3	BGDA, S	2022	\$40,000			2022	\$256,000	2021	\$18,000	\$314,000	RIGHT-OF-WAY IN PROGRESS. S FUNDS REPRESENT HIGH IMPACT LOW COST HIGHWAY FUNDS.		
NEW HANOVER	I-140	I-40 TO US 421. PAVEMENT REHABILITATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	I-5760	STATEWIDE MOBILITY											COMPLETED		
NEW HANOVER	I-140	OPEN GRADED FRICTION COURSE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	I-5760A	STATEWIDE MOBILITY											UNDER CONSTRUCTION		
NEW HANOVER	I-140/US 17 WILMINGTON	US 421 TO I-40. PAVEMENT AND BRIDGE REHABILITATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	I-6037	STATEWIDE MOBILITY	NHPIM					2028	\$7,300,000			\$7,300,000			
NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	WEST OF US 421 NORTH OF WILMINGTON TO WEST OF NC 133.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633CA												COMPLETE		
NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	WEST OF NC 133 TO US 117.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633CB												COMPLETE		
NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	US 117 TO EAST OF I-40 SOUTH OF CASTLE HAYNE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633CC												COMPLETE		
NEW HANOVER	LENDIRE ROAD	LENDIRE ROAD, WEST OF US 17 BUSINESS (MARKET STREET) TO US 17 BUSINESS (MARKET STREET)/SR 1403 (MIDDLE SOUND LOOP ROAD). REALIGN ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4751A	STATEWIDE MOBILITY											UNDER CONSTRUCTION		
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 1272 (NEW CENTRE DRIVE) TO US 421 (CAROLINA BEACH ROAD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702														
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702A	STATEWIDE MOBILITY	NHP	2028	\$15,148,000		\$5,380,000	2030	\$16,000,000			\$36,528,000	PLANNING/DESIGN IN PROGRESS. PROJECT TO BE LET WITH U-5704.		
NEW HANOVER	NC 132 (COLLEGE ROAD)	US 117 (SHIPYARD BOULEVARD) TO US 421 (CAROLINA BEACH ROAD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702B	NOT FUNDED	NHP	NOT FUNDED	\$14,240,000	NOT FUNDED	\$8,592,000	NOT FUNDED	\$33,800,000			\$56,632,000			
NEW HANOVER	NC 132 (COLLEGE ROAD)	US 76 (OLEANDER DRIVE). INTERSECTION IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5704	STATEWIDE MOBILITY	NHP		FUNDED FOR PRELIMINARY ENGINEERING ONLY		\$2,422,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$14,100,000			\$37,705,000	PROJECT TO BE LET WITH U-5702A.		
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 2048 (GORDON ROAD) TO SR 1272 (NEW CENTRE DRIVE). UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5881	STATEWIDE MOBILITY	T		\$20,192,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$8,128,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$74,300,000			\$102,620,000	PROJECT TO BE LET WITH U-5792.		
NEW HANOVER	NC 133 (CASTLE HAYNE ROAD)	I-140/US 17 (WILMINGTON BYPASS) TO SR 1310 (DIVISION DRIVE) IN WILMINGTON. WIDEN TO MULTI-LANES	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5863	NOT FUNDED	T	NOT FUNDED	\$4,800,000	NOT FUNDED	\$4,800,000	NOT FUNDED	\$26,800,000			\$36,200,000			
NEW HANOVER	NC 133 (CASTLE HAYNE ROAD)	NORTH 23RD STREET. CONSTRUCT A ROUNDABOUT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5954	REGION B	T	2025	\$721,000		\$507,000	2027	\$3,800,000			\$5,028,000			
NEW HANOVER	NEW LOCATION	FROM SR 1409 (MILITARY CUTOFF ROAD) AT DRYSDALE DRIVE TO US 74 (EASTWOOD ROAD). ROADWAY ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5710A	STATEWIDE MOBILITY	BGANV, T	2019	\$2,575,000			2022	\$8,280,000			\$10,855,000	UNDER CONSTRUCTION.		
NEW HANOVER	NEW ROUTE	SR 1302 (23RD STREET) TO 26TH STREET. CONSTRUCT ROUTE ON NEW LOCATION. ECONOMIC DEVELOPMENT PROJECT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5926	DIVISION 3	L, T	2023	\$1,406,000		\$344,000	2024	\$7,301,000			\$9,051,000	ECONOMIC DEVELOPMENT PROJECT.		
NEW HANOVER	SR 1175 (KERR AVENUE)	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY) IN WILMINGTON. WIDEN TO MULTI-LANES.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-3338														

BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STT CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT	
NEW HANOVER	SR 1175 (KERR AVENUE)	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-3338B	PRE-STT (TRANSITION)												UNDER CONSTRUCTION
NEW HANOVER	SR 1175 (KERR AVENUE)	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MLK, JR. PARKWAY).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-3338C	REGION B	BGANV					2026	\$26,800,000				\$26,800,000	RIGHT-OF-WAY IN PROGRESS
NEW HANOVER	SR 1175 (KERR AVENUE)	SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6201	DIVISION 3	T	2028	\$4,200,000	2028	\$400,000	2030	\$4,498,000				\$9,098,000	
NEW HANOVER	SR 1209 (INDEPENDENCE BOULEVARD EXTENSION)	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY) IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4434	DIVISION 3	BGANV	2026	\$88,700,000	2026	\$3,632,000	2028	\$122,350,000				\$214,682,000	
NEW HANOVER	SR 1217 (17TH STREET)	INSTALL NEAR SIDE SIGNAL HEADS ON A PEDESTAL ON BOTH SIDES OF SR 1217 (17TH STREET) AT DOCK STREET IN WILMINGTON.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	HS-2003A	DIVISION 3	HSIP					2023	\$34,000				\$34,000	
NEW HANOVER	SR 1409 (MILITARY CUTOFF ROAD EXTENSION)	SR 1409 (MILITARY CUTOFF ROAD) TO US 17 (MARKET STREET) IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4751	STATEWIDE MOBILITY	T					2018	\$64,625,000	2021	\$14,850,000	\$79,475,000	UNDER CONSTRUCTION. BUILD NC BOND FUNDING: \$11,536,407 FOR PE, \$28,080,288 FOR CON PAYBACK 2021 - 2035 (FY 2021 / YRS 2&3 SALE).	
NEW HANOVER	SR 2048 (GORDON ROAD)	US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6202	DIVISION 3	T	2022	\$12,835,000	2022	\$5,300,000	2024	\$33,600,000				\$51,735,000	BUILD NC BOND FUNDING: \$5,000,000 FOR RIGHT-OF-WAY PAYBACK 2022 - 2036 (FY 2022 / YR 4 SALE).
NEW HANOVER	US 117 / NC 132 (COLLEGE ROAD)	US 117 / NC 132 (COLLEGE ROAD) AT LAKE AVENUE- HUGH MCRAE PARK IN WILMINGTON. REVISE TRAFFIC SIGNAL.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	HS-2003H	REGION B	HSIP					2025	\$66,000				\$66,000	
NEW HANOVER	US 17 (OLEANDER DRIVE)	US 17 (OLEANDER DRIVE) AT 42ND STREET IN WILMINGTON. REVISE TRAFFIC SIGNAL AND PAVEMENT MARKINGS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	HS-2003J	REGION B	HSIP					2025	\$59,000				\$59,000	
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	COLONIAL DRIVE TO SR 1402 (PORTERS NECK ROAD). ACCESS MANAGEMENT IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902													COMPLETE.
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	SR 1272 (NEW CENTRE DRIVE) TO MARTIN LUTHER KING JR., BOULEVARD.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902A													
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	CSX RAILROAD TO CINEMA DRIVE. JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902B	REGION B	T	2027	\$10,000,000	2027	\$2,900,000	2029	\$9,700,000				\$22,600,000	
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902C	STATEWIDE MOBILITY	T	2027	\$46,089,000	2027	\$10,811,000	2029	\$55,100,000				\$112,000,000	INCLUDES U-5880.
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	SR 1403 (MIDDLE SOUND LOOP ROAD) TO SR 2290 (MEYENDENALL DRIVE)/ SR 2734 (MARSH OAKS DRIVE).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902D	STATEWIDE MOBILITY	T					2019	\$24,609,000	2021	\$4,290,000	\$28,899,000	UNDER CONSTRUCTION. BUILD NC BOND FUNDING: \$3,333,437 FOR PE, \$9,936,773 FOR CON PAYBACK 2021 - 2035 (FY 2021 / YRS 2&3 SALE).	
NEW HANOVER	US 17-76 (OLEANDER DRIVE)	US 17-76 (OLEANDER DRIVE) AND SR 1421 (GREENVILLE LOOP ROAD) / GREENVILLE AVENUE IN WILMINGTON. REVISE TRAFFIC SIGNAL.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	HS-2003L	REGION B	HSIP					2025	\$84,000				\$84,000	
NEW HANOVER	US 421	US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON. UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729REG	REGION B	T	2027	\$21,200,000	2027	\$6,560,000	2029	\$16,160,000				\$43,920,000	
NEW HANOVER	US 421	US 117 (SHIPYARD BOULEVARD). INTERSECTION IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729SW	STATEWIDE MOBILITY	T	2027	\$5,300,000	2027	\$1,640,000	2029	\$4,040,000				\$10,980,000	
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON. UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729													
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5790	DIVISION 3	T	2027	\$6,065,000	2027	\$6,428,000	2029	\$20,500,000				\$32,993,000	
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	FROM US 117 / NC 132 (COLLEGE ROAD) TO 200 FEET NORTH OF WILLOUGHBY PARK. INSTALL CURB AND GUTTER, MULTI-USE PATH, SIDEWALK, PEDESTRIAN SIGNALS, HIGH VISIBILITY CROSSWALKS, AND LIGHTING.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	W-5703C	REGION B	HSIP	2023	\$1,375,000			2024	\$3,700,000				\$5,075,000	
NEW HANOVER	US 421 (SOUTH FRONT STREET)	US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) IN WILMINGTON. WIDEN TO MULTI-LANES.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5734	REGION B	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$13,940,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,032,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$10,299,000				\$25,271,000	
NEW HANOVER	US 74	US 17/US 421 IN WILMINGTON. CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5731	STATEWIDE MOBILITY	T	2026	\$5,200,000	2026	\$241,000	2028	\$31,499,000				\$36,940,000	
NEW HANOVER	US 74	US 74 (EASTWOOD ROAD) AT US 17 (MILITARY CUTOFF ROAD). AND US 74 (EASTWOOD ROAD) AT CAVALIER DRIVE IN WILMINGTON. UPGRADE PEDESTRIAN SIGNALS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	W-5803A	STATEWIDE MOBILITY	HSIP					2023	\$42,000				\$42,000	
NEW HANOVER	US 74 (EASTWOOD ROAD)	SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5710	STATEWIDE MOBILITY	NHP	2023	\$22,700,000	2023	\$5,200,000	2025	\$38,500,000				\$66,400,000	
NEW HANOVER	US 74 (MARTIN LUTHER KING, JR. PARKWAY)	US 117/NC 132 (COLLEGE ROAD) IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5792	DIVISION 3	T	2024	\$4,753,000	2024	\$2,696,000	2026	\$40,305,000				\$47,754,000	PROJECT TO BE LET WITH U-5881. BUILD NC BOND FUNDING: \$15,000,000 FOR CONSTRUCTION PAYBACK 2026 - 2040 (FY 2026 / YR 8 SALE).
NEW HANOVER	US 74 WESTBOUND ON-RAMP	US 74 WESTBOUND ON-RAMP AND SR 1627 (3RD STREET / MARTIN LUTHER KING JUNIOR BOULEVARD) IN WILMINGTON. REVISE TRAFFIC SIGNAL.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	HS-2003K	REGION B	HSIP					2025	\$16,000				\$16,000	

BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START										
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STT CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT		
NEW HANOVER	US 76 (OLEANDER DRIVE)	GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6128	NOT FUNDED	BGANV	NOT FUNDED	\$3,700,000	NOT FUNDED	\$800,000	NOT FUNDED	\$3,600,000			\$7,900,000		PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY.	
NEW HANOVER	WILMINGTON	CONSTRUCT A NEW NORTH GATE ON NORTH CAROLINA PORTS AUTHORITY PROPERTY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	HL-0040	DIVISION 3	BGDA, L								2022	\$313,000	\$313,000		
NEW HANOVER	WILMINGTON	WILMINGTON CITYWIDE SIGNAL SYSTEM.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6199	DIVISION 3	T	2028	\$100,000	2028	\$960,000	2030	\$15,360,000			\$16,410,000			
NEW HANOVER	WILMINGTON	WILMINGTON MULTI-MODAL TRANSPORTATION CENTER PHASE 1B.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6234	DIVISION 3	BGDA, L					2022	\$2,834,000		2020	\$317,000	\$3,151,000		
NEW HANOVER	WILMINGTON	TRAFFIC SIGNAL PRE-EMPTION FOR EMERGENCY VEHICLES PROJECT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6235	DIVISION 3	BGDA, L					2024	\$784,000		2020	\$487,000	\$1,271,000		
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	ADA	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TA-6700	DIVISION 3	BGDA, L					2020	\$180,000			\$180,000			
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	THE PREVENTATIVE MAINTENANCE PROJECT WILL ENSURE THE FTA FUNDED ASESTS ARE MAINTAINED TO THE FTA STATE OF GOOD REPAIR REQUIREMENTS AND THAT SERVICE CONTINUES WITHOUT DISRUPTION.	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TG-5243	PUBLIC TRANSIT	5307, L								2023	\$1,125,000	\$1,125,000		
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	THE OPERATING ASSISTANCE PROJECT WILL ALLOW THE CONTINUATION OF COMPLEMENTARY PARATRANSIT SERVICE TO TWO COUNTIES AND FOUR MUNICIPALITIES WITHIN THE UZA.	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TG-5246	PUBLIC TRANSIT	5307, L					2023	\$66,000			\$393,000	\$393,000		
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	ROUTE 201 IN WILMINGTON, UPGRADE AMMENITIES AND BUS STOPS	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TG-6177	PUBLIC TRANSIT	5307, L, T					2023	\$66,000			\$66,000			
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	PREVENTIVE MAINTENANCE	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TG-6784	DIVISION 3	BGDA, L					2020	\$420,000			\$420,000			
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	ADMINISTRATION	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TK-6176	PUBLIC TRANSIT	5311, L, S								2020	\$872,000	\$872,000	FUNDS AUTHORIZED IN PROGRESS	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	OPERATING ASSISTANCE	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TO-4751	PUBLIC TRANSIT	5307, L, SMAP								2022	\$9,327,000	\$9,327,000	FUNDS AUTHORIZED IN PROGRESS	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	PLANNING ASSISTANCE - SHORT RANGE DEVELOPMENT	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TP-5110	PUBLIC TRANSIT	5307, L, S								2023	\$190,000	\$190,000	FUNDS AUTHORIZED IN PROGRESS	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	PLANNING ASSISTANCE - 5303	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TP-5111	PUBLIC TRANSIT	5303, L, S								2020	\$1,648,000	\$1,648,000	FUNDS AUTHORIZED IN PROGRESS	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	PROJECT PROVIDES OPERATING SUPPORT FOR FIXED BUS ROUTE 205 LONG LEAF PARK WHICH SERVICES NOVANT HOSPITAL AND THE MEDICAL CENTER. THIS ROUTE CARRIES A HIGH CONCENTRATION OF INDIVIDUALS WITH DISABILITIES AS IDENTIFIED THROUGH AN EXTENSIVE ONBOARD SURVEY EFF	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TQ-6513	PUBLIC TRANSIT	5310, L								2023	\$346,000	\$346,000	FUNDS AUTHORIZED IN PROGRESS	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	PROJECT IS FOR ADMINISTRATIVE SUPPORT REQUIRED TO EFFECTIVELY MANAGE THE SECTION 5310 PROGRAM AND ANNUAL FUNDING ALLOCATION FROM FTA.	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TQ-7005	PUBLIC TRANSIT	5310								2021	\$105,000	\$105,000		
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	MOBILITY MANAGER PROVIDES OVERSIGHT AND MANAGEMENT OF SECTION 5310 FUNDS AND ADMINISTERS THE PROGRAMS AND PROJECTS SUPPORTED BY THESE FUNDS.	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TQ-8019	PUBLIC TRANSIT	5310, L								2023	\$150,000	\$150,000	FUNDS AUTHORIZED IN PROGRESS	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	PROJECTS FULFILLS THE ALLOCATION FOR NON-TRADITIONAL TRANSPORTATION PROJECTS AS DEFINED IN THE GRANT. THE PROJECT SUPPORTS THE COMMUNITY GRANT OFFERING TO NON-PROFITS AND GOVERNMENTAL ORGANIZATIONS TO REMOVE TRANSPORTATION BARRIERS AND CONNECT ELDERS AND I	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TQ-9001	PUBLIC TRANSIT	5310, L								2022	\$278,000	\$278,000		
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	SAFETY & SECURITY - MIN. 1% SET ASIDE	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TS-5103	PUBLIC TRANSIT	5307, L								2020	\$96,000	\$96,000	FUNDS AUTHORIZED IN PROGRESS	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	CAPITAL IMPROVEMENT PROJECT TO SECURE AUTOMATC PASSENGER COUNTER (APC) TECHNOLOGY FOR THE PURPOSE OF COLLECTING STOP LEVEL BOARDINGS AND ALIGHTINGS FOR FIXED ROUTE PUBLIC TRANSPORTATION SERVICES.	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TL-0017	DIVISION 3	BGDA, L								2022	\$200,000	\$200,000		
NEW HANOVER	TRANSPORTATION AUTHORITY	REPLACEMENT LTV	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TA-5221	PUBLIC TRANSIT	5307, L, S								2020	\$365,000	\$365,000	FUNDS AUTHORIZED IN PROGRESS	
NEW HANOVER	TRANSPORTATION AUTHORITY	REPLACEMENT LTV	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TA-5222	PUBLIC TRANSIT	5339, L, S								2020	\$624,000	\$624,000	FUNDS AUTHORIZED IN PROGRESS	
NEW HANOVER	TRANSPORTATION AUTHORITY	REPLACEMENT BUS	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TA-5223	PUBLIC TRANSIT	5339, L, S								2020	\$3,234,000	\$3,234,000		
NEW HANOVER	TRANSPORTATION AUTHORITY	REPLACEMENT TROLLEY	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TA-5224	PUBLIC TRANSIT	5339								2020	\$700,000	\$700,000		
NEW HANOVER	TRANSPORTATION AUTHORITY	PREVENTIVE MAINTENANCE	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TG-5245	PUBLIC TRANSIT	5307, L								2020	\$314,000	\$314,000		
NEW HANOVER	CSX SE LINE	IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CLOSE AND IMPROVE VARIOUS EXISTING AT-GRADE CROSSINGS.	RAIL	3	WILMINGTON URBAN AREA MPO	P-57408	STATEWIDE MOBILITY	DP, T	2022	\$600,000			2023	\$4,349,000			\$4,949,000			
NEW HANOVER, BRUNSWICK	I-140/US 17 WILMINGTON BYPASS	SR 1430 (CEDAR HILL ROAD) TO WEST OF US 421 NORTH OF WILMINGTON.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633BB	PRE-STT (TRANSITION)	NHP					2013	\$51,250,000			\$51,250,000	COMPLETE. GARVEE BOND FUNDING \$100M FOR SEGMENT BB; PAYBACK FY 2013-2024.		
NEW HANOVER, BRUNSWICK	CSX SE LINE	WILMINGTON BELTLINE SPEED IMPROVEMENT PROJECT.	RAIL	3	WILMINGTON URBAN AREA MPO	P-5740	STATEWIDE MOBILITY											DISCRETIONARY FUNDING PROVIDED FROM FEDERAL CRISI GRANT.		

BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START										
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STT CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT		
NEW HANOVER, BRUNSWICK	CSX SE LINE	TIE AND RAIL REHABILITATION, CURVE REALIGNMENT, AND UPGRADE RAIL BRIDGES.	RAIL	3	WILMINGTON URBAN AREA MPO	P-5740A	STATEWIDE MOBILITY	DP, T					2022	\$26,550,000			\$26,550,000			
NEW HANOVER, BRUNSWICK	CSX SE LINE	INSTALLATION OF RAILROAD GRADE CROSSING SIGNALS AND GATES AT VARIOUS AT-GRADE CROSSINGS.	RAIL	3	WILMINGTON URBAN AREA MPO	P-5740C	STATEWIDE MOBILITY	DP, T					2023	\$9,900,000			\$9,900,000			
NEW HANOVER, BRUNSWICK, CARTERET	VARIOUS	CEDAR ISLAND, SOUTHPORT AND FORT FISHER DOCKS, REPLACE DOLPHINS.	FERRY	2, 3	DOWN EAST RPO, WILMINGTON URBAN AREA MPO	F-5301	PRE-STT (TRANSITION)											UNDER CONSTRUCTION		
NEW HANOVER, BRUNSWICK, PENDER	VARIOUS	WILMINGTON URBAN AREA MPO TRANSPORTATION ALTERNATIVES PROGRAM.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	U-5527	DIVISION 3	TADA					2022	\$11,714,000			\$11,714,000	IN PROGRESS		
NEW HANOVER, BRUNSWICK, PENDER	VARIOUS	WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION PLANNING (P1) SUPPLEMENT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5525	DIVISION 3	BGDA, L							2020	\$19,340,000	\$19,340,000	\$19,340,000		
NEW HANOVER, BRUNSWICK, PENDER	VARIOUS	WILMINGTON URBAN AREA MPO STP-DA PROGRAM.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5534	DIVISION 3	BGANV, BGDA, BGDA/C, L	2022	\$220,000			2020	\$10,006,000			\$10,226,000	IN PROGRESS		
NEW HANOVER, BRUNSWICK, PENDER	VARIOUS	WILMINGTON URBAN METROPOLITAN PLANNING ORGANIZATION STBGDA RESERVE ACCOUNT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5989	DIVISION 3	BGDA					2022	\$71,063,000			\$71,063,000			
NEW HANOVER, PENDER	I-40	I-40 FROM END I-40 (MILEMARKER 420) TO NC 210 (MILEMARKER 408). PAVEMENT REHABILITATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	I-6039	STATEWIDE MOBILITY	NHPIM					2023	\$13,200,000			\$13,200,000			
NEW HANOVER, PENDER	US 17 (HAMPSTEAD BYPASS)	US 17 BYPASS SOUTH OF HAMPSTEAD TO US 17 NORTH OF HAMPSTEAD. CONSTRUCT FREEWAY ON NEW LOCATION	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-3300														
ONSLOW, BRUNSWICK, NEW HANOVER	VARIOUS	DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	HIGHWAY	3	JACKSONVILLE URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY, WILMINGTON URBAN AREA MPO	W-5203DIV	DIVISION 3													
ONSLOW, PENDER	US 17	US 17 BETWEEN NEW HANOVER / PENDER COUNTY LINE AND MILE POST 19.3 IN ONSLOW COUNTY. INSTALL SHOULDER RUMBLE STRIPS.	HIGHWAY	3	JACKSONVILLE URBAN AREA MPO, WILMINGTON URBAN AREA MPO, CAPE FEAR RPO	W-5803B	REGION B	HSIP					2023	\$425,000			\$425,000			
PENDER	DAN OWEN DRIVE EXTENSION	SR 1570 (FACTORY ROAD) TO DAN OWEN DRIVE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5732A	REGION B											COMPLETE		
PENDER	US 17	NC 210 TO US 17 NORTH OF HAMPSTEAD.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-3300B	REGION B	T					2022	\$229,554,000			\$229,554,000	UNDER CONSTRUCTION. BUILD NC BOND FUNDING: \$55.8M FOR CON PAYBACK 2022 – 2036 (FY 2022 / YR 4 SALE).		
PENDER	US 17	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. CONVERT TO SUPERSTREET.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5732	REGION B	T					2026	\$35,900,000			\$35,900,000	RIGHT OF WAY IN PROGRESS		
PENDER, NEW HANOVER	US 17	US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-3300A	REGION B	T					2027	\$146,860,000			\$146,860,000	RIGHT-OF-WAY IN PROGRESS. BUILD NC BOND FUNDING: \$11,000,000 FOR CONSTRUCTION PAYBACK 2027 - 2040 (FY 2026 / YR 8 SALE).		

BASIC PROJECT INFORMATION										PRIORITIZATION INFORMATION				FISCAL YEAR PROJECT PHASE SCHEDULED TO START						
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPos	PROJECT ID	STI CATEGORY FUNDED	PRIORITIZATION STATUS	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	STI FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	STI FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	STI FUNDS NEEDED FOR CONSTRUCTION	TOTAL STI FUNDS	COMMENT			
BRUNSWICK, NEW HANOVER	SOUTHPORT - FORT FISHER	CONSTRUCT MOORING FACILITIES.	FERRY	3	CAPE FEAR RPO, WILMINGTON URBAN AREA MPO	F-5707	REGION B	SCHEDULED FOR DELIVERY	T					2025	\$5,000,000	\$5,000,000				
BRUNSWICK, NEW HANOVER	SOUTHPORT-FORT FISHER	SOUTHPORT-FORT FISHER FERRY. CONSTRUCT RIVER CLASS FERRY.	FERRY	3	CAPE FEAR RPO, WILMINGTON URBAN AREA MPO	F-5705	NOT FUNDED	WILL BE REPRIORITIZED	T					NOT FUNDED	\$14,000,000	\$14,000,000				
NEW HANOVER	INTERNATIONAL (ILM)	INCREASE WIDTH OF ALL TAXIWAYS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5796	NOT FUNDED	WILL BE REPRIORITIZED	O, T					NOT FUNDED	\$500,000	\$500,000	OTHER FUNDS PROVIDED BY ILM.			
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	TAXIWAY J IMPROVEMENTS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5886	NOT FUNDED	WILL BE REPRIORITIZED	O, T					NOT FUNDED	\$500,000	\$500,000	OTHER FUNDS PROVIDED BY ILM.			
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	EXPAND THE GENERAL AVIATION APRON.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5795	STATEWIDE MOBILITY	WILL BE REPRIORITIZED	O, T					FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$500,000	\$500,000	OTHER FUNDS PROVIDED BY ILM.			
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	TAXIWAY IMPROVEMENTS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5798	STATEWIDE MOBILITY	SCHEDULED FOR DELIVERY	O, T					2028	\$500,000	\$500,000	OTHER FUNDS PROVIDED BY ILM.			
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	WIDEN NORTH-SOUTH TAXIWAY SYSTEM.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5799	NOT FUNDED	WILL BE REPRIORITIZED	O, T					NOT FUNDED	\$500,000	\$500,000	OTHER FUNDS PROVIDED BY ILM.			
NEW HANOVER	WILMINGTON INTERNATIONAL AIRPORT (ILM)	REHABILITATE RUNWAY.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5885	NOT FUNDED	WILL BE REPRIORITIZED	O, T					NOT FUNDED	\$500,000	\$500,000	OTHER FUNDS PROVIDED BY ILM.			
NEW HANOVER	SR 1219 (SOUTH 17TH STREET)	HARBOUR DRIVE TO SHIPYARD BOULEVARD. CONSTRUCT MULTI-USE PATH.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-5600	DIVISION 3	SCHEDULED FOR DELIVERY	BGANV, L	2024	\$24,000			2024	\$590,000	\$614,000	PLANNING, DESIGN, RIGHT-OF-WAY, AND CONSTRUCTION BY CITY OF WILMINGTON.			
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702A	STATEWIDE MOBILITY	SCHEDULED FOR DELIVERY	NHP	2028	\$15,148,000		2028	2030	\$16,000,000	\$36,528,000	PLANNING/DESIGN IN PROGRESS. PROJECT TO BE LET WITH U-5704.			
NEW HANOVER	NC 132 (COLLEGE ROAD)	US 117 (SHIPYARD BOULEVARD) TO US 421 (CAROLINA BEACH ROAD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702B	NOT FUNDED	WILL BE REPRIORITIZED	NHP	NOT FUNDED	\$14,240,000		NOT FUNDED	NOT FUNDED	\$33,800,000	\$56,632,000				
NEW HANOVER	NC 132 (COLLEGE ROAD)	US 76 (OLEANDER DRIVE). INTERSECTION IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5704	STATEWIDE MOBILITY	WILL BE REPRIORITIZED	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$21,183,000		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2026	\$14,100,000	\$37,705,000	PROJECT TO BE LET WITH U-5702A.			
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 2048 (GORDON ROAD) TO SR 1272 (NEW CENTRE DRIVE). UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5881	STATEWIDE MOBILITY	WILL BE REPRIORITIZED	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$20,192,000		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2030	\$74,300,000	\$102,620,000	PROJECT TO BE LET WITH U-5792.			
NEW HANOVER	NC 133 (CASTLE HAYNE ROAD)	I-140/US 17 (WILMINGTON BYPASS) TO SR 1310 (DIVISION DRIVE) IN WILMINGTON. WIDEN TO MULTI-LANES	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5863	NOT FUNDED	WILL BE REPRIORITIZED	T	NOT FUNDED	\$4,800,000		NOT FUNDED	NOT FUNDED	\$26,800,000	\$36,200,000				
NEW HANOVER	NC 133 (CASTLE HAYNE ROAD)	NORTH 23RD STREET . CONSTRUCT A ROUNDABOUT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5954	REGION B	SCHEDULED FOR DELIVERY	T	2025	\$721,000		2025	2027	\$3,800,000	\$5,028,000				
NEW HANOVER	SR 1175 (KERR AVENUE)	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MILK, JR. PARKWAY).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-3388C	REGION B	SCHEDULED FOR DELIVERY	BGANV					2026	\$26,800,000	\$26,800,000	RIGHT-OF-WAY IN PROGRESS			
NEW HANOVER	SR 1175 (KERR AVENUE)	SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6201	DIVISION 3	SCHEDULED FOR DELIVERY	T	2028	\$4,200,000		2028	2030	\$4,498,000	\$9,098,000				
NEW HANOVER	SR 1209 (INDEPENDENCE BOULEVARD EXTENSION)	RANDALL PARKWAY TO US 74 (MILK, JR. PARKWAY) IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4434	DIVISION 3	SCHEDULED FOR DELIVERY	BGANV	2026	\$88,700,000		2026	2028	\$122,350,000	\$214,682,000				
NEW HANOVER	SR 2048 (GORDON ROAD)	US 117 (MARKET STREET) TO I-40. WIDEN ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6202	DIVISION 3	SCHEDULED FOR DELIVERY	T	2022	\$12,835,000		2022	2024	\$33,600,000	\$51,735,000	BUILD NC BOND FUNDING: \$5,000,000 FOR RIGHT-OF-WAY PAYBACK 2022 - 2036 (FY 2022 / YR 4 SALE).			
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	CSX RAILROAD TO CINEMA DRIVE. JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902B	REGION B	SCHEDULED FOR DELIVERY	T	2027	\$10,000,000		2027	2029	\$9,700,000	\$22,600,000				
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902C	STATEWIDE MOBILITY	SCHEDULED FOR DELIVERY	T	2027	\$46,089,000		2027	2029	\$55,100,000	\$112,000,000	INCLUDES U-5880.			
NEW HANOVER	US 421	US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON. UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729REG	REGION B	SCHEDULED FOR DELIVERY	T	2027	\$21,200,000		2027	2029	\$16,160,000	\$43,920,000				
NEW HANOVER	US 421	US 117 (SHIPYARD BOULEVARD). INTERSECTION IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729SW	STATEWIDE MOBILITY	SCHEDULED FOR DELIVERY	T	2027	\$5,300,000		2027	2029	\$4,040,000	\$10,980,000				
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5790	DIVISION 3	SCHEDULED FOR DELIVERY	T	2027	\$6,065,000		2027	2029	\$20,500,000	\$32,993,000				
NEW HANOVER	US 421 (SOUTH FRONT STREET)	US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) IN WILMINGTON. WIDEN TO MULTI-LANES.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5734	REGION B	WILL BE REPRIORITIZED	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$13,940,000		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2028	\$10,299,000	\$25,271,000				
NEW HANOVER	US 74	US 17/US 421 IN WILMINGTON. CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5731	STATEWIDE MOBILITY	SCHEDULED FOR DELIVERY	T	2026	\$5,200,000		2026	2028	\$31,499,000	\$36,940,000				
NEW HANOVER	US 74 (EASTWOOD ROAD)	SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5710	STATEWIDE MOBILITY	SCHEDULED FOR DELIVERY	NHP	2023	\$22,700,000		2023	2025	\$38,500,000	\$66,400,000				

2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM: PROJECTS ELIGIBLE FOR SWAPS

BASIC PROJECT INFORMATION							PRIORITIZATION INFORMATION		FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	PRIORITIZATION STATUS	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	STI FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	STI FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	STI FUNDS NEEDED FOR CONSTRUCTION	TOTAL STI FUNDS	COMMENT	
NEW HANOVER	US 74 (MARTIN LUTHER KING, JR. PARKWAY)	US 117/NC 132 (COLLEGE ROAD) IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5792	DIVISION 3	SCHEDULED FOR DELIVERY	T	2024	\$4,753,000	2024	\$2,696,000	2026	\$40,305,000	\$47,754,000	PROJECT TO BE LET WITH U-5881. BUILD NC BOND FUNDING: \$15,000,000 FOR CONSTRUCTION PAYBACK 2026 - 2040 (FY 2026 / YR 8 SALE).	
NEW HANOVER	US 76 (OLEANDER DRIVE)	GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6128	NOT FUNDED	WILL BE REPRIORITIZED	BGANV	NOT FUNDED	\$3,700,000	NOT FUNDED	\$600,000	NOT FUNDED	\$3,600,000	\$7,900,000		
NEW HANOVER	WILMINGTON	WILMINGTON CITYWIDE SIGNAL SYSTEM.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6199	DIVISION 3	SCHEDULED FOR DELIVERY	T	2028	\$100,000	2028	\$950,000	2030	\$15,360,000	\$16,410,000		
PENDER	US 17	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. CONVERT TO SUPERSTREET.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5732	REGION B	SCHEDULED FOR DELIVERY	T					2026	\$35,900,000	\$35,900,000	RIGHT OF WAY IN PROGRESS	
PENDER, NEW HANOVER	US 17	US 17 BYPASS SOUTH OF HAMPTSTEAD TO NC 210.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-3300A	REGION B	SCHEDULED FOR DELIVERY	T					2027	\$146,860,000	\$146,860,000	RIGHT-OF-WAY IN PROGRESS. BUILD NC BOND FUNDING: \$11,000,000 FOR CONSTRUCTION PAYBACK 2027 - 2040 (FY 2026 / YR 8 SALE).	



DRAFT 2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM: PROJECTS ELIGIBLE FOR SWAPS

NOTES: COSTS AND SCHEDULES ARE AS OF AUGUST 4, 2022 AND ARE SUBJECT TO CHANGE. PRIORITYIZATION STATUS IS BASED ON THE FIRST YEAR OF RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION FUNDING. IF THE FIRST YEAR OF RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION FUNDING IS SCHEDULED ON OR BEFORE FISCAL YEAR 2028, THE PROJECT IS CONSIDERED "SCHEDULED FOR DELIVERY" AND DOES NOT HAVE TO BE REPRIORITIZED.

BASIC PROJECT INFORMATION										PRIORITYIZATION INFORMATION				FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/PROs	PROJECT ID	ST CATEGORY FUNDED	PRIORITYIZATION SCORE AT THE TIME PROJECT WAS COMMITTED	COMMITTED STATUS CURRENT 2020-2029 STIP	PRIORITYIZATION STATUS DRAFT 2024-2023 STIP (APRIL 2022)	PRIORITYIZATION STATUS DRAFT 2024-2033 STIP (AUGUST 2022)	RIGHT-OF-WAY SCHEDULE CURRENT 2020-2029 STIP	RIGHT-OF-WAY SCHEDULE DRAFT 2024-2033 STIP (APRIL 2022)	RIGHT-OF-WAY SCHEDULE DRAFT 2024-2033 STIP (AUGUST 2022)	UTILITIES SCHEDULE CURRENT 2020-2029 STIP	UTILITIES SCHEDULE DRAFT 2024-2033 STIP (APRIL 2022)	UTILITIES SCHEDULE DRAFT 2024-2033 STIP (AUGUST 2022)	CONSTRUCTION SCHEDULE CURRENT 2020-2029 STIP	CONSTRUCTION SCHEDULE DRAFT 2024-2033 STIP (APRIL 2022)	CONSTRUCTION SCHEDULE DRAFT 2024-2033 STIP (AUGUST 2022)			
BRUNSWICK, NEW HANOVER	SOUTHPORT - FORT FISHER	CONSTRUCT MOORING FACILITIES.	FERRY	3	CAPE FEAR PRO, WILMINGTON URBAN AREA MPO	F-5707	REGION B	73.89	P5.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY								2025	2025	2025		
BRUNSWICK, NEW HANOVER	SOUTHPORT-FORT FISHER FERRY.	SOUTHPORT-FORT FISHER FERRY. CONSTRUCT RIVERCLASS FERRY.	FERRY	3	CAPE FEAR PRO, WILMINGTON URBAN AREA MPO	F-5705	NOT FUNDED	82.22	NOT COMMITTED	REPRIORITIZED	REPRIORITIZED								2029	NOT FUNDED	NOT FUNDED		
NEW HANOVER	INTERNATIONAL (ILM)	INCREASE WIDTH OF ALL TAXIWAYS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5796	NOT FUNDED	80.16	NOT COMMITTED	WILL BE REPRIORITIZED	WILL BE REPRIORITIZED								2026	NOT FUNDED	NOT FUNDED		
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	TAXIWAY IMPROVEMENTS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5886	NOT FUNDED	83.2	NOT COMMITTED	WILL BE REPRIORITIZED	WILL BE REPRIORITIZED								2027	NOT FUNDED	NOT FUNDED		
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	EXPAND THE GENERAL AVIATION APRON.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5795	STATEWIDE MOBILITY	74.79	P5.0 COMMITTED	WILL BE REPRIORITIZED	WILL BE REPRIORITIZED								2029	NOT FUNDED	FUNDED FOR PRELIMINARY ENGINEERING ONLY		
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	TAXIWAY IMPROVEMENTS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5798	STATEWIDE MOBILITY	77.04	P4.0 COMMITTED	WILL BE REPRIORITIZED	SCHEDULED FOR DELIVERY								2028	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2028		
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	WIDEN NORTH-SOUTH TAXIWAY SYSTEM.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5799	NOT FUNDED	81.55	NOT COMMITTED	WILL BE REPRIORITIZED	WILL BE REPRIORITIZED								2027	NOT FUNDED	NOT FUNDED		
NEW HANOVER	WILMINGTON INTERNATIONAL AIRPORT (ILM)	REHABILITATE RUNWAY.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5885	NOT FUNDED	87.48	NOT COMMITTED	WILL BE REPRIORITIZED	WILL BE REPRIORITIZED								2027	NOT FUNDED	NOT FUNDED		
NEW HANOVER	SR 1219 (SOUTH 12TH STREET)	HARBOR DRIVE TO SHIPYARD BOULEVARD. CONSTRUCT MULTI-USE PATH.	Bike/PED	3	WILMINGTON URBAN AREA MPO	EB-5600	DIVISION 3	82.70	P3.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY	2022	2024	2024					2022	2024	2024		
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702A	STATEWIDE MOBILITY	78.96	P4.0 COMMITTED	WILL BE REPRIORITIZED	SCHEDULED FOR DELIVERY	2024	FUNDED FOR PRELIMINARY ENGINEERING ONLY	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2024	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2024	AFTER 2029	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2030			
NEW HANOVER	NC 132 (COLLEGE ROAD)	US 117 (SHIPYARD BOULEVARD) TO US 421 (CAROLINA BEACH ROAD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702B	NOT FUNDED	76.52	P5.0 COMMITTED	WILL BE REPRIORITIZED	WILL BE REPRIORITIZED	2025	NOT FUNDED	NOT FUNDED	2025	NOT FUNDED	NOT FUNDED	AFTER 2029	NOT FUNDED	NOT FUNDED			
NEW HANOVER	NC 132 (COLLEGE ROAD)	US 76 (OLEANDER DRIVE). INTERSECTION IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5704	STATEWIDE MOBILITY	86.4	P4.0 COMMITTED	WILL BE REPRIORITIZED	WILL BE REPRIORITIZED	2029	FUNDED FOR PRELIMINARY ENGINEERING ONLY	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029	AFTER 2029	FUNDED FOR PRELIMINARY ENGINEERING ONLY	FUNDED FOR PRELIMINARY ENGINEERING ONLY			
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 2048 (GORDON ROAD) TO SR 1272 (NEW CENTRE DRIVE). UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5881	STATEWIDE MOBILITY	77.97	P4.0 COMMITTED	WILL BE REPRIORITIZED	WILL BE REPRIORITIZED	2029	FUNDED FOR PRELIMINARY ENGINEERING ONLY	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029	AFTER 2029	FUNDED FOR PRELIMINARY ENGINEERING ONLY	FUNDED FOR PRELIMINARY ENGINEERING ONLY			
NEW HANOVER	NC 133 (CASTLE HANNE ROAD)	I-140/US 17 (WILMINGTON BYPASS) TO SR 1310 (DIVISION DRIVE) IN WILMINGTON. WIDEN TO MULTI-LANES	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5863	NOT FUNDED	69.3	P4.0 COMMITTED	WILL BE REPRIORITIZED	WILL BE REPRIORITIZED	2025	NOT FUNDED	NOT FUNDED	2025	NOT FUNDED	NOT FUNDED	AFTER 2029	NOT FUNDED	NOT FUNDED			
NEW HANOVER	NC 133 (CASTLE HANNE ROAD)	NORTH 2380 STREET. CONSTRUCT A ROUNDABOUT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5954	REGION B	72.72	P4.0 COMMITTED	WILL BE REPRIORITIZED	SCHEDULED FOR DELIVERY	2025	NOT FUNDED	2025	2025	NOT FUNDED	2025	2027	NOT FUNDED	2027			
NEW HANOVER	SR 1175 (KEER AVENUE) PARKWAY.	SR 1175 (KEER AVENUE) INTERCHANGE AT US 74 (MLK, JR. PARKWAY).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-3383C	REGION B	57.71	P3.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY								2029	NOT FUNDED	2027		
NEW HANOVER	SR 1175 (KEER AVENUE)	SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6201	DIVISION 3	84.12	P5.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY	2028	2028	2028				AFTER 2029		2030			
NEW HANOVER	SR 1209 (INDEPENDENCE BOULEVARD EXTENSION)	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY) IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4434	DIVISION 3	85	P4.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY	2024	2027	2026	2024	2027	2026	2028	2028	2028			
NEW HANOVER	SR 2048 (GORDON ROAD)	US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6202	DIVISION 3	80.14	P5.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY	2022	2022	2022	2022	2022	2022	2024	2024	2024			
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	CSX RAIL ROAD TO CINEMA DRIVE. JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902B	REGION B	57.54	P3.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY		2027	2027		2027	2027	2029	2029	2029			
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902C	STATEWIDE MOBILITY	45.25	P3.0 COMMITTED	WILL BE REPRIORITIZED	SCHEDULED FOR DELIVERY		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2027		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029			
NEW HANOVER	US 421	US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON. UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729EG	REGION B	69.83	P3.0 COMMITTED	WILL BE REPRIORITIZED	SCHEDULED FOR DELIVERY		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2027		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029			
NEW HANOVER	US 421	US 117 (SHIPYARD BOULEVARD). INTERSECTION IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729SW	STATEWIDE MOBILITY	45.25	P3.0 COMMITTED	WILL BE REPRIORITIZED	SCHEDULED FOR DELIVERY		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2027		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029		FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029			
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5790	DIVISION 3	58.74	P3.0 COMMITTED	WILL BE REPRIORITIZED	SCHEDULED FOR DELIVERY	2029	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2027	2029		FUNDED FOR PRELIMINARY ENGINEERING ONLY	AFTER 2029	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029			
NEW HANOVER	US 421 (SOUTH FRONT STREET)	US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) IN WILMINGTON. WIDEN TO MULTI-LANES.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5734	REGION B	74.21	P4.0 COMMITTED	WILL BE REPRIORITIZED	WILL BE REPRIORITIZED	2029	NOT FUNDED	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2029	NOT FUNDED		2029	NOT FUNDED	FUNDED FOR PRELIMINARY ENGINEERING ONLY			
NEW HANOVER	US 74	US 17/US 421 IN WILMINGTON. CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5731	STATEWIDE MOBILITY	77.64	P4.0 COMMITTED	WILL BE REPRIORITIZED	SCHEDULED FOR DELIVERY	2024	FUNDED FOR PRELIMINARY ENGINEERING ONLY	2026	2024		2026	2028		2028			
NEW HANOVER	US 74 (EASTWOOD ROAD)	SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5710	STATEWIDE MOBILITY	58.84	P3.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY	2023	2023	2023	2023	2023	2023	2025		2025			
NEW HANOVER	US 74 (MARTIN LUTHER KING, JR. PARKWAY)	US 117/NC 132 (COLLEGE ROAD) IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5792	DIVISION 3	56.53	P3.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY	2024	2024	2024		2024	2024	2026	2026	2026			

BASIC PROJECT INFORMATION							PRIORITIZATION INFORMATION						FISCAL YEAR PROJECT PHASE SCHEDULED TO START								
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/PROs	PROJECT ID	STI CATEGORY FUNDED	PRIORITIZATION SCORE AT THE TIME PROJECT WAS COMMITTED	COMMITTED STATUS CURRENT 2020-2029 STIP	PRIORITIZATION STATUS DRAFT 2024-2033 STIP (APRIL 2022)	PRIORITIZATION STATUS DRAFT 2024-2033 STIP (AUGUST 2022)	RIGHT-OF-WAY SCHEDULE CURRENT 2020-2029 STIP	RIGHT-OF-WAY SCHEDULE DRAFT 2024-2033 STIP (APRIL 2022)	RIGHT-OF-WAY SCHEDULE DRAFT 2024-2033 STIP (AUGUST 2022)	UTILITIES SCHEDULE CURRENT 2020-2029 STIP	UTILITIES SCHEDULE DRAFT 2024-2033 STIP (APRIL 2022)	UTILITIES SCHEDULE DRAFT 2024-2033 STIP (AUGUST 2022)	CONSTRUCTION SCHEDULE CURRENT 2020-2029 STIP	CONSTRUCTION SCHEDULE DRAFT 2024-2033 STIP (APRIL 2022)	CONSTRUCTION SCHEDULE DRAFT 2024-2033 STIP (AUGUST 2022)	
NEW HANOVER	US 76 (OLEANDER DRIVE)	GREENVILLE LOOP ROAD AND GREENVILLE AVENUE UPGRADE INTERSECTION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6128	NOT FUNDED	74.84	NOT COMMITTED	WILL BE REPRIORITIZED FOR DELIVERY	WILL BE REPRIORITIZED FOR DELIVERY	2029	NOT FUNDED	NOT FUNDED	2029	NOT FUNDED	NOT FUNDED	AFTER 2029	NOT FUNDED	NOT FUNDED	
NEW HANOVER	WILMINGTON	WILMINGTON CITYWIDE SIGNAL SYSTEM.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6199	DIVISION 3	88.33	P5.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY	2028	2028	2028	2028	2028	2028	AFTER 2029	2030	2030	
PENDER	US 17	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. CONVERT TO SUPERSTREET.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5732	REGION B	59.68	P3.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY							2029	2027	2026	
PENDER, NEW HANOVER	US 17	US 17 BYPASS SOUTH OF HAMPSSTEAD TO NC 210.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-3300A	REGION B	77.66	P5.0 COMMITTED	SCHEDULED FOR DELIVERY	SCHEDULED FOR DELIVERY							2027	2027	2027	

**WILMINGTON URBAN AREA
MPO
August 2022**

WALK WILMINGTON COMPREHENSIVE PEDESTRIAN PLAN UPDATE

Project Description/Scope: The City of Wilmington, in recognizing the desire of its citizens for a more walkable, livable community, applied for and received an NCDOT Planning Grant in 2021 to update the 2009 Walk Wilmington Comprehensive Pedestrian Plan. A Steering Committee, comprised of local stakeholders, citizens, and city staff, has been assembled to work with the consultant, Alta, to guide the development of the plan's update. The Steering Committee held its first meeting on Monday, March 28th. During the meeting, Steering Committee members discussed their visions for the future of walking in the City; reviewed the successes of the current plan and opportunities to build upon; and began identification of where improvements will be most critical in the future. Alta completed a draft existing conditions analysis and an infrastructure safety analysis. The infrastructure safety analysis was presented to and discussed by the Steering Committee during its May 26th meeting, as well as a strategy for public engagement. A comprehensive public engagement period that includes both a survey and input map application began June 15 and will continue until mid-August. Ongoing during the outreach process are several in-person survey opportunities targeted to gather input from traditionally underserved communities.

Project Status and Next Steps:

- To date, just over 1,000 survey responses received.
- Development of project and policy recommendations is ongoing by Alta.
- Review by Steering Committee planned for September 2022.
- Draft plan anticipated for release in fall 2022.
- Final plan presentation to City Council in December 2022.

NAVASSA COLLECTOR STREET PLAN

Project Description/Scope: In October, the Town of Navassa, the WMPO, and AECOM kicked off the development of the Navassa Collector Street Plan. Development of the plan, which will replace the 2004 Town of Navassa Collector Street Plan, is scheduled to last approximately eight months. The plan is funded as a special study in the WMPO's adopted FY 22 UPWP. The new collector street plan will serve as a tool for the Town to guide both public and private investments in shaping the transportation network as the Town continues to grow. The plan will provide a comprehensive network of streets to safely and efficiently access major roads and thoroughfares, outline collector street design recommendations, and identify opportunities for multimodal connectivity, preparing the Town to serve future developments while preserving its existing neighborhoods. The proposed collector street network will complement the Town's future park and trail network as well as the Comprehensive Bicycle and Pedestrian Plan currently in development. Plan development was guided by a Steering Committee and incorporated public input received via a public survey and both in-person and virtual public meetings.

Project Status and Next Steps:

- Final draft plan was presented to the Navassa Planning Board and Town Council on July 12, 2022
- Navassa Town Council to consider the final plan for adoption in August 2022
- Final plan presentation to WMPO Board in August 2022

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington Urban Area MPO assists with site development and Transportation Impact Analysis review for the MPO's member jurisdictions. During the last month,

staff has reviewed the following development proposals:

- New Hanover County Formal Plan Reviews: 6 reviews
- New Hanover County Informal Plan Reviews: 1 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 1 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Formal Plan Reviews: 0 review
- Town of Navassa Informal Reviews: 0 review
- Town of Navassa Concept Reviews: 0 review
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Town of Carolina Beach Concept Reviews: 1 review
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- Pender County Formal Reviews: 3 reviews
- Pender County Informal Reviews: 1 review
- Pender County Concept Reviews: 0 reviews
- TIA Reviews: 33 total active (30 under review; 3 approved; 0 new): New Hanover County 9 (0 new, 6 under review, 3 approved), City of Wilmington 10, (0 new, 10 under review), Carolina Beach 0, Town of Belville 0, Town of Leland 5, (0 new, 5 under review, 0 approved), Town of Navassa 1, (1 under review), Pender County 5 (0 new, 5 under review, 0 approved) and Brunswick County 3, (0 new, 3 under review)
- City of Wilmington Formal Reviews: 38 reviews (4 new, 34 on-going)
- City of Wilmington Informal Reviews: 14 reviews (2 new, 12 on-going)
- City of Wilmington Concept Reviews: 0 reviews
- City of Wilmington Full Releases: 4

STBGP-DA/TASA-DA/CRRSAA
FY2013 to Present

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE

Project Descriptions/Scope: The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Project Status and Next Steps:

- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
- Advertise for Bid – December 2022
- Begin Construction – May 2023
- Construction Complete- January 2024

U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue.

Project Status and Next Steps:

- Began Construction – July 2021
- Project was substantially completed in January 2022.
- Official ribbon cutting occurred on January 25, 2022.
- Project closeout is underway.
- Complete Project Closeout – Summer 2022

U-5534G –CITY OF WILMINGTON- HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consist of the construction of a 8' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
- Advertise for Bid –December 2022
- Begin Construction –May 2023
- Construction Complete- January 2024

U-5534H –CITY OF WILMINGTON- HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of an 8' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
- Advertise for Bid –December 2022
- Begin Construction –May 2023
- Construction Complete- January 2024

U-5534I –TOWN OF LELAND- VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: The construction of a 8 foot wide concrete path from the connection at the Brunswick Center in Leland across the front of the library property, down Village Road, ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- On hold pending negotiation of pay items and scheduling with the Contractor
- Town of Leland is working with the Contractor's Surety
- Final completion date to be determined

U-5534J – TOWN OF LELAND- OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: The construction of sidewalks in three locations: 1) The construction of an 8 foot concrete sidewalk along Village Road from Town Hall Drive to the apartment complex and widening the existing 5 foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6 foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5 foot sidewalk along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Project on hold pending resolution of contracting issues with the consultant

- On hold pending negotiation of pay items and scheduling with the Contractor
- Town of Leland is working with the Contractor's Surety
- Final completion date to be determined

U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5-foot-wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- On hold pending negotiation of pay items and scheduling with the Contractor
- Town of Leland is working with the Contractor's Surety
- Final completion date to be determined

U-5534Q –CITY OF WILMINGTON- S. COLLEGE/HOLLY TREE CROSSWALKS

Project Description/Scope: The project will install sidewalk, ADA ramps, curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Project Status and Next Steps:

- Final Approval on PS&E from NCDOT February 28, 2022
- Bid advertised on March 3, 2022 with May 3, 2022 opening date, pre-bid meeting held on March 5, 2022
- One bid submitted on May 3, 2022.
- Re-Bid opening on May 10, 2022 only received one bid. Staff did not recommend award due to budget constraints.
- Submitted a Resolution to Council to Reject Bids approved by City Council on June 21st
- Re-advertise with EB-6028 and possible another City project in August or September 2022

U-5534U – TOWN OF NAVASSA- NAVASSA PARK MULTI-USE PATH

Project Description/Scope: This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park.

Project Status and Next Steps:

- Right Angle provided the 90% plans
- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization approved
- The consultant is proceeding with the right-of-way acquisition.
- Proposed property valuations have been submitted and have been approved by NCDOT.
- Letters to property owners have been mailed to initiate the acquisition process.
- Construction fund authorization request will occur next federal fiscal year

EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.

Project Status and Next Steps:

- The Town entered into a contract with Withers & Ravenel
- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI RFLOI due August 5, 2022
- Additional funding request to WMPO in August 2022
- CON authorization September 2022
- CON let date November 2022

U-6233 CAROLINA BEACH HAMLET AVENUE/ US 421 TRAFFIC SIGNAL

Project Description/Scope: installation of traffic signal with pedestrian infrastructure at the intersection of Hamlet Avenue and US 421 in the Town of Carolina Beach

- The signal plans have been finalized.
- The construction WBS is set to go before the Board of Transportation in August 2022.
- Tentative construction start in mid-year 2023

U-6234 MULTI-MODAL PHASE 1 B

Project Description/Scope: Rehabilitation of the historic structure located at 525 N 4th Street for MPO offices.

Project Status and Next Steps:

- Paragon Building Corp awarded bid and signed the contract
- Project design team working thru submittals and proposed construction schedule

U-6235 – CITY OF WILMINGTON/NEW HANOVER COUNTY – SIGNAL PRE-EMPTION PHASE 2

Project Description/Scope: The project will install traffic pre-emption equipment at 50 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

Project Status and Next Steps:

- Design contract approved May 5, 2021 by City Council and execution is complete.
- Design kick-off meeting held July 23, 2021, with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
- Design started in October 2021 is expected to last through February 2023.

U-6039 – CAROLINA BEACH – ST. JOSEPH BIKE LANES

Project Description/Scope: Construct Bike Lanes along St. Joseph Avenue and Lewis Drive from Lake Park Boulevard to Access Drive in Carolina Beach

Project Status and Next Steps:

- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with Kimley-Horn & Associates (KHA) on August 31, 2021
- Public meeting held on March 24, 2022, to present three (3) design alternatives for bike path on St. Joseph
- KHA presented to Town's Bike & Pedestrian Committee summary of comments on April 18, 2022
- KHA scheduled to present at Town Council regularly scheduled meeting on May 10, 2022
- Town Council approved Option 3 on May 10, 2022, as presented by KHA

- On May 25, 2022 project managers submit RFLOI to NCDOT requalified engineering firms with a response deadline of June 8, 2022
- Responses to RFLOI under review by WMPO/Town of Carolina Beach
- On July 12, 2022 the Town of Carolina Beach selected KHA as the design firm

TASA-DA/CRRSAA/STIP

BL-0045 – DOWNTOWN GREENWAY PH. 1 DESIGN

Project Description/Scope: design and engineering for an approximately 2.2 mile long, 10' to 12' in width portion of the trail beginning at 3rd street in the Downtown within the NCDOT owned rail corridor to McRae St (defined in the Wilmington Rail Trail Master Plan); abutting the Dorothy B. Johnson Elementary School western parcel line; traversing east along CSX right-of-way to Archie Blue Park; and continuing north through Archie Blue Park, parallel to the creek and terminating at the Love Grove Bridge multi-use path facility.

Project Status and Next Steps:

- Agreement executed by NCDOT on April 20, 2022
- City has selected an on-call engineering consultant (WSP) to perform design and engineering. A scope and fee have been agreed upon and submitted to NCDOT for review.
- Anticipated award of contract and notice to proceed by end of September 2022.

BL – 0059 TOWN OF KURE BEACH - FORT FISHER BOULEVARD/K AVENUE AND NORTH 3RD STREET PEDESTRIAN SAFETY IMPROVEMENTS

Project Description/Scope: This project entails intersection improvements at Ft. Fisher Boulevard and K Avenue to include high visibility crosswalks, ADA ramps, and pedestrian signals; and filling gaps in the sidewalk network on Ft. Fisher Boulevard and N. 3rd Street that will create a pedestrian network connected to the Ft. Fisher Boulevard and K Avenue intersection.

Project Status and Next Steps:

- Agreement finalized and adopted August 2022
- Request for PE Authorization in September 2022
- Request for Letters of Interest to be sent in September 2022
- PE firm selection anticipated November 2022

EB-5600 – S. 17TH STREET MULTI-USE PATH

Project Description/Scope: This project consists of the construction of a 10' multiuse path along South 17th Street from Harbour Drive to Shipyard Boulevard and the installation of crosswalks and pedestrian signal heads at the intersection of South 17th Street and Shipyard Boulevard.

Project Status and Next Steps:

- Agreement executed with NCDOT on May 24, 2022
- Scoping discussion held with RS&H on June 24, 2022
- Draft Scope and Fee submitted on July 21, 2022, currently under review

EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located along NC 133 connecting north and south entrances of Hawks Water Development to Belville Elementary School.

Project Status and Next Steps:

- The Town entered into a contract with Withers & Ravenel

- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI RFLOI due August 5, 2022
- Additional funding request to WMPO in August 2022
- CON authorization September 2022
- CON let date November 2022

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

Project Description: Design only of the Middle Sound Greenway connection to Publix

Project Status and Next Steps:

- Comments received from CFPWA indicate conflicts with utilities that will require design adjustments
- Right of way acquisition continuing (2 remaining, dependent on water/sewer changes needed)
- NCDOT issued notice of Construction Authorization on April 12, 2022.
- Level A SUE completed and results currently under review

EB-6028 —CITY OF WILMINGTON- 21ST STREET/MARKET HAWK SIGNAL

Project Description: Design and construction of a HAWK signal at the pedestrian crossing at Market Street and 21st Street

Project Status and Next Steps:

- NCDOT has approved the 100% project plans
- Preparation of bid documents is underway

EB-6029 – TOWN OF CAROLINA BEACH – CLARENDON AVENUE MULTI-USE PATH

Project Description: Construction of the Clarendon Avenue multi-use path from 4th Street to Dow Road

Project Status and Next Steps:

- The Town is evaluating the scope for the project.
- Design modifications requested to include five-foot sidewalk and on street pavement markings in lieu of multi-use path

HL – 0040 NC PORTS WILMINGTON – NEW NORTH GATE FEASIBILITY STUDY

Project Description/Scope: This project is a feasibility study, early design and NEPA work to determine the high-level alternatives and costs associated with a new North Gate on NC Port of Wilmington property to allow for efficient freight access to and from the General Terminal.

Project Status and Next Steps:

- Advertisement for on-call consultants, August 14, 2020
- Selection and signed contract with HDR on October 29, 2020

TL – 0017 WAVE TRANSIT AUTOMATIC PASSENGER COUNTERS

Project Description/Scope: Automatic Passenger Counter (APC) technology collects stop level boardings and alightings data for fixed route public transportation. The APC project includes the purchase of hardware, software, and support. Installations include 17 buses, two (2) trolley buses and 15 Light Transit Vehicles (LTVs). The APC system does not require any scheduled preventive maintenance.

Project Status and Next Steps:

- The project was awarded April 2021.
- Installations were complete in March 2022.
- Project is closed.

TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES

Project Description/Scope: Cape Fear Public Transportation Authority (WAVE transit) currently has a total of 440 bus stops, 24 benches and 27 shelters. Shelters only represent 6% of our passenger amenities, while other NC agencies average 14%. To meet the peer average for statewide systems, CFPTA needs to install an additional twenty-six (26) benches and twenty (20) shelters. This project will support the installation of a total of nine (9) bus stop benches and ten (10) bus stop shelters along eight (8) transit routes located within the City of Wilmington. The project includes engineering and design, construction of concrete pads, ADA ramps, ADA access, and purchase and installation of durable bench and/or shelter, waste receptacle, and solar lighting, where applicable.

Project Status and Next Steps:

- The project was awarded funds in November 2021
- This project pending flex funding approval and notification.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: The TDM “Go Coast” program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT). The WMPO Board approved Cape Fear Change in Motion 2020, the short-range TDM Plan which will guide Go Coast initiatives from 2021 to 2025. This plan identifies seven short-range strategies to increase mobility options and reduce traffic in the WMPO region. These strategies are: Alternative Work Schedules, Bike Share Program, Carpool and Vanpool, Consulting for Telecommuting Opportunities, Fostering a Bicycle and Pedestrian Friendly Culture, Improved TDM-Focused Collaboration, and Personalized Commuter Plans.

Go Coast current initiatives and project status:

1. Bike Share

The WMPO Board approved the release of a new Request for Proposal (RFP) to bring a bike share program to the Wilmington area. The RFP closed on April 11, 2022, and a bike share selection committee was assembled to review and score proposals. The committee voted to reject all proposals and re-advertise the RFP to solicit more options. After internal discussion, WMPO staff elected to pause the process while staff holds discussions with member jurisdictions to determine the best route forward.

2. New Hanover County’s ¼ Cent Sales Tax for Transit

Go Coast is utilizing its social media presence to assist in educating the public about New Hanover County’s ¼ cent sales tax for transit referendum that will be on the ballot for all county residents to decide on in November 2022.

3. Brunswick Heritage Riverside Ride

Go Coast has been working with local staff in Navassa, Leland, Belville, and Brunswick County to begin preparation for the second annual Brunswick Heritage Riverside Ride. The ride will take place on September 24, 2022.

5. TDM Coordinator Position

WMPO staff is currently advertising for an associate planner to assume the roles and responsibilities of the TDM program’s coordination. The position will remain open until a qualified candidate is hired.

6. Go Coast Meeting

The next Go Coast meeting will take place on August 18, 2022, at 3 PM.



Cape Fear Public Transportation Authority

August 2022 Project Updates

SYSTEM NETWORK ENHANCEMENTS

Wave Transit Board of Directors passed the Authority's final plan for the new System Network Redesign on May 26, 2022. The modifications increase service hours by 30%, expanding the existing network, as well as heavily investing in more frequent service. The approved service enhancements were implemented on Sunday, July 3, 2022.

RIDEMICRO MICROTRANSIT SERVICE

Wilmington's Regional microtransit pilot, branded RideMICRO, launched on October 11, 2021. Four zones are currently active, including Zone 1-Northern Brunswick/Downtown Wilmington, Zone 2-Pender/Northeastern New Hanover County, Zone 3- South New Hanover County/Pleasure Island, and Zone 4 -North New Hanover County. There are 3,400 virtual stops across the entire network. The regional pilot is funded at 100% by NCDOT for the two years.

Routes 207 North and 301 Pleasure Island were sunset June 30th. Zones 3 and 4, covering areas of north and south New Hanover County, are permanent replacements to these routes.

FY22 Ridership:

Q1 – 276

Q2 – 413

Q3 – 422

Q4 – 888

Total trips completed for July are currently over 1,100 for the month. Zone 4 – New Hanover County North accounts of over 43% of RideMICRO ridership for FY23.

CAPITAL PROJECTS

Installation of the Automatic Passenger Counters (APCs) was completed in spring 2022. This data shows bus stop level information, including boardings and alightings by location. A Passenger Amenities Improvement Plan is currently under development to prioritize passenger amenity improvements and additions at our highest use stops. There are currently two projects underway to improve passenger amenities. Installations will include 16 shelters and 9 benches over the next 12 months.

TRANSIT SALES TAX

On May 2, 2022, the New Hanover Board of Commissioners approved a resolution to place a referendum for a quarter-cent sales tax on the November 8th ballot. If passed, the sales tax would be used to provide revenue for three public transportation programs, including Wave Transit. Revenues dedicated to Wave Transit would be used to provide expanded service hours, increased frequencies, new technology and vehicles, improvements to passenger amenities, and to develop programs to support the region.

OTHER PROJECTS

CFPTA submitted an application as part of a combined USDOT Rural Surface Transportation Grant submission for the *Mobility for Everyone, Everywhere in NC* (MEE NC) project. The total grant request was \$25m and included eleven systems across North Carolina. If awarded, the funds would be used to further expand microtransit in the Wilmington metropolitan area.

CFPTA applied for funding for the replacement of three heavy duty transit buses as part of the North Carolina Volkswagen Phase 2 settlement. Projects are currently under review for selection.

AUGUST WMPO PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	SAP LET Date
David Leonard	DPOC	W-5703E	US 117/NC 132 (College Road) sidewalk between Randall Pkwy and N of University Drive	New Hanover	8/4/2022
Rail Division	Rail	P-5740A	Wilmington Rail Rehabilitation, Curve Realignment and Upgrade Rail Bridges	New Hanover	8/30/2022
Trace Howell	DPOC	W-5703R	NC 132 (South College Road) and Braggs Drive offset lefts	New Hanover	9/15/2022
David Leonard	DPOC	W-5803B	Install Rumble Strips on US 17 Between New Hanover/Pender County Line and Mile Post 19.30 in	Pender & Onslow	10/20/2022
Eric Murray	DPOC	U-5914	Widen NC 133 from US 17/74/76 to Old River Road	Brunswick	11/3/2022
David Leonard	DPOC	W-5803A	Upgrade Pedestrian & Traffic Signals and Revise Median Islands at US 74 (Eastwood Road) at US 17	New Hanover	1/31/2023
Derek Pielech	DPOC	BP3-R004	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayetteville Road) (Previously 17BP.3.R.84)	Brunswick	2/15/2023
Lydia	DDRL	I-6039	1-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover &	6/20/2023
Rail Division	Rail	P-5740B	CSX SE Line Improvements to Hwy Grade Xings, Close & Improve Various Exisit. At-Grade Crossings	New Hanover	6/27/2023
Rail Division	Rail	P-5740C	CSX SE Line Installation of Railroad Grade Crossing Signals and Gates at Various At-Grade Crossings	New Hanover	6/30/2023
Lydia	DPOC	I-6036	I-140 - US 17 to North of US 74 pavement rehab	Brunswick	9/19/2023
Eric Murray	DPOC	W-5703C	Monkey Junction Pedestrian Improvements	New Hanover	3/21/2024
Brian Harding	DDRL	U-6202	Widen Gordon Road to 4 lanes from US 17 Market St to I-40	New Hanover	6/18/2024
Derek Pielech	DPOC	BP3-R012	Replace Bridge 208 over Sturgeon Creek on SR 1472 (Village Road) in Brunswick County	Brunswick	7/3/2025
Mike Bass	DDRL	U-5710	US 74 (Eastwood Road) at US 17 (Military Cutoff Rd)	New Hanover	9/16/2025
Derek Pielech	DPOC	B-5653	Pender 14 on NC 133 over Turkey Creek	Pender	1/28/2026
Trace Howell	DDRL	U-5792	MLK at College	New Hanover	6/16/2026
Trace Howell	DDRL	R-3300A	Hampstead Bypass (US 17 from Military Cutoff Road to NC 210)	New Hanover &	9/15/2026
Brian Harding	DDRL	U-5954	NC 133 at 23rd Street Roundabout	New Hanover	6/15/2027
Derek Pielech	Raleigh	BR-0008	Replace Bridge 7 on US 17 over US 76	Brunswick	9/21/2027
Lydia	DDRL	I-6037	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover	2/15/2028
Lydia	DPOC	I-6037	I-140 From US 421 to I-40. Pavment & Bridge Rehabilitation	New Hanover	2/15/2028
Brian Harding	DDRL	U-5731	US 74 at US 17/US 421 Flyover	New Hanover	5/16/2028
Trace Howell	DDRL	U-5731	Hampstead Median: US 17 from SR 1582 (Washington Acres Road) to Vista Lane	Pender	5/16/2028
Krista Kimmel	DDRL	U-4434	Independence Boulevard Extension	New Hanover	6/20/2028
Krista Kimmel	DDRL	U-5926	New Route from 23rd St to 26th St	New Hanover	6/20/2028
Brian Harding	DDRL	U-5729	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover	7/18/2028
Lydia	DPOC	I-6038	I-140 from US 421 to US74/76. Pavement Rehabilitation	Brunswick	11/16/2028
Krista Kimmel	DDRL	U-3338C	Kerr Ave Interchange at MLK	New Hanover	12/19/2028
Krista Kimmel	DDRL	U-4902B	US 17 Business - Market St Median Railroad to MLK	New Hanover	12/19/2028
Krista Kimmel	DDRL	U-4902C	US 17 Business - Market St Median & Interchange	New Hanover	6/19/2029
Trace Howell	DDRL	U-5702B	College Road Access Management Improvement from Carolina Beach Road to Shipyard Blvd	New Hanover	1/15/2030

Update provided: 8/08/22

PO: WMPO

Contact: Adrienne Cox, amcox1@ncdot.gov, 910.341.2001

AUGUST WMPO PROJECTS UNDER CONSTRUCTION						
Contract Number	Resident	TIP/WBS/Work Order	County	Description	Estimated Completion	Percent Complete
DC00309	Daniel Jones		New Hanover	ILM Landscape Improvement	12/1/2022	89.07%
DC00300	Daniel Jones	R-2633BA(L)	Brunswick	Navassa Landscape Enhancement	12/15/2022	87.67%
C203980	Ben Hughes	U-4751	New Hanover	Military Cutoff Road Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	7/6/2023	76.41%
DC00316	Ben Hughes	W-5601DH	New Hanover	3rd (US 17 Business) and Dock St	9/14/2022	61.85%
C204319	Ben Hughes	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	9/17/2023	53.22%
DC00249	Ben Hughes	B-4590	New Hanover	Bridge #29 over Smith Creek	10/11/2023	34.97%
DC00331	David Sawyer	R-5783E, R-5783F	Brunswick, Duplin, New Hanover, Onslow, Pender and Sampson	Division Wide ADA Curb Ramp Updates	12/31/2022	22.64%
C204623	Ben Hughes	B-5642	Brunswick	Replace Bridge 65 on NC 87 Over Hood Creek	3/14/2023	17.11%
C204331	Ben Hughes	15BPR.19	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	8/17/2022	14.26%
C204301	Ben Hughes	n/a	New Hanover	New Hanover #48 and #49 on I-40E & I-40 W/NE Substructure Repairs	11/15/2022	11.41%
C204553	Daniel Waugh	R-3300B	Pender	NC 417 (Hampstead Bypass) from South of NC 210 to North of SR 1563 (Sloop Point Road)	3/14/2027	9.65%
C204629	Ben Hughes	B-5624	Brunswick	Replace Bridge 57 on NC 211 Over Juniper Creek	12/12/2023	8.68%
C204747	Ben Hughes	U-5710A	New Hanover	Drysdale Drive Extension from Military Cutoff Road at Drydale to US 74	2/2/2025	0.00%

AUGUST WMPO RESURFACING PROJECTS					
Contract Number	Contract Year	County	Routes	Estimated Completion Date	Percent Complete
DC00318	2021	Pender	Pender County Resurfacing	3/18/2023	94.57%
DC00304	2021	Brunswick	US 17, NC 904 & Various Secondary Roads	6/30/2022	75.14%
DC00325	2022	Brunswick	Brunswick Resurfacing B (3/16/2022 Availability Date)	5/18/2023	66.80%
C204409	2021	Brunswick	1 Section of US-17, US-74/76, And NC-130; and 1.1 Sections of Secondary Roads	10/1/2022	66.24%
DC00294	2021	New Hanover	New Hanover County Resurfacing	9/30/2022	53.43%
DC00330	2022	Sampson	Sampson County Resurfacing and Preservation (7/06/2022 Availability Date)	6/14/2023	15.52%
DC00311	2022	New Hanover	Market Street, 3rd Street, Independence Blvd, and patching on 16th & 17th Streets	9/29/2023	0.00%
DC00327	2022	New Hanover	New Hanover County Resurfacing (1/06/2022 Availability Date)	4/28/2023	0.00%
DC00344	2023	Brunswick and New Hanover	Brunswick and New Hanover county resurfacing, various secondary routes	6/16/2023	0.00%

Go!NC Portal for public information: HMIP (Highway Maintenance Improvement Program) GIS maps
<https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=ceae1d0cf870473fb7d35294acb6b71c>



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

August 2022

Nazia Sarder
Transportation Engineer
NCDOT Transportation Planning Division
1 South Wilmington Street
Raleigh, NC 27601

AUGUST TPD UPDATES WILMINGTON MPO

AUGUST 2022

Brunswick County Model: The Brunswick County Model was completed in February of last year.

Brunswick County Comprehensive Transportation Plan (CTP): The Brunswick County CTP went through Peer Review, Management Review and Steering Committee Review. The CTP was on pause for 8 month as the county updated their scope and has resumed as of this month. The CTP engineers will reach out to the steering committee in the coming weeks to resume CTP efforts. The engineers will start updating the data and working on the report to get ready for public involvement in the coming months.

Wilmington Model: The 2050 Travel Demand Model work started on 3/1/2022. The TDM is being developed for the next Wilmington MTP. Wilmington MPO has provided employment verification as well as most of the CO data that was requested from TPD. TPD is working on updating the TAZs, network and other information as part of the verification and data collection phase of the TDM.

Helpful Links:

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](https://www.ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](https://www.drive-nc.com) | [North Carolina Traffic & Travel Information](https://www.ncdot.gov/traffic)
- Report a pothole—[NCDOT Contact Us Form](https://www.ncdot.gov/contact-us)
- NCDOT: State Transportation Improvement Program—[ncdot.gov/sti](https://www.ncdot.gov/sti)
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>
- Links to all traffic count data information—[Traffic Survey Group \(ncdot.gov\)](https://www.ncdot.gov/traffic-survey)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](https://www.ncdot.gov/traffic-volume)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](https://www.ncdot.gov/traffic-safety)

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Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](#) (or go to ncdot.gov/ncmoves)
- [NCDOT Strategic Transportation Corridors](#) (or go to ncdot.gov and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) (or go to ncdot.gov and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](#) (or go to ncdot.gov and search: public transportation plan)
- [Great Trails State Plan](#) (or go to ncdot.gov and search: Great Trails)
- [Connecting North Carolinians to Opportunities \(Public Transportation strategic Plan—2018\)](#) (or go to ncdot.gov and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](#) (or go to ncdot.gov and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to ncdot.gov/bikeped/walkbikenc)