

I -140 Connector

From US 17 at US 17 BUS to US 17 North of NC 87

Local ID: BRUN20002-H

Purpose: Congestion

Improvement: New Location

Identified Need

With some of US 17 exceeding capacity in the FY, the Carolina Bays Prky Ext proposal in south of the county, this new roadway was recommended. The roadway will connect at the intersection of CBPE/US 17 and continue north, tying back into US 17 at or near NC 87.

Recommendation

New location road identified as a congestion/mobility project. The FY recommendation is for a future freeway with a cross section of 4A. Roadway upgrade proposed on the Wilmington MTP on p67 & p95 (RW-20).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	04 A
Section Options	06 A
Length (miles)	19.39
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Freeway
Travel Lanes	-	-	4
Volume (vpd)	-	-	19000
Capacity (vpd)	-	-	63500

Capacity Data: Year

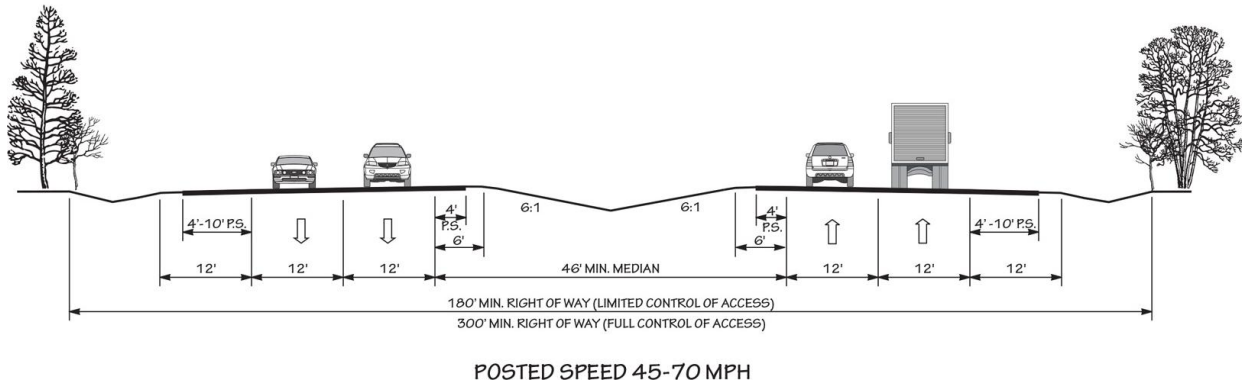
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

TYPICAL SECTION No. 4A

06 A
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project History/Linkage to Other Projects

The following multimodal recommendation is being made along this route:

There are no multimodal recommendations being made along this roadway since it is being proposed as a freeway project.

US 17 and NC I-140 merge into the jurisdiction of this CTP from Wilmington MPO area. There is a roadway upgrade being proposed on the MTP on page 67 and page 95 (RW-20).

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Consider future projects and locations based on policies of Environmental Justice (EJ) Communities.

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Increase the accessibility and mobility of people and freight within the region and to other areas.

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Goal: Extend the life of the transportation system by fostering a sustainable and maintainable system that

addresses the long-term needs of the region.

Objective: Study emerging transportation management and operations technology, including electric vehicle charging locations, connected/autonomous vehicle infrastructure and broadband infrastructure.

Vision Goals & Objectives Survey

There were no comments for this particular project in the Brunswick County CTP survey since it is a new recommendation. However, since this new project will help alleviate congestion on US 17 - the US 17 project had 798 comments in support of upgrades to the roadway. The survey was launched on March 10, 2021 and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The land use along the proposed roadway is mostly rural in nature, therefore the project will limit impacts with very little development.

Future housing development is expected to come into the area, specifically total of 348 housing units south of this road.

Additional Information - Environmental

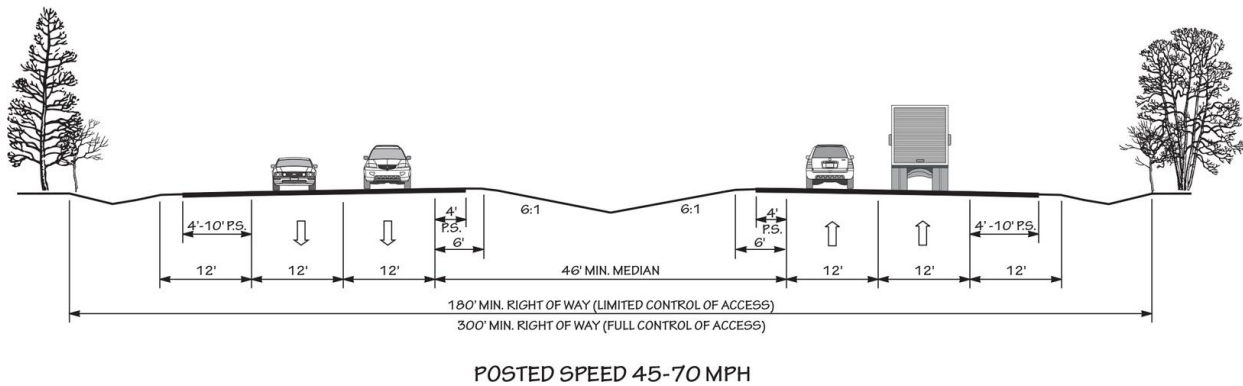
All environmental data in the database was considered. This Project is within 150 feet of:

- 66 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 19 Flood Hazard Area Feature(s)
- 5 Landscape Habitat Indicator Guild Feature(s)
- 1 Major River Feature(s)
- 6 Managed Area Feature(s)
- 14 Natural Heritage Element Occurrence Feature(s)

Typical Section Options:

TYPICAL SECTION No. 4A

06 A
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



- 2 Natural Heritage Natural Area Feature(s)
- 81 Wetland Feature(s)
- 30 River And Stream Feature(s)
- 23 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 4 Target Local Watershed Feature(s)

Additional Information - Title VI

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 17 BUS

From NC 130 Whiteville Rd to US 17

Local ID: BRUN20003-H

Purpose: Congestion

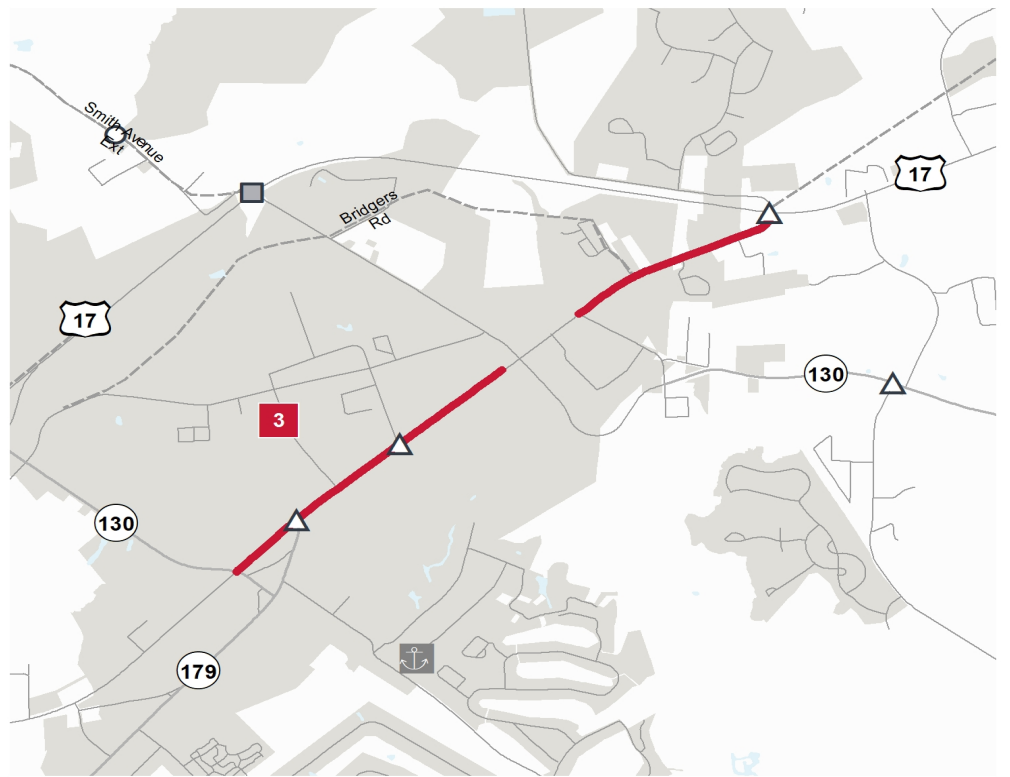
Improvement: Improve Existing

Identified Need

The main identified need is the roadway is overcapacity in future year and overcapacity in BY. In base year the highest volume is 20K and capacity is 13K. In FY highest volume is 28K and capacity is 27K.

Recommendation

This is a congestion and mobility project. Currently the roadway is a 3 lane road with turning lane. Road has 11 ft lanes and some portions are 12 ft lanes. There are no shoulders on this road. The recommendation is to bring the road to cross section 4D.



Local ID #	Improve	New Location	Local ID #	Improve	New Location
Congestion / Mobility	#	— ····	Interchange	⊙	□
Access Management / Operations	#	— ····	Bridge / Overpass	⊙	○
Modernization	#	— ····	Intersection	⊙	∟
Other	#	— ····		⊙	△

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 D
Section Options	4A
Length (miles)	1.7
Existing ROW (feet)	80-100
Safety Risk Score	89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	4828-19587	5900-26800	2700-27600
<i>Capacity (vpd)</i>	12300-12700	12300-12700	27200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017
Facility will be Over Capacity (>=100%)	2017

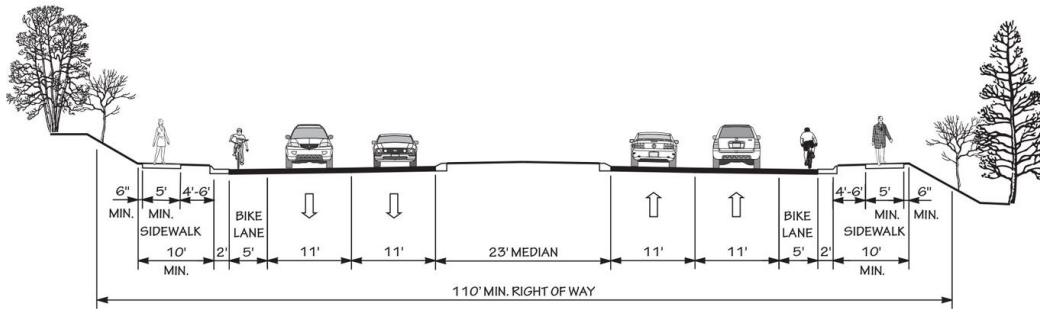


Typical Section Options:

TYPICAL SECTION No. 4D

4A

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 35-45 MPH

Project History/Linkage to Other Plans

The following multimodal recommendation is being made along this route:

Bike facilities are recommended along US 17 Bus from NC 130 to Holden Beach Road. This road is along the East Coast Greenway that connects 15 states and 450 cities and towns for 3,000 miles from Maine to Florida to foster safe walking and biking route. Refer to the plan for further information

CTP Goal Analysis

This project supports the following goals and objectives:

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objective: Limit expansion of the roadway network to the most necessary projects that best address identified issues.

Objective: Support a fully integrated multimodal network that advances the concept of complete streets.

Objectives: Expand and maintain a network of bicycle, pedestrian, and transit facilities that connects homes, activity centers, and complementary amenities.

Vision Goals & Objectives Survey

There were 157 comments on US 17 in the Brunswick County CTP survey. Comments mentioned controlling access, congestion, maintenance issues and the desire for bicycle lanes and sidewalks or a multiuse path. The survey was launched on March 10, 2021 and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: This is a roadway mostly surrounded by commercial development.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Ambient Water Quality Monitoring Site(s)
- 6 Benthic Habitat Feature(s)
- 2 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 2 Fish Nursery Area Feature(s)
- 3 Flood Hazard Area Feature(s)
- 2 Hazard Substance Disposal Site(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 1 Managed Area Feature(s)
- 5 Natural Heritage Element Occurrence Feature(s)
- 6 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Additional Information - Title VI

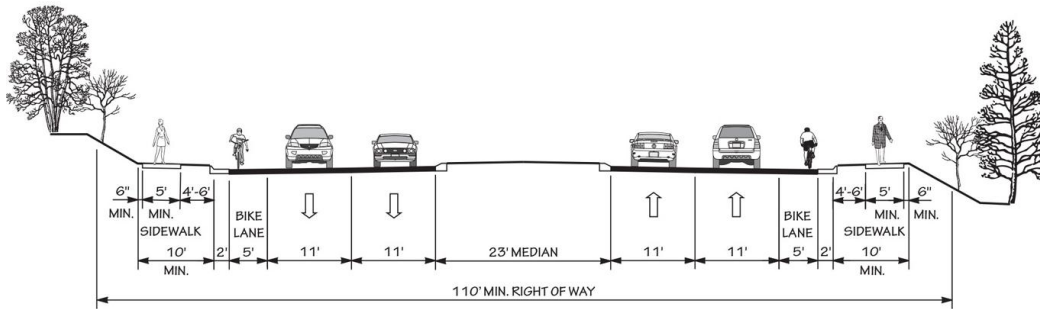
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander

Typical Section Options:

TYPICAL SECTION No. 4D

4A

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 35-45 MPH

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 17 BUS (Old Ocean Hwy)

From US 17 to SR 1501 (Gilbert Rd)

Local ID: BRUN20039-H

Purpose: Congestion

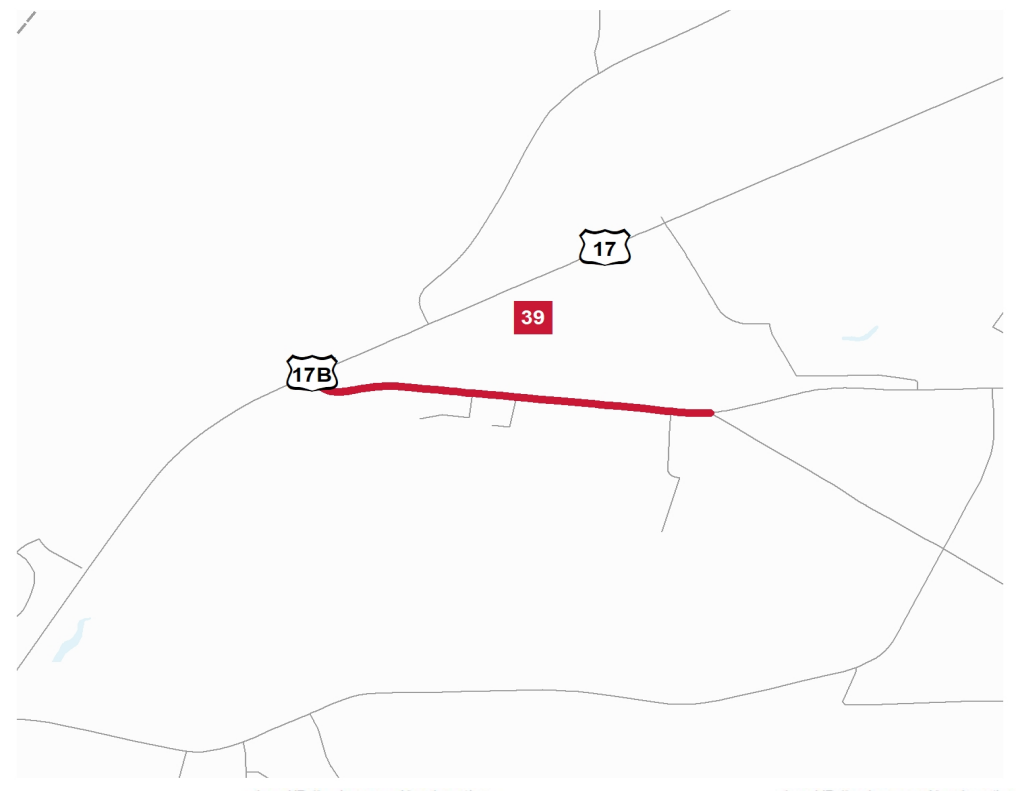
Improvement: Improve Existing

Identified Need

The main identified need of the roadway is congestion, roadway is approaching capacity in FY (over 70%) but with new facilities, most likely it will surpass the volume shown in model.

Recommendation

The recommendation is to widen US 17 Old Ocean Hwy to 4 lanes from US 17 to SR 1501 (Gilbert Rd). The road is currently 2 lanes. This route includes school/daycare, church and health care facilities. A sidewalk is also being recommended to increase connectivity between these facilities.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	⋯	Interchange	⊙	□	■
Access Management / Operations	#	—	⋯	Bridge / Overpass	⊙	○	●
Modernization	#	—	⋯	Intersection	⊙	∟	▲
Other	#	—	⋯				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	04 B
Section Options	-
Length (miles)	0.85
Existing ROW (feet)	60-180
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare Multi-lane
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	7549	20500	23000
<i>Capacity (vpd)</i>	15900	32800	32800

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	2045

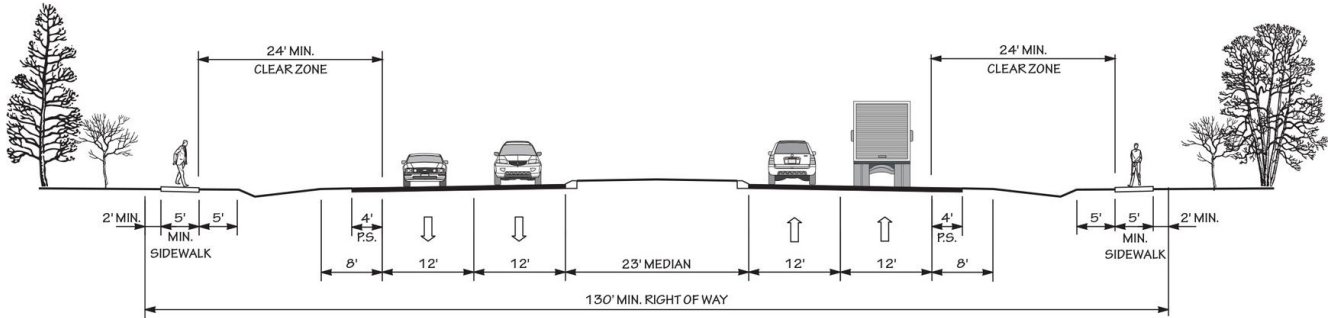


Typical Section Options:

None

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

Project History/Linkage to Other Projects

The following multimodal recommendation is being made along this route:

Sidewalk proposal along US 17 Business from US 17 to Gilbert Road. This route includes school/day care, church and healthcare facilities. A sidewalk is being recommended to increase connectivity between these facilities.

CTP Goal Analysis

This project supports the following goals and objectives:

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objective: Limit expansion of the roadway network to the most necessary projects that best address identified issues.

Vision Goals & Objectives Survey

There were no comments for this particular project in the Brunswick County CTP survey. The survey was launched on March 10, 2021 and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: This is a roadway mostly used by students attending the Center of Applied Sciences and Technology. There are other businesses and churches on this route as well.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 2 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Additional Information - Title VI

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 17

From Old Ocean Highway to Wilmington MPO Boundary

Local ID: BRUN20040-H

Purpose: Access

Improvement: Improve Existing

Identified Need

The road needs bike lanes as well as access improvement for safety. Currently locals use the road for bicycling but it is not safe.

Recommendation

Upgrade this road to bvlid standards. Bike lane is being proposed from US 17 BUS to Mill Creek Rd SE to increase safety. Rumble strips need to be removed. US 17 is on the Wilmington MTP on pg 67 & pg 95 (RW-20).



Congestion / Mobility	#	—	⋯	Interchange	⊙	□	■
Access Management / Operations	#	—	⋯	Bridge / Overpass	⊙	○	●
Modernization	#	—	⋯	Intersection	⊙	∟	▲
Other	#	—	⋯				

Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 A
Section Options	4C
Length (miles)	12.69
Existing ROW (feet)	100-140
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	12087-16129	14200-20100	8700-18400
Capacity (vpd)	49000	49000	49000

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	2045

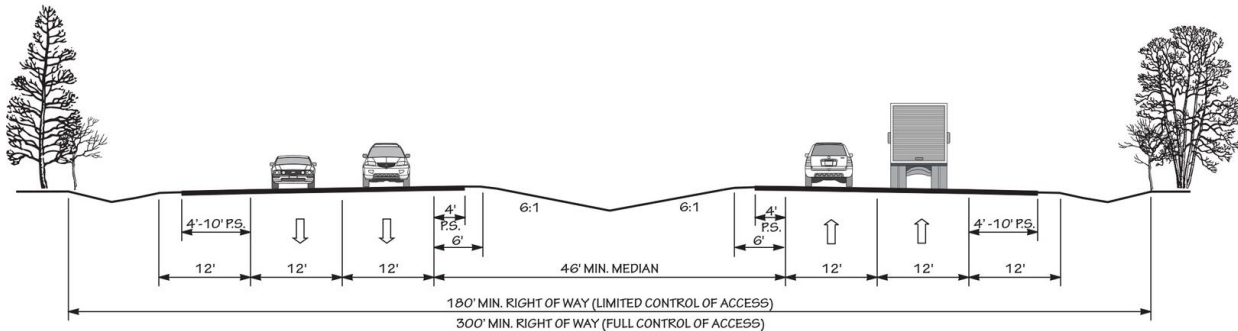


Typical Section Options:

TYPICAL SECTION No. 4A

4C

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

Project History/Linkage to Other Plans

The following multimodal recommendation is being made along this route:

A small portion of this road has a multimodal recommendation. Bike recommendation along US 17 from US 17 Bus to Mill Creek Road SE. This road is heavily used by bicyclists at the moment so this recommendation is being made for safety purposes along a very busy vehicular route.

*A cross section with paved shoulders is recommended to accommodate for bike lanes.

US 17 and NC I-140 merge into the jurisdiction of this CTP from Wilmington MPO area. There is a roadway upgrade being proposed on the Wilmington MTP on page 67 and page 95 (RW-20).

CTP Goal Analysis

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Goal: Provide an integrated transportation network that encourages use of all modes by offering travel choices that are accessible to all segments of the region's population. Objective: Support a fully integrated multimodal network that advances the concept of complete streets.

Objectives: Expand and maintain a network of bicycle, pedestrian, and transit facilities that connects homes, activity centers, and complementary amenities.

Vision Goals & Objectives Survey

There were 798 comments for this particular project in the Brunswick County CTP survey. Survey respondents commented on congestion, roadway widening, needs for maintenance and increased safety. The survey was

launched on March 10, 2021 and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The area around this roadway is rural in nature but there are sprawls of residential and commercial development along the stretch of the roadway.

Future housing development is expected to come into the area, specifically total of 321 housing units west of this road and total of 479 housing units east of the road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Anadromous Fish Spawning Area Feature(s)
- 16 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 8 Flood Hazard Area Feature(s)
- 2 Landscape Habitat Indicator Guild Feature(s)
- 1 Major River Feature(s)
- 4 Managed Area Feature(s)
- 12 Natural Heritage Element Occurrence Feature(s)
- 2 Natural Heritage Natural Area Feature(s)
- 26 Wetland Feature(s)
- 11 River And Stream Feature(s)
- 6 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 2 Target Local Watershed Feature(s)

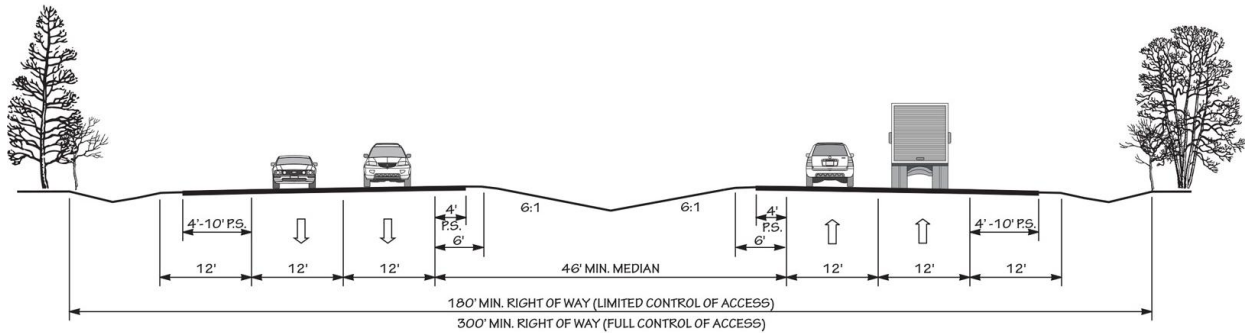
Additional Information - Title VI

Typical Section Options:

TYPICAL SECTION No. 4A

4C

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 904

From NC 179 (Beach Dr SW) to W First St. (SR 1144)

Local ID: BRUN30009-H

Purpose: Congestion

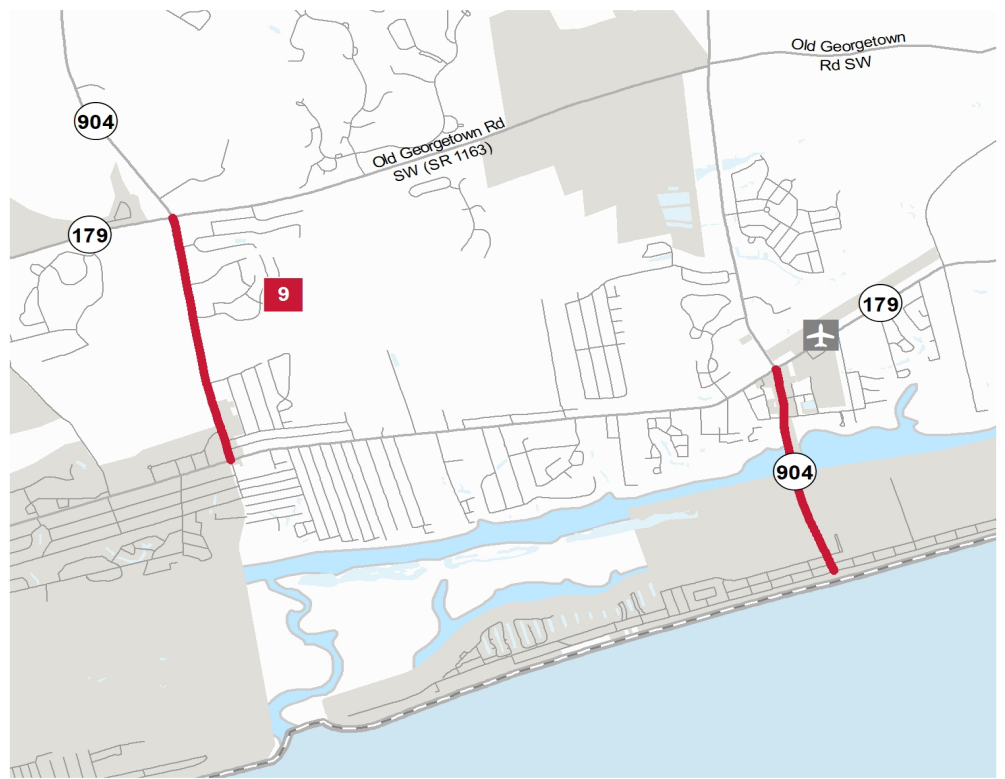
Improvement: Widening

Identified Need

This roadway currently is near capacity and almost doubles in FY. The primary purpose for this project is to relieve congestion; the secondary purpose is to improve mobility.

Recommendation

The proposal is to widen NC 904 to 4-lanes. The current roadway is 2 & 3 lanes. A bicycle lane and sidewalk is recommended from Beach Dr SW to W First St. and a multi-use path from Old Georgetown Rd to Beach Dr SW. Refer to East Coast Greenway Plan and Ocean Isle Beach Bicycle and Pedestrian Plan.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	...	Interchange	⊕	□	■
Access Management / Operations	#	—	...	Bridge / Overpass	⊕	○	●
Modernization	#	—	...	Intersection	⊕	∟	▲
Other	#	—	...				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 K
Section Options	04 G, 04 D, 04 I
Length (miles)	2.57
Existing ROW (feet)	60
Safety Risk Score	67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	3332-12023	4800-18400	4900-21500
<i>Capacity (vpd)</i>	12800-14000	12800-14000	36800-43300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017-2045
Facility will be Over Capacity (>=100%)	2045

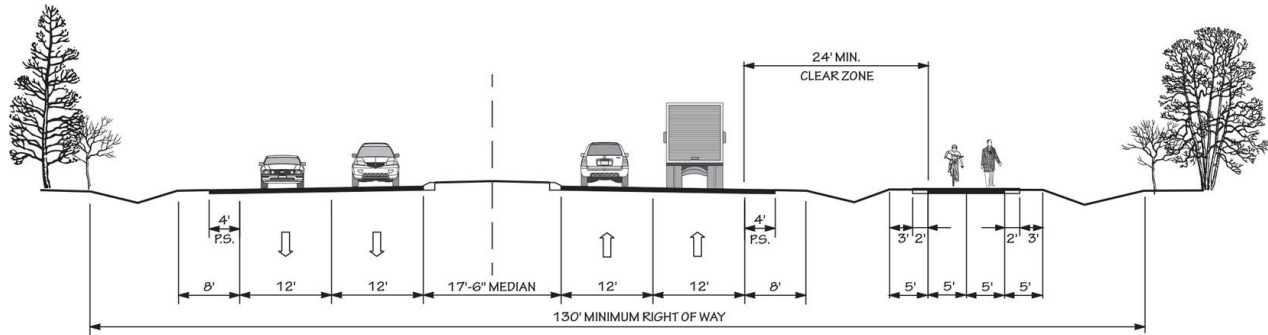


Typical Section Options:

04 G, 04 D, 04 I

TYPICAL SECTION No. 4K

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 35-55 MPH

Project History/ Linkage to Other Plans

A portion of this project proposal (NC 179 Old Georgetown Rd to Beach Dr SW) was included in the 2010 Brunswick County CTP as part of the recommendation to widen NC 904 to a multi-lane major thoroughfare from Ash-Little River Road (SR 1300) to Ocean Isle Beach Road (SR 1184).

The following multimodal recommendations are being made along this route:

Multi-use path along NC 179 from the South Carolina border to US 17 Business. This route is along the East Coast Greenway Plan and therefore is being recommended as an on-road multi-use lane on south side of the road. Refer to the East Coast Greenway Plan for further information.

Bike and Sidewalk along NC 904 from NC 179 (Beach Dr SW) to SR 1144 (W First St.) From the adopted 2014 Ocean Isle Beach Bicycle and Pedestrian Plan and is being recommended for lack of connectivity to the beach access paths, alleviate high traffic seasonal volumes, and to promote a mix of traffic types.

GSATS is coordinating with Town of Sunset Beack on Corridor Study for NC 904.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management,

and policy improvements.

Vision Goals & Objectives Survey

There were 61 comments received regarding NC 904 from NC 179 Old Georgetown Rd to Beach Dr SW. Additionally, there were 96 comments received regarding NC 904/Causeway Dr. The comments indicated congestion issues as well as safety concerns regarding speeding. Comments also expressed desire for wider roadways and the addition of bicycle lanes and sidewalks. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: Land use around NC 904/Seaside Rd includes the Jaguars Lair Golf Course, a United States Postal Service Office, and other non-residential properties. A commercial area exists near the intersection with NC 179.

NC 904/Causeway Dr crosses the intracoastal waterway and also is surrounded by several non-residential properties.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

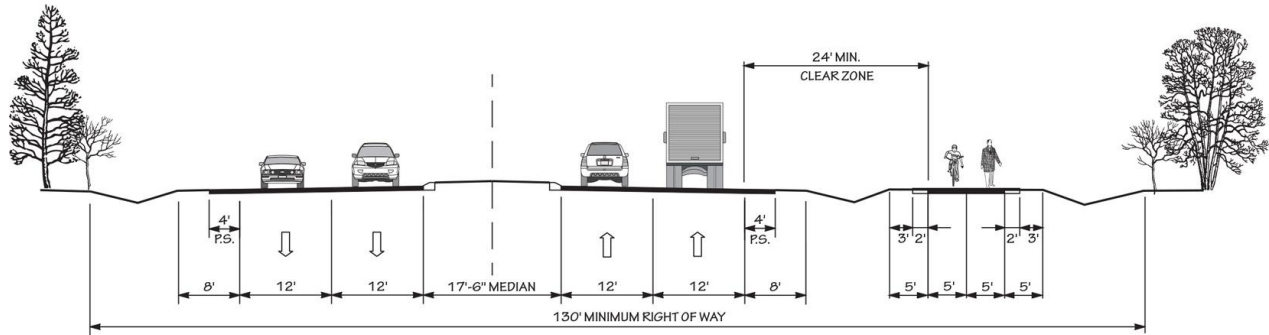
- 22 Benthic Habitat Feature(s)
- 10 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 3 Fish Nursery Area Feature(s)
- 9 Flood Hazard Area Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 4 Impaired Waters Line Feature(s)

Typical Section Options:

04 G, 04 D, 04 I

TYPICAL SECTION No. 4K

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 35-55 MPH

- 3 Impaired Waters Polygon Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 3 Major River Feature(s)
- 7 Natural Heritage Element Occurrence Feature(s)
- 14 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 3 Lake And Pond Feature(s)
- 4 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Additional Information - Title VI

- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 211

From Midway Road (SR 1500) to NC 87.

Local ID: BRUN30014-H

Purpose: Congestion

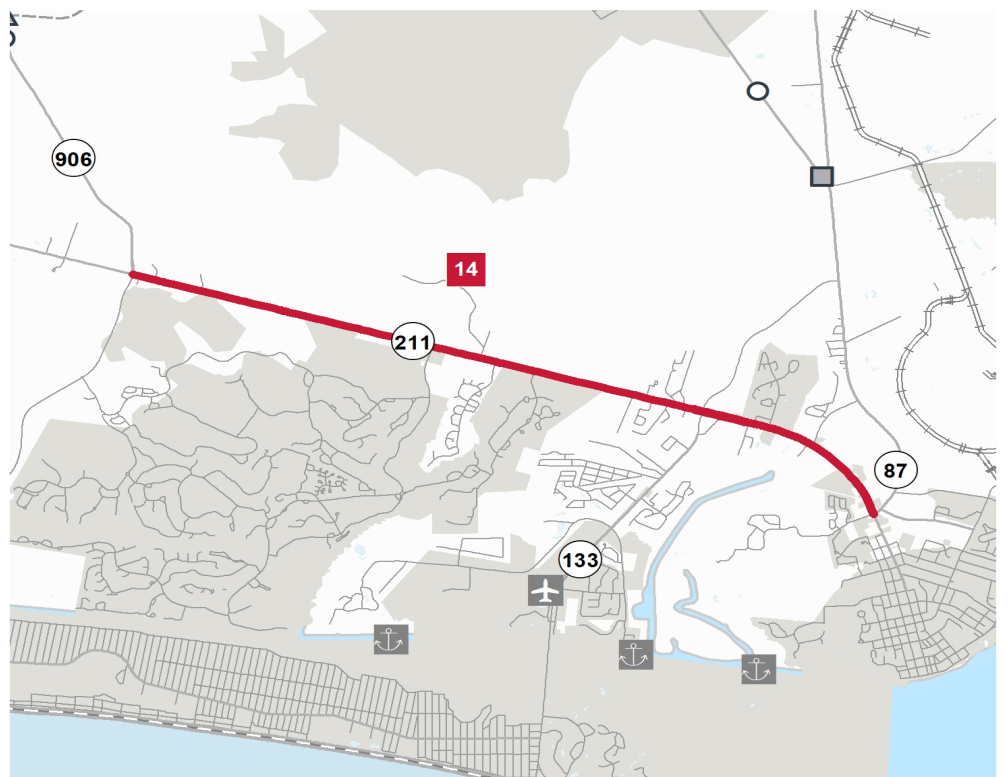
Improvement: Widening

Identified Need

This road currently exceeds capacity as well as exceeds capacity in FY for both build and no build. The primary purpose for this project is to relieve congestion; the secondary purpose is to improve mobility.

Recommendation

The proposal is to widen NC 211 from Midway Rd to NC 87 to 4 lanes with 12-foot lanes. The current roadway is a 2-lane facility. NC 211 is on the East Coast Greenway Plan and a multi-use path is being recommended along this route.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 K
Section Options	04 I
Length (miles)	7.14
Existing ROW (feet)	60-150
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	6180-24541	8700-36200	14100-44500
<i>Capacity (vpd)</i>	10700-15100	10700-15100	43300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017
Facility will be Over Capacity (>=100%)	2017

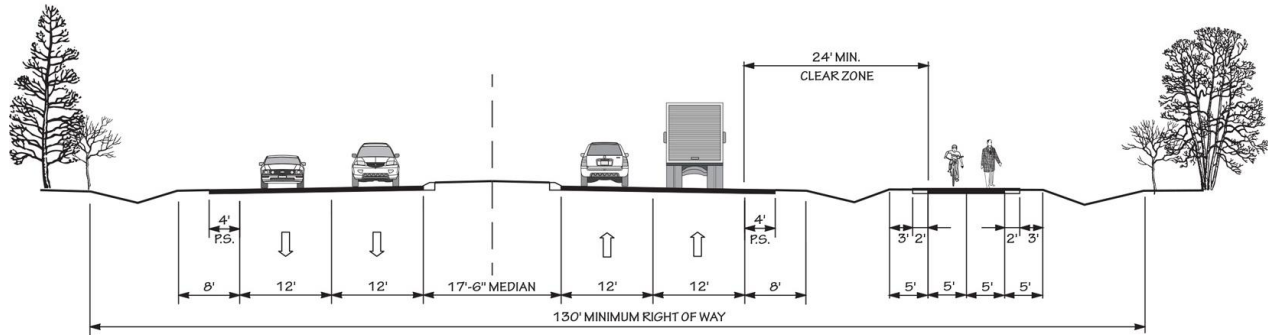


Typical Section Options:

04 I

TYPICAL SECTION No. 4K

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 35-55 MPH

Project History/ Linkage to Other Plans

The following multimodal recommendation is being made along this route:

NC 211 (North Howe Street) - NC 211 is on the East Coast Greenway Plan as a multi-use facility (from West Bay Street to US 17). Recommendation is to construct a Multi-Use Path.

The multimodal project proposal is part of the 2020-2029 STIP:

- R-5021 - SR 1500 (Midway Road) to NC 87. Widen to Multi-lanes.

This project proposal is also listed in the in the 2010 Brunswick County CTP as part of a larger recommendation to widen NC 211 from US 17 to E Moore St in Southport.

The section between Doshier Cutoff and J Swaine Blvd gets backed up with traffic at stop lights. This causes unsafe conditions for bicyclists using the roadway. Due to the unsafe conditions, highway and multi-modal proposals are being made along the roadway.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management,

and policy improvements.

Vision Goals & Objectives Survey

This project proposal received 622 comments during the survey period. The major comments included the desire for multimodal options, widening of the roadway and wider paved shoulders. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: Between Midway Rd and NC 133, NC 211 is surrounded by residential developments, hotels, and some non-residential properties. There is a commercial area right where NC 133 meets NC 211.

N Howe St is a major roadway through Southport, so there is a mix of establishments along the facility. There are several non-residential properties, commercial businesses, and some residences. Doshier Memorial Hospital, Southport Fire Department, and the Southport City Police Department are also located along this facility.

Future housing development is expected to come into the area, specifically total of 2564 housing units north of this road and total of 53 housing units south of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

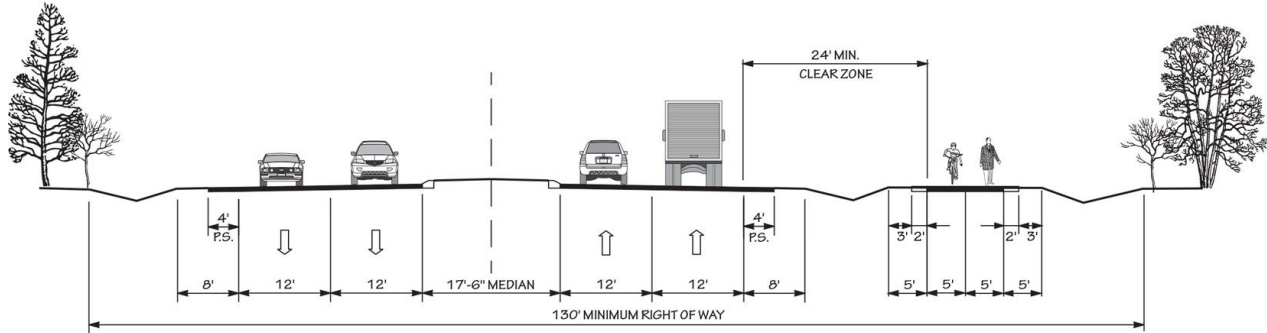
- 61 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 11 Flood Hazard Area Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)

Typical Section Options:

04 I

TYPICAL SECTION No. 4K

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 35-55 MPH

- 23 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 34 Wetland Feature(s)
- 9 River And Stream Feature(s)
- 11 Lake And Pond Feature(s)
- 3 Target Local Watershed Feature(s)

Additional Information - Title VI

- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 87

From NC 211 to US 17

Local ID: BRUN30016-H

Purpose: Congestion

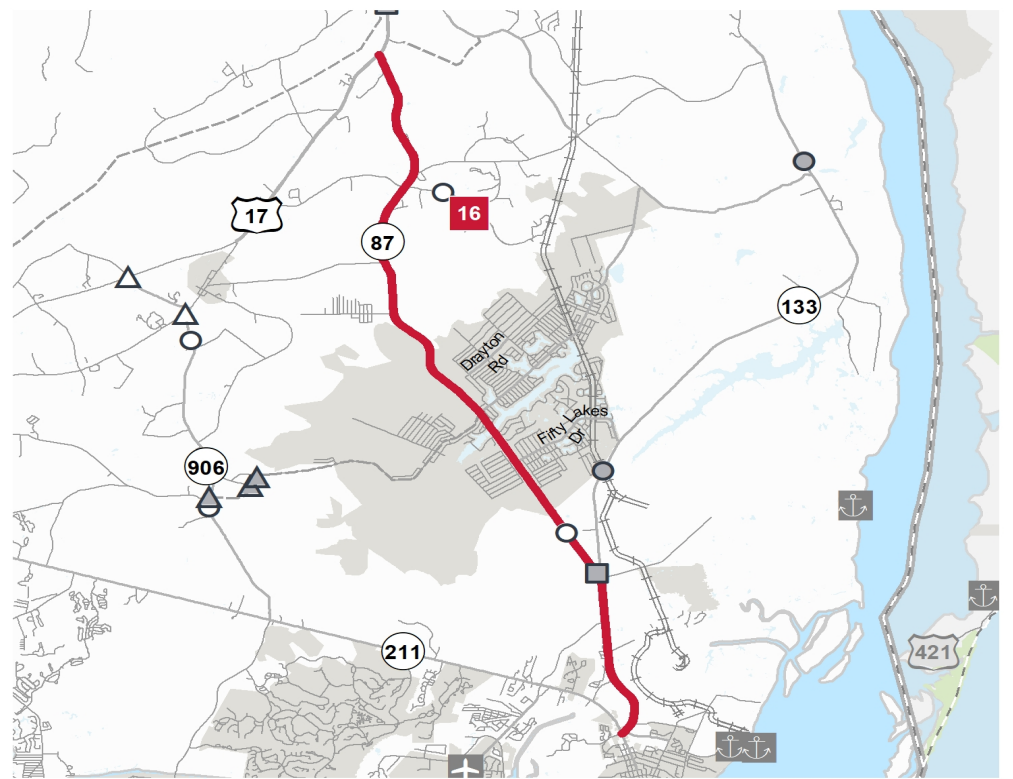
Improvement: Widening

Identified Need

This road exceeds capacity in both BY and FY (no build). The primary purpose for this project is to relieve congestion; the secondary purpose is to improve mobility. Access is also important along this roadway (center turning left lanes).

Recommendation

The proposal is to widen NC 87 to 5 lanes with 12-foot lanes. The existing facility is 2 and 3 lanes. A multi-use path is being recommended from north town limits to south town limits; this comes from the City of Boiling Springs Lakes Pedestrian Plan.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	...	Interchange	⊙	□	■
Access Management / Operations	#	—	...	Bridge / Overpass	⊙	○	●
Modernization	#	—	...	Intersection	⊙	∟	▲
Other	#	—	...				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	05 B
Section Options	05 A
Length (miles)	15.1
Existing ROW (feet)	100-150
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	3996-18630	6000-28000	2200-16200
<i>Capacity (vpd)</i>	12800-15500	12800-15500	38100-47200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017-2045
Facility will be Over Capacity (>=100%)	2017-2045

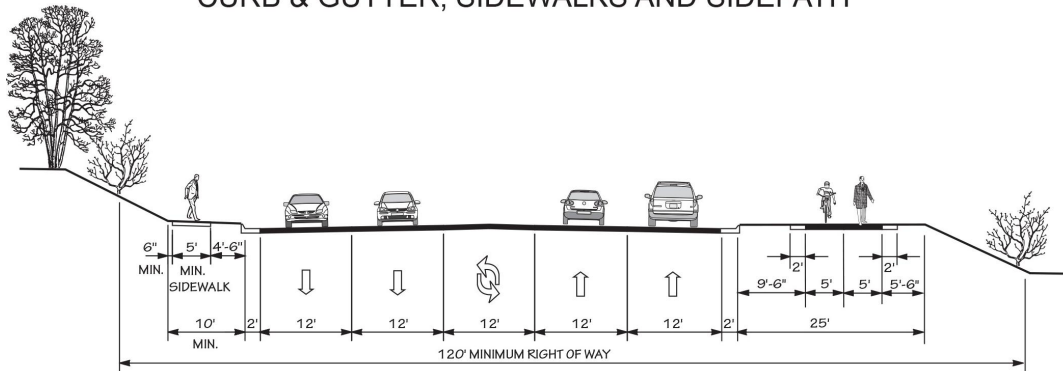


Typical Section Options:

05 A

TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,
CURB & GUTTER, SIDEWALKS AND SIDEPATH



POSTED SPEED 35-45 MPH

Project History/Linkage to Other Plans

The 2010 Brunswick County CTP recommended widening NC 87 to a multi-lane facility from US 17 to NC 211.

The following multimodal recommendation is being made along this route:

Multi-use recommendation along NC 87 from north town limits to south town limits. This project comes from the final draft plan of the City of Boiling Springs Lakes Pedestrian Plan as a shared-use proposal, refer to the plan for further information.

The intersection of NC 87 and Fifty Lakes Drive experiences heavy congestion during school rush hour times. The traffic mostly gets backed up when vehicles turn left from NC 87 onto Fifty Lakes Drive. This location is just one block from Cougar Drive where both South Brunswick Middle School and South Brunswick High School are located. There is also commercial traffic off of NC 87, particularly from S Shore Drive to slightly north of Miller Road. The CTP suggests a short term (10 year) solution by adding a cross section of 3A on NC 87 from Cougar Drive to north of Boiling Spring Road to relieve the congestion until the roadway is built out to cross section of 5B in the next 25 years.

There is a need to accommodate for a safe multi-use path along Mitchell Prince Bridge which falls along the segment of this project. There are limited shoulders on the bridge and presented ROW challenges in proximity to Patricia Lake.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Promote reductions in recurring congestion

through transportation capacity, access management, and policy improvements.

Vision Goals & Objectives Survey

This project proposal received 68 comments during the survey period. Comments mentioned congestion and expressed need for wider roadways and wider paved shoulders, and safe bike and pedestrian facilities. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: Most of the land use around NC 87 is vacant land though there are several non-commercial properties located along NC 87.

NC 87 runs through Boiling Spring Lakes. According to the 2017 Boiling Spring Lakes Land Use Plan, the existing land use in the area includes, single-family residential, recreation, office and institutional, and vacant land. Future housing development is expected to come into the area, specifically total of 319 housing units east of this road.

Additional Information - Environmental

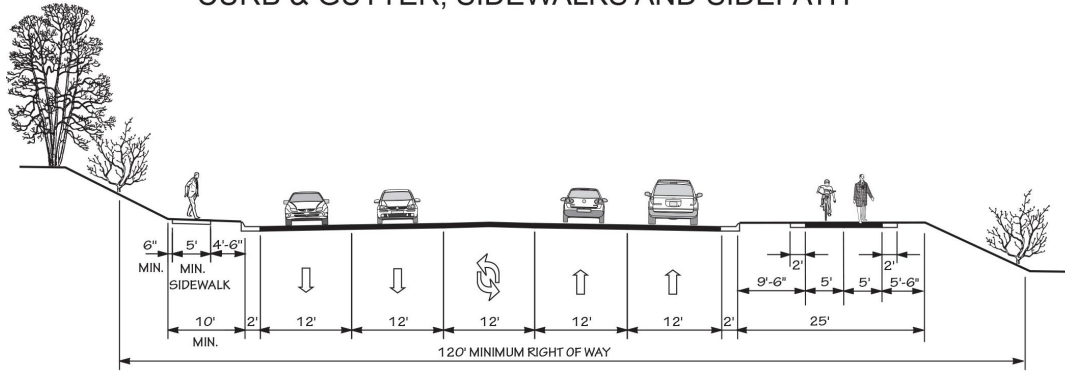
All environmental data in the database was considered. This Project is within 150 feet of:

- 80 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 11 Flood Hazard Area Feature(s)
- 5 Landscape Habitat Indicator Guild Feature(s)
- 1 Land Water Conservation Fund Property Feature(s)
- 6 Managed Area Feature(s)

Typical Section Options:
05 A

TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,
CURB & GUTTER, SIDEWALKS AND SIDEPATH



POSTED SPEED 35-45 MPH

- 34 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 80 Wetland Feature(s)
- 27 River And Stream Feature(s)
- 19 Lake And Pond Feature(s)
- 2 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Additional Information - Title VI

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races

NC 179 BUS

From NC 179 to NC 904 (Seaside Rd).

Local ID: BRUN30020-H

Purpose: Access

Improvement: Improve Existing

Identified Need

Future year projections show that portions of this road will exceed capacity by 2045. However, access is the primary goal and in sync with ECG Plan.

Recommendation

The proposal is to make access management improvements along NC 179 BUS. This route is on the East Coast Greenway Plan and a multi-use path is being recommended from NC 179 to SR 1112 (Sunset Blvd S).



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 N
Section Options	2M
Length (miles)	5.42
Existing ROW (feet)	60-120
Safety Risk Score	56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	520-8070	1100-13200	3300-13200
Capacity (vpd)	10700-14000	10700-14000	10700-12800

Capacity Data: Year

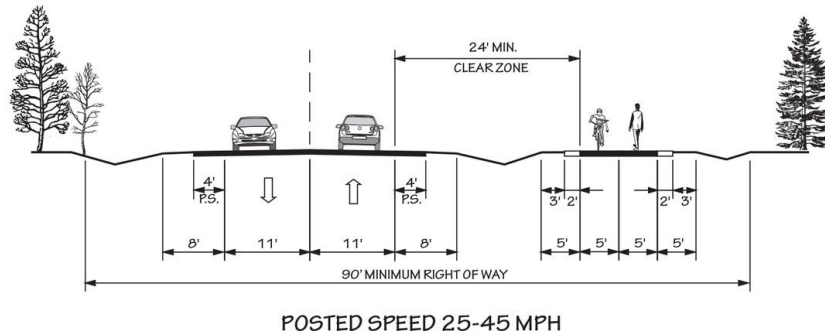
Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	2045



Typical Section Options:

TYPICAL SECTION No. 2N

2M
2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



Project History/ Linkage to Other Plans

This project proposal is not listed in any previous CTP or MTP.

The following multimodal recommendation is being made along this route:

Multi-use path along NC 179 Business/Shoreline Drive W from NC 179 to SR 1112 (Sunset Blvd S). This route is along the East Coast Greenway Plan and therefore is being recommended as an on-road multi-use lane on east side of NC 179 Bus and north side of Shoreline Drive W. Refer to the adopted 2009 Sunset Beach Bicycle Plan and East Coast Greenway Plan for further information.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Vision Goals & Objectives Survey

There were 3 comments for this roadway in the Brunswick County CTP survey. One comment indicated that this roadway is heavily used by bicyclists and requested a bike lane or extra shoulder. The other two comments were in favor of adding a multi-use path. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: Based on the Town of Sunset Beach 2017 land use plan, there is a mix of single family residential,

recreational, vacant land along the existing facility.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Ambient Water Quality Monitoring Site(s)
- 14 Benthic Habitat Feature(s)
- 6 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 4 Fish Nursery Area Feature(s)
- 24 Flood Hazard Area Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 2 Impaired Waters Line Feature(s)
- 2 Impaired Waters Polygon Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 3 Managed Area Feature(s)
- 24 Natural Heritage Element Occurrence Feature(s)
- 2 Natural Heritage Natural Area Feature(s)
- 20 Wetland Feature(s)
- 8 River And Stream Feature(s)
- 9 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Additional Information - Title VI

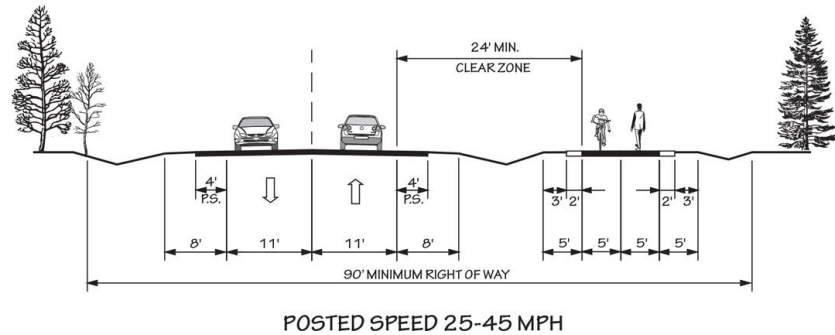
- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian

Typical Section Options:

TYPICAL SECTION No. 2N

2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 133

From WMPO Boundary to NC 87

Local ID: BRUN30030-H

Purpose: Safety

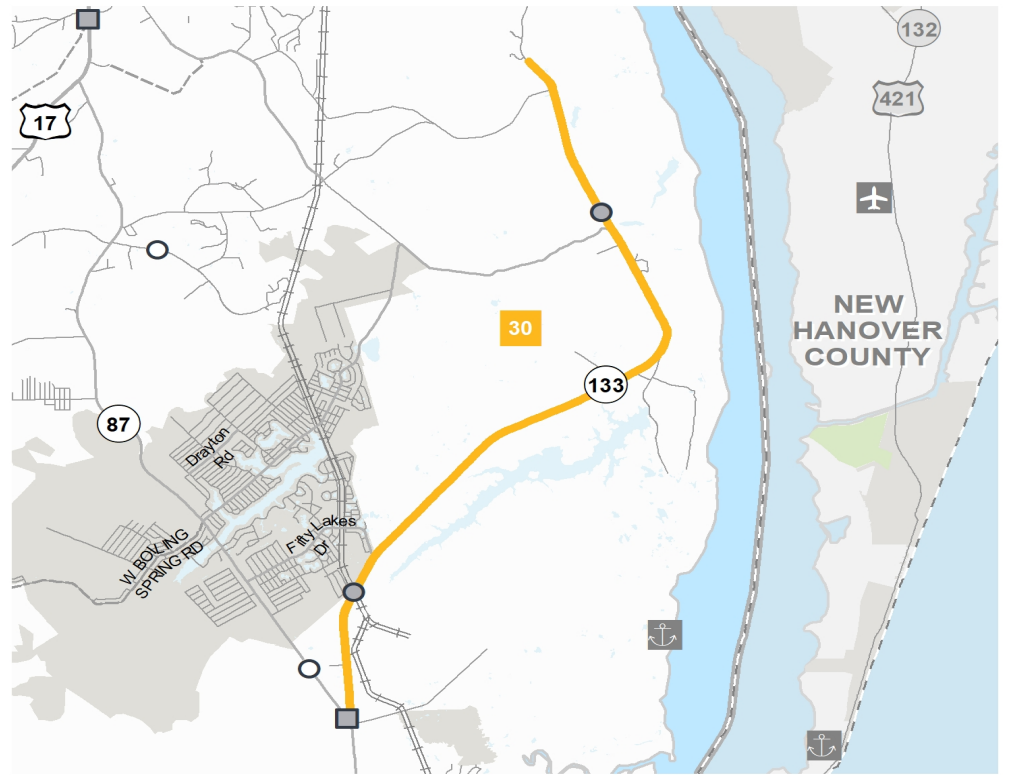
Improvement: Improve Existing

Identified Need

This project is needed to assist with improving safety due to crashes in northern portion of the road and supporting emergency evacuations due to flooding during natural disasters.

Recommendation

The proposal is to improve resiliency of NC 133. Improvements could include upgrading lane widths, raising the roadway or bridge scour-prevention. NC 133 is on the Wilmington MTP on pg 67. A multi-use path is recommended along NC 133 from the Wilmington MPO boundary to Doshier Cutoff SE for safety.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	...	Interchange	⊙	□	■
Access Management / Operations	#	—	...	Bridge / Overpass	⊙	○	●
Modernization	#	—	...	Intersection	⊙	∟	▲
Other	#	—	...				

Proposal At A Glance

Highway Class	Other
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 M
Section Options	02 A
Length (miles)	13.06
Existing ROW (feet)	60-100
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	4521-7000	4900-7100	3700-7100
<i>Capacity (vpd)</i>	15900	15900	12800-16400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

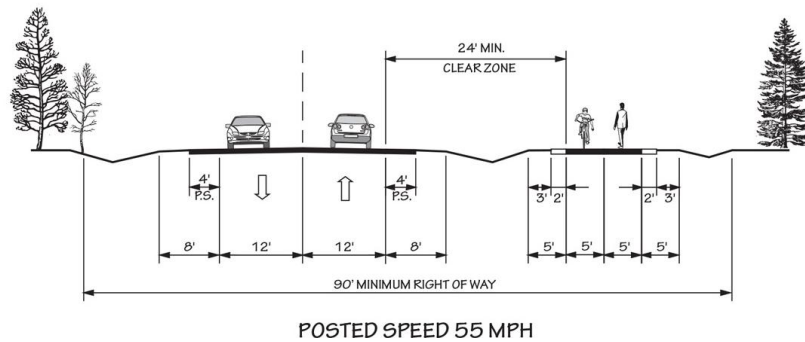


Typical Section Options:

TYPICAL SECTION No. 2M

02 A

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Plans

This project proposal is not listed in any previous CTP or MTP.

The following multimodal recommendation is being made along this route:

Multi-use path along NC 133 from Wilmington MPO boundary to Doshier Cutoff SE. This route is heavily used by locals for every mode (driving, walking, and bicycling). Providing a safe multi-use route is recommended for safety. Multiple modes of transportation would be beneficial when the road floods.

NC 133 is identified as a major road in the Wilmington MTP on page 67. In the CTP we identified this as a resiliency project based on the guidance from NCDOT's resiliency policy adopted in 2021.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Goal: Extend the life of the transportation system by fostering a sustainable and maintainable system that addresses the long-term needs of the region.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Objectives: Improve safety and security by enhancing the evacuation route network for natural events.

Vision Goals & Objectives Survey

This project proposal received 123 comments during the

survey period. Comments included concerns about flooding, multimodal safety, and the need for sidewalks, bike lanes and general roadway maintenance. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: Along this facility is mostly vacant land. There are some residential areas, but very little non-residential use. Also, located along this facility is Brunswick Nature Park and the Old Fort Golf Course.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Anadromous Fish Spawning Area Feature(s)
- 3 Benthic Habitat Feature(s)
- 66 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 16 Flood Hazard Area Feature(s)
- 2 Landscape Habitat Indicator Guild Feature(s)
- 1 Major River Feature(s)
- 11 Managed Area Feature(s)
- 48 Natural Heritage Element Occurrence Feature(s)
- 7 Natural Heritage Natural Area Feature(s)
- 68 Wetland Feature(s)
- 20 River And Stream Feature(s)
- 23 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 2 Target Local Watershed Feature(s)

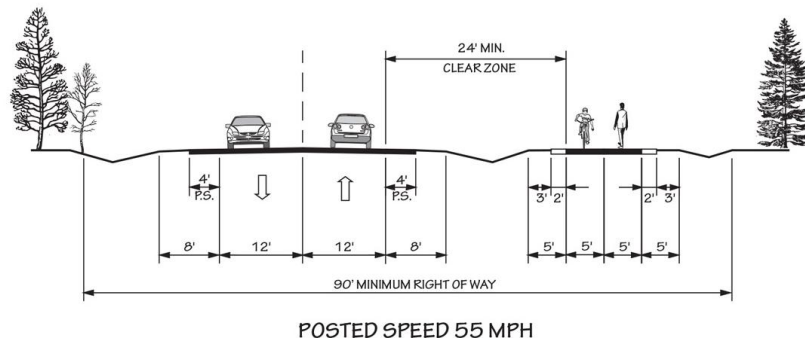
Additional Information - Title VI

Typical Section Options:

TYPICAL SECTION No. 2M

02 A

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 20% and 100% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 211 (North Howe St)

From NC 87 to W 9th St (SR 1209)

Local ID: BRUN30035-H

Purpose: Congestion

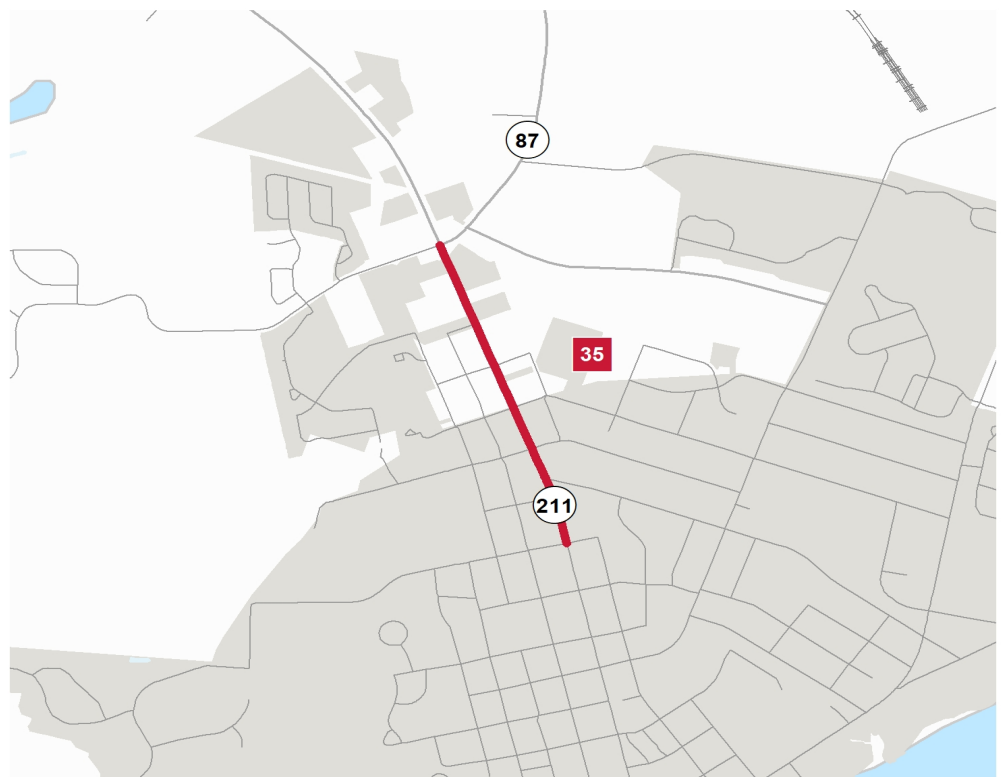
Improvement: Widening

Identified Need

This is a major road leading in and out of Southport and serves as an evacuation route. The road is currently exceeding capacity, and future year no build projections show the road continuing to exceed capacity.

Recommendation

The proposal is to widen NC 211 N Howe St to a 4-lane divided roadway. Currently, part of the road is 3 lanes with paved shoulders and part of the road is 3 lanes with curb and gutter. NC 211 is on the East Coast Greenway Plan and a multi-use path is being recommended along this route.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	⋯	Interchange	⊙	□	■
Access Management / Operations	#	—	⋯	Bridge / Overpass	⊙	○	●
Modernization	#	—	⋯	Intersection	⊙	∟	▲
Other	#	—	⋯				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	04 K
Length (miles)	0.76
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	13655-17328	16600-21400	13000-17800
<i>Capacity (vpd)</i>	12300	12300	38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017-2045
Facility will be Over Capacity (>=100%)	2017-2045

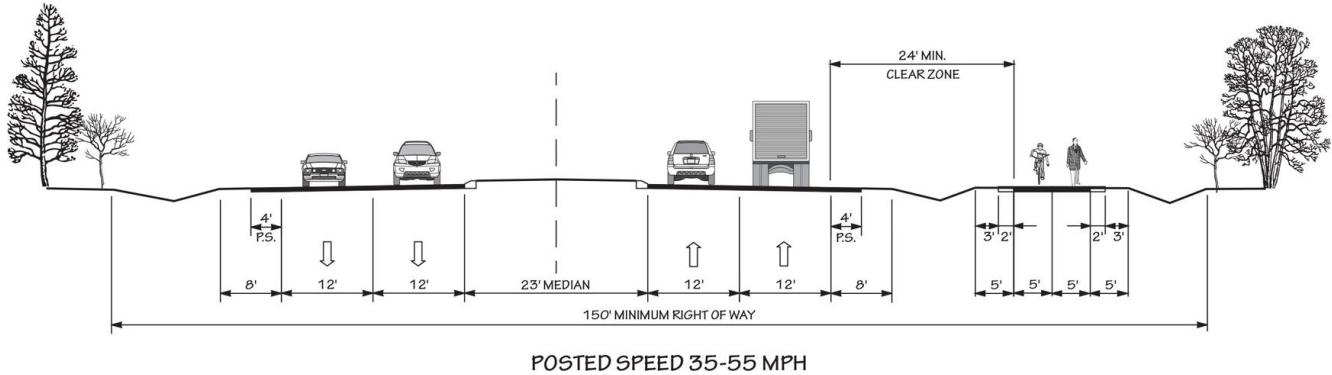


Typical Section Options:

04 K

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project History/ Linkage to Other Plans

This project proposal is listed in the in the 2010 Brunswick County CTP as part of a larger recommendation to widen NC 211 from US 17 to E Moore St in Southport.

The following multimodal recommendation is being made along this route:

NC 211 (North Howe Street) -NC 211 is on the East Coast Greenway Plan as a multi-use facility (from West Bay Street to US 17). Recommendation is to construct a Multi-Use Path.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Vision Goals & Objectives Survey

The project proposal area received 622 comments during the survey period. Comments mentioned congestion and requests for multimodal options, roadway widening and to protect natural areas. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: As a major roadway through Southport, there is a mix of establishments along the facility. There are several non-residential properties, commercial businesses, and some residences. Doshier Memorial Hospital, Southport Fire Department, and the Southport City Police Department are also located along this facility.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 5 Natural Heritage Element Occurrence Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

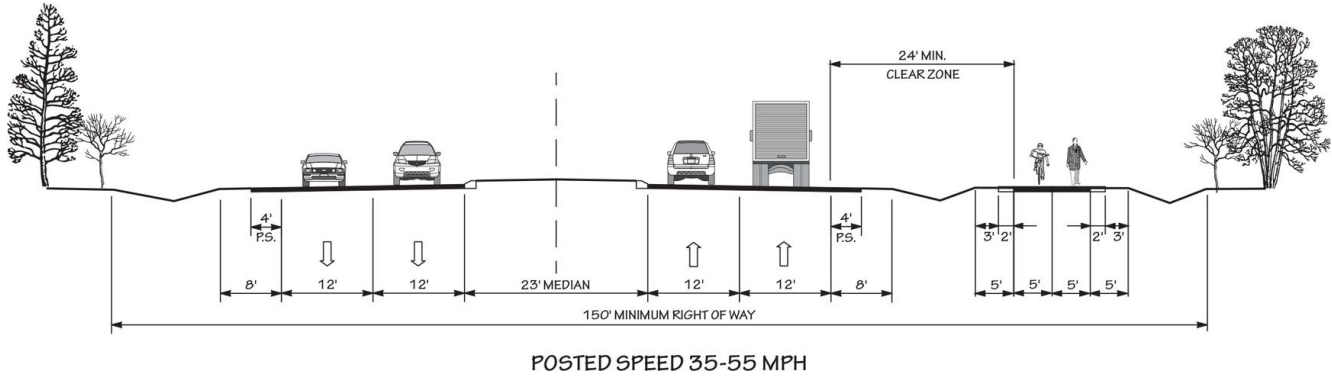
Additional Information - Title VI

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race

Typical Section Options:
04 K

TYPICAL SECTION No. 41

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

SR 1163 Old Georgetown Rd SW

From NC 904 Seaside Rd SW to NC 179 Brickland Rd SW

Local ID: BRUN40024-H

Purpose: Mobility

Improvement: Improve Existing

Identified Need

This road is near capacity in BY and over capacity in FY. The volume in 2045 is up to 18,600 and capacity is 15,100. The surrounding roads are also over capacity/near capacity in FY. However, the other reason for the upgrade is due to safety and upgrade the roadway to minimum safety standards.

Recommendation

Safety project contains the same attributes as BRUN50034-H (located right in the middle of this project). There are no shoulders on this road and it is a 2 lane - 12 foot per lane road. The recommendation for the future is to add shoulders.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊕	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊕	○	●
Modernization	#	—	---	Intersection	⊕	∟	△
Other	#	—	---				

Proposal At A Glance

Highway Class	Other
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	3.48
Existing ROW (feet)	60
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	7925-10359	13000-17100	13200-18600
Capacity (vpd)	10500-15100	10500-15100	15100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017
Facility will be Over Capacity (>=100%)	2045

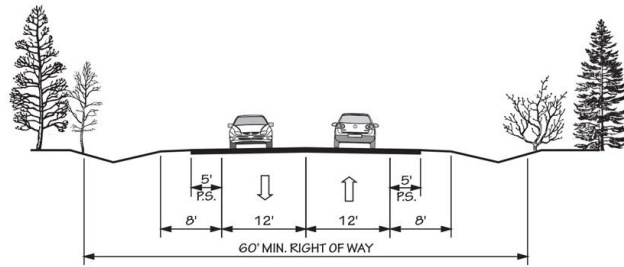


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Projects

The following multimodal recommendation is being made along this route:

There are no multimodal projects being recommended along this route.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objective: Increase the lifespan of existing infrastructure and ensure transportation facilities are used optimally.

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination. **Objectives:** Improve safety and security by enhancing the evacuation route network for natural events.

Objective: Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as pavement management and signal system upgrades.

Vision Goals & Objectives Survey

There were 20 comments for this roadway in the Brunswick County CTP survey. The comments included concerns over safety, roadway maintenance issues, and speed limits. The survey was launched on March 10, 2021 and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The area around this roadway is rural in nature without any residential or commercial development along this road. However, major roadways with significant volume connect to this roadway. There is a roundabout at the western intersection of Old Georgetown Road and Ocean Isle Beach Rd SW. Future housing development is expected to come into the area, specifically total of 685 housing units north of this road and 751 housing units south of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 20 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Managed Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 14 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 3 Target Local Watershed Feature(s)

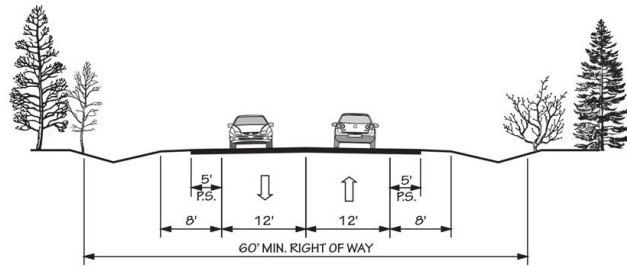
Additional Information - Title VI

- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

SR 1190 E. Oak Island Dr

From NC 906 N Middleton Ave. to NC 133 Long Beach Rd

Local ID: BRUN40025-H

Purpose: Access

Improvement: Improve Existing

Identified Need

This road is important for residents and visitors in Oak Island. The Oak Island Bicycle Plan calls for a bike lanes and sidewalks along this route, & it is important to upgrade the road to min safety standards (12 ft lane). Road is also over capacity in BY and FY no build.

Recommendation

Upgrade road to 12 ft lanes with a bike lane and sidewalks. Currently the road is 2 lanes with a center turn lane and no shoulders. A bike lane is recommended from Country Club Dr to 58th St. Refer to Oak Island Bicycle Plan.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	...	Interchange	⊙	□	■
Access Management / Operations	#	—	...	Bridge / Overpass	⊙	○	●
Modernization	#	—	...	Intersection	⊙	∟	▲
Other	#	—	...				

Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Minor Thoroughfare
Typical Section	03 C
Section Options	3B
Length (miles)	5.26
Existing ROW (feet)	60-100
Safety Risk Score	33

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	2643-13030	3700-16900	3700-7000
Capacity (vpd)	10700-13300	10700-13300	13700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017
Facility will be Over Capacity (>=100%)	2017

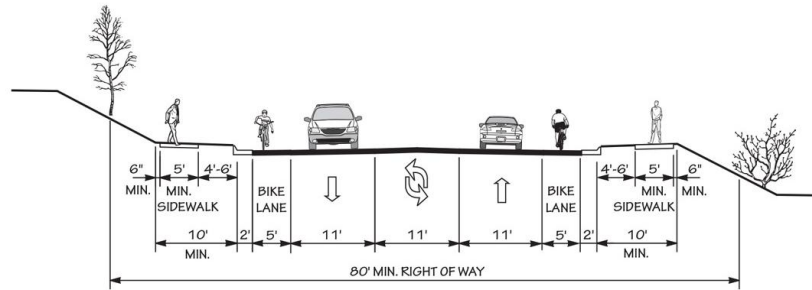


Typical Section Options:

3B

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

The following multimodal recommendation is being made along this route:

Bike and Sidewalks recommendations are being recommended along E Oak Island Drive from E Yacht Dr to NE 58th St. Refer to the adopted Oak Island Bicycle Plan for further information.

Refer to the Oak Island Bicycle Plan for further information on the multi-modal components along this corridor.

CTP Goal Analysis

This project supports the following goals and objectives:

Objectives: Promote consistency between transportation improvements, land use decisions, and economic development patterns.

Objectives: Recognize savings (e.g. time and fuel consumption) by minimizing vehicle miles traveled through enhanced integration and connectivity of the transportation system, across and between modes, for people and freight.

Objective: Support a fully integrated multimodal network that advances the concept of complete streets.

Objectives: Expand and maintain a network of bicycle, pedestrian, and transit facilities that connects homes, activity centers, and complementary amenities.

Vision Goals & Objectives Survey

There were 40 comments for this particular project area in the Brunswick County CTP survey. The comments included concerns for bicyclist and pedestrian safety and requests for wider shoulders. The survey was launched on March 10, 2021 and closed on June 11, 2021. There was an English and Spanish version of the survey. A total

of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: This is a beach community and tourist community. There are both residential units along this roadway as well as rental units for visitors. The road is walking distance to the beach.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 16 Flood Hazard Area Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Managed Area Feature(s)
- 12 Natural Heritage Element Occurrence Feature(s)
- 1 Wetland Feature(s)
- 2 Protected Area Feature(s)
- 2 Target Local Watershed Feature(s)

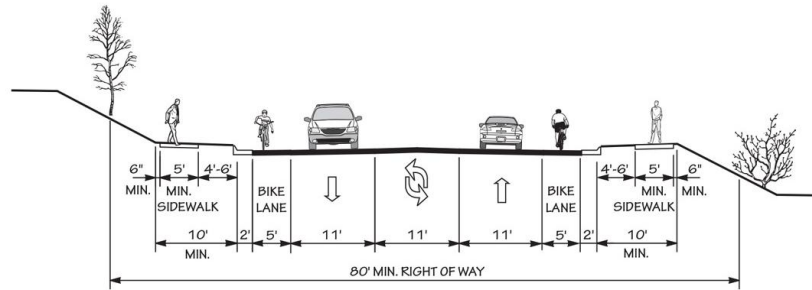
Additional Information - Title VI

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European

Typical Section Options:
3B

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

SR 1521 Governors Rd SE

From end of pavement to SR 1518
Dawsons Creek Rd

Local ID: BRUN40026-H

Purpose: **Mobility**

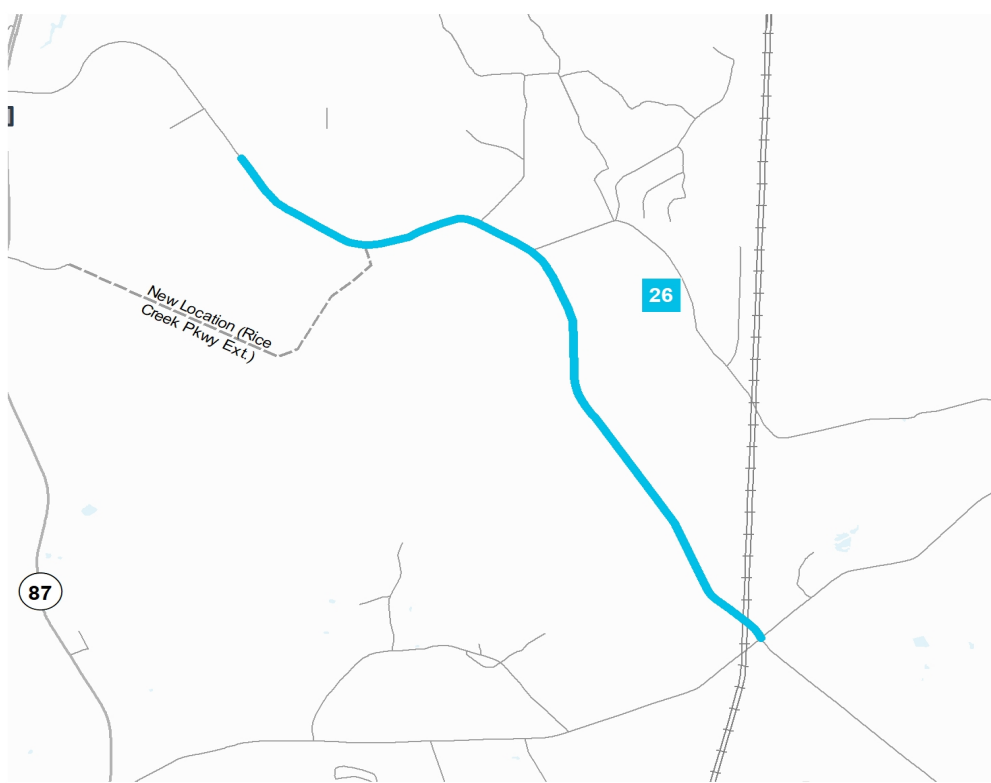
Improvement: **Improve Existing**

Identified Need

This roadway serves as an evacuation route and is an alternative road to use when NC 133 floods - as it often does and is a resiliency project in the CTP. It is also the only major roadway that connects NC 133 to US 17.

Recommendation

This is a safety project. Currently the roadway is unpaved but the rest of the roadway to the north and south is paved. The recommendation is to pave the roadway to minimum safety standards - 2 lanes, 12 foot per lane with paved shoulders and bike lane (cross section 20).



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 O
Section Options	2A
Length (miles)	3.7
Existing ROW (feet)	60
Safety Risk Score	66

Proposal Data:	2017 Base Year		2045 Future Year	
	Existing	Without Proposal	With Proposal	
Improved Route			Minor Thoroughfare	
Facility Type	-	-	2	
Travel Lanes	-	-	1800	
Volume (vpd)	1200	1800	16400	
Capacity (vpd)	-	-		

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

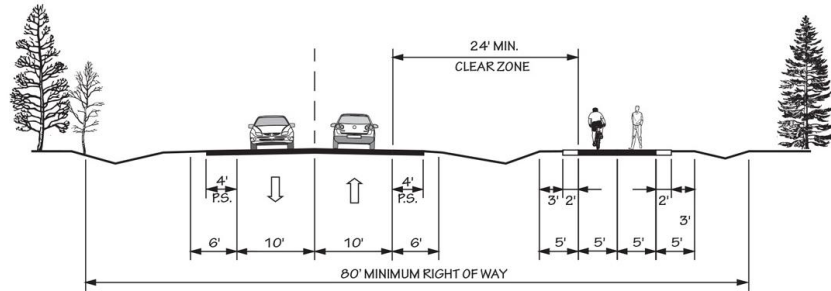


Typical Section Options:

TYPICAL SECTION No. 20

2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 25-35 MPH

Project History/Linkage to Other Plans

As mentioned in the needs description section, the roadway is a major connection from NC 133 to US 17.

The following multimodal recommendation is being made along this route:

Bike lane along Daws Creek Rd from NC 133 to US 17. On the Cape Fear Regional Bicycle Plan, this route is being shown as a heavily used on road bicycle route, to provide safety accommodations the CTP is recommending a separated bicycle lane for this route in the future.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Recognize savings (e.g. time and fuel consumption) by minimizing vehicle miles traveled through enhanced integration and connectivity of the transportation system, across and between modes, for people and freight.

Goal: Preserve the social and environmentally sensitive character of the county through an integrated transportation and land use strategy that addresses transportation solutions.

Objectives: Protect and enhance the natural and social environment using context-sensitive transportation strategies that minimize wildlife habitat fragmentation.

Vision Goals & Objectives Survey

There were 3 comments on this roadway in the Brunswick County CTP survey. Comments mentioned that intersection improvements and roadway paving are needed. The survey was launched on March 10, 2021 and closed on June 11, 2021. There was an English and

Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The land use along this portion of the roadway is rural in nature. By upgrading this roadway to the minimum safety standards, there will be minimal impact to the environment.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 11 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 4 Flood Hazard Area Feature(s)
- 2 Landscape Habitat Indicator Guild Feature(s)
- 4 Managed Area Feature(s)
- 9 Natural Heritage Element Occurrence Feature(s)
- 2 Natural Heritage Natural Area Feature(s)
- 12 Wetland Feature(s)
- 8 River And Stream Feature(s)
- 4 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)

Additional Information - Title VI

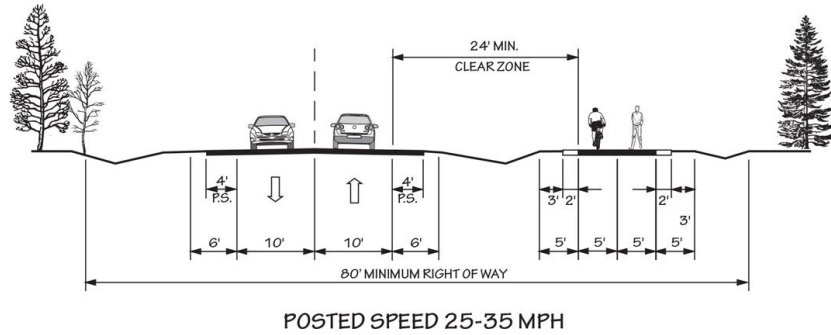
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino

Typical Section Options:

TYPICAL SECTION No. 20

2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

SR 1303 Hickman Rd

From SC Border to US 17

Local ID: BRUN40027-H

Purpose: Mobility

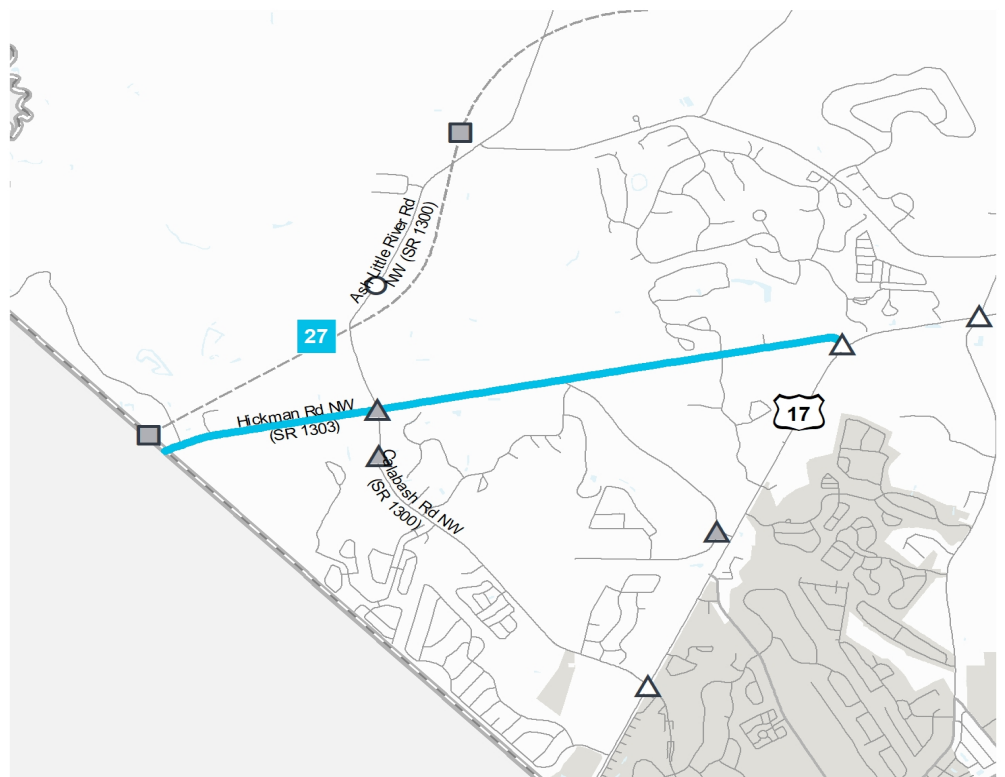
Improvement: Improve Existing

Identified Need

This road is the second major connection to South Carolina border (first is US 17). Currently the road is not up to safety standards, no shoulders and below 12 foot per lane. FY no-build is over capacity.

Recommendation

This is a safety project. At the SC border, the road is a 2 lane road with a center turn lane but changes to a 2 lane 11 foot per lane road at the Bay Ridge Place intersection. The recommendation is to upgrade the road to 3 lane undivided with paved shoulders (cross section 3A).



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	...	Interchange	⊙	□	■
Access Management / Operations	#	—	...	Bridge / Overpass	⊙	○	●
Modernization	#	—	...	Intersection	⊙	∟	▲
Other	#	—	...				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	03 A
Section Options	02 B
Length (miles)	3.63
Existing ROW (feet)	60
Safety Risk Score	78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	2017 Base Year		2045 Future Year	
	Existing	Without Proposal	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	7497-10828	11600-16000	11600-16000	1100-6800
Capacity (vpd)	14600-15300	14600-15300	14600-15300	16000-16600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

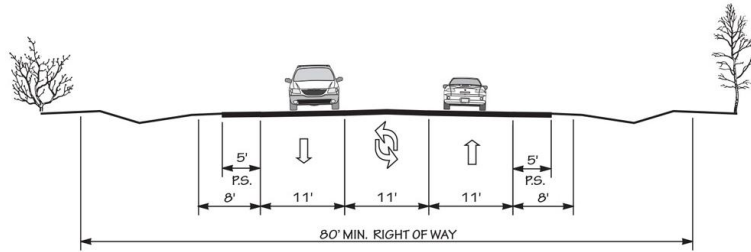


Typical Section Options:

TYPICAL SECTION No. 3A

02 B

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



POSTED SPEED 25-55 MPH

Project History/Linkage to Other Projects

This recommendation comes from the Grand Strand Area Transportation Study Metropolitan Transportation Plan which calls for widening of lanes from US 17 to South Carolina border.

The following multimodal recommendation is being made along this route:

There are no multimodal projects being recommended along this route.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Objectives: Improve safety and security by enhancing the evacuation route network for natural events.

Vision Goals & Objectives Survey

There were 73 comments for this particular project in the Brunswick County CTP survey. Comments mentioned roadway widening, high levels of traffic and safety concerns due to accidents. The survey was launched on March 10, 2021 and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The roadway connects to the South Carolina border. The land use is mixed along this roadway (residential, commercial and rural). Future housing development is expected to come into the area, specifically total of 336 housing units north of this road and 974 housing units south of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 7 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 6 Flood Hazard Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 19 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 3 Lake And Pond Feature(s)

Additional Information - Title VI

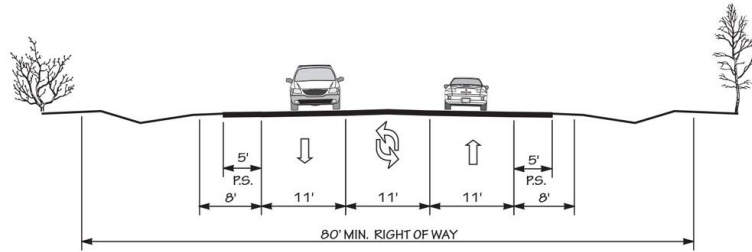
- Between 50% and 100% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish

Typical Section Options:

02 B

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



POSTED SPEED 25-55 MPH

- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

SR 1521 Funston Rd

From NC 133 to SR 1539 E Boiling Spring Rd

Local ID: BRUN40028-H

Purpose: Emergency Evacuation

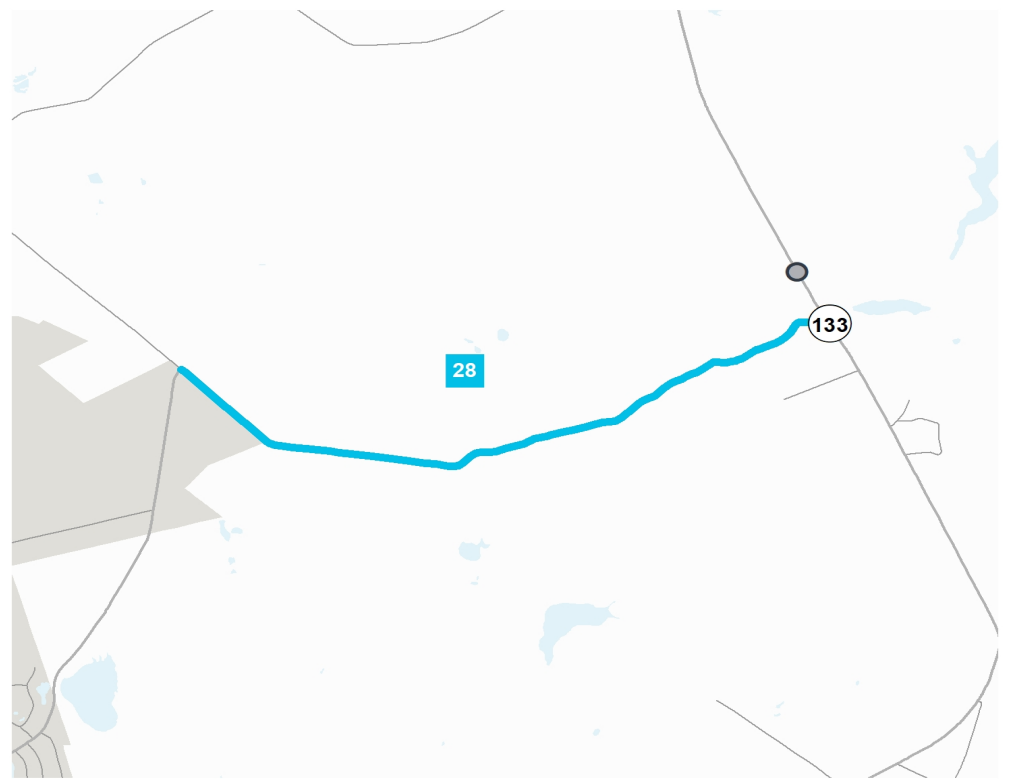
Improvement: Improve Existing

Identified Need

There is a small central portion of Funston Road that is paved, the rest of the roadway is unpaved. The roadway is the main connection from NC 133 and US 17 and serves as an evacuation route. The main purpose to upgrade the roadway is for safety purposes and 2nd is connection.

Recommendation

This is a modernization project. This is an unpaved road currently. The recommendation is to upgrade the roadway to 2 lane undivided with paved shoulders.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊙	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊙	○	●
Modernization	#	—	---	Intersection	⊙	∟	▲
Other	#	—	---				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	3.32
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	3116	4500	4000
Capacity (vpd)	14800	14800	16400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

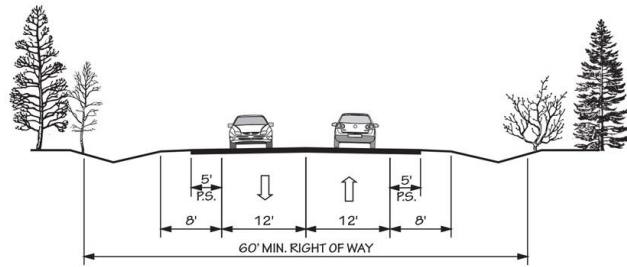


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Projects

NC 133 that connects to this roadway has been identified as a roadway that continuously floods and is being considered as a resiliency project in the CTP. Upgrading this roadway will help as an evacuation route when NC 133 floods.

The following multimodal recommendation is being made along this route:

There are no multimodal projects being recommended along this route.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Objectives: Improve safety and security by enhancing the evacuation route network for natural events.

Vision Goals & Objectives Survey

There were 7 comments for this particular project in the Brunswick County CTP survey. Comments mentioned that roadway paving and maintenance is needed since this road is used as a detour when NC 133 floods. Also, there were comments for adding sidewalks and bike lanes. The survey was launched on March 10, 2021 and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total

participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The roadway is very rural in nature

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 17 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 2 Flood Hazard Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 2 Managed Area Feature(s)
- 8 Natural Heritage Element Occurrence Feature(s)
- 3 Natural Heritage Natural Area Feature(s)
- 14 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 6 Lake And Pond Feature(s)
- 2 Target Local Watershed Feature(s)

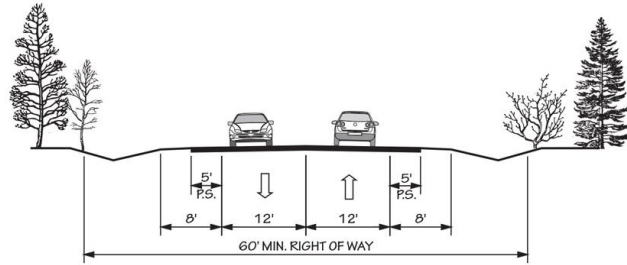
Additional Information - Title VI

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 20% and 100% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

SR 1184 Ocean Isle Beach Rd SW

From US 17 to NC 179

Local ID: BRUN40034-H

Purpose: Congestion

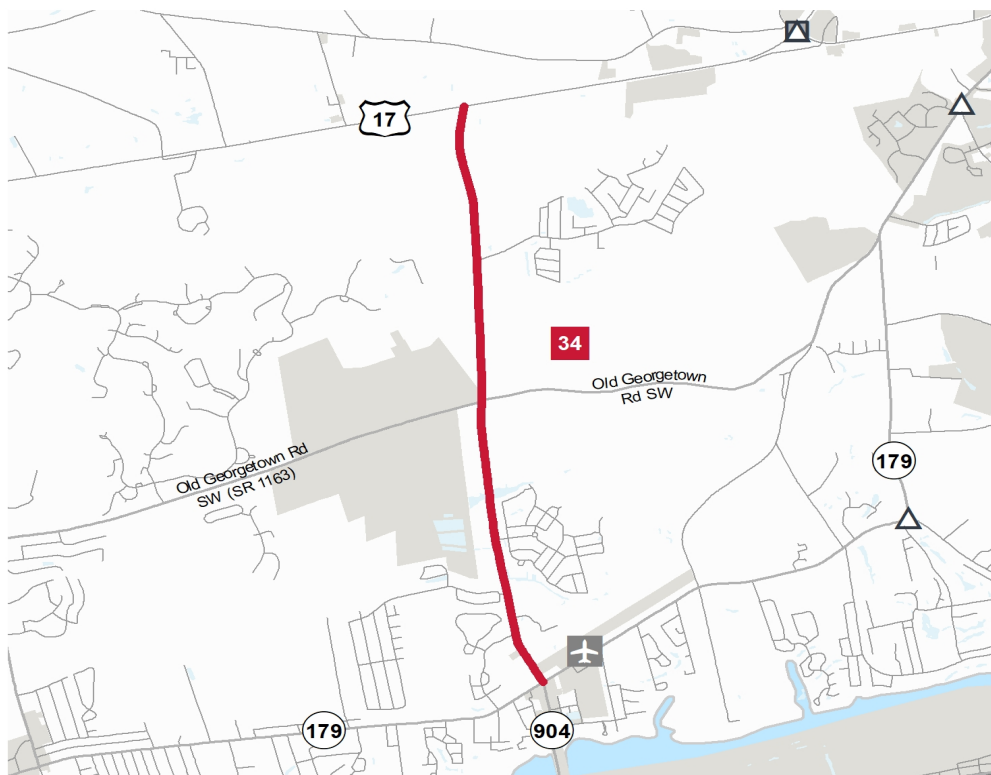
Improvement: Improve Existing

Identified Need

A small portion of the road is near capacity in BY (above SR 1163), near capacity in FY build from US 17-SR 1163, and over capacity in FY no-build. Due to the capacity issue, it is highly recommended the roadway be upgraded.

Recommendation

This is a congestion and mobility project. Currently there are no shoulders on this road and it is a 2 lane - 12 ft per lane roadway. The recommendation is to upgrade the roadway to 4 lane divided with a median and paved shoulders.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	04 I
Section Options	04 K
Length (miles)	3.54
Existing ROW (feet)	60
Safety Risk Score	78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	2017 Base Year		2045 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane	
Travel Lanes	2	2	4	
Volume (vpd)	9469-13113	20500-23700	19500-29900	
Capacity (vpd)	15100	15100	30400	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2045

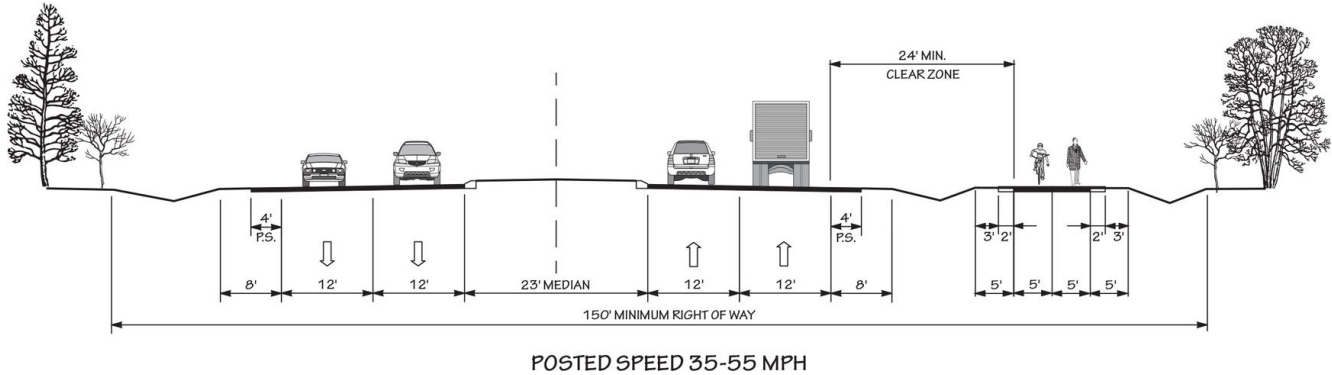


Typical Section Options:

04 K

TYPICAL SECTION No. 41

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Projects

The following multimodal recommendation is being made along this route:

There is a multi-use path being recommended along this roadway, the path is being proposed on the east side of the road.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Support growth and reduce traffic in and around new residential and commercial developments by constructing state-maintained collector streets in those vicinities.

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Vision Goals & Objectives Survey

There were 2 comments for this particular project in the Brunswick County CTP survey. These comments were requests for reducing congestion and adding lanes. The survey was launched on March 10, 2021 and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The span of this roadway project is lengthy, therefore there is a mix of rural, commercial and residential.

Future housing development is expected to come into the area, specifically total of 3080 housing units east of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 18 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 Fish Nursery Area Feature(s)
- 18 Flood Hazard Area Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Managed Area Feature(s)
- 5 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 27 Wetland Feature(s)
- 9 River And Stream Feature(s)
- 8 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Additional Information - Title VI

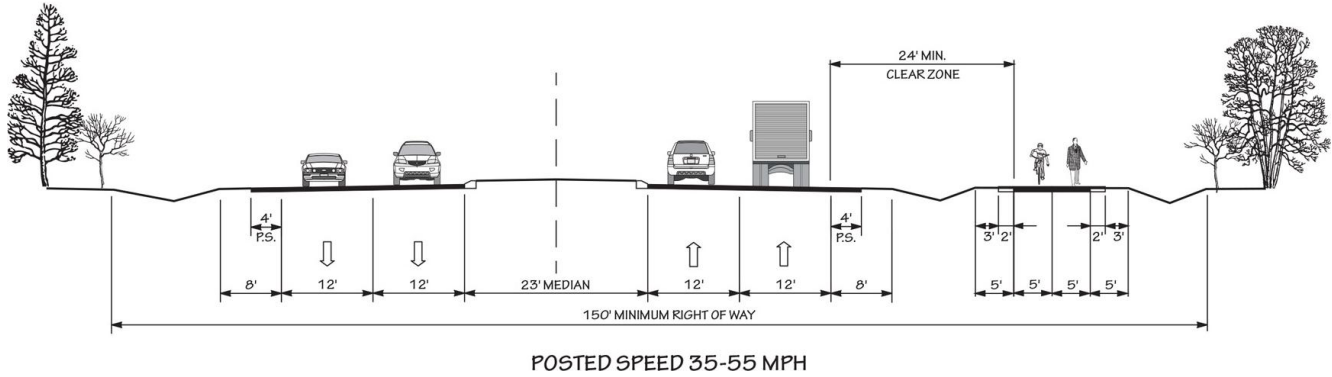
- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino

Typical Section Options:

04 K

TYPICAL SECTION No. 41

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

E Boiling Spring Road

From NC 87 to Funston Road

Local ID: BRUN40071-H

Purpose: Safety

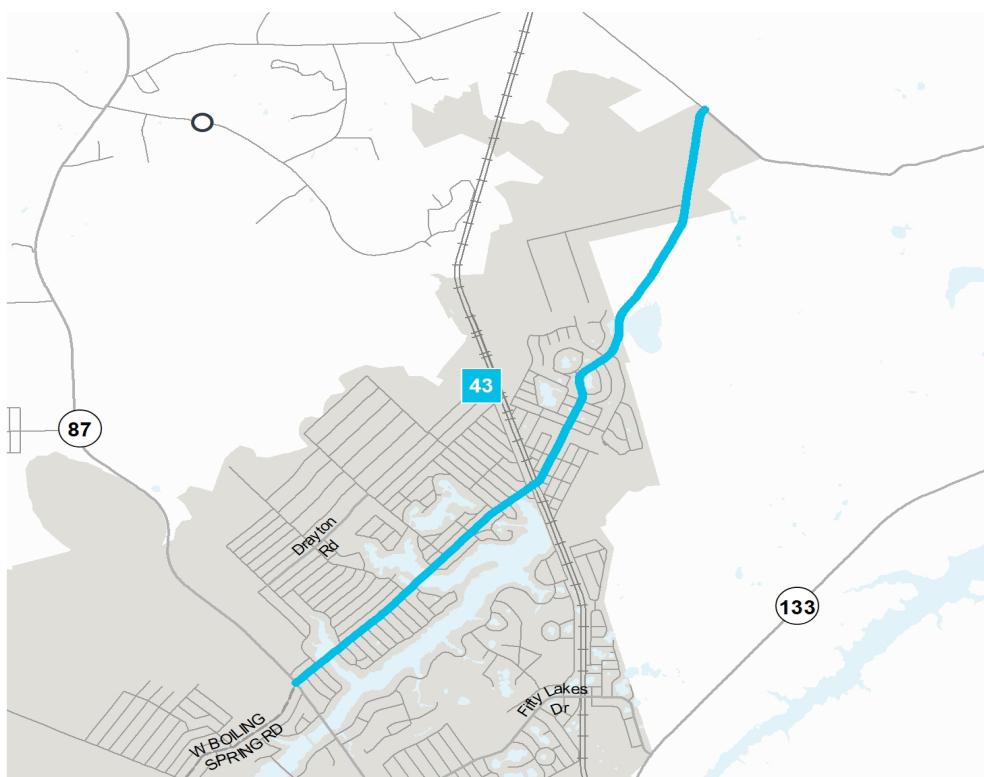
Improvement: Improve Existing

Identified Need

Bring road up to minor thoroughfare standards due to safety.

Recommendation

This is a modernization project. Currently the road is a 2-lane road with 9- ft lanes. The recommendation is to widen to 12 ft lanes with shoulders on both sides. There is a multi-use recommendation along this road from NC 87 to Eden Dr. See local Pedestrian Plan.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	⋯	Interchange	⊙	□	■
Access Management / Operations	#	—	⋯	Bridge / Overpass	⊙	○	●
Modernization	#	—	⋯	Intersection	⊙	∟	▲
Other	#	—	⋯				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 M
Section Options	02 A
Length (miles)	5.45
Existing ROW (feet)	60
Safety Risk Score	66

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	3969-5712	5300-10500	6100-12900
Capacity (vpd)	13100	13100	16400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

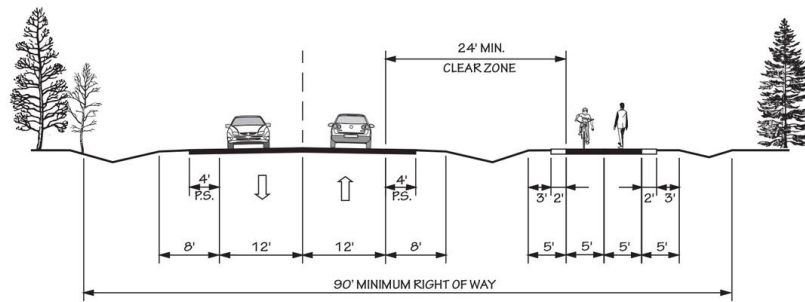


Typical Section Options:

TYPICAL SECTION No. 2M

02 A

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

At one time, E Boiling Spring Lakes Rd was a city road but eventually switched to a state road. The ROW is currently 60' and it is important to the locals the road be widened for safety concerns.

There is a multi-modal recommendation along this roadway. This project comes from the final draft plan of the City of Boiling Springs Lakes Pedestrian Plan as a shared-use proposal, refer to the plan for further information.

CTP Goal Analysis

This project supports the following goals and objectives:

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Objectives: Increase the reliability, predictability, and efficiency of the transportation experience through system improvements and enhanced communication.

Objective: Increase the lifespan of existing infrastructure and ensure transportation facilities are used optimally.

Potential Impacts

Land Use/CUR: The area around this roadway is rural in nature with some residential units. The schools south of this road are major factors in this recommendation.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 16 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 15 Flood Hazard Area Feature(s)

- 5 Landscape Habitat Indicator Guild Feature(s)
- 11 Managed Area Feature(s)
- 31 Natural Heritage Element Occurrence Feature(s)
- 3 Natural Heritage Natural Area Feature(s)
- 38 Wetland Feature(s)
- 19 River And Stream Feature(s)
- 15 Lake And Pond Feature(s)
- 5 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

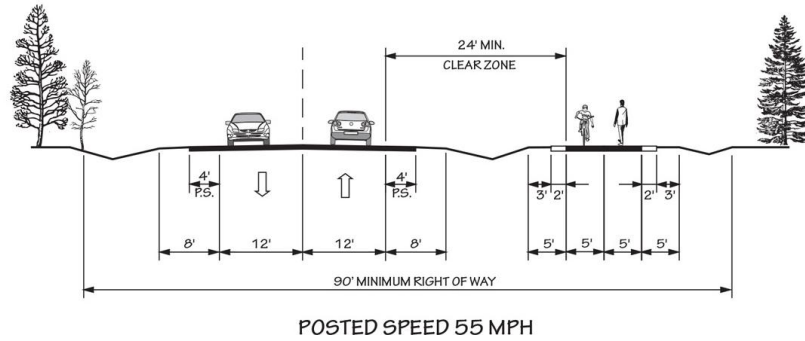
Additional Information - Title VI

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 20% and 100% identify as Two of More Races

Typical Section Options:
02 A

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Old Georgetown Rd SW

From NC 904 Seaside Rd SW to NC 179
Bricklanding Rd SW

Local ID: BRUN50024-H

Purpose: Mobility

Improvement: Improve Existing

Identified Need

Surrounding roadways are either over capacity or near capacity and have project recommendations. This roadway is being recommended as well for network continuity and connectivity. Safety is also a concern as this roadway is below minimum safety standards.

Recommendation

This is a safety project. Currently there are not shoulders on this road and it is a 2 lane - 12 foot per lane roadway. The recommendation for the future is to add shoulders to the roadway for safety.



Congestion / Mobility	#	—	⋯	Interchange	⊙	□	■
Access Management / Operations	#	—	⋯	Bridge / Overpass	⊙	○	●
Modernization	#	—	⋯	Intersection	⊙	∟	△
Other	#	—	⋯				

Proposal At A Glance

Highway Class	Other
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	1.85
Existing ROW (feet)	50
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	3636	5700	6700
Capacity (vpd)	15100	15100	15100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

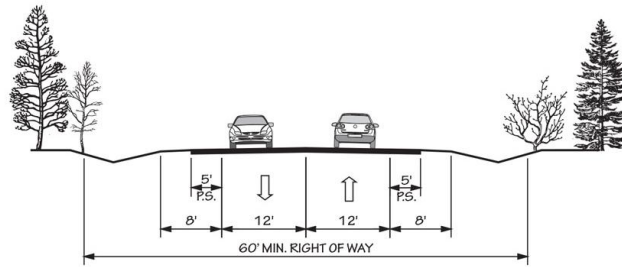


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Projects

The following multimodal recommendation is being made along this route:

There are no multimodal projects being recommended along this route.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objective: Increase the lifespan of existing infrastructure and ensure transportation facilities are used optimally.

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Objectives: Improve safety and security by enhancing the evacuation route network for natural events.

Objective: Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as pavement management and signal system upgrades.

Vision Goals & Objectives Survey

There were 13 comments for this particular project in the Brunswick County CTP survey. These comments mentioned maintenance issues and safety concerns. The survey was launched on March 10, 2021 and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The area around this roadway is rural in nature without any residential or commercial development along this road. However, major roadways with significant volume connect to this roadway. There is a roundabout at the western intersection of Old Georgetown Road and Ocean Isle Beach Rd SW. Future housing development is expected to come into the area, specifically total of 479 housing units north of this road and total of 3080 housing units south of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 7 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 Managed Area Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 2 Wetland Feature(s)
- 1 Lake And Pond Feature(s)
- 2 Target Local Watershed Feature(s)

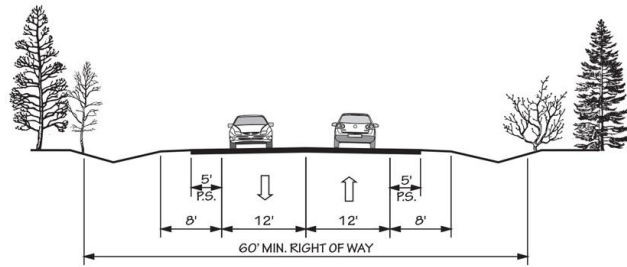
Additional Information - Title VI

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Drayton Rd

From Pine Lake Rd to Pine Rd

Local ID: BRUN50031-H

Purpose: Facility Deficiencies

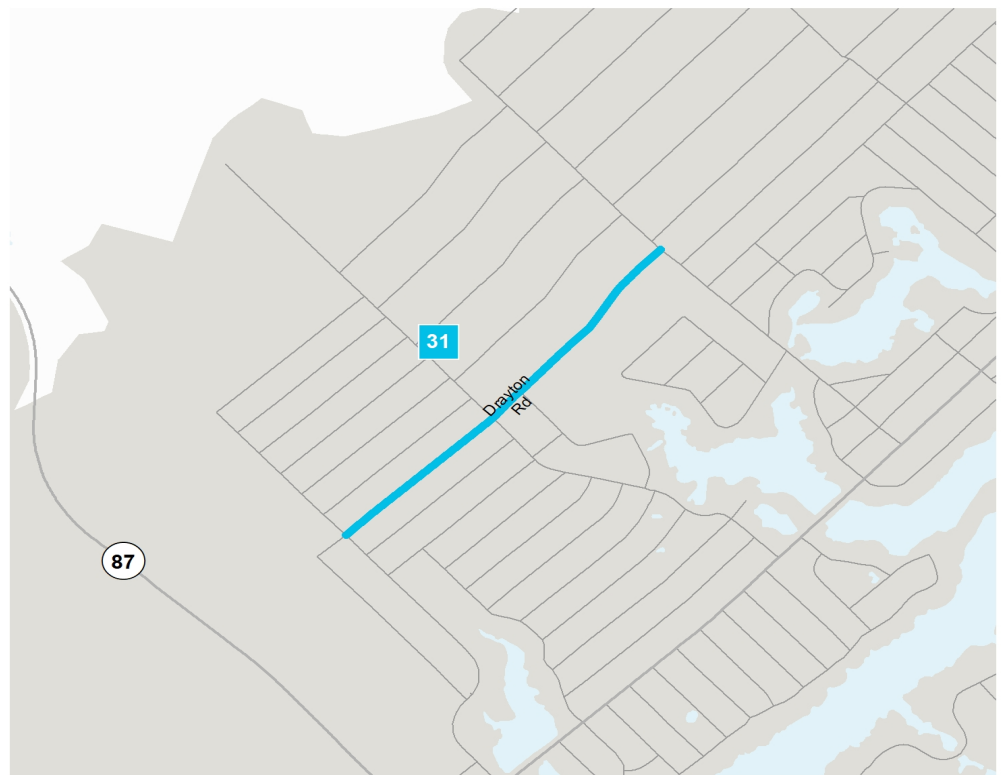
Improvement: Improve Existing

Identified Need

Drayton Road is a rural road in Boiling Spring Lakes north of Boiling Spring Lakes Community Garden. The road is an important road used by residents and visitors in the area connecting to residential neighborhoods and a park. The road is unpaved, and not safe to drive on.

Recommendation

This is a modernization project. Currently the road is a dirt road. The recommendation for the future is the roadway be paved to a 2 lane - 12 foot per lane with shoulders on both sides of road.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	⋯	Interchange	⊙	□	■
Access Management / Operations	#	—	⋯	Bridge / Overpass	⊙	○	●
Modernization	#	—	⋯	Intersection	⊙	∟	▲
Other	#	—	⋯				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 M
Section Options	-
Length (miles)	0.98
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	-	-	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	-	-	2
<i>Volume (vpd)</i>	-	-	8200
<i>Capacity (vpd)</i>	-	-	16400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

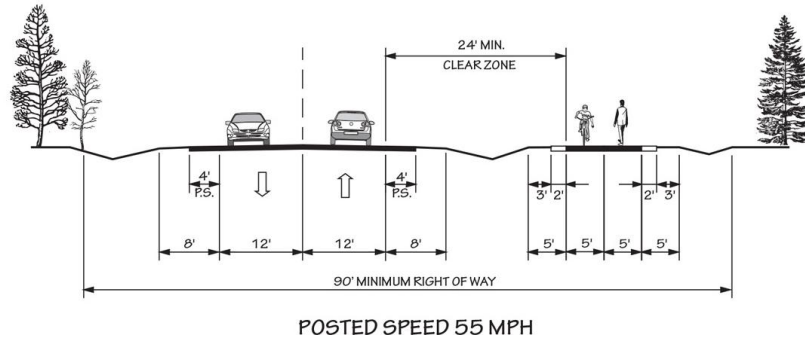


Typical Section Options:

None

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Projects

This road is the only detour route for Pine Lake Dam and North Lake Dam.

The following multimodal recommendation is being made along this route:

There is a multi-use lane being recommended along this route.

Multi-use recommendation along the Drayton Road Loop starting and ending on E Boiling Spring Rd. This project comes from the final draft plan of the City of Boiling Springs Lakes Pedestrian Plan as a shared-use proposal, refer to the plan for further information.

CTP Goal Analysis

This project supports the following goals and objectives:

Objectives: Increase the reliability, predictability, and efficiency of the transportation experience through system improvements and enhanced communication.

Objective: Increase the lifespan of existing infrastructure and ensure transportation facilities are used optimally.

Objective: Support a fully integrated multimodal network that advances the concept of complete streets.

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Objectives: Improve safety and security by enhancing the evacuation route network for natural events.

Objective: Limit expansion of the roadway network to the most necessary projects that best address identified issues.

Objective: Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as pavement management and signal system upgrades.

Vision Goals & Objectives Survey

There was one comment for this particular project in the Brunswick County CTP survey. A survey respondent commented that this roadway needs paving. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The area around this roadway is rural in nature without any residential or commercial development along this road. However, there is plenty of residential units south of this road. There is also a park and garden to the south of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

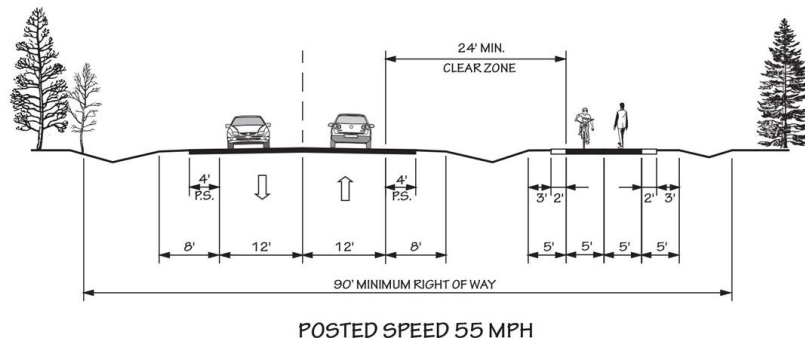
- 7 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 Flood Hazard Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 2 Managed Area Feature(s)
- 6 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 7 Wetland Feature(s)
- 8 River And Stream Feature(s)
- 5 Lake And Pond Feature(s)

Typical Section Options:

None

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



- 1 Protected Area Feature(s)
- 1 Target Local Watershed Feature(s)

Additional Information - Title VI

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 1% and 5% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Fifty Lakes Dr

From NC 87 (George III Hwy SE) to River Road SE

Local ID: BRUN50032-H

Purpose: Congestion

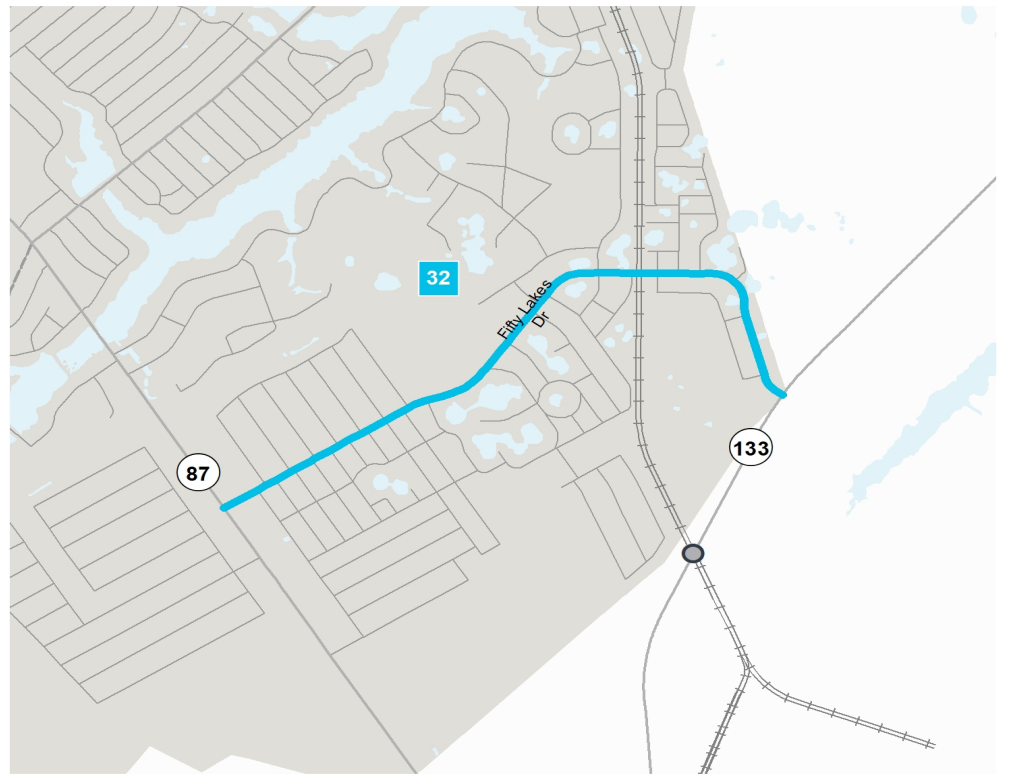
Improvement: Improve Existing

Identified Need

Fifty Lakes is a major connector between NC 133 and NC 87. With South Brunswick High School and South Brunswick Middle School connecting to the south of this roadway, it is vital the roadway is upgraded to meet safety standards.

Recommendation

This is a modernization project. Currently the road is a two lane roadway with 10 foot lanes. The recommendation for the future is the roadway be widened from 10 foot lanes to 12 foot lanes with shoulders on both sides of road.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 M
Section Options	-
Length (miles)	2.41
Existing ROW (feet)	60
Safety Risk Score	66

Proposal Data:	2017 Base Year		2045 Future Year	
	Existing	Without Proposal	With Proposal	
Improved Route				
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	1069	1700	670-1300	
Capacity (vpd)	13400	13400	16400	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	-

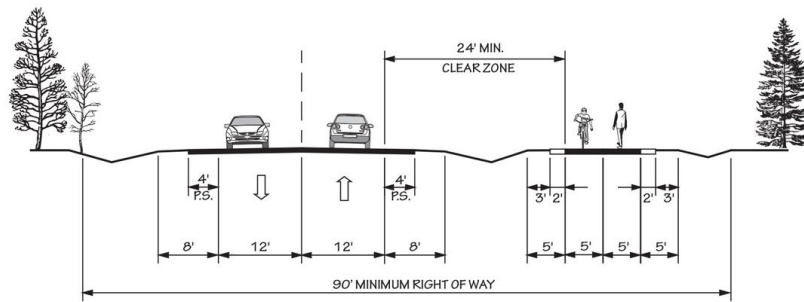


Typical Section Options:

None

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 55 MPH

Project History/Linkage to Other Projects

The following multimodal recommendation is being made along this route:

There is a multi-use lane being recommended along this route.

CTP Goal Analysis

This project supports the following goals and objectives:

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Objectives: Increase the reliability, predictability, and efficiency of the transportation experience through system improvements and enhanced communication.

Objective: Increase the lifespan of existing infrastructure and ensure transportation facilities are used optimally.

Vision Goals & Objectives Survey

There were 3 comments for this particular project in the Brunswick County CTP survey. These comments mentioned adding turn lanes. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The area around this roadway is rural in nature with some residential units. The schools south of this road are major factors in this recommendation.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 8 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 4 Flood Hazard Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 6 Managed Area Feature(s)
- 30 Natural Heritage Element Occurrence Feature(s)
- 3 Natural Heritage Natural Area Feature(s)
- 17 Wetland Feature(s)
- 7 River And Stream Feature(s)
- 6 Lake And Pond Feature(s)
- 2 Protected Area Feature(s)
- 1 Target Local Watershed Feature(s)

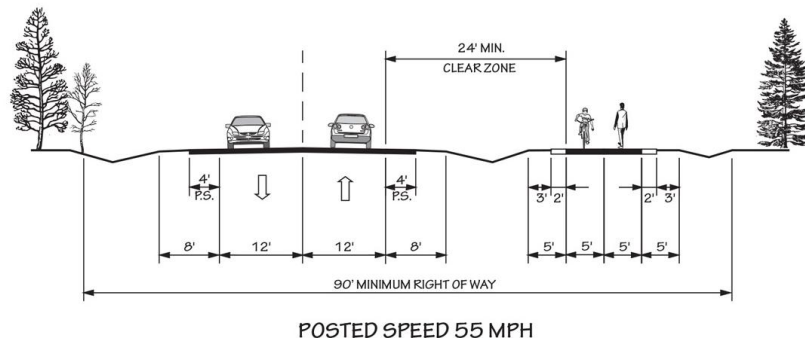
Additional Information - Title VI

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 20% and 100% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line

Typical Section Options:
None

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



- Between 0% and 15% identify as Households with No Car

SR 1526 Jabbertown Rd

From NC 87 to SR 1527 (E Leonard St)

Local ID: BRUN50036-H

Purpose: Congestion

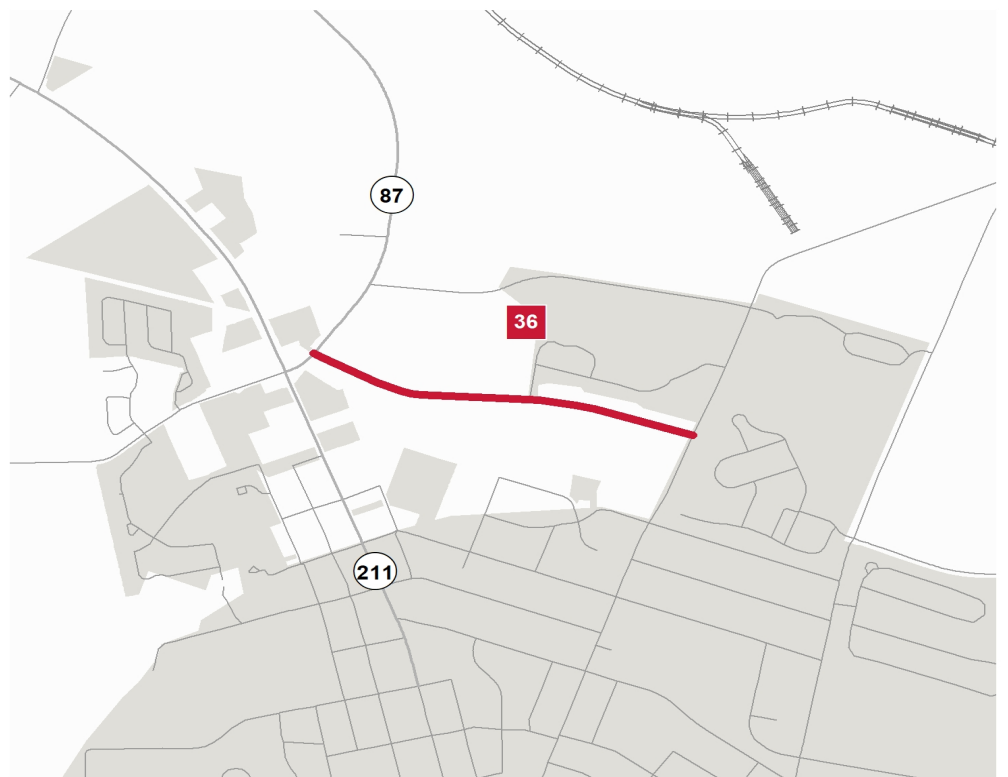
Improvement: Improve Existing

Identified Need

This road is near capacity in the FY. There are residential units along this roadway and the road connects to NC 211 where all the commercial facilities are located a major hospital as well.

Recommendation

This is a congestion and mobility project. Currently the road is a 2-lane roadway with 10 foot lanes. The recommendation for the future is the roadway be upgraded to 3 lanes with a center turning lane and paved shoulders.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	...	Interchange	⊙	□	■
Access Management / Operations	#	—	...	Bridge / Overpass	⊙	○	●
Modernization	#	—	...	Intersection	⊙	∟	▲
Other	#	—	...				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 A
Section Options	-
Length (miles)	0.79
Existing ROW (feet)	60
Safety Risk Score	66

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	5001	7500	11800
Capacity (vpd)	10600	10600	13200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	2045

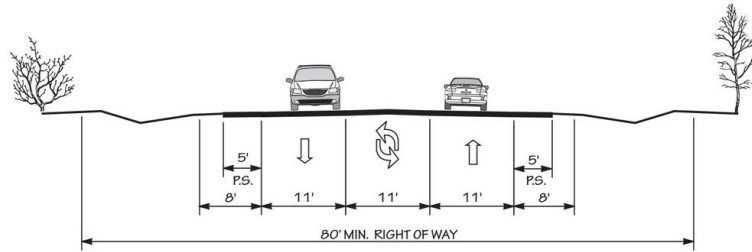


Typical Section Options:

None

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



POSTED SPEED 25-55 MPH

Project History/Linkage to Other Projects

The following multimodal recommendation is being made along this route:

There are no multimodal recommendations being made along this route.

CTP Goal Analysis

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objective: Increase the lifespan of existing infrastructure and ensure transportation facilities are used optimally.

Vision Goals & Objectives Survey

There were no comments for this particular project in the Brunswick County CTP survey. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The area around this roadway is heavily residential and commercial in this area. Jabbertown Road connects to NC 211 which is very commercial. There is a major hospital on NC 211 as well as Fire Department.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Coastal Region Evaluation Of Wetland Significance Feature(s)

- 2 Flood Hazard Area Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 5 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)

Additional Information - Title VI

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Two of More Races
- Between 1% and 5% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

SR 1165 Thomasboro Rd

From SR 1164 (Clariday Rd) to SR 1167 (Persimmon Rd)

Local ID: BRUN50037-H

Purpose: Congestion

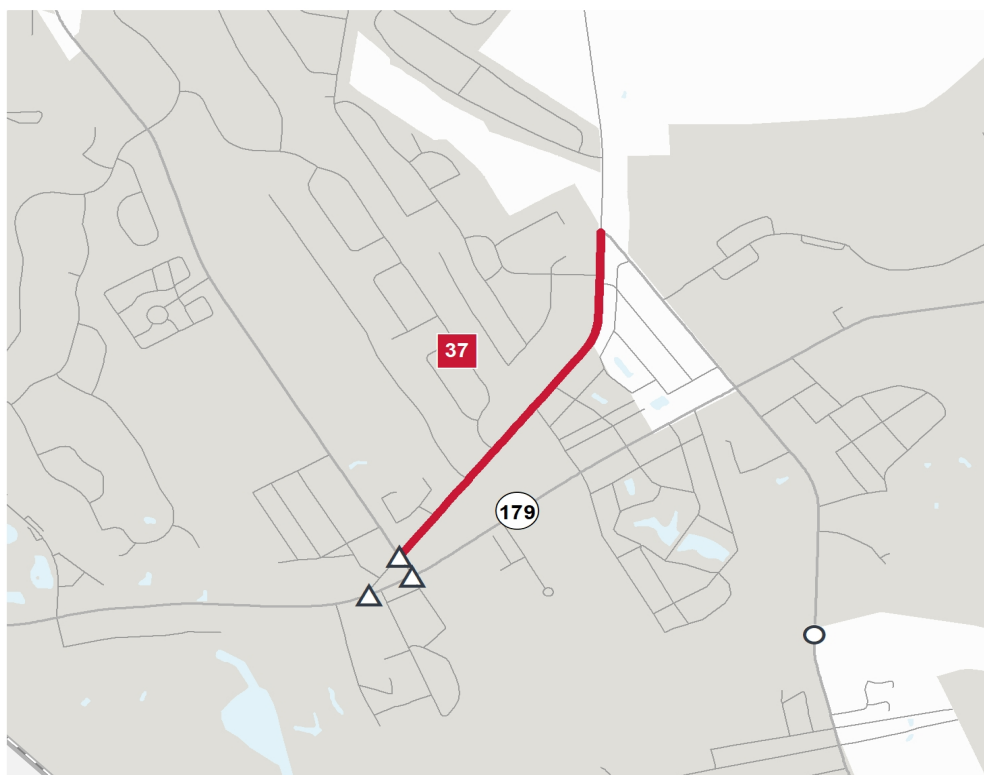
Improvement: Improve Existing

Identified Need

This roadway is close to near capacity in FY (over 70%). There is a significant amount of residential units up Thomasboro Road that this roadway connects to, therefore with the lanes only being 9 feet, it creates an unsafe roadway.

Recommendation

This is a congestion and mobility project. Currently the road is a two lane roadway with 9 foot lanes. The recommendation for the future is the roadway be upgraded to a three lane with a center turning lane and paved shoulders.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊙	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊙	○	●
Modernization	#	—	---	Intersection	⊙	∟	△
Other	#	—	---				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	03 A
Section Options	-
Length (miles)	1.0
Existing ROW (feet)	60
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	600	4700	9600
<i>Capacity (vpd)</i>	10600	10600	13200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	2045

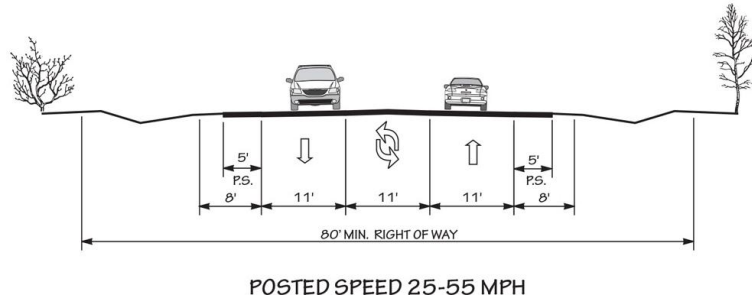


Typical Section Options:

None

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



Project History/Linkage to Other Projects

On the GSATs MTP population census map change from 2000-2014, the area surrounding this project has had a significant population increase and moderate employment increase.

This project is being submitted as a SPOT project to address three intersections in the area. For more information, refer to SPOT ID: H184130

The following multimodal recommendation is being made along this route:

There are no multimodal recommendations being made along this route.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Consider future projects and locations based on policies of Environmental Justice (EJ) Communities.

Objectives: Minimize direct and indirect environmental impacts of the transportation system while planning and prioritizing transportation recommendations.

Vision Goals & Objectives Survey

There were 43 comments for this project area in the Brunswick County CTP survey. The comments mentioned congestion and accidents and the need for intersection improvements. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total

participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The area around this roadway is rural in nature and scattered with residential and some commercial. As the road turns into Thomasboro Road, there is significant residential units.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)

Additional Information - Title VI

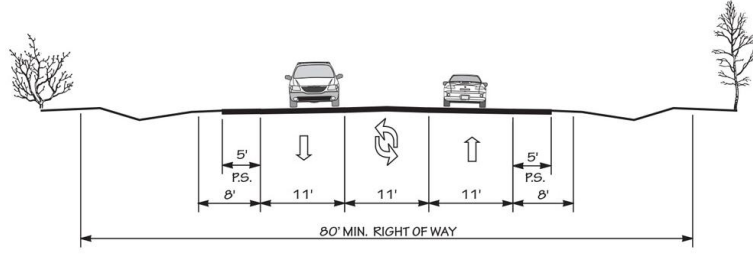
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Two of More Races

Typical Section Options:

None

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



POSTED SPEED 25-55 MPH

- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

SR 1167 Persimmon Rd

From SR 1165 (Thomasboro Rd) to US 17

Local ID: BRUN50038-H

Purpose: Congestion

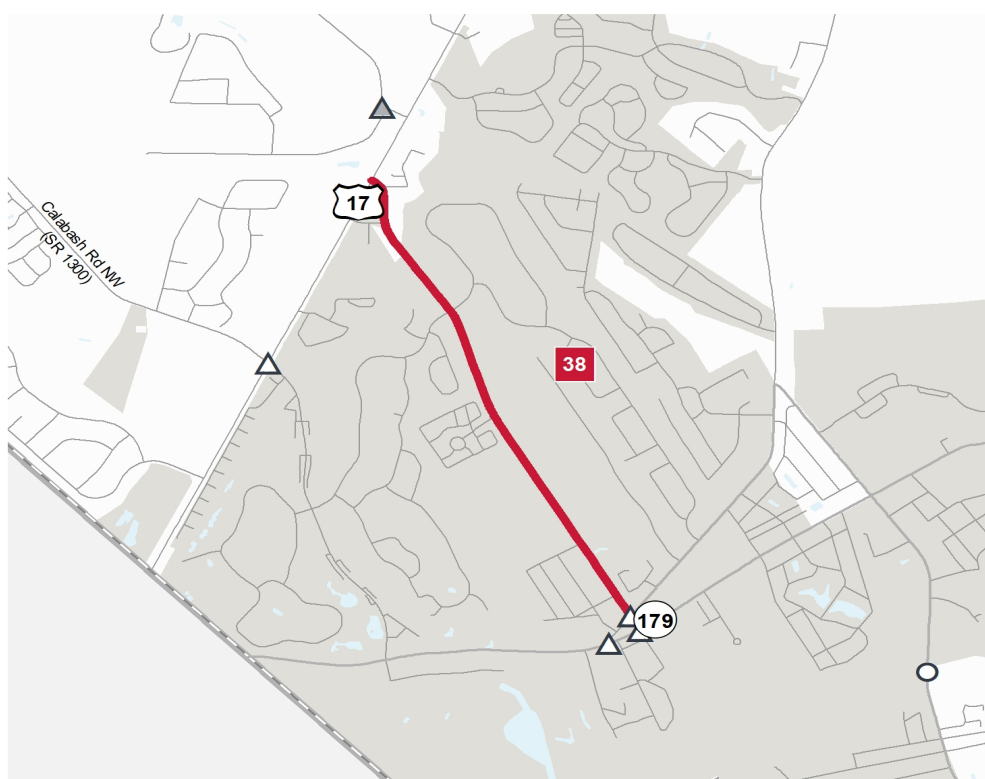
Improvement: Improve Existing

Identified Need

Surrounding roads are near or over capacity in BY and FY. This roadway is also a cut-through road between US 17 and NC 179 and therefore as congestion on these two roadways increase over time, it will increase on Persimmon Rd as well.

Recommendation

This is a congestion and mobility project. Currently the road is a two lane roadway with 10 foot lanes. The recommendation for the future is the roadway be upgraded to a four lane divided with paved shoulders.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊙	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊙	○	●
Modernization	#	—	---	Intersection	⊙	∟	▲
Other	#	—	---				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	04 A
Section Options	-
Length (miles)	1.82
Existing ROW (feet)	60
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	755	1800	4200
<i>Capacity (vpd)</i>	12400	12400	27600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	2045

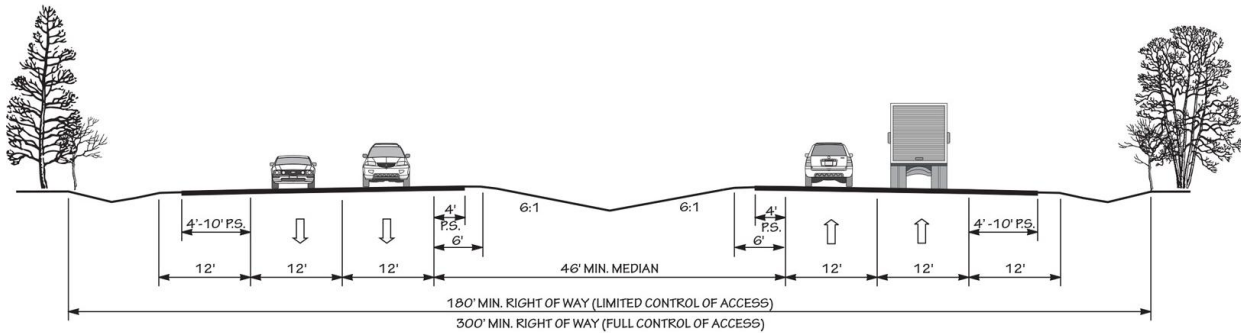


Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

Project History/Linkage to Other Projects

On the GSATs MTP population census map change from 2000-2014, the area surrounding this project has had a significant population increase and moderate employment increase. Total range of crashes along this roadway from January 2014 - December 2018 is 5 - 9.

This project is being submitted as a SPOT project to address three intersections in the area. For more information, refer to SPOT ID: H184130

The following multimodal recommendation is being made along this route:

There are no multimodal recommendations being made along this route.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Recognize savings (e.g. time and fuel consumption) by minimizing vehicle miles traveled through enhanced integration and connectivity of the transportation system, across and between modes, for people and freight.

Vision Goals & Objectives Survey

There were 4 comments on this particular project area in the Brunswick County CTP survey. The comments mentioned that there is no shoulder and intersection improvements are needed. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was

an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impact

Land Use/CUR: The area around this roadway is primarily farmland. There are some residential homes and to the south and north of the road on NC 179 and US 17, there are some businesses.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 4 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 2 Flood Hazard Area Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 9 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)

Additional Information - Title VI

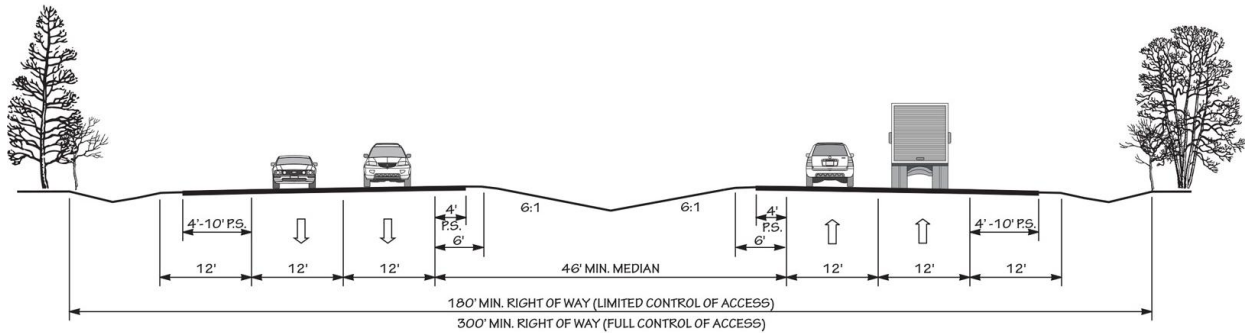
- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European

Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

SR 1164 Clariday Rd SW

From SR 1165 (Thomasboro Rd) to NC 179

Local ID: BRUN50040-H

Purpose: Safety

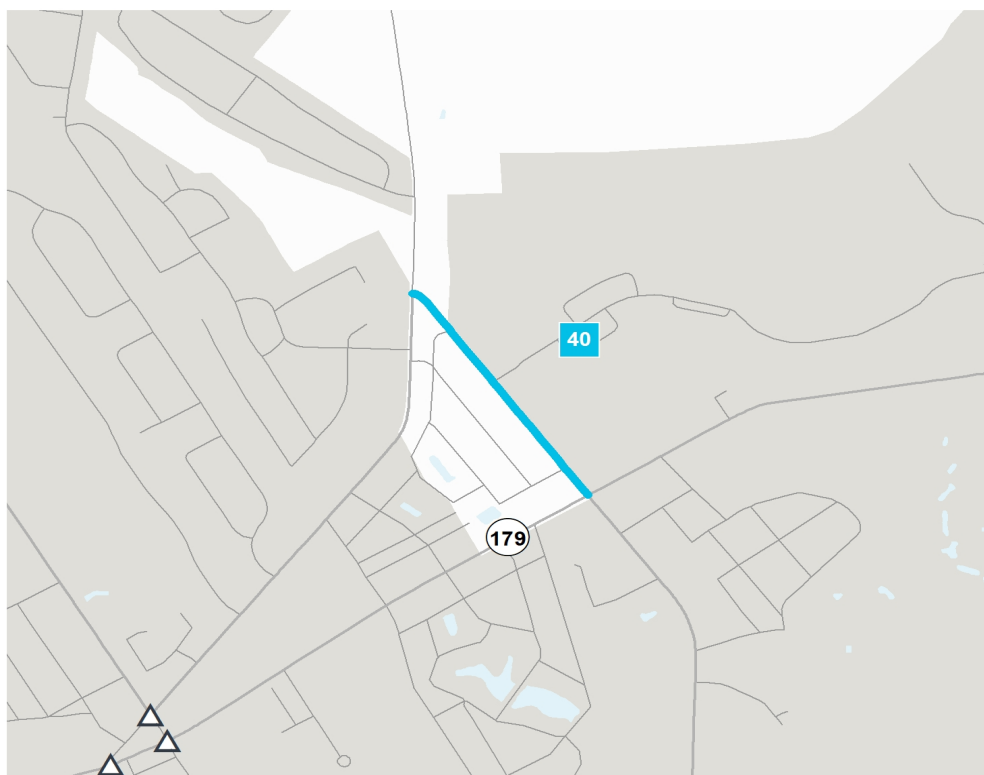
Improvement: Improve Existing

Identified Need

Two-lane road with a width of 9 ft on each lane. The surrounding roads are residential, and many residents use this road as a cut through road. With it only being 9 ft in width, the roadway is not safe. Over capacity in FY: 17,400 volume over 15,800 capacity.

Recommendation

The recommendation is modernizing the road from 9 ft to 12 ft to make the road safe to drive. The surrounding roadways are being recommended to add lanes and medians, that should help reduce the volume on this road in the future so that there no capacity issues.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	⋯	Interchange	⊙	□	■
Access Management / Operations	#	—	⋯	Bridge / Overpass	⊙	○	●
Modernization	#	—	⋯	Intersection	⊙	∟	△
Other	#	—	⋯				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	0.51
Existing ROW (feet)	60
Safety Risk Score	66

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	2017 Base Year		2045 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	9115	16800	17400	
Capacity (vpd)	14200	14200	15800	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2045

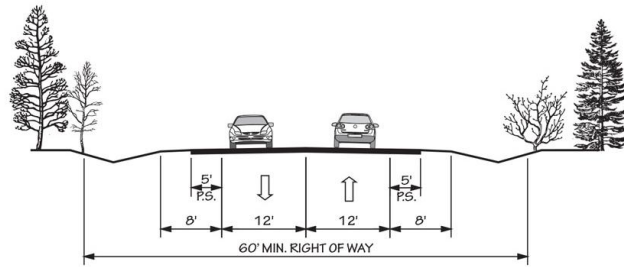


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

The intersecting roadways (Thomasboro Road, NC 179, Olde Thistle Down Dr.) are heavily residential. Olde Thistle Downs Dr. leads to a golf course.

The following multimodal recommendation is being made along this route:

There are no multimodal recommendations being made along this route.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objective: Increase the lifespan of existing infrastructure and ensure transportation facilities are used optimally.

There were 6 comments on this roadway in the Brunswick County CTP survey. These comments mentioned maintenance issues and the need for shoulders. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impacts

The area around this roadway is residential. There is a golf course off this roadway with a pond surrounding the golf course.

Other Information

Based on a planning level environmental assessment using available GIS data, the project proposal is north of a Water System Pump.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 2 Wetland Feature(s)
- 1 Target Local Watershed Feature(s)

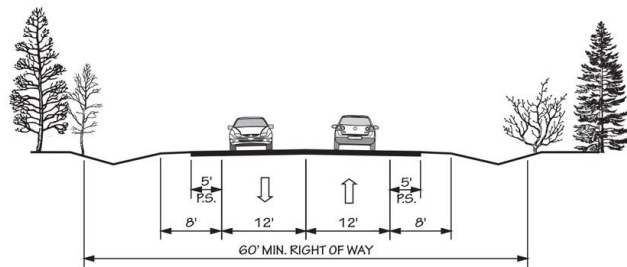
Additional Information - Title VI

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Two of More Races

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

New Location (Rice Creek Pkwy Ext.)

From Lake Park Dr SE to SR 1521 (Governors Rd SE)

Local ID: BRUN50041-H

Purpose: Growth/Economic Development

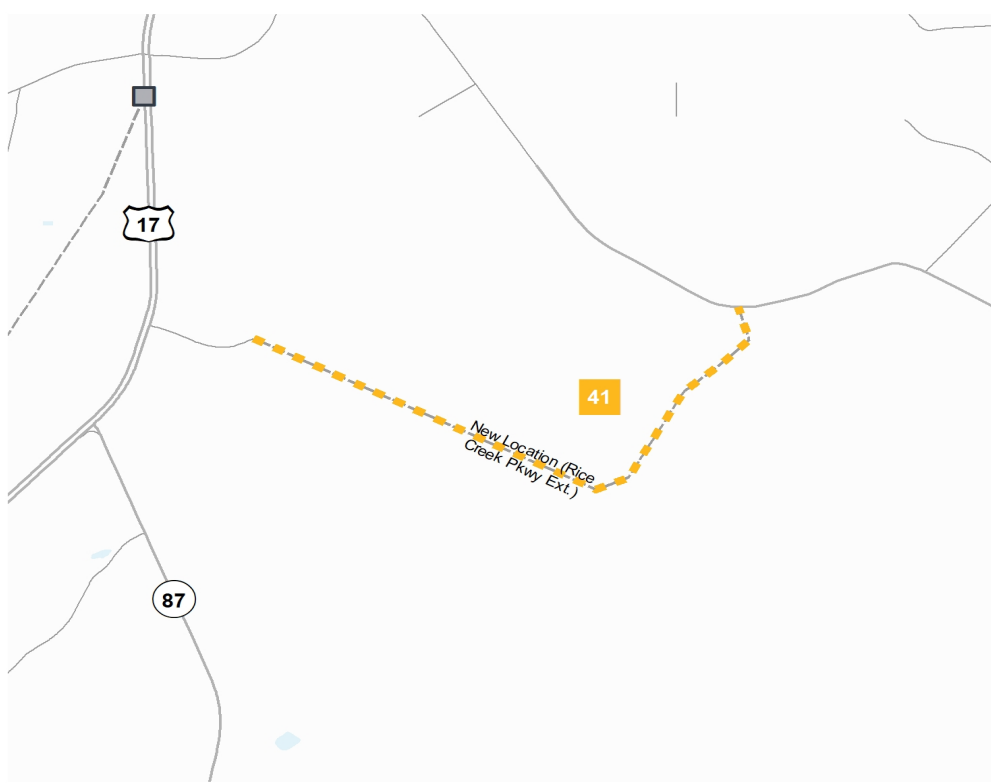
Improvement: New Location

Identified Need

There is no easy access to Town Creek Elementary School and Town Creek Middle School from Governors Rd SE now. A roundabout is constructed to connect the unpaved road from Governors Rd to the schools for safety and ease of access. Recommendation is to pave the road and accommodate for the new units.

Recommendation

(Rice Creek Pkwy Ext. from SR 1521 (Governors Road SE) to roundabout intersecting Lake Park Drive and Rice Creek Pkwy SE. The recommendation is to pave the new location rd as a minor thoroughfare for ease of access to the school.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊙	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊙	○	●
Modernization	#	—	---	Intersection	⊙	∟	▲
Other	#	—	---				

Proposal At A Glance

Highway Class	Other
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	1.74
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

New Location	2017 Base Year		2045 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	-	-	Minor Thoroughfare	
Travel Lanes	-	-	2	
Volume (vpd)	600	1100	1100	
Capacity (vpd)	-	-	16400	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

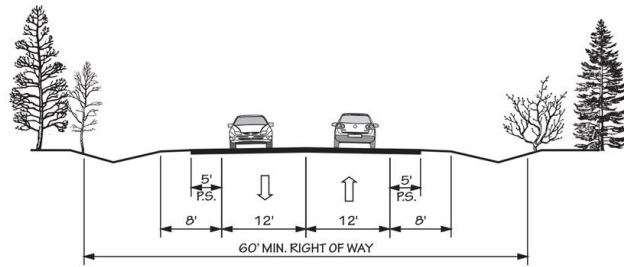


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

In addition to access to the elementary school, there are 3,400 units as Brunswick County development moving forward. As of summer of 2021, a major Brunswick County residential development that's been on hold since 2008 is back on track and has gotten bigger at the proposed Rice Creek development off US 17 and north of NC 87 intersection in Winnabow. The Brunswick County Planning Board voted to approve the request to modify the plans. Refer to the WHQR Public Media and StarNews Online news articles for further information.

There are no multimodal recommendations being made along this route.

CTP Goal Analysis

This project supports the following goals and objectives:

Objectives: Support growth and reduce traffic in and around new residential and commercial developments by constructing state-maintained collector streets in those vicinities.

There were no comments for this particular project in the Brunswick County CTP survey.

The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments

Potential Impacts

Land Use/CUR: There is both an elementary school as well as a middle school that this new road would connect to. There is also a park that would connect to this road (Town Creek Park). The road falls in the Winnabow area of Brunswick County. There is a post office at Rice Creek Pkwy and US 17 that this new roadway would connect to. As mentioned in project history and linkage to other

projects section, there are 3,400 new units coming to this area.

Other Information

Based on a planning level environmental assessment using available GIS data, the project proposal is adjacent to a natural heritage significance area. There is also a Boating Access north of SR 1512 (Governors Road).

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 4 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 2 Flood Hazard Area Feature(s)
- 2 Landscape Habitat Indicator Guild Feature(s)
- 4 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 4 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)

Additional Information - Title VI

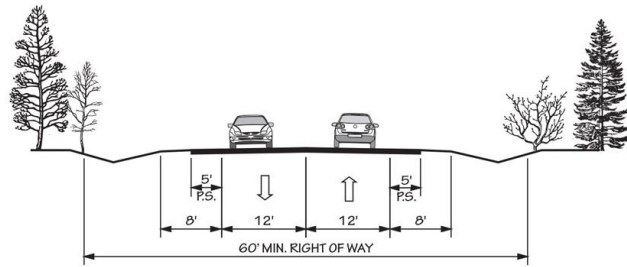
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander

Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 906 (Midway Rd)

From NC 211 to SR 1501 (Gilbert Rd)

Local ID: H090236-A

Purpose: Safety

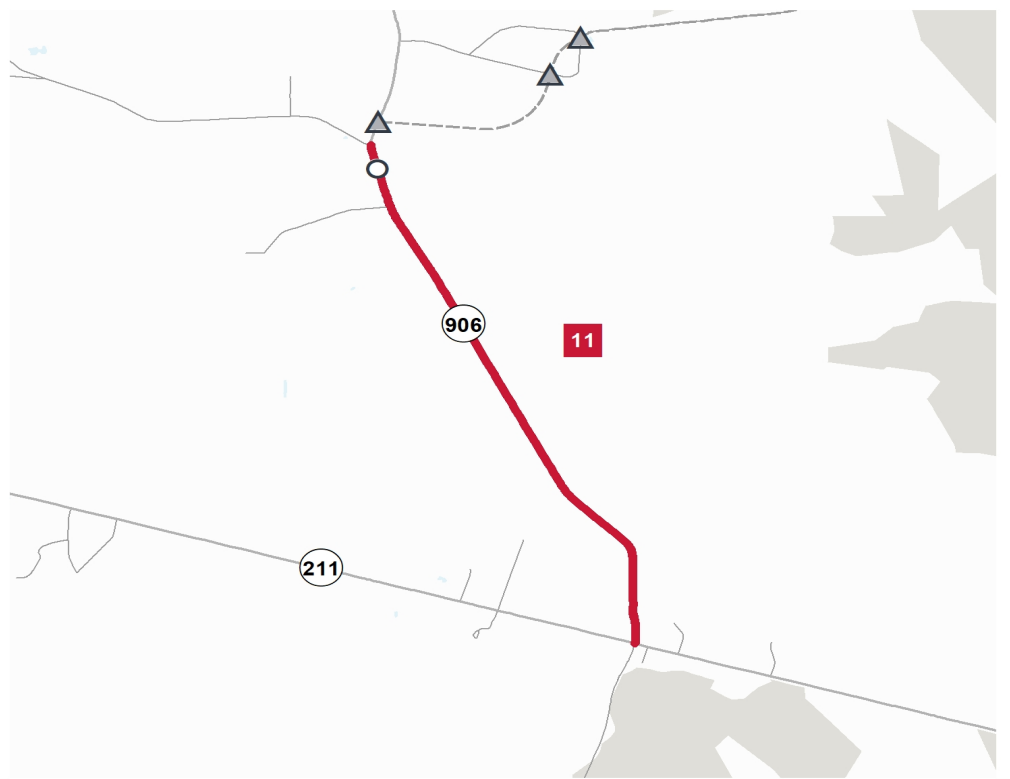
Improvement: Widening

Identified Need

This is a regional impact project that provides connection between NC 211 and the US 17 Bypass which are used for weather-related evacuations and emergency response events.

Recommendation

The project proposal is to widen NC 906 Midway Rd from a 2-lane undivided cross-section to a divided roadway with 4 lanes and add a bike lane from NC 211 to SR 1501 (Gilbert Rd). A separated bike lane would provide safety for both motorists and cyclists. See Cape Fear Regional Bicycle Plan.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	2.74
Existing ROW (feet)	60-84
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	4	4	4
<i>Volume (vpd)</i>	4498-9006	6500-13000	9600-20900
<i>Capacity (vpd)</i>	15900	15900	49000

Capacity Data: Year

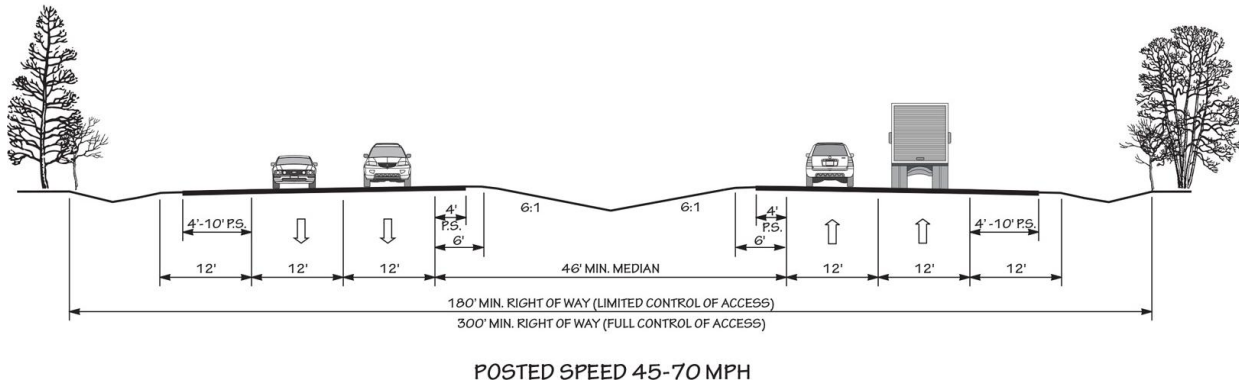
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

TYPICAL SECTION No. 4A

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project History/Linkage to Other Plans

This project proposal was listed in the 2010 Brunswick County CTP and was submitted to SPOT 5.0 and SPOT 6.0.

The following 2015 STIP project is linked to this project:

R-3434: SR 1500 (Midway Road) - SR 1401 (Galloway Road) From NC 211 To US 17 Bypass

The following multimodal recommendation is being made along this route:

Bike lane along NC 906 from NC 211 to US 17 Bus. This roadway is heavily used by bicyclists and would connect to the recommended NC 906 route from NC 211 to dead end in Oak Island on the adopted Cape Fear Regional Bicycle Plan. A separated bike lane would provide safety for both motorists and cyclists.

*A cross section with paved shoulders is recommended to accommodate for bike lanes.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Objectives: Improve safety and security by enhancing the evacuation route network for natural events.

Objectives: Increase the reliability, predictability, and efficiency of the transportation experience through system improvements and enhanced communication.

Vision Goals & Objectives Survey

The project proposal received 86 comments during the

survey period. These comments mentioned congestion, and the need for wider shoulders, multimodal options, and general maintenance. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impacts

Land Use: Residential properties exist on both sides of the roadway. On Midway Rd. just before NC 211, there is a shopping center called Midway Commons.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 6 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 2 Flood Hazard Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 5 Natural Heritage Element Occurrence Feature(s)
- 8 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 2 Target Local Watershed Feature(s)

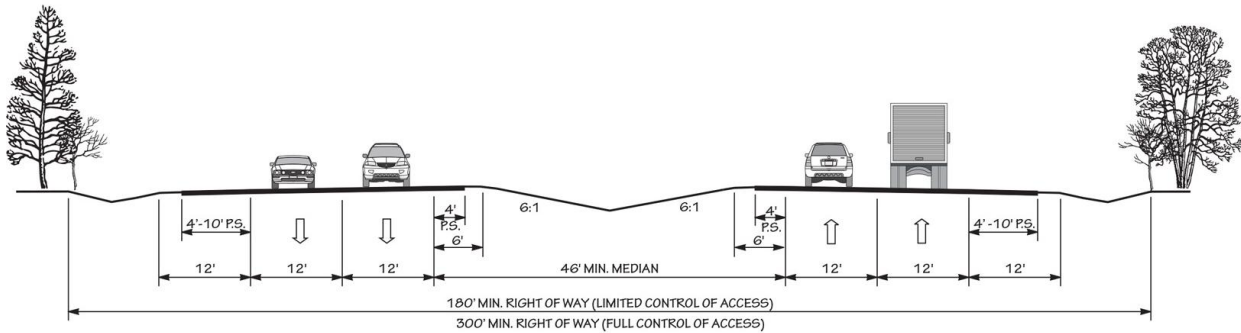
Additional Information - Title VI

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander

Typical Section Options:

TYPICAL SECTION No. 4A

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 906 (Midway Rd/Galloway Rd)

From SR 1501 (Gilbert Rd) to US 17

Local ID: H090236-B

Purpose: Safety

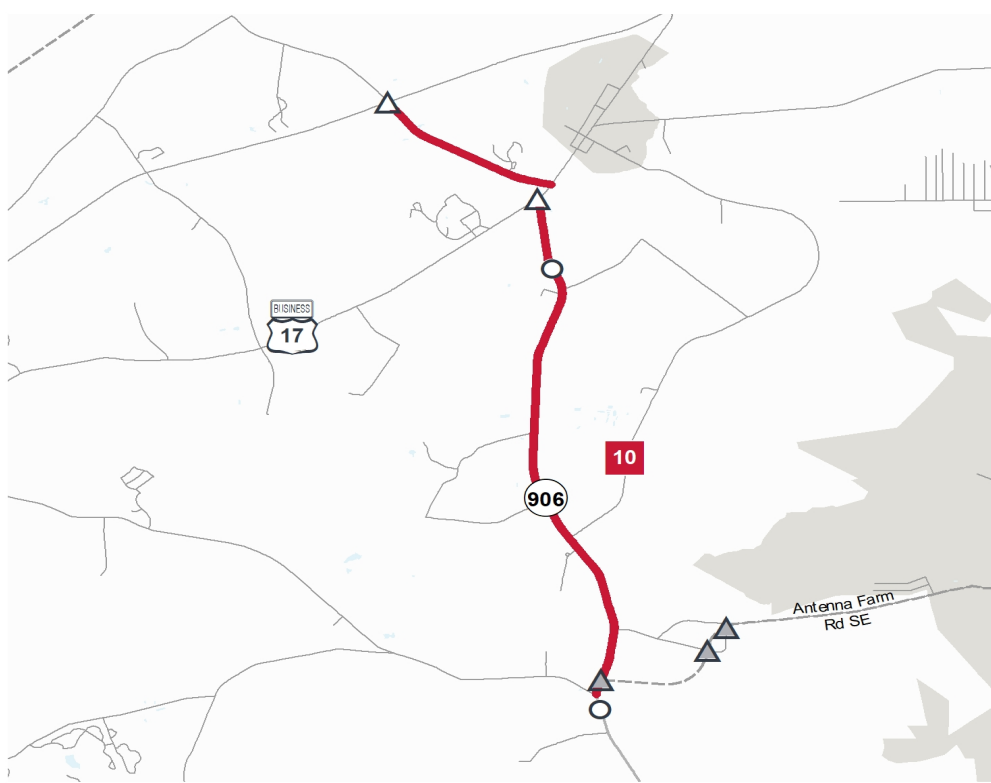
Improvement: Widening

Identified Need

Future year projections show a part of this portion of NC 906 exceeding capacity. Improvements are needed to address high growth, aid in hurricane evacuation and support traffic diversions from other roadways.

Recommendation

The proposal is to widen NC 906 (Midway Rd / Galloway Rd) from 2 lanes undivided to 3 lanes with a 2 way left turn lane and paved shoulders. A bike lane is being recommended from SR 1501 (Gilbert Rd) to US 17 to provide safety for both motorists and cyclists. See Cape Fear Regional Bicycle Plan.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	⋯	Interchange	⊙	□	■
Access Management / Operations	#	—	⋯	Bridge / Overpass	⊙	○	●
Modernization	#	—	⋯	Intersection	⊙	∟	△
Other	#	—	⋯				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 A
Section Options	-
Length (miles)	5.16
Existing ROW (feet)	60
Safety Risk Score	78-100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	5579-6483	7900-13400	1600-18100
<i>Capacity (vpd)</i>	15900	15900	17200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	2045

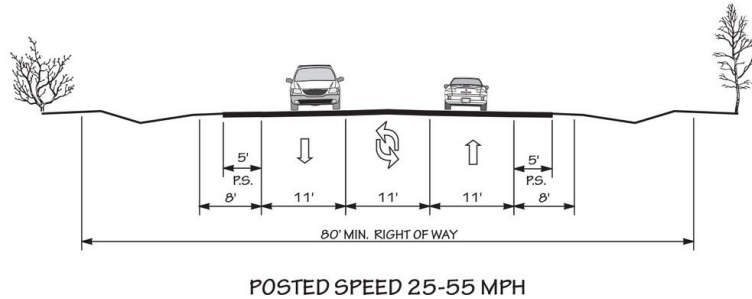


Typical Section Options:

None

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



Project History/Linkage to Other Plans

This project proposal was listed in the 2010 Brunswick County CTP and was submitted to SPOT 5.0 and SPOT 6.0.

The project proposal was included in the 2015 STIP:

R-3434: SR 1500 (Midway Road) - SR 1401 (Galloway Road) From NC 211 To US 17 Bypass

The following multimodal recommendation is being made along this route:

Bike lane along NC 906 from NC 211 to US 17 Bus. This roadway is heavily used by bicyclists and would connect to the recommended NC 906 route from NC 211 to dead end in Oak Island on the adopted Cape Fear Regional Bicycle Plan. A separated lane would provide safety for motorists and cyclists.

*A cross section with paved shoulders is recommended to accommodate for bicycle lanes.

CTP Goal Analysis

This project supports the following goals and objectives:

Goals: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Objectives: Increase the reliability, predictability, and efficiency of the transportation experience through system improvements and enhanced communication.

Objectives: Improve safety and security by enhancing the evacuation route network for natural events.

Vision Goals & Objectives Survey

This project proposal received 86 comments during the

survey period. These comments mentioned congestion, and the need for wider shoulders, multimodal options, and general maintenance. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: Land use along the project proposal is primarily residential. The Summerwoods housing development is located near the NC 906 and US 17 BUS intersection.

Future housing development is expected to come into the area, specifically total of 3400 housing units west of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 9 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 2 Flood Hazard Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 7 Natural Heritage Element Occurrence Feature(s)
- 10 Wetland Feature(s)
- 16 River And Stream Feature(s)
- 8 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)

Additional Information - Title VI

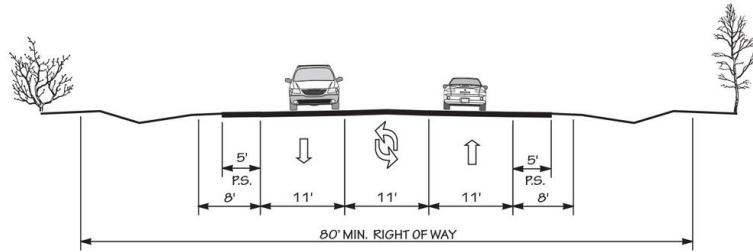
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian

Typical Section Options:

None

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



POSTED SPEED 25-55 MPH

- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Carolina Bays Parkway Extension

From South Carolina State Line to US 17 at NC 130

Local ID: H090237-A

Purpose: Mobility

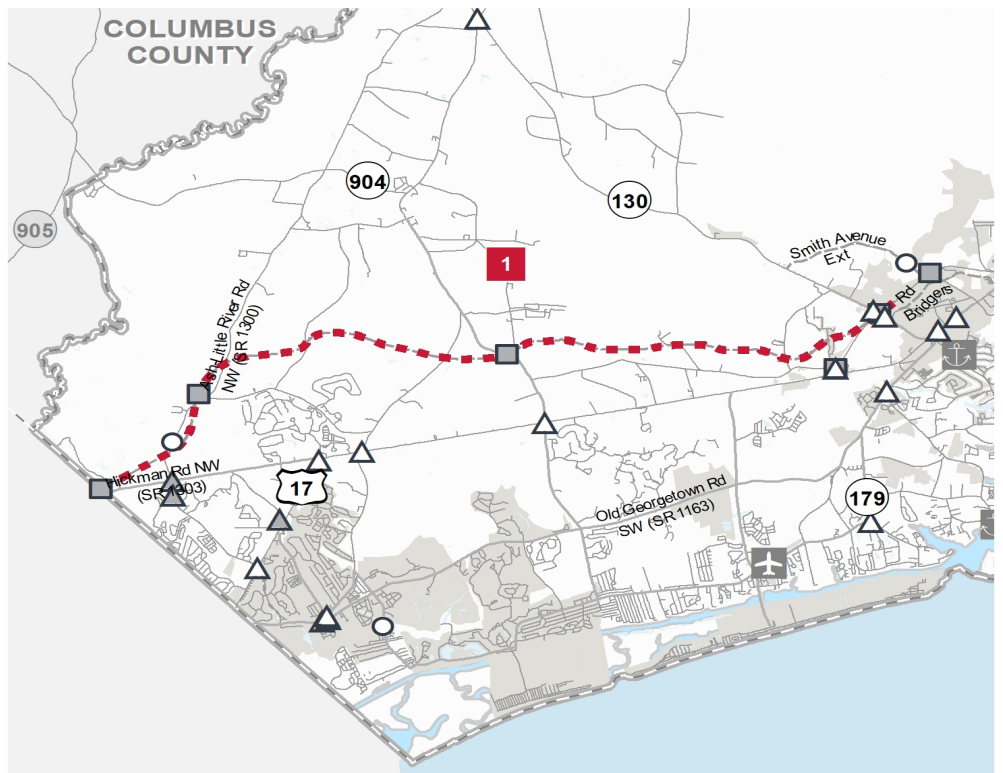
Improvement: New Location

Identified Need

This project is a statewide mobility project that assists with improving the transportation network by enhancing mobility and connectivity for traffic moving in and through the project area.

Recommendation

The project proposal is to construct a new 4 lane freeway extending from the Carolina Bays Parkway to the US 17 Shallotte Bypass.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊙	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊙	○	●
Modernization	#	—	---	Intersection	⊙	∟	△
Other	#	—	---				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	04 A
Section Options	06 A
Length (miles)	15.47
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Freeway
Travel Lanes	-	-	4
Volume (vpd)	-	-	4400
Capacity (vpd)	-	-	63500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

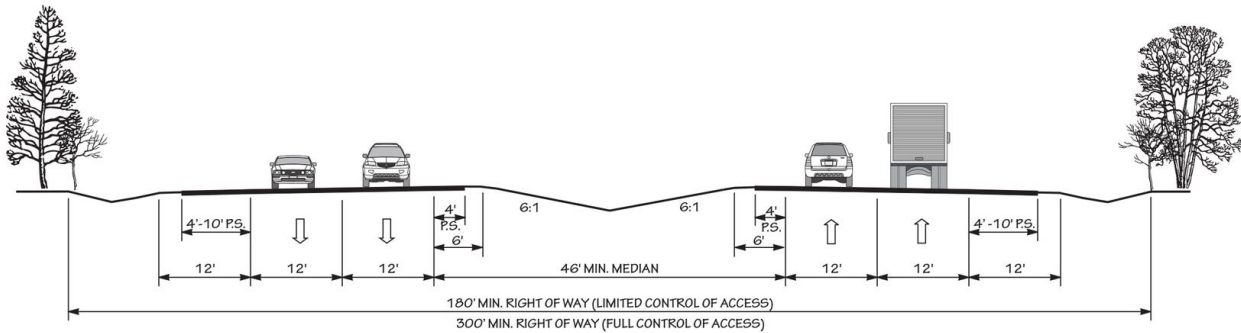


Typical Section Options:

TYPICAL SECTION No. 4A

06 A

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

Project History/Linkage to Other Plans

The Carolina Bays Parkway extension was listed in the 2040 GSATS MTP in 2017 as a new construction recommendation for improving mobility.

This project proposal was submitted to SPOT 5.0 and SPOT 6.0 and is a STIP project:

R- 5876: Carolina Bays Pky I-74 (New Route - Carolina Bays Parkway Extension). From SC State Line to US 17 At NC 130. Construct Freeway on New Location.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objectives: Increase the accessibility and mobility of people and freight within the region and to other areas.

Vision Goals & Objectives Survey

This project proposal received 13 comments during the survey period. The majority of comments were in favor of building Carolina Bays Parkway extension to reduce congestion and support community growth. The survey was launched on March 10, 2021 and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: Land Use along the project proposal is minimal. A residential development exists near the NC 130/US 17 connection.

Future housing development is expected to come into the area, specifically total of 148 housing units north of this road and total of 3,922 housing units south of this

road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 61 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 24 Flood Hazard Area Feature(s)
- 4 Landscape Habitat Indicator Guild Feature(s)
- 8 Natural Heritage Element Occurrence Feature(s)
- 69 Wetland Feature(s)
- 28 River And Stream Feature(s)
- 6 Lake And Pond Feature(s)
- 2 Target Local Watershed Feature(s)

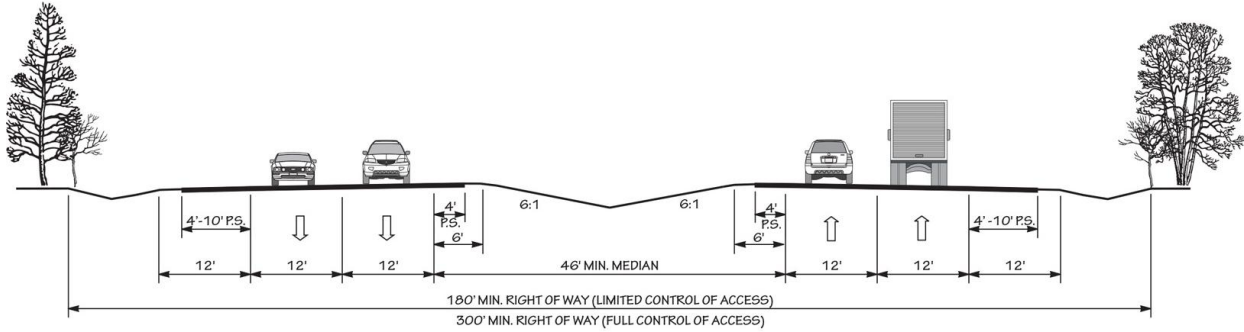
Additional Information - Title VI

- Between 50% and 100% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race

Typical Section Options:
06 A

TYPICAL SECTION No. 4A

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 74-76

From Brunswick County line to NC 87
(Maco Rd)

Local ID: H090287-AF

Purpose: Access

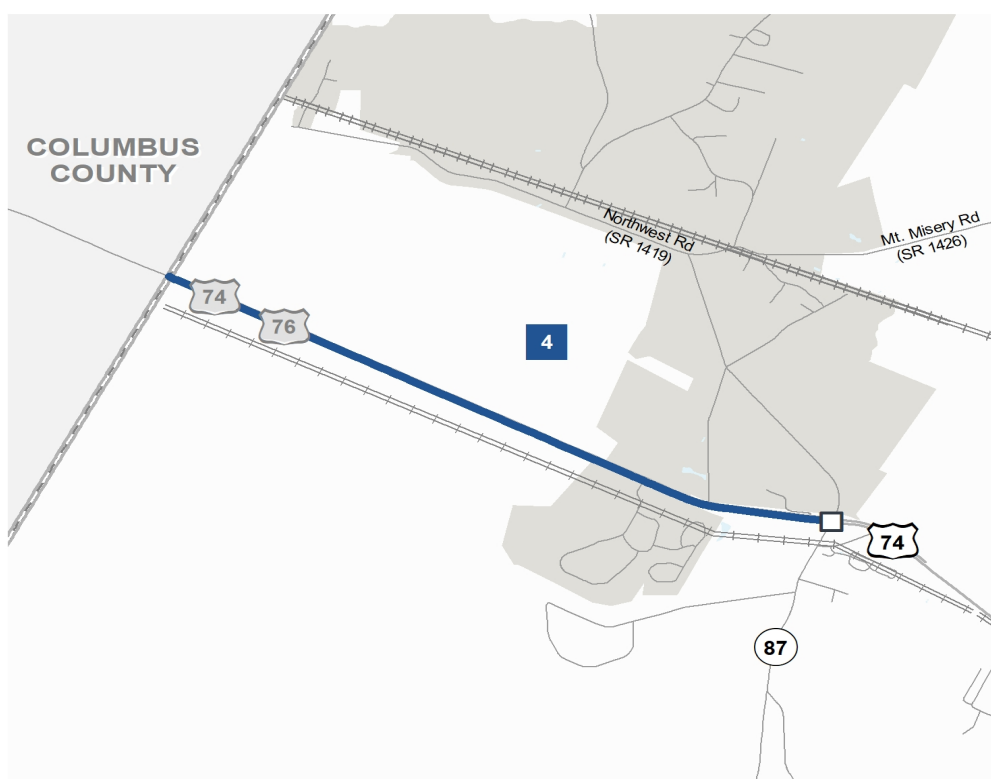
Improvement: Improve Existing

Identified Need

The current facility is projected to exceed capacity. A facility upgrade is needed to accommodate for the projected increased traffic volumes. This project is a statewide mobility project that assists with providing interstate access from Charlotte to Wilmington.

Recommendation

The project proposal is to upgrade the 4-lane divided roadway to interstate standards with 12-foot lanes and 4 feet of paved shoulder. US 74 is identified as a major road in the Wilmington MTP on page 67.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	7.12
Existing ROW (feet)	85-230
Safety Risk Score	89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	2017 Base Year		2045 Future Year	
	Existing	Without Proposal	Without Proposal	With Proposal
Facility Type	Expressway	Expressway	Expressway	Freeway
Travel Lanes	4	4	4	4
Volume (vpd)	25000	39000	39000	39000
Capacity (vpd)	47400	47400	47400	59700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

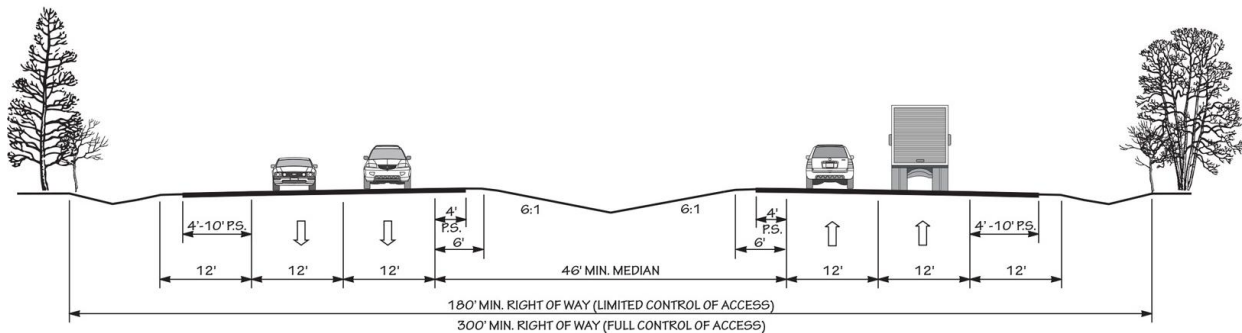


Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

Project History/Linkage to Other Plans

This project proposal was included as a recommendation in the 2010 Brunswick County CTP and was submitted to SPOT 6.0.

The following STIP project is linked to this project proposal:

R-4462: US 74-76 Brunswick County at NC 87 (Maco Road). Upgrade At-grade Intersection to an Interchange.

US 74 is identified as a major road in the Wilmington MTP on page 67. US 74-76 is a STIP project (R-4462), this CTP is making recommendations for the upgrade based on this criteria.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objectives: Increase the accessibility and mobility of people and freight within the region and to other areas.

Vision Goals & Objectives Survey

This project proposal received 45 comments during the survey period. The comments mentioned general maintenance issues and the desire for wider shoulders. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: There is primarily commercial land use and some residential land use.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 11 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 Flood Hazard Area Feature(s)
- 4 Natural Heritage Element Occurrence Feature(s)
- 8 Wetland Feature(s)
- 2 River And Stream Feature(s)

Additional Information - Title VI

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 74-76

From NC 87 (Maco Rd) to WMPO Boundary Line

Local ID: H090287-AG

Purpose: Access

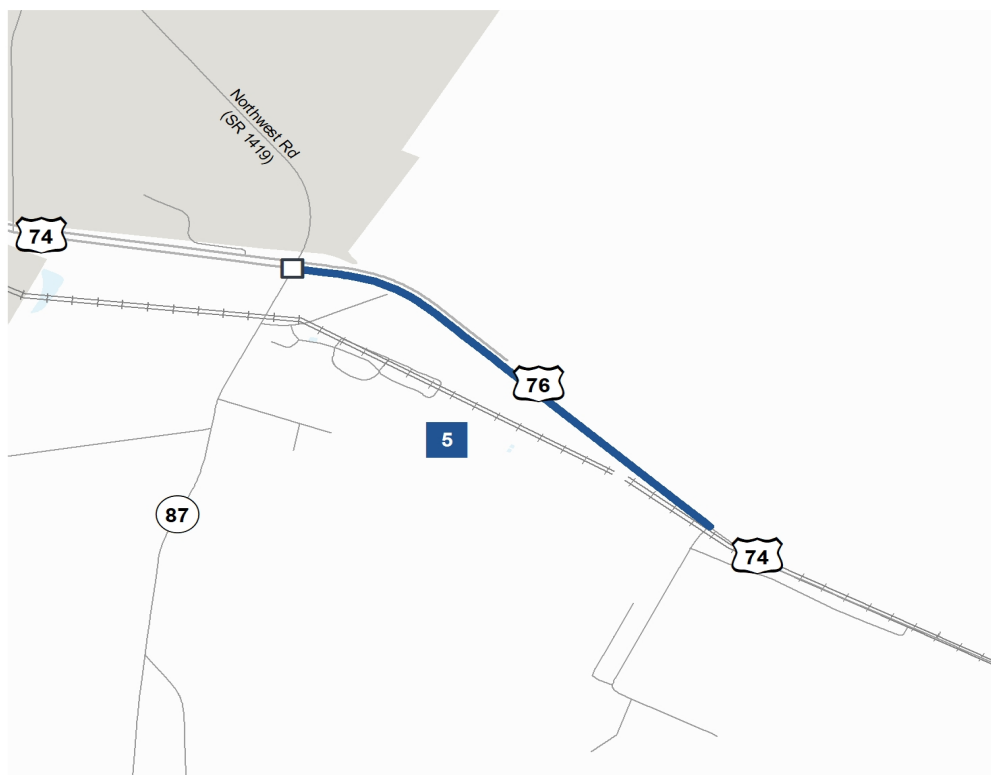
Improvement: Improve Existing

Identified Need

This is a statewide mobility project that assists with increasing mobility, safety and traffic flow. Currently the lane width is 11 feet with limited shoulders.

Recommendation

The project proposal is to upgrade the 4-lane divided roadway to interstate standards with 12-foot lanes and 4 feet of paved shoulders. US 74 is identified as a major road in the Wilmington MTP on page 67.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	...	Interchange	⊕	□	■
Access Management / Operations	#	—	...	Bridge / Overpass	⊕	○	●
Modernization	#	—	...	Intersection	⊕	∟	▲
Other	#	—	...				

Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	1.66
Existing ROW (feet)	85
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	2017 Base Year		2045 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Expressway	Expressway	Freeway	
Travel Lanes	4	4	4	
Volume (vpd)	25000	39000	39000	
Capacity (vpd)	47400	47400	63500	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

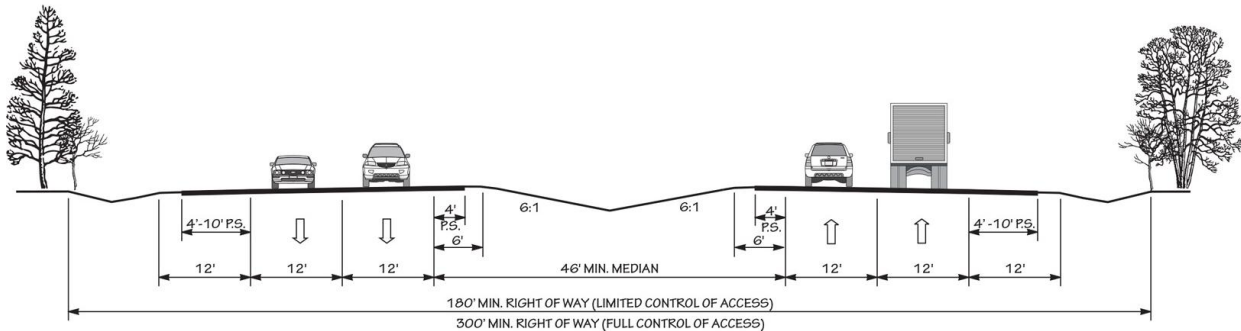


Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

Project History/Linkage to Other Plans

This project proposal was previously recommended in the Brunswick County 2010 CTP and in the Cape Fear Transportation 2040 Plan. This project proposal was submitted to SPOT 6.0.

The following STIP project is linked to this project proposal:

R-4462: US 74-76 Brunswick County at NC 87 (Maco Road). Upgrade At-grade Intersection to an Interchange.

US 74 is identified as a major road in the Wilmington MTP on page 67. US 74-76 is a STIP project (R-4462), this CTP is making recommendations for the upgrade based on this criteria.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objectives: Increase the accessibility and mobility of people and freight within the region and to other areas.

Vision Goals & Objectives Survey

This project proposal received 45 comments during the survey period. The comments mentioned general maintenance issues and the desire for wider shoulders. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: There is primarily commercial land use and some residential land use in the project proposal area.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 4 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 5 Natural Heritage Element Occurrence Feature(s)
- 3 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)

Additional Information - Title VI

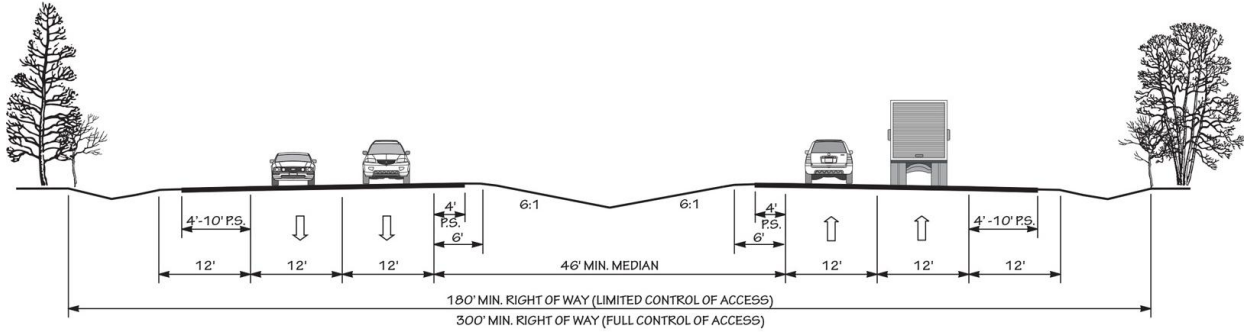
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line

Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

- Between 0% and 15% identify as Households with No Car

NC 904 (Seaside Rd)

From US 17 to NC 179

Local ID: H090804

Purpose: Congestion

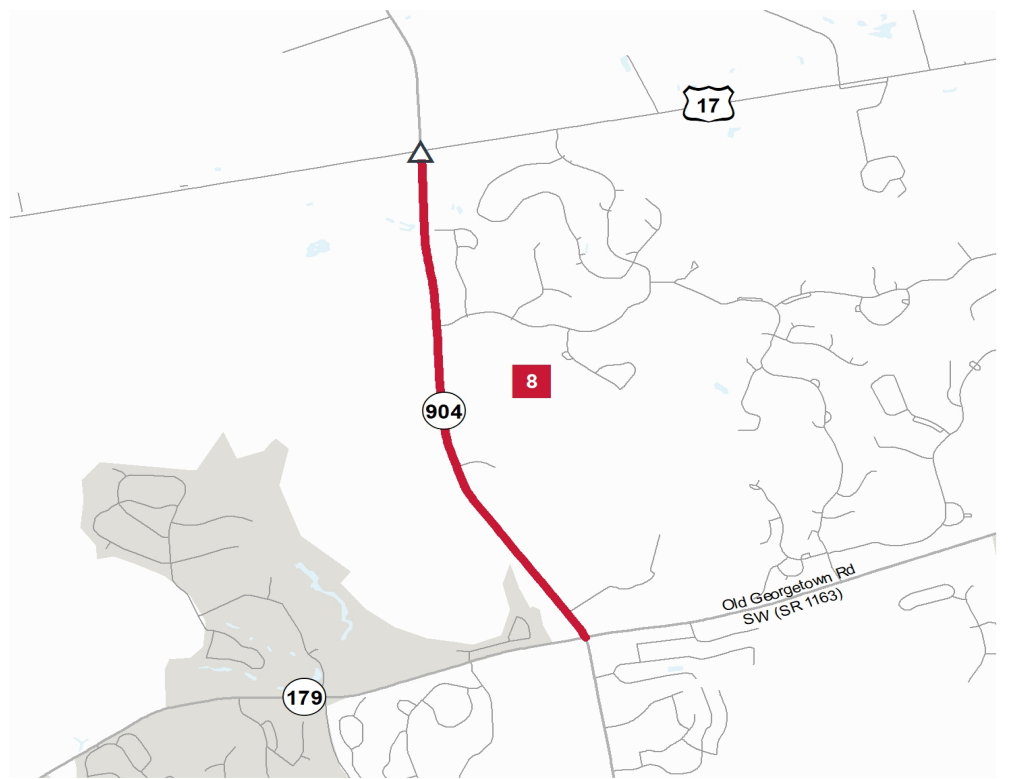
Improvement: Widening

Identified Need

Existing NC 904 from US 17 to NC 179 is projected to exceed capacity by 2045 (no-build). This project proposal would alleviate congestion and improve safety. This highway acts as a hurricane evacuation route.

Recommendation

The Project Proposal is to widen from 2-lane undivided roadway to a 4-lane divided roadway. A bike lane and sidewalk are recommended for the west side of street along NC 904 from Old Shallotte Road to NC 179.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	...	Interchange	⊙	□	■
Access Management / Operations	#	—	...	Bridge / Overpass	⊙	○	●
Modernization	#	—	...	Intersection	⊙	∟	△
Other	#	—	...				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 D
Section Options	04 G
Length (miles)	2.2
Existing ROW (feet)	60
Safety Risk Score	89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	7556-9001	15500-17500	11600-15900
<i>Capacity (vpd)</i>	14600	14600	38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	2045

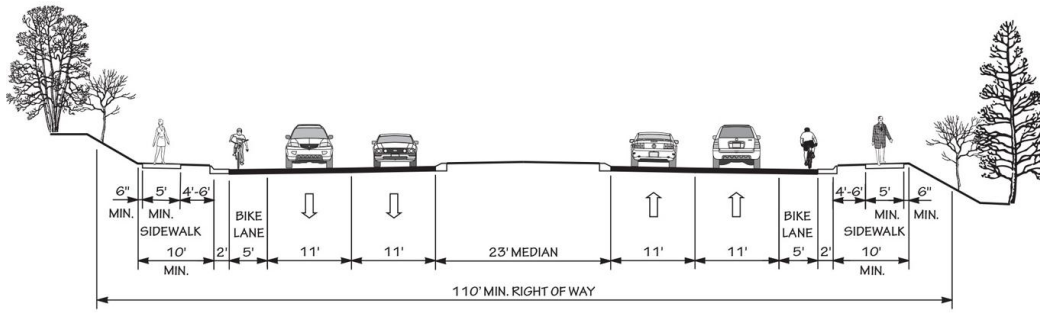


Typical Section Options:

TYPICAL SECTION No. 4D

04 G

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 35-45 MPH

Project History/Linkage to Other Plans

This recommendation is listed in the 2040 GSATS MTP (completed in 2017) under Widening Recommendations; it was also submitted to SPOT 5.0.

The following multimodal recommendation is being made along this route:

Bicycle and sidewalk proposal on west side of street along NC 904 from Old Shallotte Road to NC 179.

GSATs is currently working with the Town of Sunset Beach on creating a Corridor Study for NC 904.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Objectives: Increase the reliability, predictability, and efficiency of the transportation experience through system improvements and enhanced communication.

Objectives: Improve safety and security by enhancing the evacuation route network for natural events.

Vision Goals & Objectives Survey

This project proposal received 94 comments during the survey period. Comments included general maintenance issues, reports of accidents, and requests for bike lanes and sidewalks. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey

participants created a total of 8,387 comments.

Potential Impacts

Land Use: This project proposal is adjacent to a large subdivision, a golf course, and a campsite. Other stores/businesses are also located along both sides of the roadway.

Future housing development is expected to come into the area, specifically total of 104 housing units west of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 10 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 6 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 2 Target Local Watershed Feature(s)

Additional Information - Title VI

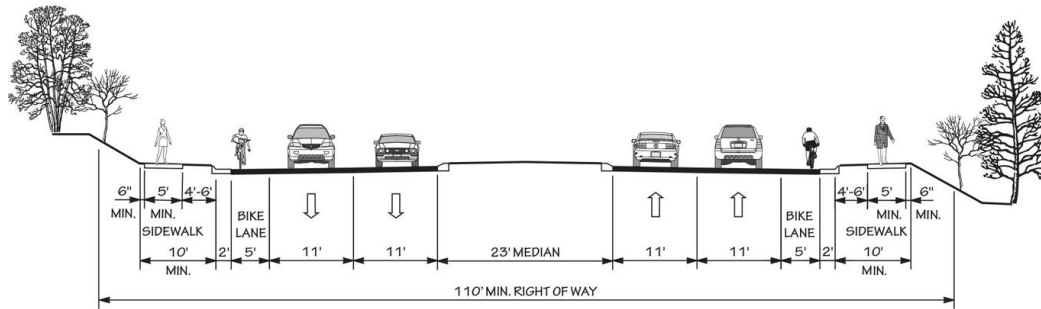
- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other

Typical Section Options:

04 G

TYPICAL SECTION No. 4D

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES, AND SIDEWALKS



POSTED SPEED 35-45 MPH

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 211

From US 17 to SR 1112 (Sunset Harbor Rd)

Local ID: H090806-A

Purpose: Congestion

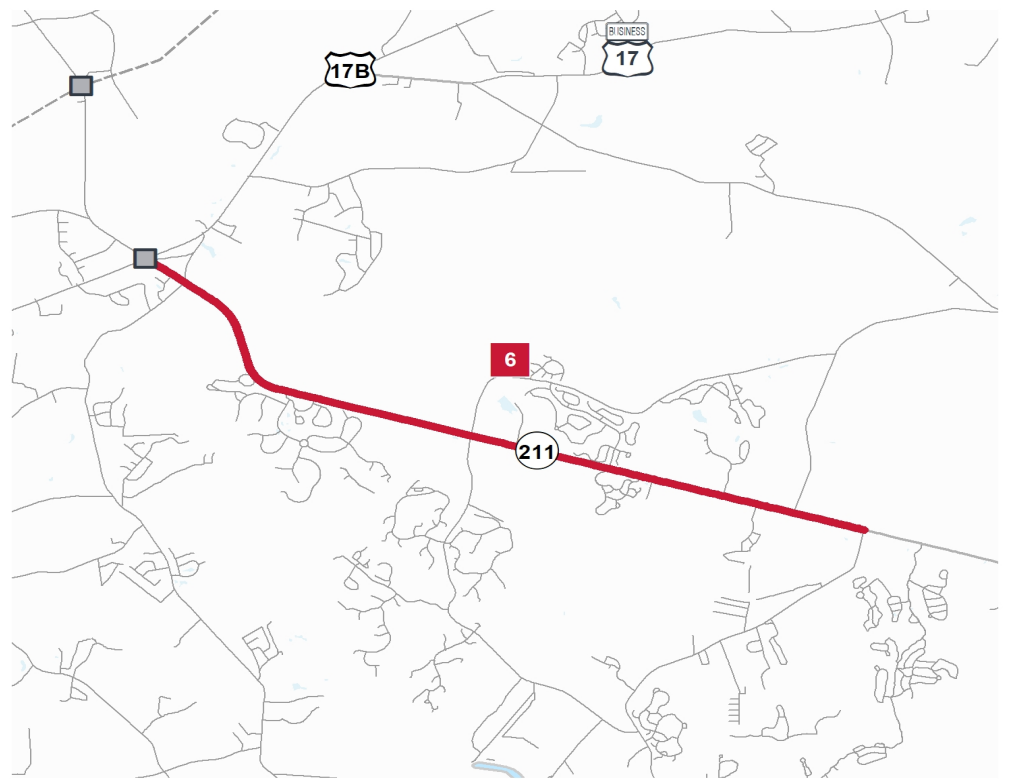
Improvement: Widening

Identified Need

NC 211 is experiencing tremendous growth, in BY and FY no-build the entire span is over capacity, in FY build portion of the road is approaching capacity.

Recommendation

The project proposal is to widen NC 211 from US 17 to SR 1112 (Sunset Harbor Rd) from 2 lanes to 4 lanes. This recommendation will improve traffic safety and operation of NC 211. NC 211 is on the East Coast Greenway Plan and a multi-use path is being recommended along this route.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊙	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊙	○	●
Modernization	#	—	---	Intersection	⊙	∟	▲
Other	#	—	---				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	04 K
Length (miles)	5.55
Existing ROW (feet)	90-150
Safety Risk Score	78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	17146-23236	22000-29100	3200-41500
<i>Capacity (vpd)</i>	15900-17200	15900-17200	49000

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017-2045
Facility will be Over Capacity (>=100%)	2045

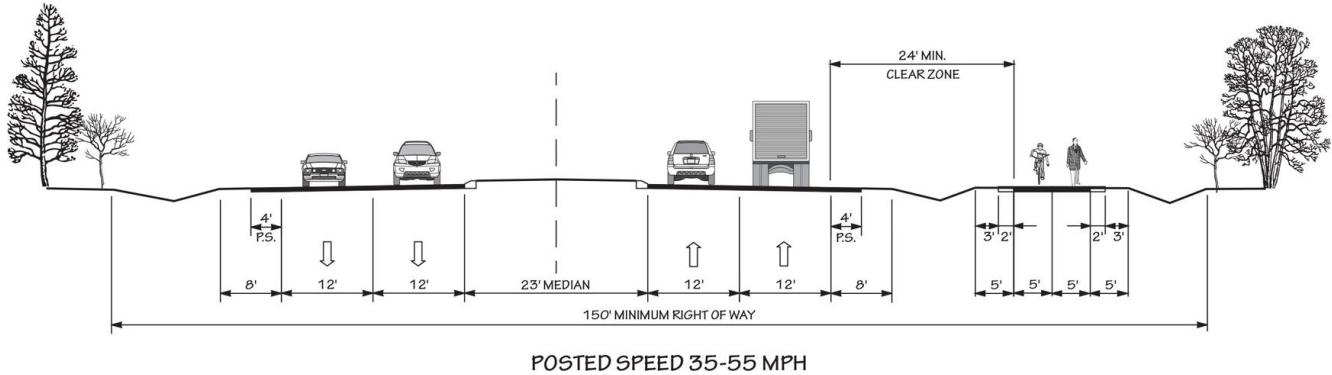


Typical Section Options:

04 K

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEWALK



Project History/ Linkage to Other Plans

The project proposal was included in the 2010 Brunswick County CTP and was submitted to SPOT 5.0 and SPOT 6.0.

The following multimodal recommendation is being made along this route:

NC 211 (North Howe Street) - Provide sidewalks/bicycle lane from East Owen Street to Doshier Hospital in Southport on east side of street. NC 211 is on the East Coast Greenway Plan as a multi-use facility (from West Bay Street to US 17). Recommendation is to construct a Multi-Use Path.

There is an interchange project at US 17 that is being submitted into the STIP as part of this project.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Vision Goals & Objectives Survey

This project proposal received 622 comments during the survey period. Improving traffic flow and widening NC 211 were some of the requests listed in the comments.

The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: There is a mix of residential and commercial land use along the NC 211 corridor.

Future housing development is expected to come into the area, specifically total of 565 housing units north of this road and 190 housing units south of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Ambient Water Quality Monitoring Site(s)
- 4 Benthic Habitat Feature(s)
- 35 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 2 Fish Nursery Area Feature(s)
- 12 Flood Hazard Area Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 15 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 24 Wetland Feature(s)
- 8 River And Stream Feature(s)
- 5 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

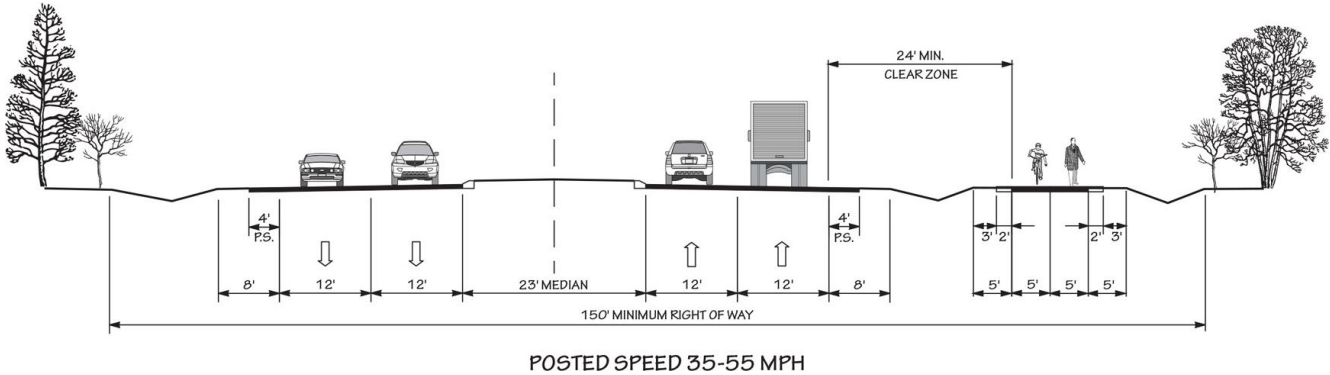
Additional Information - Title VI

Typical Section Options:

04 K

TYPICAL SECTION No. 41

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 211

SR 1112 (Sunset Harbor Rd) to NC 906 (Midway Road)

Local ID: H090806-C

Purpose: Congestion

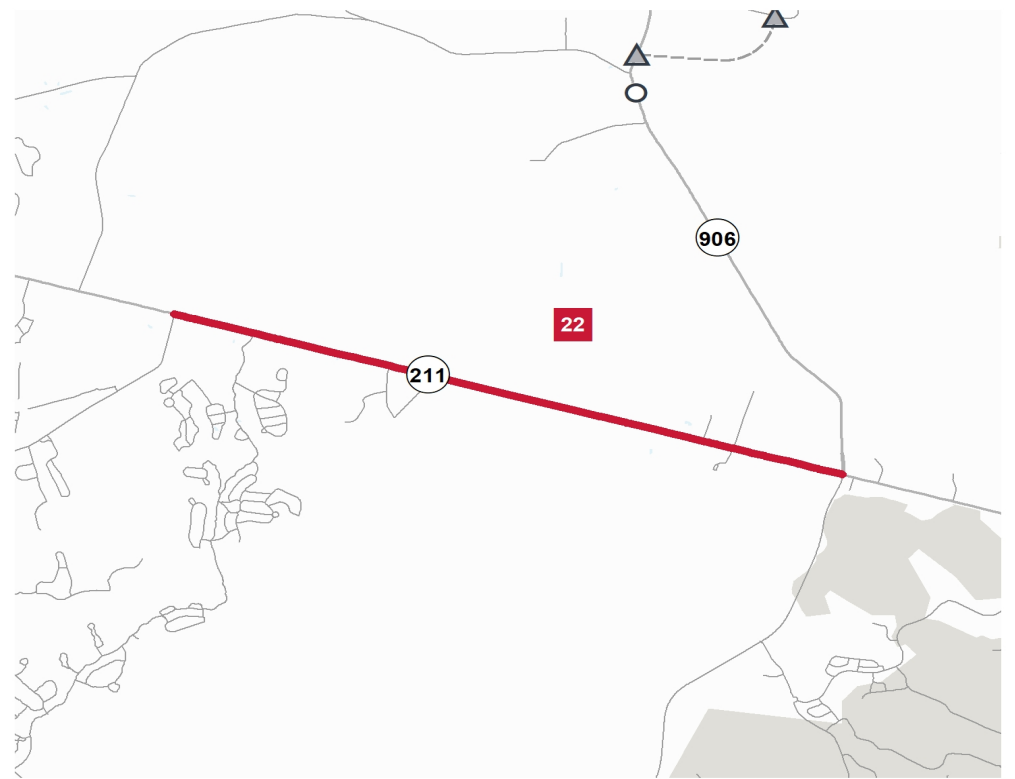
Improvement: Widening

Identified Need

The surrounding area is seeing a tremendous amount of growth and highway improvements are needed to maintain safety and operation of NC 211. NC 211 is an evacuation route.

Recommendation

The proposal is to widen NC 211 from 2 lanes to 4 lanes. This project assists with reducing congestion and improving safety. NC 211 is on the East Coast Greenway Plan and a multi-use path is recommended along this route.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	04 K
Length (miles)	3.47
Existing ROW (feet)	150
Safety Risk Score	89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	2017 Base Year		2045 Future Year	
	Existing	Without Proposal	With Proposal	
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard	
<i>Travel Lanes</i>	2	2	4	
<i>Volume (vpd)</i>	19639	24100	35700	
<i>Capacity (vpd)</i>	15900	15900	49000	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017
Facility will be Over Capacity (>=100%)	-

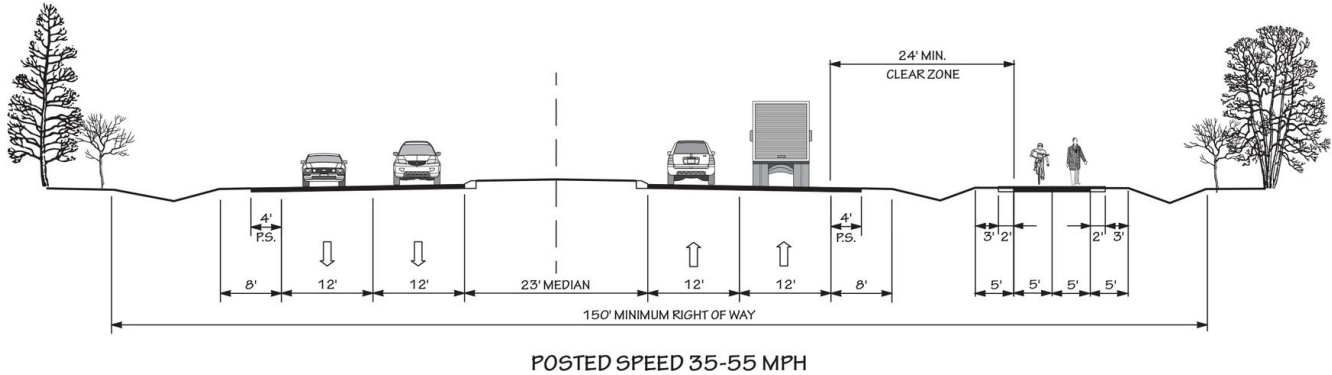


Typical Section Options:

04 K

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project History/ Linkage to Other Plans

The project proposal was included in the 2010 Brunswick County CTP and was submitted to SPOT 5.0 and SPOT 6.0.

This project is included in the 2020-2029 State Transportation Improvement Program (STIP) under TIP # R-5947.

The following multimodal recommendation is being made along this route:

NC 211 (North Howe Street) - Provide sidewalks/bicycle lane from East Owen Street to Doshier Hospital in Southport on east side of street. NC 211 is on the East Coast Greenway Plan as a multi-use facility (from West Bay Street to US 17). Recommendation is to construct a Multi-Use Path.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Vision Goals & Objectives Survey

This project proposal received 622 comments during the survey period. These comments included requests for

widening, improved roadways, wider shoulders, and a multi-use path. Several survey respondents reported experiencing congestion and accidents along the project proposal. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: There is a mix of residential and commercial land use along the project proposal area.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 16 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 7 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 11 Wetland Feature(s)
- 8 River And Stream Feature(s)
- 6 Lake And Pond Feature(s)
- 2 Target Local Watershed Feature(s)

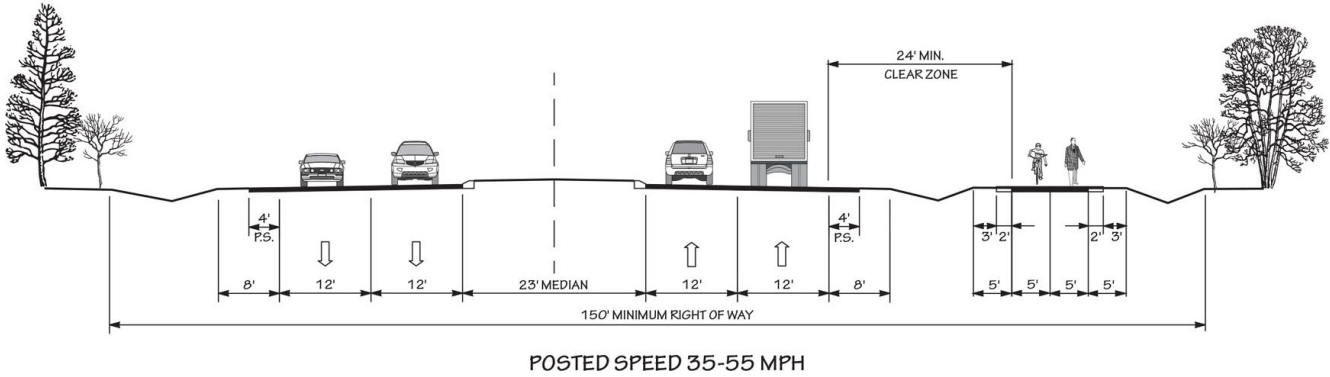
Additional Information - Title VI

- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European

Typical Section Options:
04 K

TYPICAL SECTION No. 41

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 179 (Beach Dr SW)

From South Carolina State line to SR 1163 (Old Georgetown)

Local ID: H140870

Purpose: Congestion

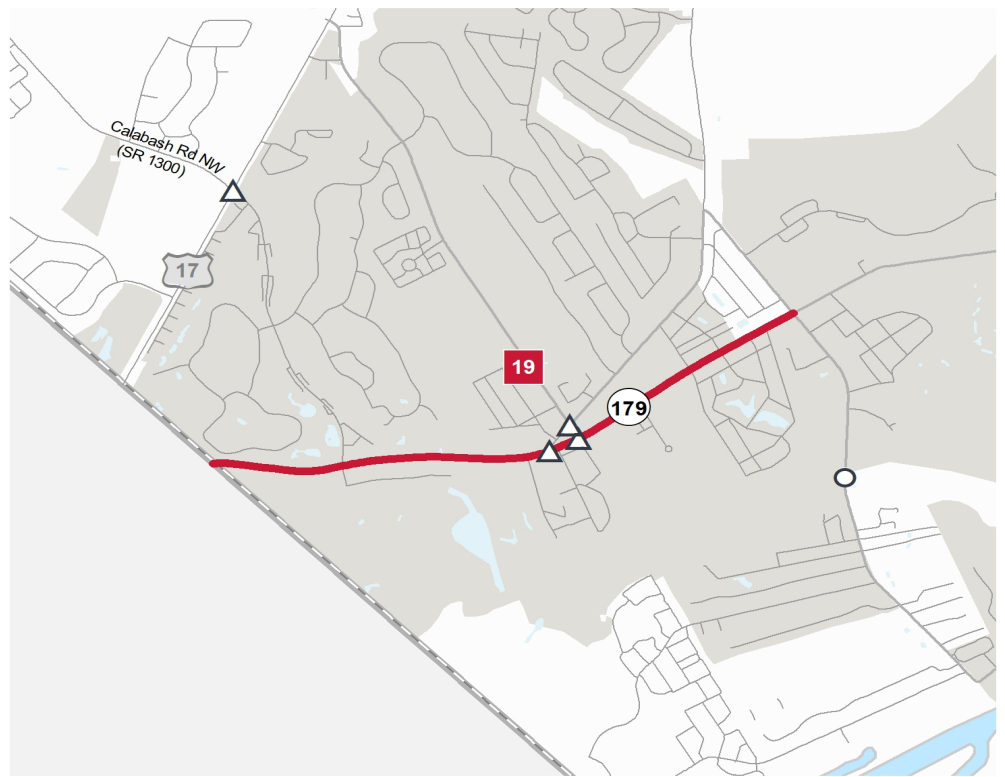
Improvement: Widening

Identified Need

Portion of this road is near capacity in BY. FY no-build projections show that this road will exceed capacity.

Recommendation

The project proposal is to widen from 3 lanes to a 4-lane divided with curb & gutter and a side path. A multi-use path is being recommended along NC 179 from the SC border to US 17 Business and is part of the East Coast Greenway Plan.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 J
Section Options	-
Length (miles)	2.15
Existing ROW (feet)	60
Safety Risk Score	67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	7020-11000	14600-28300	13700-28300
<i>Capacity (vpd)</i>	12300-13500	12300-13500	38100-39700

Capacity Data: Year

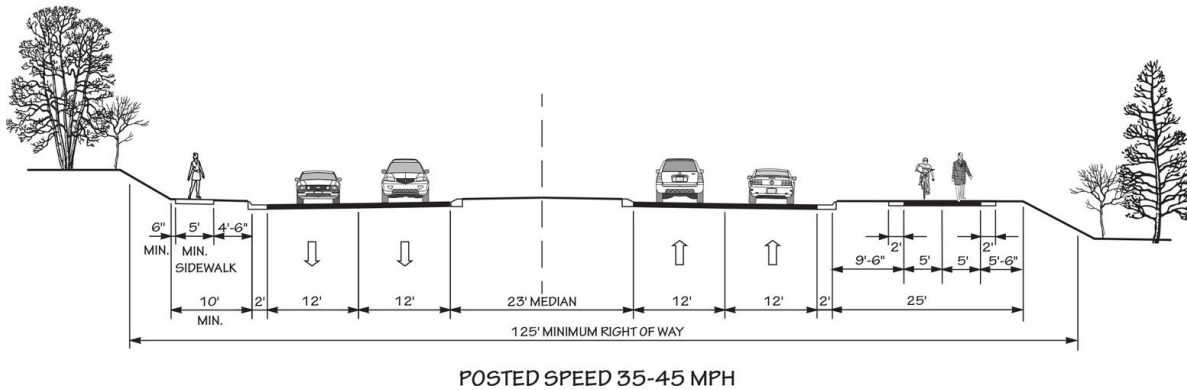
Facility will be Approaching Capacity (>80%)	2017-2045
Facility will be Over Capacity (>=100%)	2017



Typical Section Options:

TYPICAL SECTION No. 4J

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



Project History/ Linkage to Other Plans

This recommendation is listed in the 2040 GSATS MTP (completed in 2017) under North Carolina - Project Recommendations and was submitted to SPOT 5.0.

GSATs has indicated that since there are no significant ROW constraints (particularly from Country Club Dr to Clariday Rd), the MPO has submitted a SPOT proposal to install a raised median and provide designated turning lanes. Refer to the following for more information: SPOT ID - H191992.

The following multimodal recommendation is being made along this route:

Multi-use path: NC 179 from the South Carolina border to US 17 Business. This route is along the East Coast Greenway Plan and therefore is being recommended as an on-road multi-use lane on south side of the road. Refer to the East Coast Greenway Plan and the adopted Cape Fear Regional Bicycle Plan for further information.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Vision Goals & Objectives Survey

This project proposal received 61 comments during the survey period. Comments included reports of congestion and the desire for intersection improvements and multimodal options. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: Lodging, restaurants, other businesses, and residential communities exist along both sides of the roadway.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 4 Natural Heritage Element Occurrence Feature(s)
- 4 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)

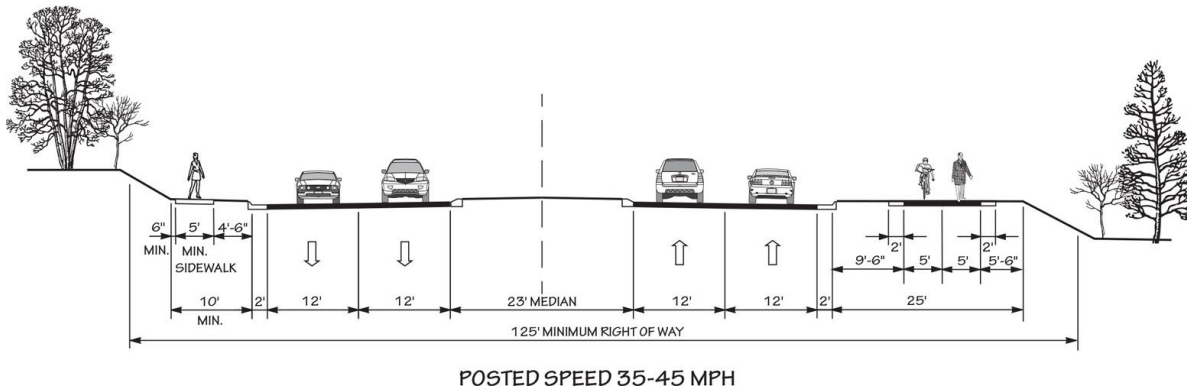
Additional Information - Title VI

- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 5% identify as Hispanic and Latino

Typical Section Options:

TYPICAL SECTION No. 4J

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 179 BUS

From US 17 BUS to SR 1184 (Ocean Isle Beach Rd)

Local ID: H140888

Purpose: Congestion

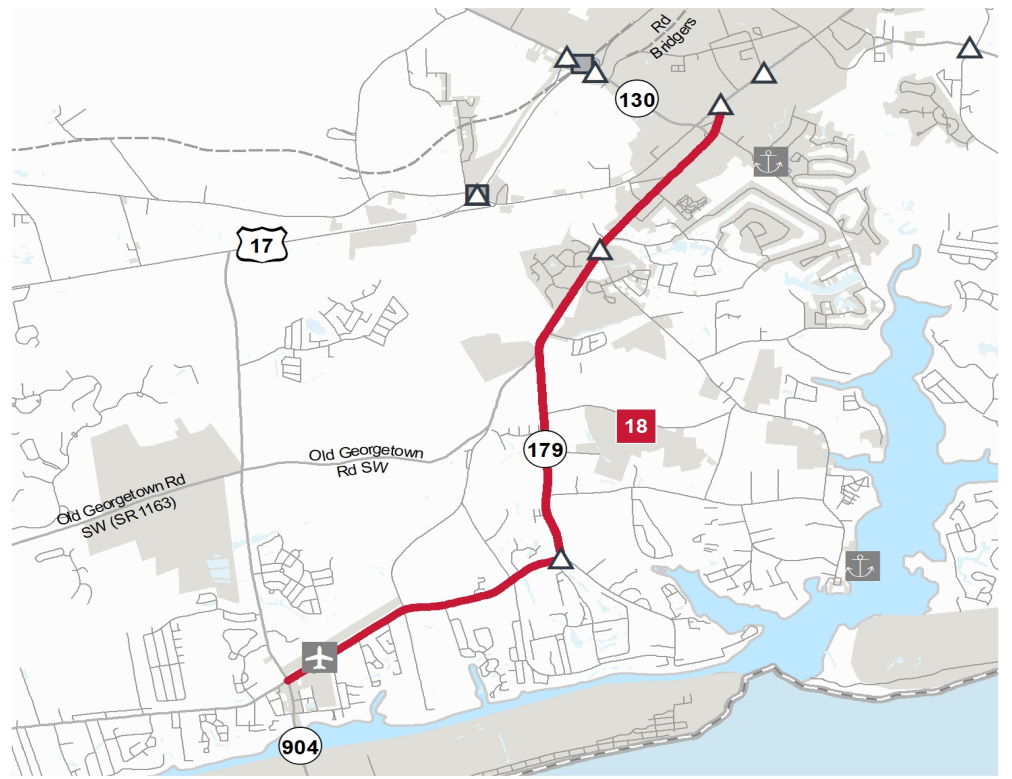
Improvement: Widening

Identified Need

NC 179 is a fast-growing corridor. Portions of NC 179 are nearing and over capacity in BY, FY no-build and FY build scenarios.

Recommendation

The proposal is to widen to 4 lanes with paved shoulders and a side path. The existing roadway has 2 and 3-lane sections. A multi-use path is being recommended along NC 179 from the South Carolina border to US 17 Business and is part of the East Coast Greenway Plan.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊙	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊙	○	●
Modernization	#	—	---	Intersection	⊙	∟	▲
Other	#	—	---				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	04 K
Length (miles)	6.31
Existing ROW (feet)	60-220
Safety Risk Score	89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	3021-14524	4900-21000	1100-29900
<i>Capacity (vpd)</i>	11100-16600	11100-16600	28100-38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017-2045
Facility will be Over Capacity (>=100%)	2017-2045

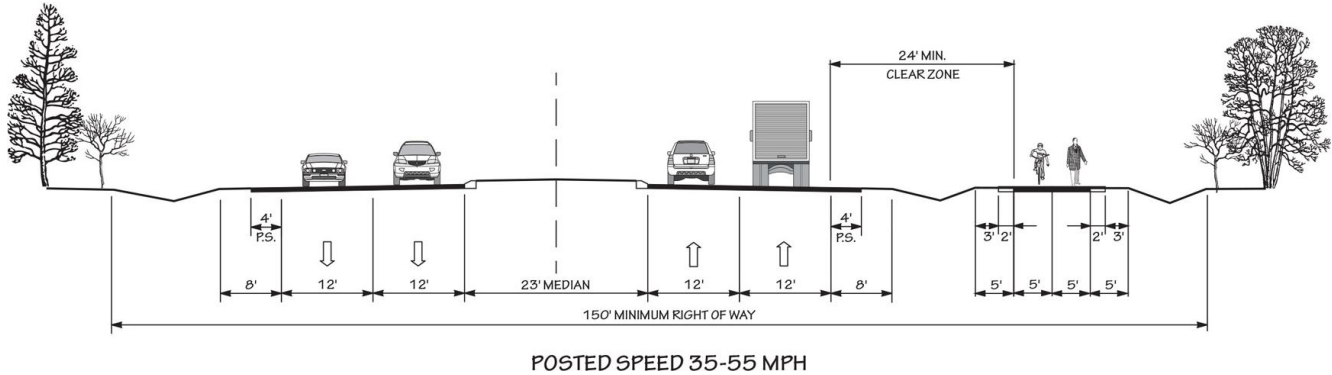


Typical Section Options:

04 K

TYPICAL SECTION No. 41

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project History/ Linkage to Other Plans

This project proposal is listed in the 2040 GSATS MTP under widening recommendations for North Carolina and was submitted to SPOT 5.0.

The following multimodal recommendation is being made along this route:

Multi-use path along NC 179 from the South Carolina border to US 17 Business. This route is along the East Coast Greenway Plan and therefore is being recommended as an on-road multi-use lane on south side of the road. Refer to the East Coast Greenway Plan and the adopted Cape Fear Regional Bicycle Plan for further information.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Goal: Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Vision Goals & Objectives Survey

The project proposal received 134 comments during the survey period. Many survey respondents pointed out locations of congestion as well as the desire for bicycle and pedestrian accommodations. The survey was launched on March 10, 2021, and closed on June 11,

2021 . There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impacts

Land Use: There is an airport, a school, and a golf course located along the project proposal. Additionally, there are several housing developments along the project proposal.

Future housing development is expected to come into the area, specifically total of 449 housing units east of this road.

Future housing development is expected to come into the area, specifically total of 555 housing units east of this road and 330 housing units west of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

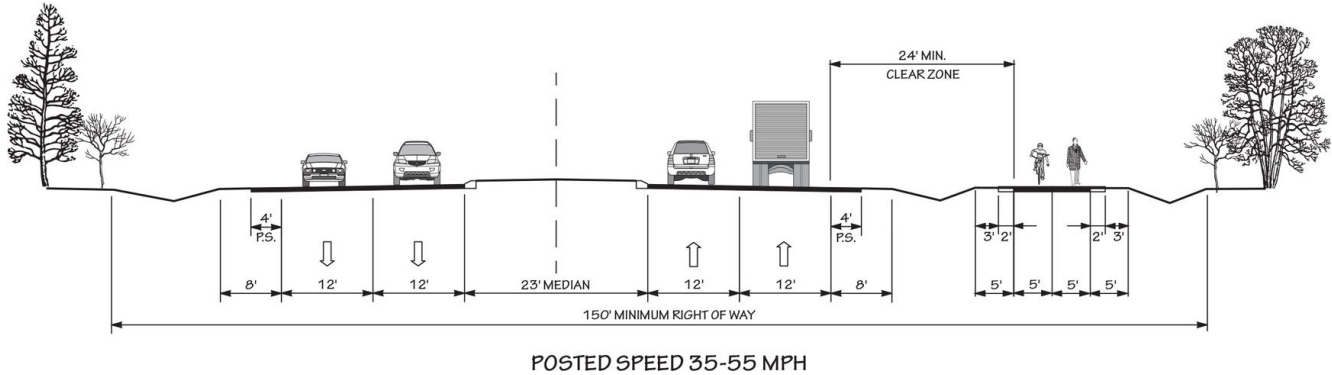
- 8 Benthic Habitat Feature(s)
- 28 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 6 Fish Nursery Area Feature(s)
- 6 Flood Hazard Area Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 1 Managed Area Feature(s)
- 1 Mitigation Point(s)
- 5 Natural Heritage Element Occurrence Feature(s)
- 17 Wetland Feature(s)
- 7 River And Stream Feature(s)
- 4 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)

Typical Section Options:

04 K

TYPICAL SECTION No. 41

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 35-55 MPH

- 2 Target Local Watershed Feature(s)
- Additional Information - Title VI*
- Between 50% and 100% identify as 65+
 - Between 0% and 25% identify as African American
 - Between 0% and 5% identify as Asian
 - Between 5% and 15% identify as Hispanic and Latino
 - 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
 - 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
 - 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
 - Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
 - Between 5% and 15% identify as Native American
 - Between 1% and 5% identify as Some Other Race
 - Between 5% and 10% identify as Two of More Races
 - Between 25% and 50% identify as Below Poverty Line
 - Between 0% and 15% identify as Households with No Car

NC 130 (Holden Beach Rd)

From SR 1357 (Smith Ave) to the end of State Maintenance

Local ID: H141126

Purpose: Congestion

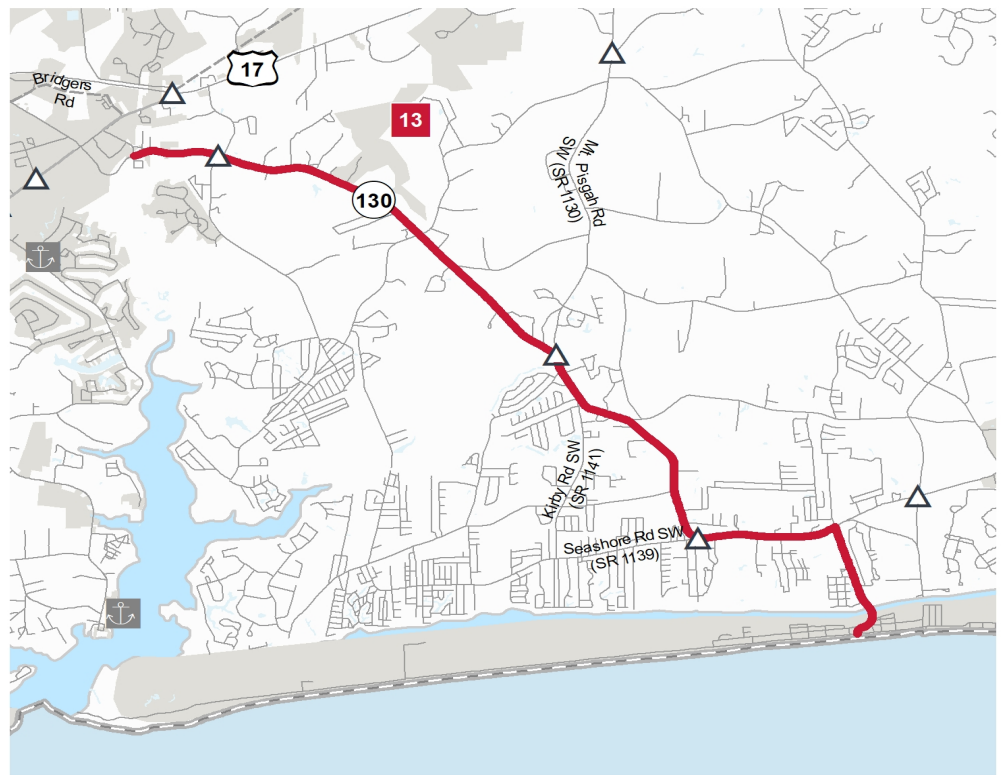
Improvement: Widening

Identified Need

Currently, NC 130 is a 2-lane highway, portions of BY and FY no-build are both near and over capacity.

Recommendation

The project proposal is to widen NC 130 to 4 lanes. The current roadway is 2 and 3 lanes. A multi-use path is recommended from Shell Point Rd to Shallotte Crossing Parkway and bike lanes from Shell Point Rd to Sabbath Home Rd SW. Refer to Cape Fear Regional Bicycle Plan and East Coast Greenway Plan.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	⋯	Interchange	⊙	□	■
Access Management / Operations	#	—	⋯	Bridge / Overpass	⊙	○	●
Modernization	#	—	⋯	Intersection	⊙	∟	△
Other	#	—	⋯				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	04 K , 04 B, 04 E
Length (miles)	8.47
Existing ROW (feet)	60-180
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	2329-15120	3700-25900	3700-28000
Capacity (vpd)	13300-13900	13300-13900	39700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017-2045
Facility will be Over Capacity (>=100%)	2045

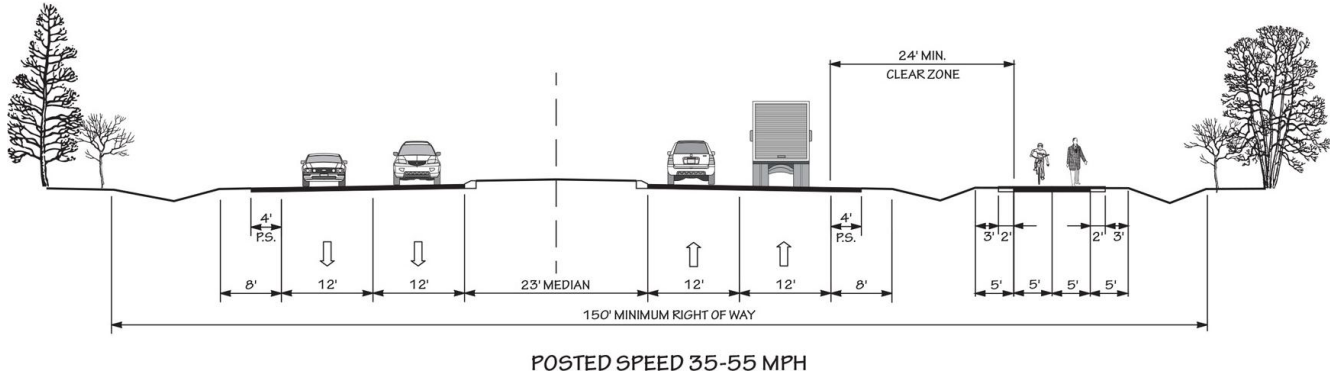


Typical Section Options:

04 K , 04 B, 04 E

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project History/ Linkage to Other Plans

This recommendation was submitted to SPOT 5.0 and was listed in the 2040 GSATS MTP under widening recommendations for North Carolina.

The following multimodal recommendations are being made along this route:

Multi-use proposal along NC 130 from Shell Point Road to Shallotte Crossing Parkway. This path is along the East Coast Greenway that connects 15 states and 450 cities and towns for 3,000 miles from Maine to Florida to foster safe walking and biking route. Refer to the plan for further information.

Bike recommendation along NC 130 from Longwood Road to US 17 Bus. This route is heavily used by cyclists and is recommended on the Cape Fear Regional Bicycle Plan as a proposed off-road regional bicycle network. Refer to the adopted Cape Fear Regional Bicycle Plan for more information.

*A cross section with paved shoulders is recommended to accommodate for bike lanes.

There is a pending corridor study along the Holden Beach Causeway portion of NC 130. GSATS is in coordination with Brunswick County to develop this corridor study.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity, and operations.

Goal: Provide an integrated transportation network that encourages use of all modes by offering travel choices that are accessible to all segments of the region's population.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Objectives: Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability.

Vision Goals & Objectives Survey

There were 92 comments concerning this project proposal during the survey period. These comments mentioned congestion, maintenance issues and pedestrian safety concerns. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impacts

Land Use: There is a mix of residential and commercial land use along the project proposal. Future housing development is expected to come into the area, specifically total of 449 housing units east of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

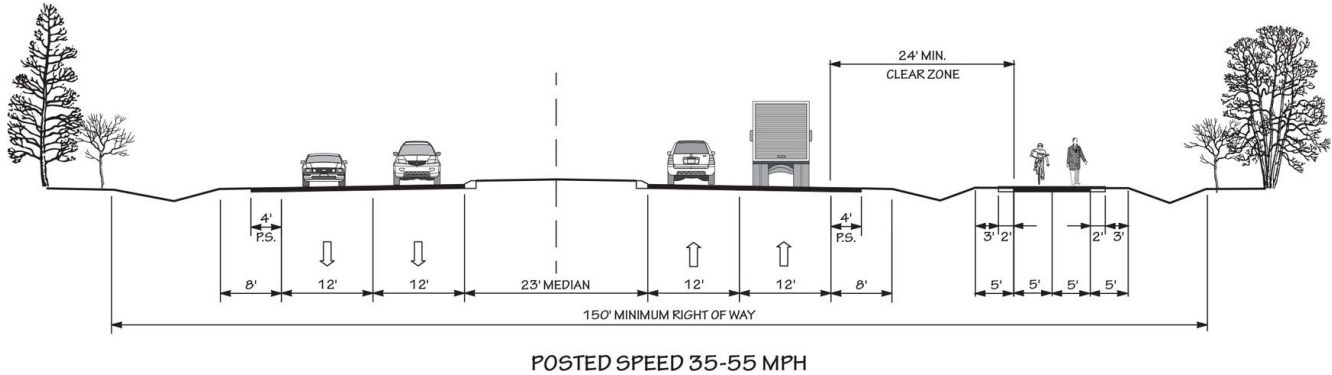
- 1 Beach And Waterfront Access Feature(s)
- 7 Benthic Habitat Feature(s)
- 21 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 4 Fish Nursery Area Feature(s)

Typical Section Options:

04 K , 04 B, 04 E

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



- 33 Flood Hazard Area Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 2 Impaired Waters Line Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 2 Major River Feature(s)
- 2 Managed Area Feature(s)
- 10 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 29 Wetland Feature(s)
- 9 River And Stream Feature(s)
- 7 Lake And Pond Feature(s)
- 3 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Additional Information - Title VI

- Between 50% and 100% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American

- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

NC 130 (Whiteville Rd)

From SR 1320 (McMilly Rd) to NC 179 (Village Rd)

Local ID: H141142

Purpose: Congestion

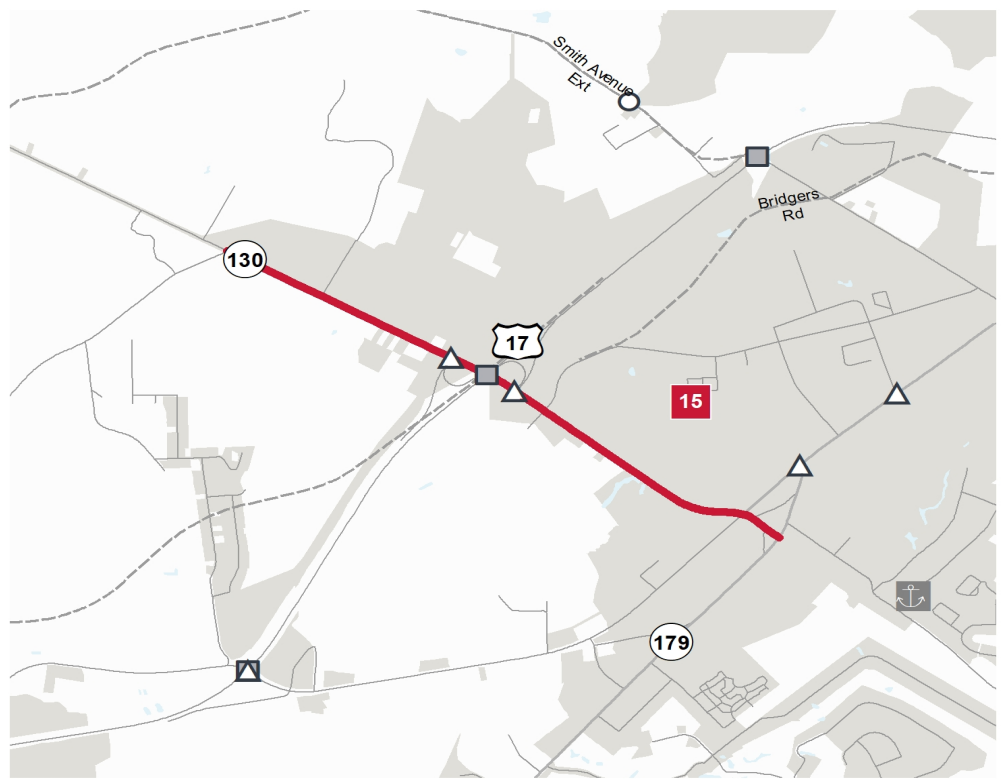
Improvement: Widening

Identified Need

The current facility is a 2-lane highway, portions of BY and FY no-build was near and over capacity .

Recommendation

The recommendation is to widen NC 130 to 4 lanes from McMilly Road (SR 1320) to Village Road (NC 179) to improve safety and traffic flow. A multi-use path, bicycle lanes and sidewalks are being recommended along NC 130. Refer to the Cape Fear Regional Bicycle Plan and East Coast Greenway Plan.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	...	Interchange	⊙	□	■
Access Management / Operations	#	—	...	Bridge / Overpass	⊙	○	●
Modernization	#	—	...	Intersection	⊙	∟	△
Other	#	—	...				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 B
Section Options	04 E, 04 I, 04 K
Length (miles)	2.02
Existing ROW (feet)	60-100
Safety Risk Score	89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	3807-10906	9100-16700	7700-15000
<i>Capacity (vpd)</i>	12300-14500	12300-14500	38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	2045

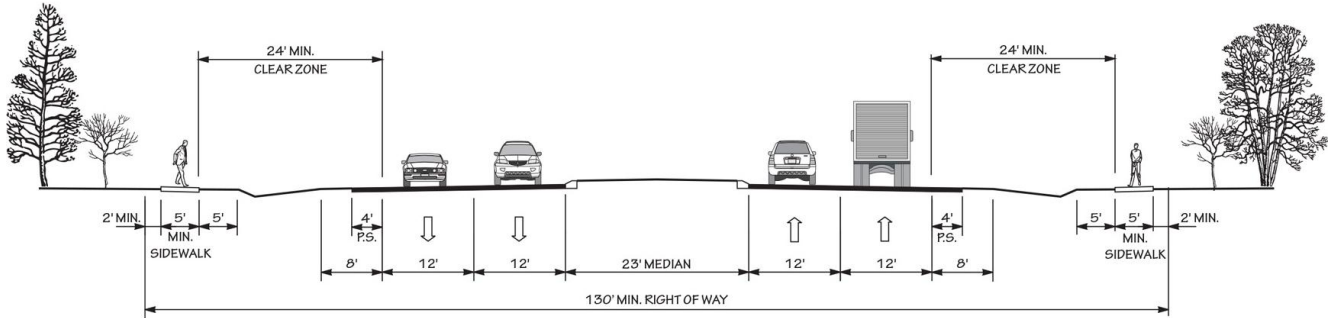


Typical Section Options:

04 E, 04 I, 04 K

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

Project History/Linkage to Other Plans

This recommendation is included in the 2040 GSATs MTP under widening recommendations for North Carolina; it was also submitted to SPOT 5.0.

The following multimodal recommendations are being made along this route:

Multi-use path: NC 179 from the South Carolina border to US 17 Business. This route is along the East Coast Greenway Plan and therefore is being recommended as an on-road multi-use lane on south side of the road. Refer to the East Coast Greenway Plan and the adopted Cape Fear Regional Bicycle Plan for further information.

Bike recommendation along NC 130 from Longwood Road to US 17 Bus. This route is heavily used by cyclists and is recommended on the Cape Fear Regional Bicycle Plan as a side path. The steering committee has decided that both a sidewalk and bicycle lane are needed along this road that serve the regional bicycle plan. Refer to the adopted Cape Fear Regional Bicycle Plan for more information.

*A cross section with paved shoulders is recommended to accommodate for bike lanes.

CTP Goal Analysis

This project supports the following goals and objectives:

Goals: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Vision Goals & Objectives Survey

This recommendation received 71 comments during the survey period. Comments mentioned congestion and

roadway maintenance issues. Survey respondents also made requests for widening the roadway and multimodal options. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants created a total of 8,387 comments.

Potential Impacts

Land Use: Land use is primarily commercial. West Brunswick High School is also located along the project proposal.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Benthic Habitat Feature(s)
- 7 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 9 Flood Hazard Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 4 Natural Heritage Element Occurrence Feature(s)
- 21 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Additional Information - Title VI

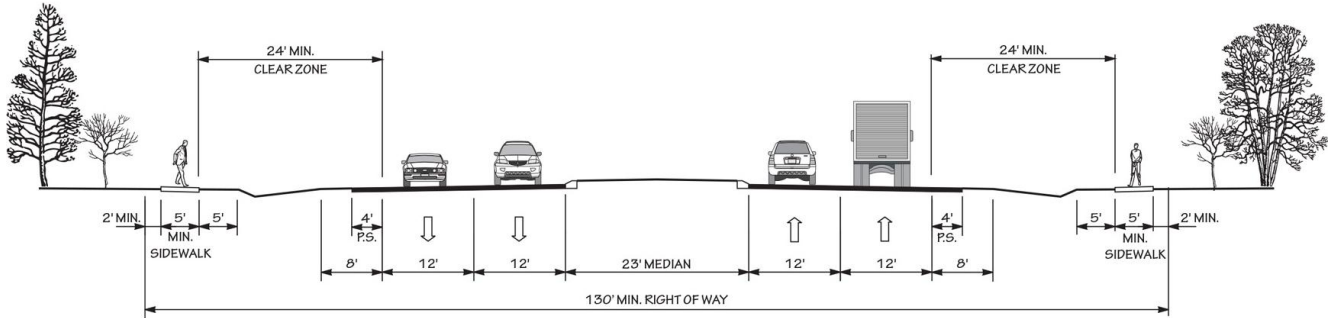
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian

Typical Section Options:

04 E, 04 I, 04 K

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 179 (Beach Dr SW)

From NC 904 (Seaside Rd) to SR 1184 (Ocean Isle Beach Rd)

Local ID: H141146

Purpose: Congestion

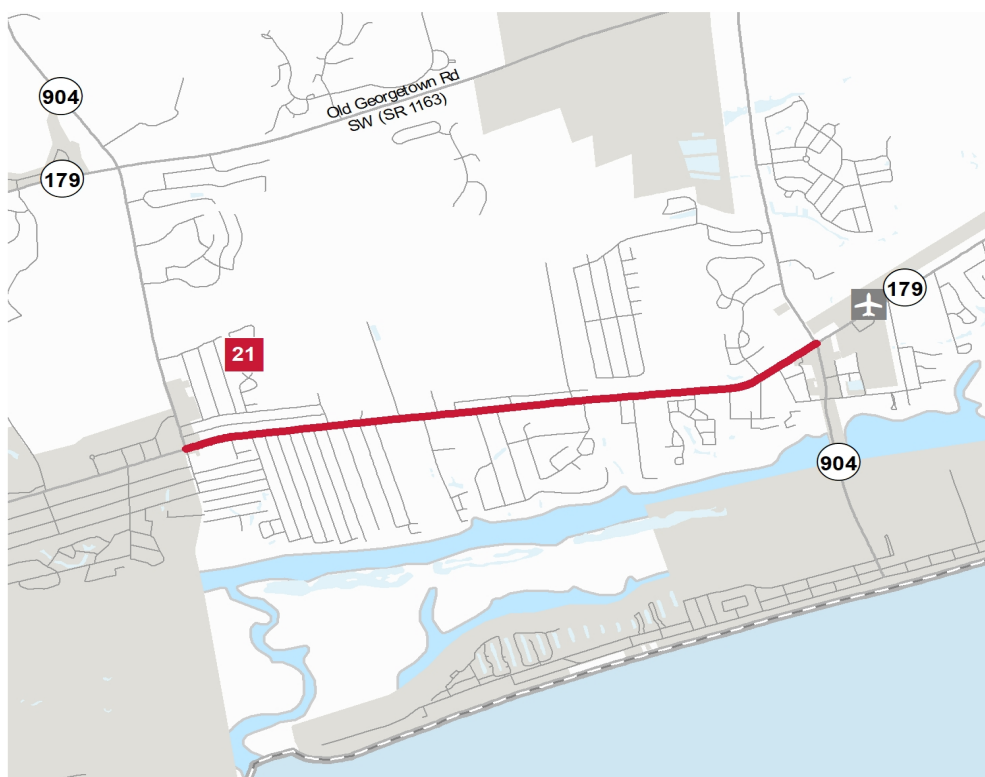
Improvement: Widening

Identified Need

FY no-build projections show traffic volumes nearing and over capacity by 2045.

Recommendation

The project proposal is to widen from 2 lanes with a two-way left turn lane to a 4-lane divided roadway with paved shoulders and a side path. A multi-use path is being recommended NC 179 from the South Carolina border to US 17 Business and is part of the East Coast Greenway Plan.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	02 L
Length (miles)	2.74
Existing ROW (feet)	60
Safety Risk Score	78

Proposal Data:	2017 Base Year		2045 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare	Major Thoroughfare	Major Thoroughfare	Boulevard
Travel Lanes	2-lane	2	2	4
Volume (vpd)	7208-9358	11800-14300	11400-13600	
Capacity (vpd)	14000-14500	14000-14500	14000-14500	38100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	2017-2045
Facility will be Over Capacity (>=100%)	2017

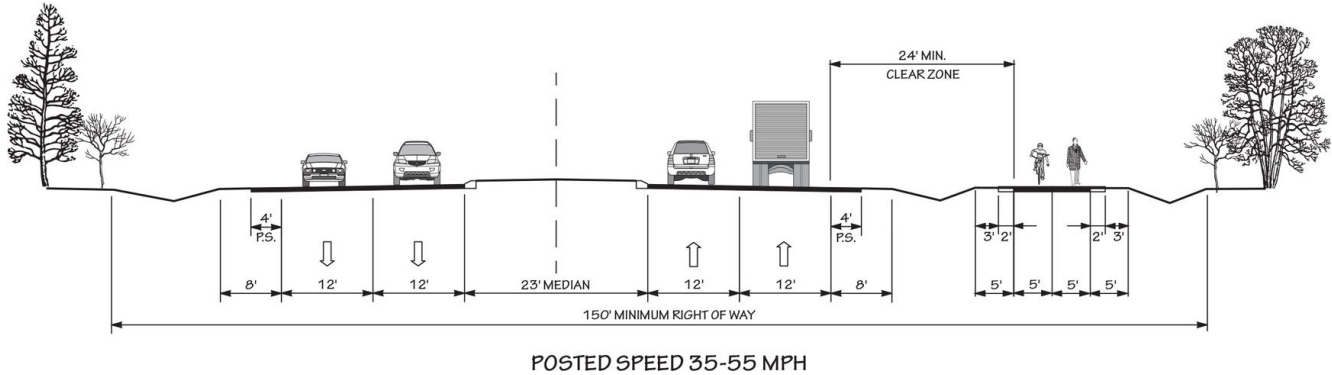


Typical Section Options:

02 L

TYPICAL SECTION No. 41

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Plans

This recommendation is listed as a project in the 2040 GSATS MTP and was also submitted to SPOT 5.0.

The following multimodal recommendation is being made along this route:

Multi-use path: NC 179 from the South Carolina border to US 17 Business. This route is along the East Coast Greenway Plan and therefore is being recommended as an on-road multi-use lane on south side of the road. Refer to the East Coast Greenway Plan and the adopted Cape Fear Regional Bicycle Plan for further information.

CTP Goals Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Vision Goals & Objectives Survey

This project proposal received 61 comments during the survey period. The comments mentioned congestion issues, and the need for more sidewalks or a multiuse path and crosswalk markings. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: There is a mix of residential and commercial land use along this facility. This road falls in the Ocean Isle Beach area of Brunswick County. Future land use will be a combination of mixed use and residential according

to the Town of Ocean Isle Beach 2017 Land Use Plan. Future housing development is expected to come into the area, specifically total of 28 housing units south of this road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 2 Target Local Watershed Feature(s)

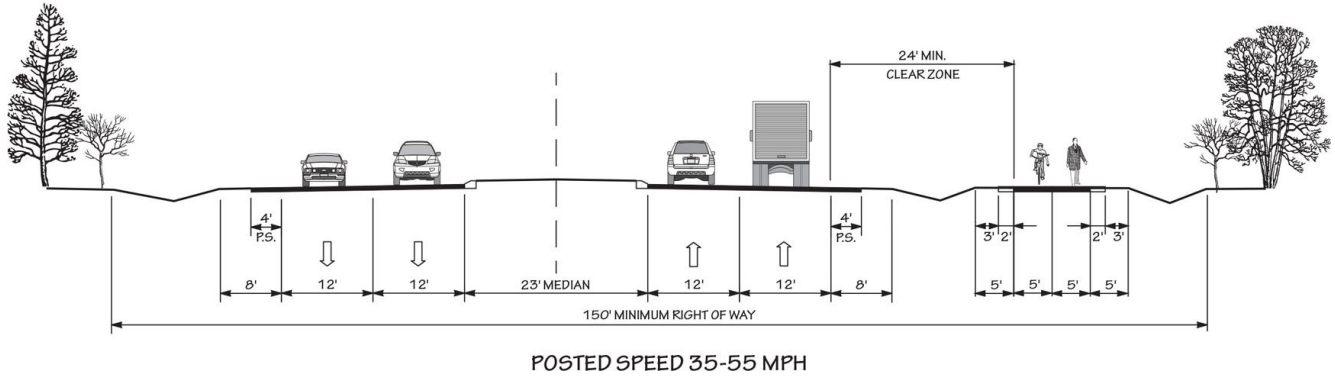
Additional Information - Title VI

- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 15% and 25% identify as Below Poverty Line

Typical Section Options:
02 L

TYPICAL SECTION No. 41

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



- Between 0% and 15% identify as Households with No Car

NC 179 (Old Georgetown Rd)

From NC 904 (Seaside Rd) to NC 179 BUS (Beach Dr)

Local ID: H141156

Purpose: Safety

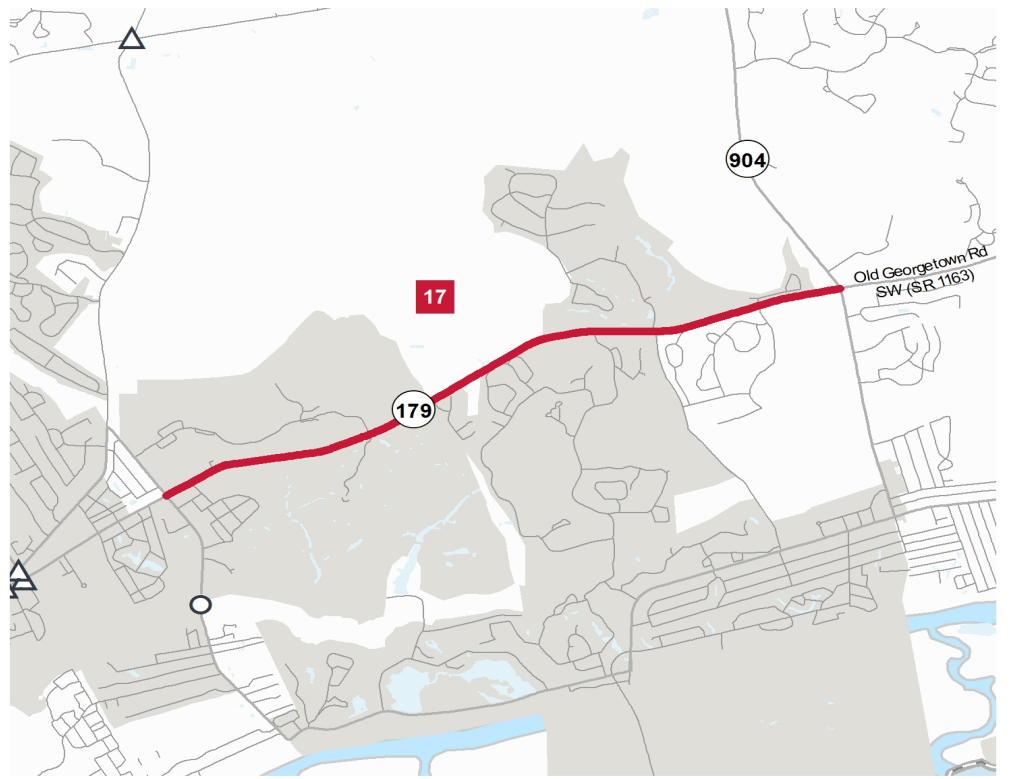
Improvement: Widening

Identified Need

This is a rapidly growing corridor. Portions of the road are nearing capacity in BY and over capacity in FY no-build.

Recommendation

The project proposal is to widen from 2 lanes undivided to a 4 lane divided roadway with paved shoulders and a side path. A multi-use path is being recommended along NC 179 from the South Carolina border to US 17 Business and is part of the East Coast Greenway Plan.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	04 K
Length (miles)	3.76
Existing ROW (feet)	60
Safety Risk Score	89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	9323-11909	17500-21400	15100-17400
Capacity (vpd)	12800-14600	12800-14600	38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017-2045
Facility will be Over Capacity (>=100%)	2045

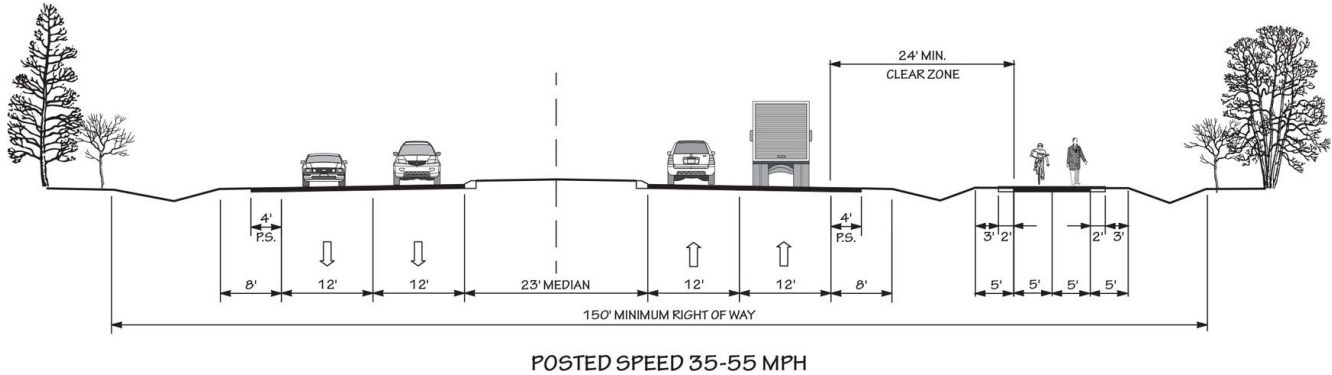


Typical Section Options:

04 K

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project History/ Linkage to Other Plans

This project is listed as a recommendation in the 2040 GSATS MTP and was submitted to SPOT 5.0 and 6.0.

The following multimodal recommendation is being made along this route:

Multi-use path along NC 179 from the South Carolina border to US 17 Business. This route is along the East Coast Greenway Plan and therefore is being recommended as an on-road multi-use lane on south side of the road. Refer to the East Coast Greenway Plan and the adopted Cape Fear Regional Bicycle Plan for further information.

CTP Goals Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Vision Goals & Objectives Survey

This project proposal received 61 comments during the survey period. The comments included reports of roadway maintenance issues and safety concerns. Comments requested intersection improvements and the addition of bicycle and pedestrian facilities. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: There is a mix of residential, mixed, and recreational land use along the project proposal area. This facility is adjacent to Sandpiper Bay Golf & Country Club, Sea Trail Golf Resort & Convention Center and Jaguars Lair Golf Course and provides access to these areas.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 15 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 3 Natural Heritage Element Occurrence Feature(s)
- 20 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)

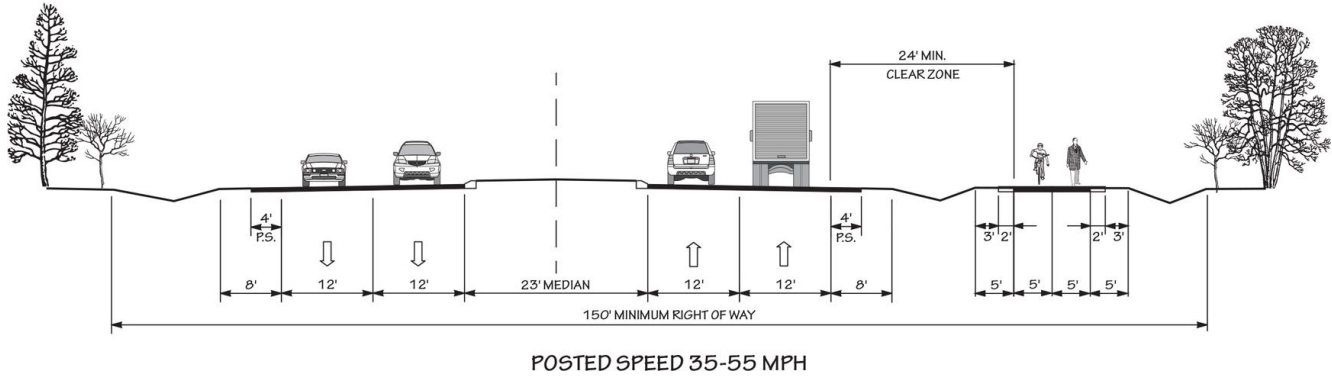
Additional Information - Title VI

- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other

Typical Section Options:
04 K

TYPICAL SECTION No. 41

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Bridgers Rd Extension

From SR 1349 (Bridgers Rd) to US 17 BUS (Main St)

Local ID: H141158

Purpose: Mobility

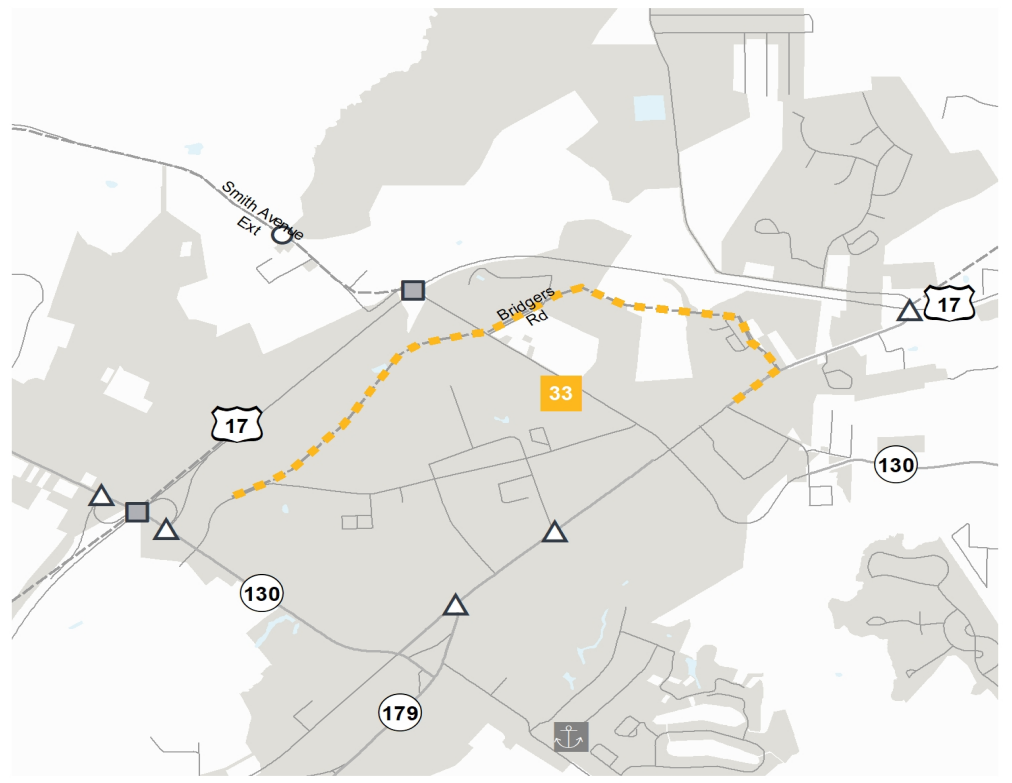
Improvement: New Location

Identified Need

This alternative route would relieve traffic from US 17 Business (Main St) and create easier access to Bridgers Road.

Recommendation

The proposal is to construct a new 2-lane roadway extending from Bridgers Rd to create a connection with US 17 Business (Main St). Bike lanes and sidewalks are recommended along Bridgers Rd extension and this is a solution to the top 5 public input priorities from the 2018 Shallotte Land Use Plan.



Proposal At A Glance

Highway Class	Other
Facility Type	Minor Thoroughfare
Typical Section	02 D
Section Options	-
Length (miles)	2.23
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

New Location	2017 Base Year		2045 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	-	-	Minor Thoroughfare	
Travel Lanes	-	-	2	
Volume (vpd)	-	-	1100	
Capacity (vpd)	-	-	14100	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

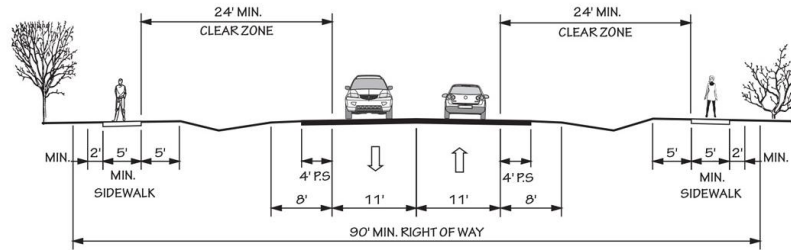


Typical Section Options:

None

TYPICAL SECTION No. 2D

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project History/ Linkage to Other Plans

This project was submitted to SPOT 6.0 and is not listed in any CTP or MTP.

The following multimodal recommendation is being made along this route:

Bicycle Lanes and Sidewalks along Main St/Bridger Rd Extension Loop from US 17 Bus to Copas Rd SW. This will alleviate traffic and boost economic growth in Shallotte, this proposal is a solution to the top 5 public input priorities from the 2018 Shallotte Land Use Plan. This road is over capacity in future year in the TDM.

*A cross section with paved shoulders is recommended to accommodate for bike lanes.

CTP Goal Analysis

This project supports the following goals and objectives:

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Expand and maintain a network of bicycle, pedestrian, and transit facilities that connects homes, activity centers, and complementary amenities.

Vision Goals & Objectives Survey

This roadway received 2 comments during the survey period. These comments were requests for sidewalks. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: Existing land is vacant with some public/semi-public, office and institutional and multi

family residential areas. Future land use is planned to be high density residential in the project proposal area.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 7 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 3 Flood Hazard Area Feature(s)
- 1 Managed Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 7 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)

Additional Information - Title VI

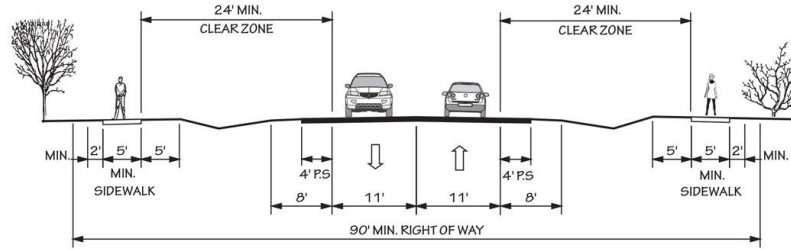
- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American

Typical Section Options:

None

TYPICAL SECTION No. 2D

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 25-45 MPH

- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Antenna Farm Rd

From NC 87 to NC 906 (Midway Rd)

Local ID: H150504

Purpose: System Linkage

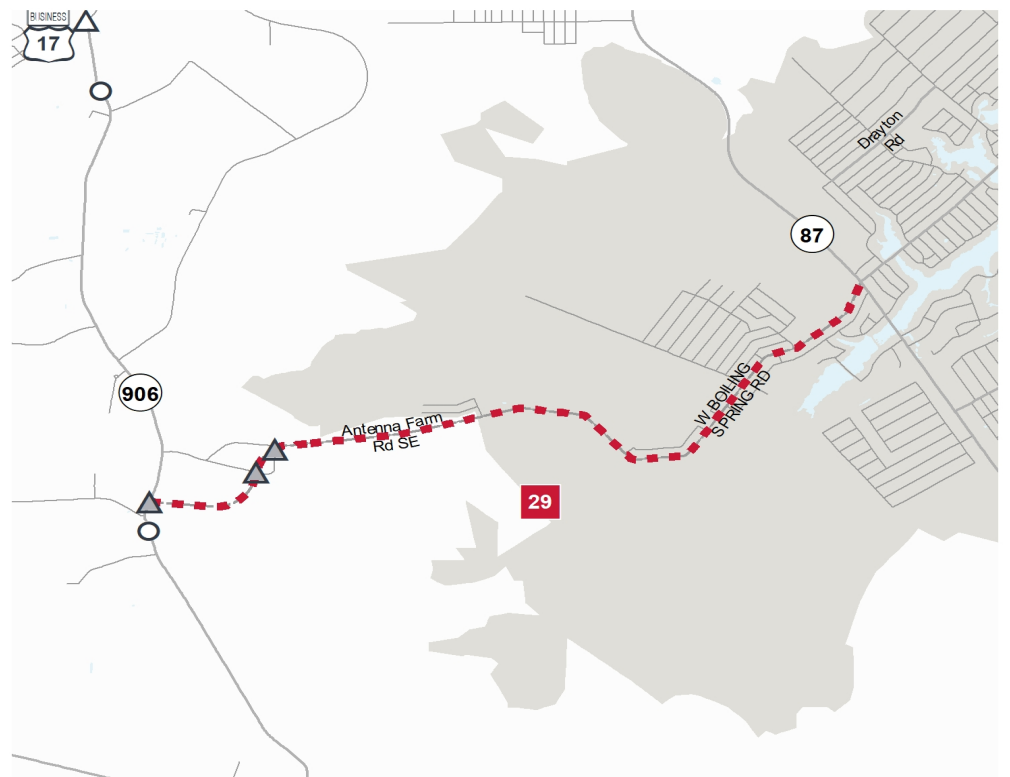
Improvement: New Location (part on existing)

Identified Need

This project is a Division Needs project that assists with improving county connectivity and reducing congestion on NC 211.

Recommendation

The recommendation is to construct a 2-lane undivided new location roadway with paved shoulders and side path. A multi-use path is being recommended along W Boiling Spring Road from west town limits to NC 87. This project comes from the City of Boiling Springs Lakes Pedestrian Plan.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊕	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊕	○	●
Modernization	#	—	---	Intersection	⊕	∟	▲
Other	#	—	---				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 M
Section Options	-
Length (miles)	5.71
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	9700
Capacity (vpd)	-	-	-	16400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

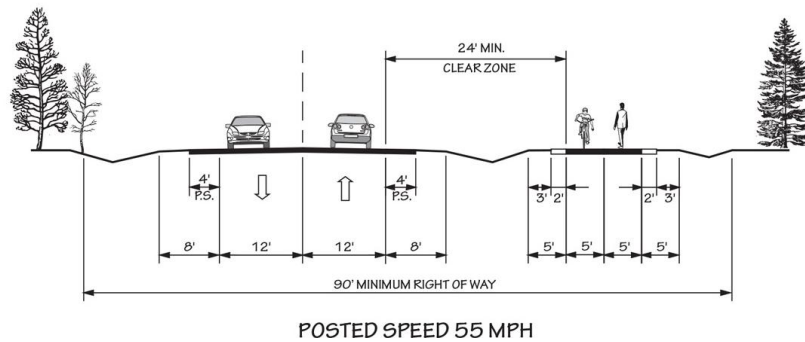


Typical Section Options:

None

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Plans

Antenna Farm Road was shown in the 2010 Brunswick County CTP as needing improvement. This project proposal was submitted into SPOT 6.0.

The following multimodal recommendation is being made along this route:

Multi-use path along SR 1539 (W Boiling Spring Road) from west town limits to NC 87. This project comes from the final draft plan of the City of Boiling Springs Lakes Pedestrian Plan as a shared-use proposal, refer to the plan for further information.

CTP Goals Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Vision Goals & Objectives Survey

This project proposal received 1 comment during the survey period. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 total participants and a total of 8,387 comments.

Potential Impacts

Land Use: Most of the land use around the project proposal is vacant land; the existing dirt road overlaps with a protected plant preserve. There are residential properties located around the access points to this roadway from NC 906 and NC 87. There is commercial development around NC 87. The lots on W. Boiling Spring Road from Barclay Road are zoned for commercial

development.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 28 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 2 Flood Hazard Area Feature(s)
- 7 Landscape Habitat Indicator Guild Feature(s)
- 3 Managed Area Feature(s)
- 19 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 18 Wetland Feature(s)
- 14 River And Stream Feature(s)
- 5 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Additional Information - Title VI

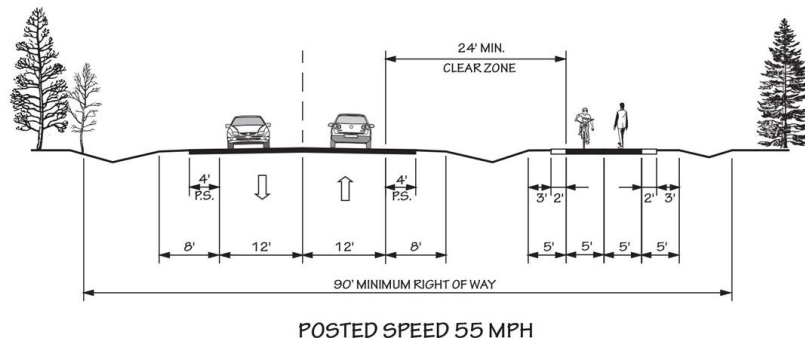
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other

Typical Section Options:

None

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 904 (Longwood Rd NW)
From US 17 to Etheridge Road (SR 1308)

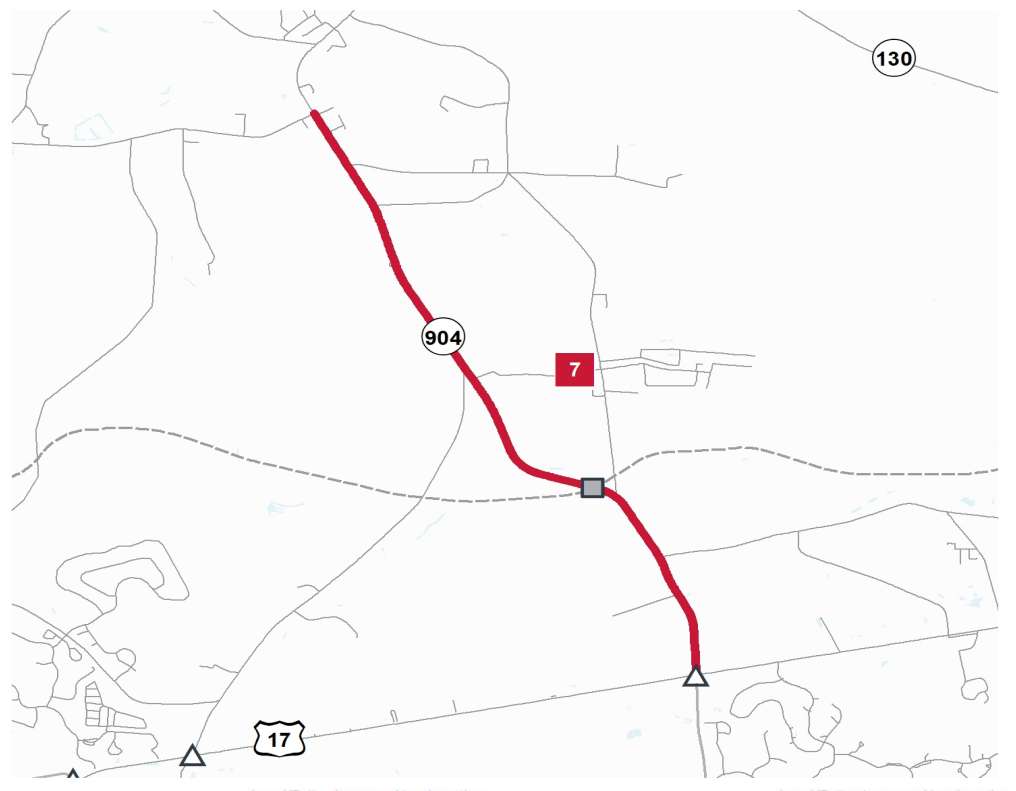
Local ID: H171352
Purpose: Congestion
Improvement: Widening

Identified Need

This is a regional impact project that assists with reducing congestion and improving safety.

Recommendation

The proposal is to widen from 2-lane undivided to 4- lanes divided with paved shoulders, sidewalks and bike lanes. A bike lane and sidewalk are recommended for the west side of street along NC 904 from Old Shallotte Road to NC 179.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 B
Section Options	04 E
Length (miles)	4.75
Existing ROW (feet)	60
Safety Risk Score	78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<i>Travel Lanes</i>	2	2	4
<i>Volume (vpd)</i>	4551-6830	7100-12600	6500-13200
<i>Capacity (vpd)</i>	16400	16400	49000

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	-

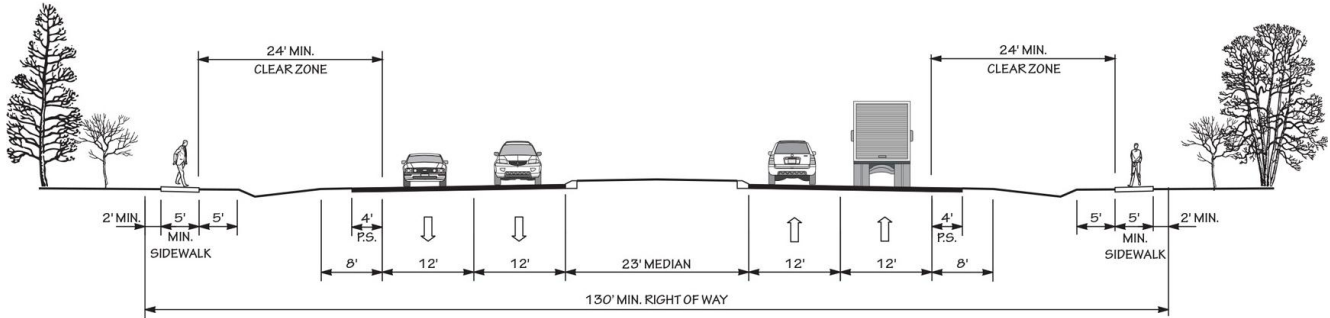


Typical Section Options:

04 E

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

Project History/Linkage to Other Projects

This recommendation is listed in the 2040 GSATS MTP and was submitted to SPOT 5.0.

The following multimodal recommendation is being made along this route:

Bicycle and sidewalk proposal on west side of street along NC 904 from Old Shallotte Road to NC 179.

CTP Goal Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Objectives: Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Vision Goals & Objectives Survey

This proposal received 99 comments during the survey period. The main comments mentioned roadway maintenance issues, safety concerns due to multiple accidents, and the desire for bike lanes and transit options. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: Most of the land use around the NC 904 facility from Etheridge Rd to US 17 is low density residential. Commercial development is located near where NC 904 meets US 17.

Newly approved and pending developments will be coming into the area, specifically there will be total of 3000 housing units west of this road and 66 housing units east of the road.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 8 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 Flood Hazard Area Feature(s)
- 5 Natural Heritage Element Occurrence Feature(s)
- 16 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

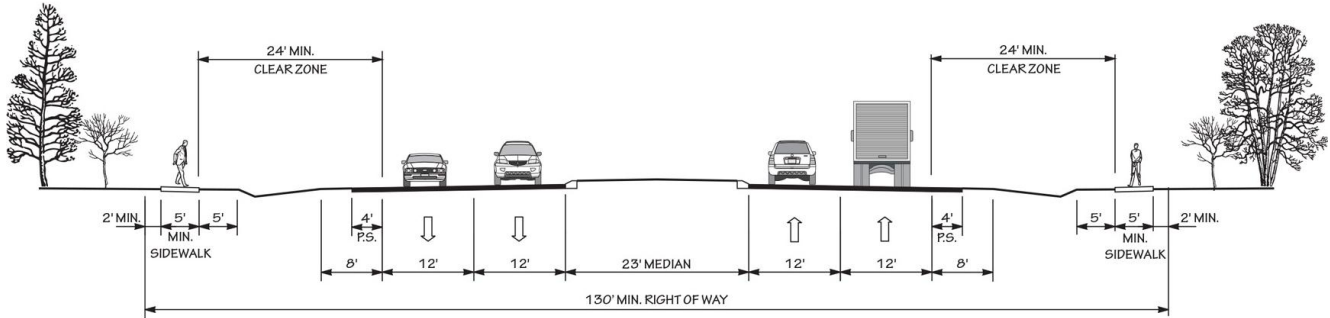
Additional Information - Title VI

- Between 50% and 100% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American

Typical Section Options:
04 E

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Smith Ave Extension

From US 17 to NC 130

Local ID: H185138

Purpose: Emergency Evacuation

Improvement: New Location

Identified Need

This project assists with providing connectivity and access.

Recommendation

The proposal is to construct a new location roadway from Smith Avenue at the US 17 intersection to NC 130 to provide additional east/west connection as an evacuation route.



Proposal At A Glance

Highway Class	Other
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	2.7
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	4300
Capacity (vpd)	-	-	14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

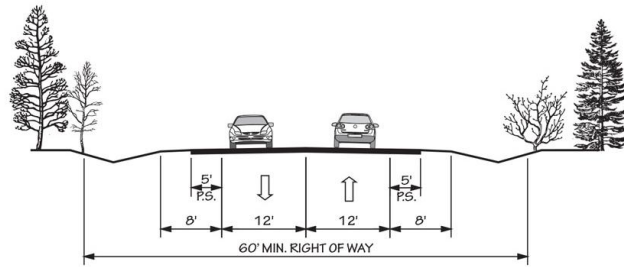


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

This project proposal is listed within the GSATS 2040 MTP.

There are no multimodal recommendations is being made along this route.

CTP Goals Analysis

This project supports the following goals and objectives:

Goal: Create a more efficient transportation system through improved connectivity, capacity and operations.

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Objectives: Improve safety and security by enhancing the evacuation route network for natural events.

Vision Goals & Objectives Survey

This project proposal received no comments during the survey period. The survey was launched on March 10, 2021, and closed on June 11, 2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: According to the 2018 Town of Shallotte Land Use Plan, most of the project area passes through vacant land. Near the NC 130 connection and US 17 connection, there is commercial and office and institutional land use. Future land use is shown as a mix between medium density residential and commercial areas.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 11 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 7 Flood Hazard Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 1 Managed Area Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 6 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)

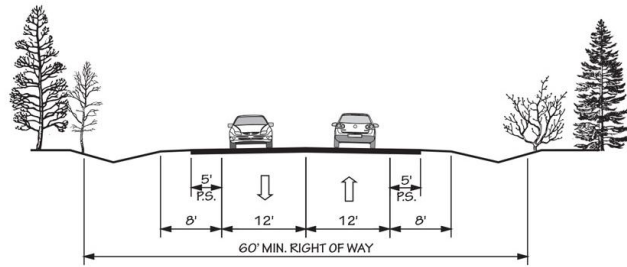
Additional Information - Title VI

- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 133 Long Beach Rd

From SR 1969 Old Long Beach Rd SE to SR 1210 Vanessa Dr.

Local ID: H193078

Purpose: Safety

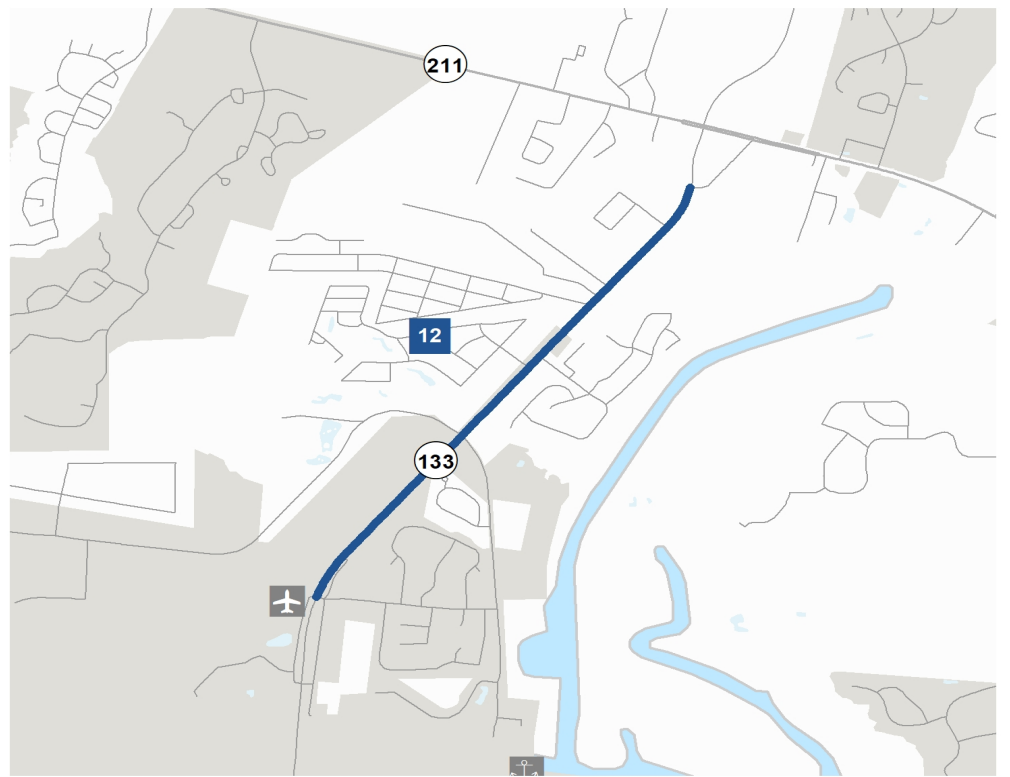
Improvement: Improve Existing

Identified Need

This project proposal assists with increasing safety along this corridor.

Recommendation

The project proposal is to modify access management by limiting turning movements, widening lanes, and adding paved shoulders. A bike lane is also recommended. This route is a proposed regional bikeway network and is included in the Cape Fear Bicycle plan. Refer to SPOT 6.0.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 A
Section Options	-
Length (miles)	1.85
Existing ROW (feet)	60-100
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	2017 Base Year		2045 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	11756-21716	18500-28600	10500-22300	10500-22300
Capacity (vpd)	12800-14000	12800-14000	12800-14000	12800-14000

Capacity Data: Year

Facility will be Approaching Capacity (>80%) 2017

Facility will be Over Capacity (>=100%) 2017-2045

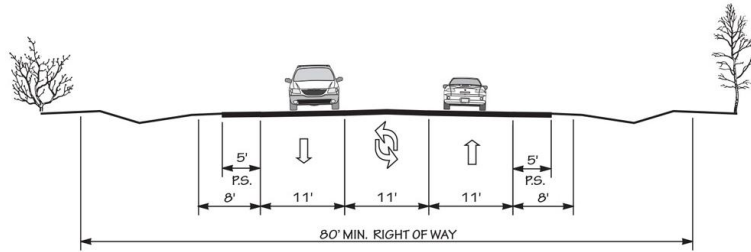


Typical Section Options:

None

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



POSTED SPEED 25-55 MPH

Project History/Linkage to Other Plans

This recommendation is listed in the previous 2010 Brunswick County CTP.

The following multimodal recommendation is being made along this route:

Bike Lane along NC 133 from NC 211 to Intercoastal Waterway. In the Cape Fear Bicycle Plan, it is stated that this route is used heavily by the Cape Fear Cyclists (advocacy group) and the plan's survey results show this is a route that is heavily used for biking in general. This route is also a proposed regional bikeway network. Review the plan for further information.

*A cross section with paved shoulders is recommended to accommodate for bike lanes.

CTP Goals Analysis

This project supports the following goals and objectives:

Goal: Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.

Objectives: Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.

Objectives: Expand and maintain a network of bicycle, pedestrian, and transit facilities that connects homes, activity centers, and complementary amenities.

Vision Goals & Objectives Survey

This roadway received 123 comments during the survey period. Comments indicated that multiple accidents occur on this roadway and requests were made for the addition of bike lanes and crosswalks. The survey was launched on March 10, 2021, and closed on June 11,

2021. There was an English and Spanish version of the survey. A total of 6,969 survey participants created a total of 8,387 comments.

Potential Impacts

Land Use: There is a mix of commercial, residential, and office & institutional land use. The Cape Fear Regional Jetport is adjacent to this roadway.

Additional Information - Environmental

All environmental data in the database was considered. This Project is within 150 feet of:

- 6 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 7 Flood Hazard Area Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 7 Natural Heritage Element Occurrence Feature(s)
- 6 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Additional Information - Title VI

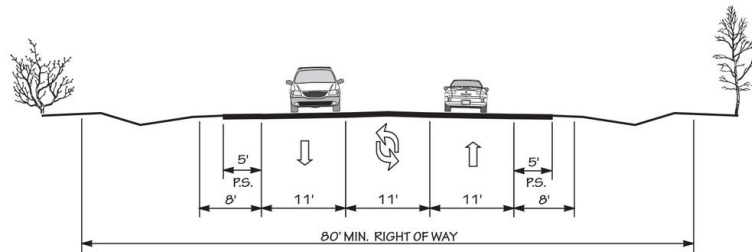
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- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other

Typical Section Options:

None

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



POSTED SPEED 25-55 MPH

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car