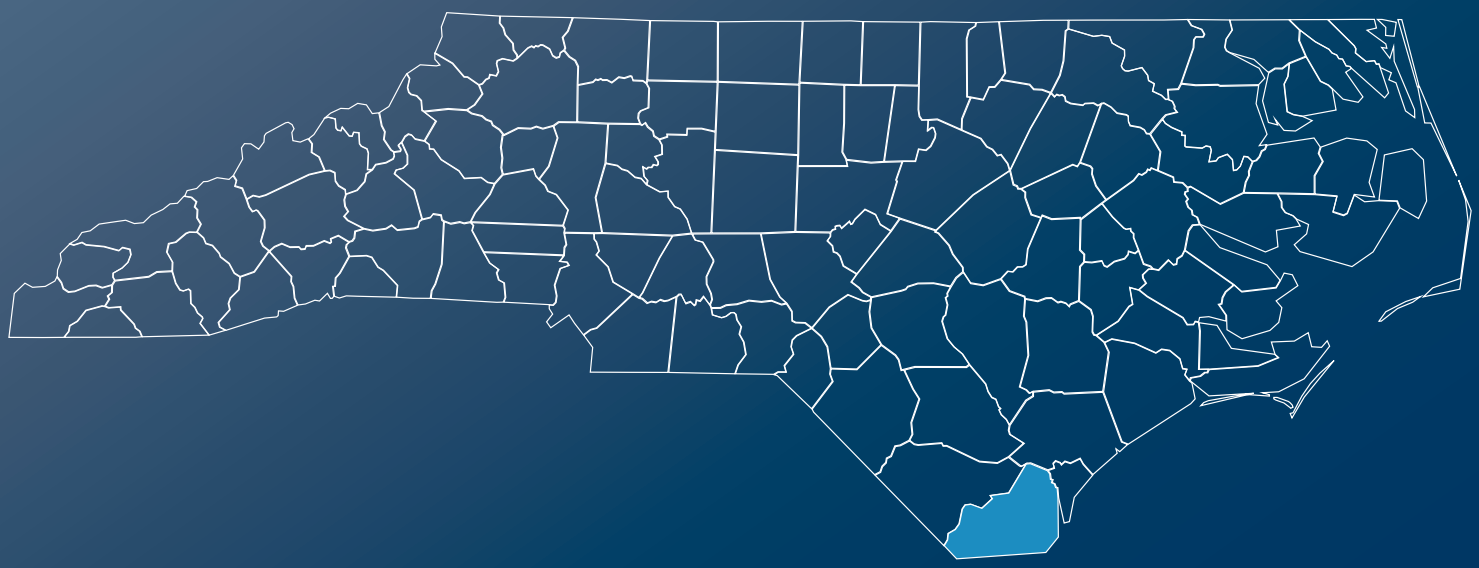
BRUNSWICK COUNTY

COMPREHENSIVE TRANSPORTATION PLAN



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

MAY 2024

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ACKNOWLEDGEMENTS

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Brunswick County Agencies and Departments
Brunswick County Municipalities
Cape Fear Cyclists
Dosher Memorial Hospital
Grand Strand Transportation Area Study
Military Ocean Terminal Sunny Point
NCDOT Units (Division, Ferry, Freight, IMD)
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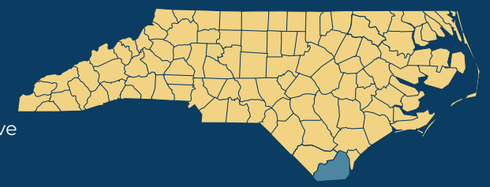
EXECUTIVE SUMMARY



In 2020, the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Brunswick County, its municipalities, Cape Fear RPO and Grand Strand Transportation Study MPO began a Comprehensive Transportation Plan (CTP) study for Brunswick County.

The Wilmington Urban Area MPO geographic area is not included in the coverage area of this plan, therefore refer to the current adopted Metropolitan transportation Plan (MTP) and CTP for project proposals within the MPO. However, the MPO was a coordinating partner on this plan and recommendations were coordinated appropriately.

The Brunswick County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development over a 28-year timeframe. Various modes of transportation were evaluated, and recommendations made, including: highway, public transportation, bicycle/pedestrian. The impact of other modes of travel, such as airports and ferries, play significant roles in moving people and freight in North Carolina and in the CTP.

The Brunswick County CTP was adopted locally and by the North Carolina Board of Transportation in May 2024.

This plan does not cover routine maintenance or minor operations issues. Refer to Appendix for contact information on these types of issues.

VISION

"For Brunswick County to have an integrated multi-modal transportation system that is safe, environmentally sensitive, aesthetically pleasing, and user friendly. For the community to optimize local transportation networks while maintaining regional connectivity that makes access to the area and its attractions, easy, and aids in economic growth. To improve access for emergency services, provide equitable opportunities to all socioeconomic groups, minimize congestion, and strengthen the community's resiliency; while maintaining and protecting the area's natural, cultural, and recreational resources over the next 25-30 years."

- Vision statement from the Brunswick County CTP Steering Committee

PLAN GOALS

- Create a more efficient transportation system through improved connectivity, capacity, and operations.
- Support growth through a transportation network that serves local, inter- and intra- regional accessibility and mobility needs for both people and goods.
- Preserve the social and environmentally sensitive character of the county through an integrated transportation and land use strategy that addresses transportation solutions.
- 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.
- Promote a safer and more secure transportation network through crash reduction, enhanced reliability and predictability, and improved emergency coordination.
- Extend the life of the transportation system by fostering a sustainable and maintainable system that addresses the long-term needs of the region.

STUDY APPROACH

1. Development of goals and objectives
2. Public involvement and community understanding
3. Data compilation and collection
4. Data analysis
5. Identification of multimodal transportation deficiencies and CTP project proposals
6. Local and NCDOT adoption

ANALYSIS AND PUBLIC INPUT KEY TYPES OF MEETINGS AND PUBLIC INPUT:

Steering committee members

61

Representatives from:

Cape Fear RPO/Brunswick County/Brunswick County Municipalities

NCDOT

Grand Stand Transportation Study MPO

Total number of **Survey Respondents**

6,924

See Chapter 2 for more on this topic.

Survey Comments

8,369

90% of Survey Respondents live in the county full time

Over **4,000** respondents ranked reducing congestion as a top priority

55% of survey respondents identified that roadway flooding is very important to them

PRINCIPAL RECOMMENDATIONS

These are some of the principal CTP Recommendations of the Brunswick County CTP (within the CTP boundary). They are not listed in any priority order and more information can be found in Chapter 3 and in the CTP Projects Appendix.

Carolina Bays Parkway Extension

Construct a new 4 lane freeway from Brunswick County line to U.S. 17.

View Project Map

Interstate 140 Connector 140

Construct a new 4 lane freeway from U.S. 17 at U.S. 17 Business to U.S. 17 north of N.C. 87

View Project Map

N.C. 211 211

Widen N.C. 211 to 4 lanes from U.S. 17 to West 9th Street

View Project Map

U.S. 74/76 74/76

Widen N.C. 74/76 to 4 lanes from Columbus County line to Wilmington MPO boundary.

View Project Map

PROJECT SHEETS

There are 43 highway and 71 bicycle and pedestrian Project Sheets that feature individual project maps, recommendation details, and can be found in Appendix.

APPROVALS

☑ This information will be added after mutual adoption.

Chapter **ONE**
Introductions and Overview

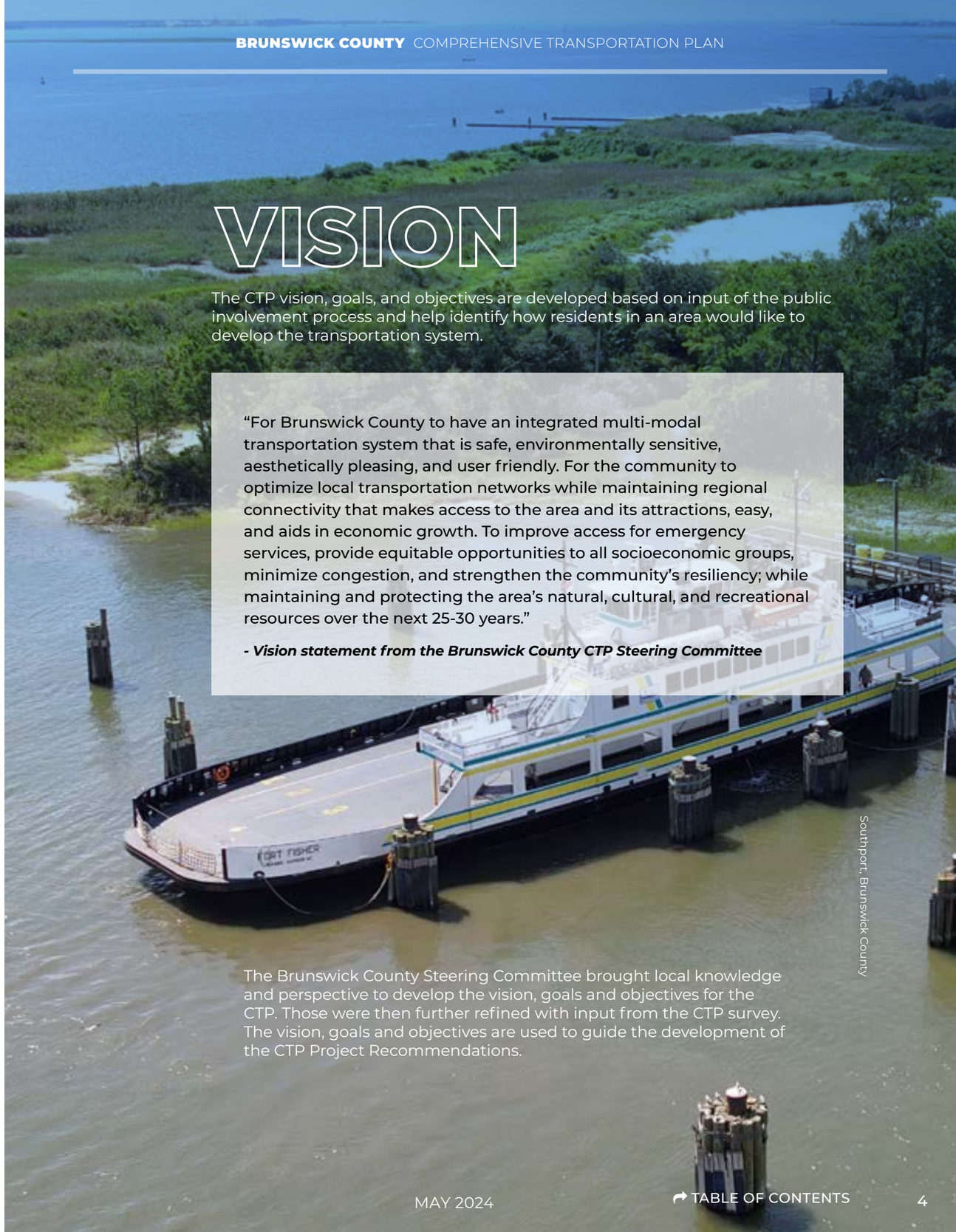
The Comprehensive Transportation Plan (CTP) is North Carolina's multi-modal long range transportation plan. The CTP is mutually adopted and identifies transportation system needs, as well as solutions, to support anticipated growth and development over a 25-30-year timeframe.

PURPOSE AND OVERVIEW

This plan is developed by NCDOT, Brunswick County and Municipalities, Cape Fear RPO, Grand Strand Area Transportation Study MPO and local planning partners with the support of the Brunswick County CTP Steering Committee.

The CTP supports the community's adopted vision and goals by integrating land use and transportation planning. This plan should be used by local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and environmental resources. The CTP process is designed to provide useful information into the project development process.

When starting a CTP study, officials form a steering committee of individuals who represent the various stakeholders of the community. NCDOT and other local planning staff also participate. The committee develops the draft vision, goals, objectives, and performance measures. These are further refined with input from residents and then used to guide the development and evaluation of the CTP.



Southport, Brunswick County

VISION

The CTP vision, goals, and objectives are developed based on input of the public involvement process and help identify how residents in an area would like to develop the transportation system.

"For Brunswick County to have an integrated multi-modal transportation system that is safe, environmentally sensitive, aesthetically pleasing, and user friendly. For the community to optimize local transportation networks while maintaining regional connectivity that makes access to the area and its attractions, easy, and aids in economic growth. To improve access for emergency services, provide equitable opportunities to all socioeconomic groups, minimize congestion, and strengthen the community's resiliency; while maintaining and protecting the area's natural, cultural, and recreational resources over the next 25-30 years."

- Vision statement from the Brunswick County CTP Steering Committee

The Brunswick County Steering Committee brought local knowledge and perspective to develop the vision, goals and objectives for the CTP. Those were then further refined with input from the CTP survey. The vision, goals and objectives are used to guide the development of the CTP Project Recommendations.

STUDY GOALS AND OBJECTIVES

CREATE a more efficient transportation system through improved connectivity, capacity, and operations.

Promote reductions in recurring congestion through transportation capacity, access management, and policy improvements. 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. Consider future projects and locations based on policies of Environmental Justice (EJ) Communities.

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

Identify transportation recommendations that enable global competitiveness, productivity, and efficiency. Increase the accessibility and mobility of people and freight within the region and to other areas. Leverage gateways and aesthetics to create an atmosphere that fosters economic investment. Support growth and reduce traffic in and around new residential and commercial developments by constructing state-maintained collector streets in those vicinities.

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

Protect and enhance the natural and social environment using context-sensitive transportation strategies that minimize wildlife habitat fragmentation. Minimize direct and indirect environmental impacts of the transportation system while planning and prioritizing transportation recommendations. Promote consistency between transportation improvements, land use decisions, and economic development patterns. Consider future projects and locations based on polices of Environmental Justice (EJ) Communities.

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.

Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability. Support a fully integrated multimodal network that advances the concept of complete streets. Expand and maintain a network of bicycle, pedestrian, and transit facilities that connects homes, activity centers, and complementary amenities.

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

Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability. Increase the reliability, predictability, and efficiency of the transportation experience through system improvements and enhanced communication. Improve safety and security by enhancing the evacuation route network for natural events.

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

Limit expansion of the roadway network to the most necessary projects that best address identified issues. Increase the lifespan of existing infrastructure and ensure transportation facilities are used optimally. Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as pavement management and signal system upgrades. Study emerging transportation management and operations technology, including electric vehicle charging locations, connected/autonomous vehicle infrastructure and broadband infrastructure.

CTP PROCESS SUMMARY

The development of this plan was open and participatory, with area residents providing input through a survey and public input meetings. The overall process and timeline are summarized in the list below:

WINTER 2020
Initiated steering committee meetings and began analyzing existing conditions

WINTER 2020/ SPRING 2021
Conducted public outreach through the public input survey + developed draft recommendations

SUMMER/ WINTER 2021
Reviewed survey results + analysis maps + preparing for public involvement

WINTER 2021 - FALL 2022
CTP paused due to county re-evaluation of study area and scope

FALL 2022
CTP resumed

SUMMER 2024
Anticipated CTP Closeout

STATE AND FEDERAL POLICIES AND PLANS

This section outlines some of the important state and federal policies and plans that were considered while developing the Brunswick County CTP. See the Appendix for an outline of the CTP requirements, and how they are accounted for and followed. Please click on any item in the following list for more information:

Complete Streets
Multimodal Statewide Freight Plan
N.C. Planning Facility Type
N.C. General Statute 136-66.2
N.C. Moves 2050 Plan
Statewide Logistics Plan
Strategic Transportation Corridors
Strategic Transportation Investments
North Carolina Planning Facility Types
Title VI in Public Involvement

LOCAL POLICIES AND PLANS

This section outlines some of the important local policies and plans that were considered while developing the Brunswick County CTP. Please click on any item in the following list for more information:

2006 Oak Island Bicycle Plan
2020 City of Boiling Spring Lakes Pedestrian Plan
2007 Brunswick County Land Use Plan
2009 Sunset Beach Bicycle and Pedestrian Plan
2014 City of Southport Comprehensive Pedestrian Transportation Plan
2014 Ocean Isle Beach Bicycle and Pedestrian
2017 East Coast Greenway Plan
2017 Cape Fear Regional Bicycle Plan
2018 Shallotte Land Use Plan
GSATS 2040 Metropolitan Transportation Plan
Cape Fear Moving Forward 2045

THIS PLAN FEATURES:

- ☑ **A thorough analysis of current conditions and public feedback regarding various modes of transportation.**
- ☑ **A list of recommendations**
- ☑ **Supporting documentation of the plan, study process, and recommendations**
- ☑ **A recommended comprehensive transportation network for Brunswick County**

Brunswick County

Chapter TWO
Existing and Future Conditions

This chapter summarizes the current and future conditions of the transportation system in the Brunswick County CTP.

To meet future travel demand, reliable forecasts of future travel patterns are needed to estimate congestion.

For highways, this is usually accomplished through mainly a capacity deficiency analysis (which is a measure of how the facility is operating based on existing and project traffic) and a traffic crash analysis.

For multimodal uses, the distance between destinations, and roadway characteristics, are key components.

This information, along with population growth, economic development potential, and land use trends is used to determine the potential impacts on the future transportation system.

PUBLIC, COMMUNITY, STAKEHOLDER INVOLVEMENT SUMMARY

Public involvement is a key element in the transportation planning process.

Public input was an overarching component of this plan, collected through multiple avenues and methods. This plan will affect those who live, work, own a business, play, and/or enjoy leisure activities in Brunswick County. Feedback from the public guided the creation of this plan's project recommendations. A full summary of public outreach can be found in the Appendix.

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Brunswick County CTP Steering Committee. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and put forth CTP project recommendations.

COMMUNITY UNDERSTANDING

A Community Understanding Report (CUR) was created which summarized local information about population, employment, expected growth areas, schools, and transportation methods. This report can be found in the Appendix.

TYPES OF PUBLIC INVOLVEMENT USED

The project team set a goal to reach as many residents as possible and hear from diverse communities and stakeholders. Equal opportunities regardless of race, color, national origin, limited English proficiency, income, sex, age, or disability were provided during the development of the CTP. More information can be found in the Appendix.

The steering committee was involved during the process using:

- ☑ Committee meetings
- ☑ E-mail and phone
- ☑ Surveys
- ☑ Public Involvement Sessions

The public was involved using:

- ☑ Study website
- ☑ Electronic newsletters
- ☑ Physically passing out surveys at Covid vaccine locations
- ☑ Surveys (English and Spanish, online, paper)
- ☑ Facebook/social media notices
- ☑ Coverage in local newspapers
- ☑ Public Meetings
- ☑ Draft and final plan presentations

More information can be found in the Appendix

WHAT WE HEARD

Highway

Bicycle

Pedestrian

Rail

Public Transit

Ferry

COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2017 to 2045.

2017 POPULATION	91,807
2045 PROJECTED POPULATION	243,054
2017 EMPLOYMENT	42,164
2045 PROJECTED EMPLOYMENT	63,481

More information can be found in the Appendix about the methodology that was used to project the population and employment to 2045.

Growth in Brunswick County is expected to occur in areas surrounding the existing municipalities as well as the U.S. 17, N.C. 87 and N.C. 211 corridors. Most municipalities consist of residential land use. Additionally, there is an abundance of environmentally sensitive areas.

NC State Statute §136-66.2 specifically states that NCDOT may participate in the development and adoption of a CTP when all governments within the area covered by the plan have adopted land development plans adopted within the previous five years. The 2023 Brunswick County CAMA Core Land Use plan meets that requirement.

TRANSPORTATION NETWORK SUMMARY

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel demand.

The following table shows specific highlights, and not a comprehensive list, of the transportation network. More detail, if applicable, can be found elsewhere in this chapter.

Primary North-South Roadways	N.C. 87
Primary East-West Roadways	U.S. 17, N.C. 211
Strategic Transportation Corridors	U.S. 17/U.S. 74
Public Transportation Services (Demand Response)	Brunswick Transit System
Fixed Route Bus	N/A
General Aviation Airports	Cape Fear Regional Jetport Odell Williamson Municipal Airport
Park and Ride Lots	N/A
Freight Railroads	MOTSU Rail Line, CSX Transportation
Passenger Railroads	N/A
Primary Freight Movement	U.S. 17, N.C 87, N.C. 211, U.S. 74/76
Sidewalks	Existing sidewalks are in Southport, Shallotte, Calabash, Ocean Isle, and Sunset Beach
Bicycle Lanes	Existing bike lanes are in Southport, Sunset Beach, Ocean Isle, and Oak Island
Statewide Bicycle Routes	N.C. 3 going from South Carolina/Brunswick County line to Southport and Oak Island
Greenways	East Coast Greenway, Proposed Gullah Geechee Heritage Greenway
Ferries	Southport to Fort Fisher

Each mode of travel covered by a comprehensive transportation plan has been independently analyzed for both current and forecast conditions. In addition, there has been an assessment of the interaction between the modes.

HIGHWAY ANALYSIS SUMMARY

Roadway System Capacity Deficiencies

Comparing roadway demand (vehicle volumes) to roadway supply (carrying capacity) is one of the primary measures of roadway performance.

Capacity deficiencies occur when the traffic volume approaches or exceeds the road's capacity. The analysis assumes 2020-2029 State Transportation Improvement Program (STIP) projects are in the right-of-way acquisition phase or are under construction.

Key highway capacity deficiencies for the Brunswick County CTP

N.C. 133 (south of N.C. 211 to SR 1100)
2017 (base year) – Near capacity
2045 (future year) – Over capacity

N.C. 87 (north of N.C. 211)
2017 (base year) – Over capacity
2045 (future year) – Over capacity

N.C. 179 (from State Border line to N.C. 904)
2017 (base year) – Near capacity
2045 (future year) – Over capacity

N.C. 17 (Shallotte area)
2017 (base year) – Over capacity
2045 (future year) – Over capacity

N.C. 211 (south of U.S. 17)
2017 (base year) – Over capacity
2045 (future year) – Over capacity

Refer to the Appendix for existing and future capacity deficiencies.

Planning Level Intersection Assessment

Roadway intersections in Brunswick County were assessed using a high level of analysis, including the type of facility and current delay. The recommendations identify a possible solution to a problem or "identified need." The improvement types can be interchanges, overpasses, limited movement and all movement intersections. Refer to the Appendix for definitions of any terms.

The major intersections identified for improvement in the CTP are:

- U.S. 17 and N.C. 211 Intersection
- N.C. 87 and N.C. 133 Intersection
- U.S. 17 and N.C. 904 Intersection

Planning Level Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. The location in Brunswick County which crashes occurred between January 2014 and December 2018 are shown on the Planning Level Crash Locations Map in the Appendix.

A total of 130 intersections and 460 roadway segments were identified as having a high frequency of crashes. Refer to the Appendix for traffic crash assessment information.

Bridge Deficiency Assessment

29 structurally deficient and functionally obsolete bridges that were identified. Of these, 8 bridges are scheduled for improvements in the 2020-2029 STIP.

Refer to the Appendix for more detailed bridge deficiency information, and their relationship to the CTP project proposals.

BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

Bicyclists and pedestrians are elements of the transportation system in North Carolina. Many communities are working to improve mobility for bicyclists and pedestrians.

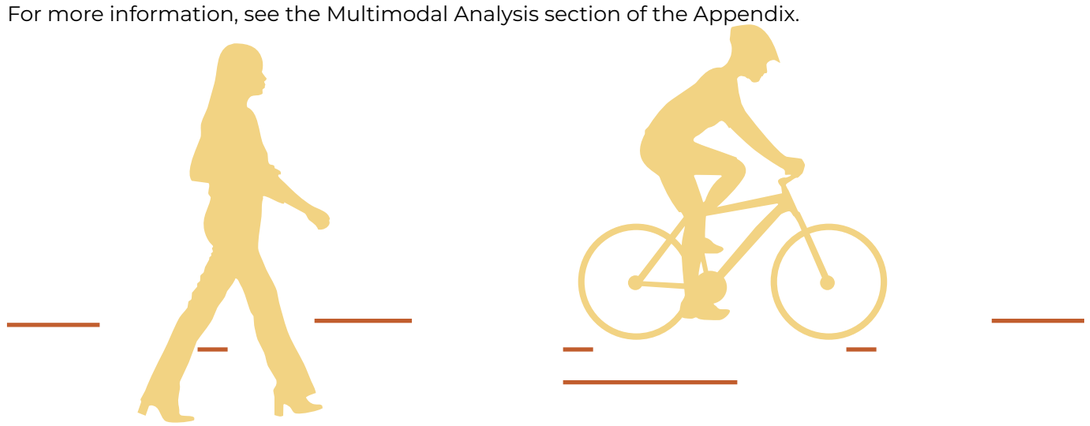
There are several bicycle routes and side path facilities that exist throughout Brunswick County. The East Coast Greenway is an important on-road route that runs through the county providing for community connectivity and economic growth.

The existing bicycle and pedestrian network is limited and lacking connectivity. Sidewalks exist in downtown Southport, Ocean Isle Beach as well as in Calabash, and some bicycle lanes exist in Southport, Oak Island, Ocean Isle Beach and Sunset Beach. Most sidewalk segments do not extend all the way to desired destinations and do not connect to other sidewalk segments.

The following plans were considered in the development of this CTP:

- East Coast Greenway Plan
- Cape Fear Moving Forward 2045
- Brunswick County Trail Plan
- 2017 Cape Fear Regional Bicycle Plan
- 2009 Sunset Beach Bicycle and Pedestrian Plan
- City of Southport Comprehensive Pedestrian Transportation Plan
- Oak Island Bicycle Plan
- 2014 Ocean Isle Beach Bicycle and Pedestrian Plan
- City of Boiling Spring Lakes Pedestrian Plan
- Bald Head Island Vision 2025
- 2017 Strategic Plan for the Town of Caswell
- 2017 Sunset Beach Land Use Plan
- 2018 Shallotte Land Use Plan
- GSATS 2040 MTP Update
- Holden Beach Land Use Plan
- Town of Shallotte Transportation Plan
- Town of Varnamtown Workbook Land Use Plan
- 2020-2025 Parks, Recreation and Open Space Master Plan for the Town of Oak Island
- Comprehensive Land Use Plan for Oak Island

For more information, see the Multimodal Analysis section of the Appendix.



PUBLIC TRANSPORTATION ANALYSIS SUMMARY

Brunswick Transit System provides an on-demand (Dial-a-Ride) transportation service to residents of Brunswick County and human services agencies. The service is available Monday to Friday from 8 a.m. - 4:30 p.m., and is available first come, first serve. Park and Ride locations are being proposed in the CTP.

For more information, see the Multimodal Analysis section of the Appendix.

Urban Transportation (provide urban transportation)	**None**
Rural Transportation (provide both local and rural transportation)	**On Demand - response services**
Regional Transportation (Operate in multiple areas of the state and connect multiple municipalities and counties)	**Potential Future Connection to WAVE**
Intercity Transportation (Greyhound and Amtrak)	**None**

RAIL

Currently, freight rail service exists in Brunswick County in multiple capacities. One rail line is the MRSX line, which is privately owned and operated by the Department of Defense for the Military Ocean Terminal at Sunny Point (MOTSU). Additionally, the CSX SE Line provides freight rail service from the Columbus County line to the Wilmington MPO boundary within this CTP boundary. The CTP recommends an additional freight opportunity – restoring the abandoned CSX AC line from Malmo to the RJ Corman Carolina line (RJCS) in Columbus County.

There are no new freight or passenger rail lines proposed in Brunswick County in the North Carolina Comprehensive State Rail Plan.

For more information, see the Rail section of the Appendix.

FERRY

Ferry service exists for a route going from Southport to Fort Fisher, and there is no plan to expand the ferry routes. There is interest in increasing the frequency of the existing ferry route. The was reflected in the additional vessel that the region added to prioritization. The ferry adventure is an important draw to the County from a tourism perspective and cuts the commuting time for workers on both sides of the river.

For more information, see the Freight section of the Appendix.

C. Reeves, Brunswick County

AIRPORTS

The Cape Fear Regional Jetport is a public airport located 29 miles from downtown Wilmington. It is located just west of Southport and covers 185 acres with one runway (runway 5/23) and no control tower. It operates from 8 a.m. to dusk with after-hours service available upon request. The table below shows airports near municipalities in this CTP. All distances are from Downtown Wilmington just as a reference. Mobility and access to the airports were considered in the development of plan recommendations. Refer to multi-modal maps for airport locations.

Type of Airport	Name	Location	Distance
Public General Airport	**Cape Fear Regional Jetport**	Oak Island, N.C.	29 miles
	Odell Williamson Municipal Airport	Ocean Isle Beach, N.C.	43 miles
Closest Passenger Service Airport	**Wilmington International Airport**	Wilmington, N.C.	4 miles
Closest International Airport	**Wilmington International Airport**	Wilmington, N.C.	4 miles

GOODS MOVEMENT / FREIGHT

U.S. 17, U.S. 74/76, N.C. 211 and N.C. 87 are all part of the Primary Highway Freight System (PHFS). These facilities are based on freight tonnage and value, truck traffic, access factors and network connectivity. Mobility and access to the freights were considered in the development of plan recommendations. Refer to the appendix for Freight Map.

Oak Island, Brunswick County

Chapter **THREE**

CTP Project Proposals

Each mode of travel included in the Brunswick County Comprehensive Transportation Plan (Highway, Public Transportation, Bicycle / Pedestrian) have been independently analyzed for current and future conditions.

Projected 2045 needs for each mode of transportation were analyzed and project recommendations developed through consideration of benefits and potential impacts including an extensive public engagement process. The results of this analysis are found in the Appendix.

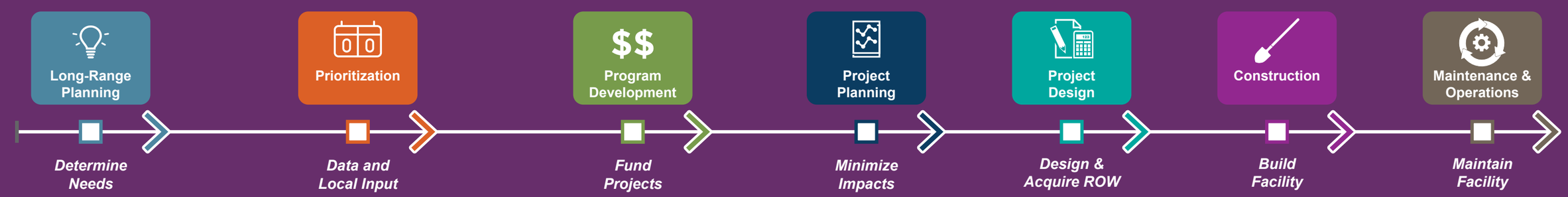
NCDOT PROJECT DELIVERY PROCESS

Years of extensive planning, study and work occur before NCDOT begins building a roadway. The process, known as the Project Development Process, begins with the department assisting municipalities and regions in developing Comprehensive Transportation Plans, which are long range plans that identify area transportation needs and priorities.

Once a project is programmed for funding (in Prioritization), NCDOT initiates studies and the project enters into the environmental analysis and development phase. The process includes getting feedback from the public and analyzing how a proposed project might affect people living and working in the area, along with its environmental impact.

Once the final design location has been determined and NCDOT acquires necessary property to accommodate the project and awards a construction contract ("Let"). Then, construction begins.

The typical NCDOT Project Delivery Process is shown in the figure below.



CTP PROJECT RECOMMENDATIONS LIST

The following list contains information about the Brunswick County Comprehensive Transportation Plan recommendations. These recommendations represent an agreement (between NCDOT and local community) of an identified transportation deficiency and a potential solution.

While the CTP does recommend possible solutions, called project recommendations, it may not represent the final location or cross-section and features associated with the improvement and may change over time due to further and more detailed studies. It is the responsibility of local communities to help protect transportation corridors for new location facilities.

The list shown below is not in any priority order.

CTP MAPS

The mutually adopted Brunswick County CTP Maps are found in Figure 1. Definitions of terms on these maps can be found in the Definitions Appendix. Maps and recommendations are separated and organized by county and included for the entire CTP area.

The maps included for each area are:

1 **Facility Types and Control of Access**
2 **Highway Recommendations**
3 **Public Transportation Recommendations**
4 **Bicycle and Pedestrian Recommendations**

The Facility Type and Control of Access map is important for planning, design, and operations.. The various Recommendations Maps identify an agreement of an identified transportation deficiency and a potential solution.

For more information, see the Appendix

FACILITY TYPES

Facility classifications for mobility and control of access planning through 2045

BRUNSWICK COUNTY

Comprehensive Transportation Plan

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

Studied Roads

GSATS MPO

Cape Fear RPO

Full report at:
https://tinyurl.com/BruCoCTP

N

0 0.5 1 2 3 4 5 6 7 8 Miles

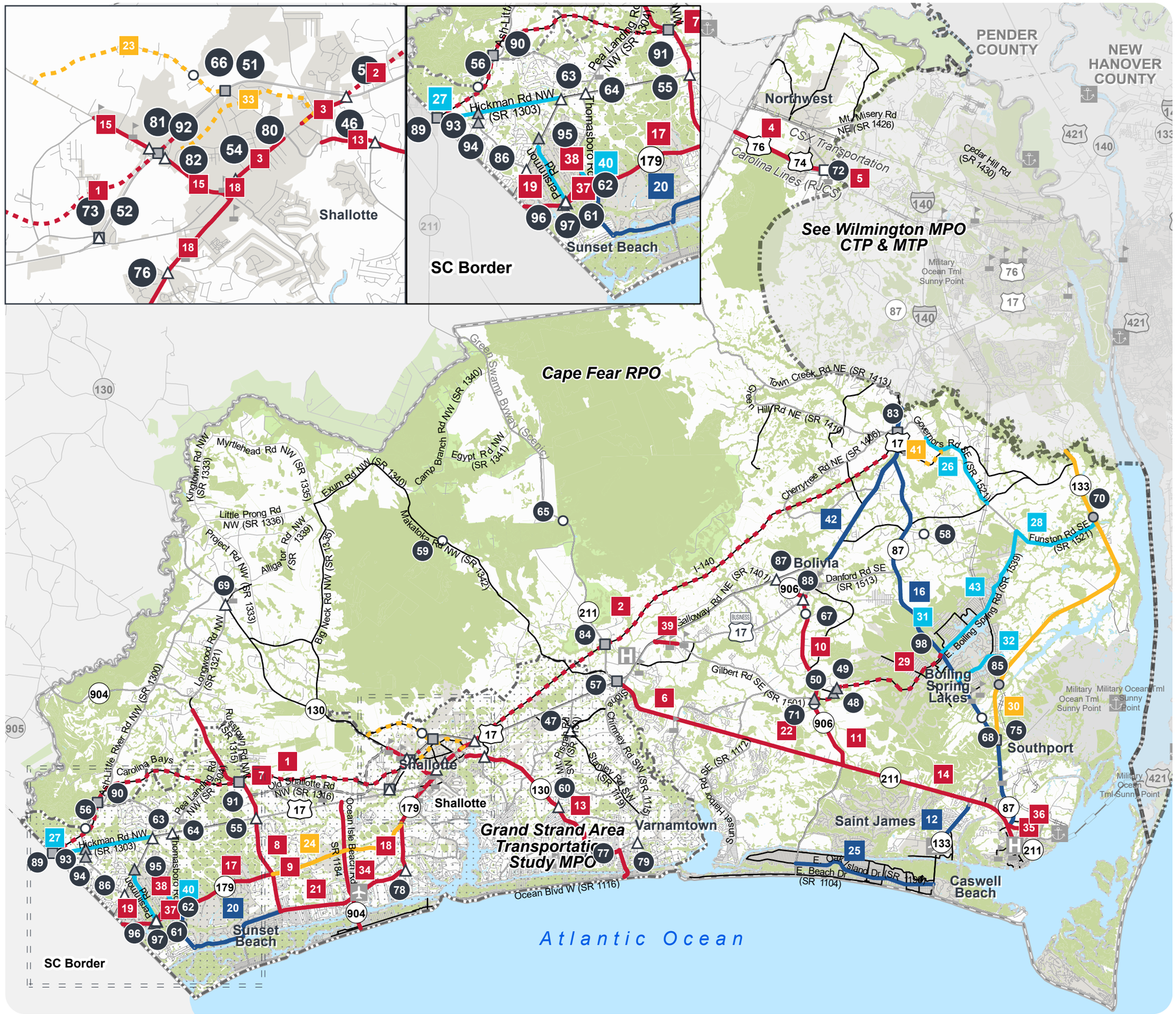
Sheet 1 of 4

Base map date: September 16, 2019

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

Plan Date: February 13, 2024



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045

BRUNSWICK COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

Studied Roads

GSATS MPO

Cape Fear RPO

Full report at:
https://tinyurl.com/BruCoCTP

N

0 0.5 1 2 3 4 5 6 7 Miles

Sheet 2 of 4

Base map date: September 16, 2019

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

Plan Date: February 13, 2024

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

Brunswick County
Highway Recommendations

1

Carolina Bays Parkway Extension , R-5876:

From South Carolina State Line to U.S. 17 at N.C. 130 I 15.47 miles

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

2

I -140 Connector:

From U.S. 17 at US 17 BUS to US 17 North of N.C. 87 I 19.39 miles

New location road identified as a congestion/mobility project. Roadway upgrade proposed on the Cape Fear Moving Forward 2045. The roadway will connect at the intersection of CBPE/US 17 and continue north, tying back into US 17 at or near NC 87, with a cross section 4A.

3

U.S. 17 BUS:

From N.C. 130 (Whiteville Road) to U.S. 17 I 1.7 miles

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.

4

U.S. 74-76 , R-4462:

From Brunswick County line to N.C. 87 (Maco Road) I 7.12 miles

The project proposal is to upgrade the 4-lane divided roadway to interstate standards with 12- foot lanes and 4 feet of paved shoulder.

5

U.S. 74-76 , R-4462:

From N.C. 87 (Maco Road) to WMPO Boundary Line I 0.53 miles

The project proposal is to upgrade the 4-lane divided roadway to interstate standards with 12-foot lanes and 4 feet of paved shoulders.

6

N.C. 211 :

From U.S. 17 to SR 1112 (Sunset Harbor Road) I 5.55 miles

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

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

7

N.C. 904 (Longwood Road NW) :

From U.S. 17 to SR 1308 (Etheridge Road) I 4.75 miles

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.

8

N.C. 904 (Seaside Road) :

From U.S. 17 to N.C. 179 I 2.2 miles

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.

9

N.C. 904:

From N.C. 179 (Beach Drive SW) to SR 1144 (W First Street) I 2.57 miles

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.

10

N.C. 906 (Midway Road/Galloway Road):

From SR 1501 (Gilbert Road) to U.S. 17 I 5.16 miles

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 motorists and cyclists. See Cape Fear Regional Bicycle Plan.

11

N.C. 906 (Midway Road) :

From N.C. 211 to SR 1501 (Gilbert Road) I 2.74 miles

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.

12

N.C. 133 (Long Beach Road):

From SR 1969 (Old Long Beach Road SE) to SR 1210 (Vanessa Drive) I 1.85 miles

The project proposal is to modify access management by limiting turning movements, widening lanes, and adding paved shoulders to imrove safety. 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.

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

13 **N.C. 130 (Holden Beach Road):**

From SR 1357 (Smith Avenue) to the end of State Maintenance I 8.47 miles

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.

14 **N.C. 211, R-5021:**

From Midway Road (SR 1500) to N.C. 87 I 7.14 miles

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.

15 **N.C. 130 (Whiteville Road):**

From SR 1320 (McMilly Road) to N.C. 179 (Village Road) I 2.02 miles

The recommendation is to widen NC 130 to 4 lanes from McMilly Road (SR 1320) to Village Road (NC 179) to improve congestion 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.

16 **N.C. 87:**

From N.C. 211 to U.S. 17 I 15.1 miles

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

17 **N.C. 179 (Old Georgetown Road):**

From N.C. 904 (Seaside Road) to N.C. 179 BUS (Beach Drive) I 3.76 miles

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.

18 **N.C. 179 BUS :**

From U.S. 17 BUS to SR 1184 (Ocean Isle Beach Road) I 6.31 miles

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.

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

19 **N.C. 179 (Beach Drive SW) :**

From South Carolina state line to Clariday Road SW I 2.15 miles

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.

20 **N.C. 179 BUS:**

From N.C. 179 to N.C. 904 (Seaside Road) I 5.42 miles

The proposal is to address capacity, enhance safety, and 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).

21 **N.C. 179 (Beach Drive SW) :**

From N.C. 904 (Seaside Road) to SR 1184 (Ocean Isle Beach Road) I 2.74 miles

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 along side of NC 179 from the South Carolina border to US 17 Business and is part of the East Coast Greenway Plan.

22 **N.C. 211 , R-5947:**

SR 1112 (Sunset Harbor Road) to N.C. 906 (Midway Road) I 3.47 miles

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.

23 **Smith Avenue Extension:**

From U.S. 17 to N.C. 130 I 2.7 miles

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.

24 **SR 1163 (Old Georgetown Road SW):**

From N.C. 904 (Seaside Road SW) to N.C. 179 (Bricklanding Road SW) I 3.48 miles

The recommendation for the future is to add shoulders for safety and upgrade roadway to 12 foot standards to address congrestion.

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

25 **SR 1190 (E. Oak Island Drive):**

From N.C. 906 (N Middleton Avenue) to N.C. 133 (Long Beach Road) | 5.26 miles

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.

26 **SR 1521 (Governors Road SE):**

From end of pavement to SR 1518 (Daws Creek Road) | 3.7 miles

The recommendation is to pave the roadway to 2 lanes, 12 foot per lane with paved shoulders and bike lane (cross section 2O).

27 **SR 1303 (Hickman Road):**

From SC Border to U.S. 17 | 3.63 miles

The recommendation is to upgrade the road to 3 lane undivided with paved shoulders (cross section 3A).

28 **SR 1521 (Funston Road):**

From N.C. 133 to SR 1539 (E Boiling Spring Road) | 3.32 miles

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

29 **Antenna Farm Road:**

From N.C. 87 to N.C. 906 (Midway Road) | 5.71 miles

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 western town limits to NC 87. This project comes from the City of Boiling Spring Lakes Pedestrian Plan.

30 **N.C. 133:**

From WMPO Boundary to N.C. 87 | 13.06 miles

The proposal is to improve safety and resiliency of NC 133. Possible improvements could include upgrading lane widths, raising the roadway, bridge scour-prevention, etc. A multi-use path is recommended along NC 133 from the Wilmington MPO boundary to Dosher Cutoff SE.

32 **Fifty Lakes Drive:**

From N.C. 87 (George III Hwy SE) to River Road SE | 2.41 miles

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.

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

33 **Bridgers Road Extension, :**

From SR 1349 (Bridgers Road) to U.S. 17 BUS (Main Street) | 2.23 miles

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. The project addresses 1 of the top 5 public input priorities from the 2018 Shallotte LU Plan.

34 **SR 1184 Ocean Isle Beach Road SW:**

From U.S. 17 to N.C. 179 | 3.54 miles

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, paved shoulders and multi-use path.

35 **N.C. 211 (North Howe Street):**

From N.C. 87 to W 9th St (SR 1209) | 0.76 miles

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.

36 **SR 1526 Jabbertown Road:**

From N.C. 87 to SR 1527 (E Leonard Street) | 0.79 miles

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.

37 **SR 1165 Thomasboro Road:**

From SR 1164 (Clariday Road) to SR 1167 (Persimmon Road) | 1.0 miles

This is a congestion, mobility and safety 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 two lane with a center turning lane (total 3 lanes) and paved shoulders.

38 **SR 1167 Persimmon Road:**

From SR 1165 (Thomasboro Road) to U.S. 17 | 1.82 miles

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.

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

CHAPTER THREE CTP PROJECT PROPOSALS

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

39

U.S. 17 BUS (Old Ocean Hwy):

From U.S. 17 to SR 1501 (Gilbert Road) I 0.85 miles

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.

40

SR 1164 (Clariday Road SW):

From SR 1165 (Thomasboro Road) to N.C. 179 I 0.51 miles

The recommendation is modernizing the road from 9 ft to 12 ft to improve safety. 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.

41

New Location (Rice Creek Pkwy Ext.):

From Lake Park Drive SE to SR 1521 (Governors Road SE) I 1.74 miles

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

42

U.S. 17:

From Old Ocean Highway to Wilmington MPO Boundary I 12.69 miles

Upgrade this road to boulevard 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 Cape Fear Moving Forward 2045 on Figure 7-1 and the Fiscally-Constrained Roadway Project List.

43

E Boiling Spring Road:

From N.C. 87 to Funston Road I 5.45 miles

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.

46

SR 1136 (Red Bug Road SW) and SR 1134 (Gray Bridge Road SW) Roundabout:

SR 1136 (Red Bug Road SW) and SR 1134 (Gray Bridge Road SW) I 0.0 miles

This is an intersection improvement project. The recommendation is to replace the offset intersection with a roundabout to improve traffic flow and increase safety. NC 130 is showing a highway improvement recommendation to address congestion and mobility, so an intersection improvement is needed.

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

CHAPTER THREE CTP PROJECT PROPOSALS

47

SR 1131 (Cumbee Road SW) and SR 1129 (Turnpike Road SW) Intersection:

SR 1131 (Cumbee Road SW) and SR 1129 (Turnpike Road) SW I 0.0 miles

Intersection Improvement Project at NC 1130 (Mt Pisgah Road) and Turnpike Road. Currently the road has sharp turning movements that is not safe. Realign Offset Intersection.

48

SR 1506 (Lewis Loop Road SE) and Farmer Ward's Lane Intersection:

SR 1506 (Lewis Loop Road SE) and Farmer Ward's Lane I 0.0 miles

Intersection Improvement Project at SR 1506 Lewis Loop Road and Farmer Ward's Lane. With the unpaved Farmers Ward's Lane eventually being recommended to extend out to new location road Antenna Farm Rd Ext (Highway Local ID 29), intersection improvements are needed. Realign Offset Intersection.

49

SR 1506 (Lewis Loop Road SE) and Antenna Farm Rd Intersection:

SR 1506 (Lewis Loop Road SE) and Antenna Farm Road I 0.0 miles

New Location Intersection Project at Antenna Farm Road (unpaved) and SR 1506 Lewis Loop Road. With Antenna Farm Road being recommended to be paved and extended, intersection improvements are needed.

50

N.C. 906 (Midway Road) and Antenna Farm Road Intersection:

N.C. 906 (Midway Road) and Antenna Farm Road I 0.0 miles

New Location Intersection project at NC 906/ SR 1501 (Gilbert Rd SE)/ New Location Antenna Farm Road. With the new location road that is being recommended at this location, there is a need for intersection improvements.

51

U.S. 17 and SR 1357 (Smith Avenue) Interchange, U-5862:

U.S. 17 and SR 1357 (Smith Avenue) I 0.0 miles

A new location interchange project is being recommended at US 17 (Ocean Hwy W) and SR 1357 (Smith Ave). Currently US 17 is a 4 lane roadway with a median. Smith Ave is a 2 lane road. These 2 roads intersect currently but there is a need for an interchange as improvements on US 17 are being proposed.

52

U.S. 17 (Shallotte Bypass) and U.S. 17 BUS South Interchange, U-6104:

U.S. 17 (Shallotte Bypass) and U.S. 17 BUS South (Main Street) I 0.0 miles

The recommendation is for intersection improvement to increase safety and reduce congestion. The recommendation is to upgrade the existing at-grade intersection to an interchange. This project is in the STIP as U-6104.

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

53

U.S. 17 (Shallotte Bypass) and U.S. 17 BUS North Intersection, R-5857:

U.S. 17 (Shallotte Bypass) and U.S. 17 BUS North I 0.0 miles

This is an intersection improvement project.The recommendation is to convert the intersection to a reduced conflict intersection.

54

U.S. 17 BUS at Wall Street and Shallotte Avenue, U-5788:

U.S. 17 BUS at Wall Street and Shallotte Avenue I 0.0 miles

Wall Street and US 17 Bus Intersection Improvement Project. Wall street currently intersects with US 17 Bus. The recommendation is improvement/upgrades to this intersection. US 17 Bus is being upgraded to boulevard standard in the future due to modernization needs. Realign Offset Intersection.

55

U.S. 17 and N.C. 904, R-5851:

U.S. 17 and N.C. 904 I 0.0 miles

This is an intersection improvement recommendation to convert the existing intersection to a Reduced Conflict Intersection. NC 904 is being recommended to be widened to address congestion/mobility, so there will need to be intersection improvements. This poject is in the STIP as R-5851.

56

SR 1300 Ash-Little River Road NW, B-5996:

Cawcaw Swamp I 0.0 miles

Project details: SR 1300 (Ash Little River Road Northwest) Bridge Replacement Project Cawcaw Swamp. This project is in the STIP as B-5996 and the bridge number is 126. This project was due for ROW in FY 2021. Since our BY for this CTP is 2019, it is being included on this list.

57

U.S. 17 and N.C. 211 Interchange, U-5932:

U.S. 17 and N.C. 211 I 0.0 miles

Interchange recommendation at the intersection of US 17 and NC 211. Currently this is an intersection. US 17 is a 4 lane with a median and NC 211 is a 3 lane road (2 thru lanes and 1 turning lane). The interchange is being recommended since NC 211 is being upgraded due to congestion/mobility issues.

58

SR 1515 (Old Mill Creek Road SE), B-5629:

Mill Creek I 0.0 miles

The bridge is on SR 1515 (Old Mill Creek Road SE), the recommendation is to replace the bridge over Mill Creek Road. On the 2020-2029 STIP: project B-5629. Shown as a deficient bridge on Figure 6 of the CTP report. To the west of this bridge, NC 87 is being recommended to be updated to a blvd.

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

59

SR 1342 (Makatoka Road NW), B-4439:

Muddy Branch I 0.0 miles

The bridge is on SR 1342 (Makatoka Rd) and the recommendation is to replace the bridge (#100) over Muddy Branch. This bridge replacement is on the NCDOT 2020-2029 STIP as project B-4439. The project is shown as a deficient bridge on the Bridge Deficiencies Map in Figure 6 of the CTP report.

60

N.C. 130 (Holden Beach Road SW) and SR 1130 (Mt. Pisgah Road) Roundabout:

N.C. 130 (Holden Beach Road SW) and SR 1130 (Mt. Pisgah Road) I 0.0 miles

This is an intersection improvement project. The recommendation is to replace the existing 3-way intersection with a roundabout. Since NC 130 is showing a recommendation to be upgraded to a boulevard in future year 2050, the intersection will need to be upgraded.

61

N.C. 179 and Persimmon Road Intersection :

N.C. 179 and Persimmon Road Intersection I 0.0 miles

The recommendation is to make upgrades to the existing intersection to improve safety. A roundabout is being proposed for this intersection. Studies are being done to analyze this improvement.

62

N.C. 179 BUS (Beach Drive SW), BR-0160:

Calabash River I 0.0 miles

US 179 Business Bridge Replacement Project over Calabash River, STIP B-0160 and is bridge number 15. Due to washouts from Calabash River (natural disasters) in Brunswick County, the bridge needs repair. In 2018, DOT worked on repairing the bridge and will continue routine maintenance and inspection.

63

U.S. 17 at SR 1303 (Hickman Road) and S Middleton Avenue, W-5703H:

U.S. 17 at SR 1303 (Hickman Road) and S Middleton Avenue I 0.0 miles

The recommendation is for intersection improvements at US 17/ Hickman Rd to reduce conflict intersection (STIP W-5703H). The improvements include adding U-turn movements and medians at intersections to improve safety. The length of the study is about 4,400 ft. Convert intersection to superstreet.

64

U.S. 17 at SR 1165 (Thomasboro Road SW)/ SR 1304 (Pea Landing Road NW), W-5601GA:

U.S. 17 at SR 1165 (Thomasboro Road SW)/ SR 1304 (Pea Landing Road NW) I 0.0 miles

The recommendation is for intersection improvements at US 17/ Pea Landing Way for rumble strips, guardrail, safety, and lighting improvements. The STIP number(s) for this project are W-5601GA and W-5601H. Convert intersection to reduced conflict intersection.

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

65

N.C. 211, B-5624:

Juniper Creek I 0.0 miles

NC 211 (Green Swamp Road) Bridge Replacement Project over Driving Creek. The STIP number for this project is B-5624, WBS 45579.1.1, and bridge number 57. There was a permit from the US Army Corps of Engineers and NCDWR Water Quality Certification that was received for construction in June of 2021.

66

SR 1357 (Mulberry Road NW), 17BP.3.R.81:

Shallotte River I 0.0 miles

SR 1357 (Mulberry Road) Bridge Replacement over Mulberry Branch Creek. The bridge (090202) is currently structurally deficient and functionally obsolete. There is a highway recommendation for congestion and mobility purposes as well as a bicycle lane recommendation on Mulberry Road.

67

N.C. 906 (Midway Road), 17BP.3.R.80:

Middle Swamp I 0.0 miles

NC 906 (Midway Road) Bridge Replacement Project over Middle Swamp. This project is in the STIP as 17BP.3.R.80 and is bridge number 104. This location is near Bolivia and very close to a fire department, town hall and elementary school.

68

N.C. 87, B-5627:

Orton Pond Creek I 0.0 miles

NC 87 (George II Hwy) Bridge Replacement Project over Orton Creek. This project is in the STIP as R-5627 and is bridge number 11. This location is south of South Brunswick Middle and High School.

69

N.C. 130 at SR 1321 Longwood Road NW and SR 1330 Waccamaw School Road NW Intersection, W-5703Q:

N.C. 130 at SR 1321 (Longwood Road NW) and SR 1330 (Waccamaw School Road NW) I 0.0 miles

Intersection Improvement project at NC 130 (Whiteville Road)/ SR 1321 (Longwood Road)/Waccamaw School Road. This project is in the STIP as W-5703Q. Realign Offset Intersection.

70

N.C. 133 and SR 1521 (Funston Road), BR-0139:

N.C. 133 and SR 1521 (Funston Road) I 0.0 miles

New Bridge proposal on NC 133 (River Road) over Sand Hill Creek. This project is in the STIP as BR-0139. The recommendation is to replace the culvert on NC 133, north of Funston Road, with a bridge.

71

N.C. 906 (Midway Road), 17BP.3.R.62:

Brunswick River Swamp I 0.0 miles

NC 906 (Midway Road) Replacement Project over Sarah Hole. This project is in the STIP as 17BP.3.R.62 and is bridge no. 23.

72

U.S. 74-76 at N.C. 87 (Maco Road) Interchange, R-4462:

U.S. 74-76 at N.C. 87 (Maco Road) I 0.0 miles

The recommendation is to upgrade the existing intersection of US 74/76 at NC 87 to an interchange. US 74/76 is being recommended to be upgraded to interstate standards so this intersection will need to be upgraded. This project is in the STIP as R-4462.

73

U.S. 17 (Shallotte Bypass) and U.S. 17 BUS South Superstreet Upgrade, R-5857:

U.S. 17 (Shallotte Bypass) and U.S. 17 BUS South I 0.0 miles

The recommendation is for intersection improvements at US 17/ US 17 Business south of Shallotte in Brunswick County (STIP R-5857). The hearing map for STIP R-5857 shows improvements to: additional roadway, resurfacing, structures, island, curb and gutter. Convert intersections to superstreet.

75

N.C. 87 and N.C. 133 Interchange:

N.C. 87 and N.C. 133 I 0.0 miles

This is a new location interchange project. The recommendation is to upgrade the existing 3-way intersection to an interchange. This intersection falls along NC 87 where there are congestion and mobility issues.

76

N.C. 179 (Bricklanding Road SW) and SR 1145 (Village Point Road SW) Roundabout:

N.C. 179 (Bricklanding Road SW) and SR 1145 (Village Point Road SW) I 0.0 miles

This is an intersection improvement project. The recommendation is to replace the existing 3- way Intersection with a roundabout. NC 179 is showing a highway recommendation to address congestion and mobility, so an intersection improvement is needed.

77

N.C. 130 (Holden Beach Road) and SR 1139 (Seashore Road) Roundabout:

N.C. 130 (Holden Beach Road) and SR 1139 (Seashore Road) I 0.0 miles

This is an intersection improvement project. The recommendation is to replace the existing intersection with a roundabout. NC 130 is showing a highway improvement recommendation to address congestion and mobility, so an intersection improvement is needed.

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

78 N.C. 179 (Beach Drive SW) and SR 1143 (Bricklanding Road SW) Roundabout:

N.C. 179 (Beach Drive SW) and SR 1143 (Bricklanding Road SW) I 0.0 miles

This recommendation is to replace the existing 3-way intersection with a roundabout. NC 179 and Bricklanding Rd both have highway recommendations to address congestion and mobility, so an improvement to this intersection is also needed.

79 SR 1120 (Sabbath Home Road) and SR 1121 (Old Ferry Road) Intersection:

SR 1120 (Sabbath Home Road) and SR 1121 (Old Ferry Road) I 0.0 miles

This is an intersection improvement project. The recommendation is to re-align the existing intersection and install a right turn lane on SR 1121 Old Ferry Rd.

80 U.S. 17 BUS (Main Street) and SR 1173 (Village Road) Intersection:

U.S. 17 BUS (Main Street) and SR 1173 (Village Road) I 0.0 miles

This is an intersection improvement project.The recommendation is to install a traffic light on US 17 BUS (Main St) in Shallotte at the Village Rd Intersection to improve safety and traffic flow.

81 N.C. 130 and U.S. 17 Southbound Ramp Intersection:

N.C. 130 and U.S. 17 Southbound Ramp I 0.0 miles

Intersection improvement (install traffic signals) Project at NC 130 (Whiteville Road) and US 17 ramp (north) onto NC 130. Since NC 130 is being recommended to be upgraded to boulevard standards in the CTP in 2050 due to congestion and mobility issues, the intersection will need to be upgraded.

82 N.C. 130 and U.S. 17 Northbound Ramp Intersection:

N.C. 130 and U.S. 17 Northbound Ramp I 0.0 miles

Intersection improvement (install traffic signals) Project at NC 130 (Whiteville Road) and US 17 ramp (south) onto NC 130. Since NC 130 is being recommended to be upgraded to boulevard standards in the CTP in 2050 due to congestion and mobility issues, the intersection will need to be upgraded.

83 I-140 Connector and U.S. 17 Interchange:

I-140 Connector and U.S. 17 I 0.0 miles

New Location Interchange project at the intersection of FY project I-140 Connector/ US 17. The recommendation is being made since there is a new location project (I-140) being recommended in the CTP. I-140 is being recommended to be built as a freeway, therefore an interchange will be necessary.

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

84 I-140 Connector and N.C. 211 Interchange:

I-140 Connector and N.C. 211 I 0.0 miles

New Location Interchange project at intersection of NC 211 and I-140. I-140 is a new route in the CTP that is being recommended to be built as a freeway. An interchange will be necessary for access onto NC 211 from I-140.

85 N.C. 133 and MOTSU Rail Line Grade Separation:

At intersection of N.C. 133 and MOTSU Rail Line I 0.0 miles

New Location Bridge on NC 133 (River Road) over Moore Creek.

86 U.S. 17 and SR 1300 (Calabash Road) Intersection :

U.S. 17 and SR 1300 (Calabash Road) Intersection I 0.0 miles

This is an intersection improvement project at US 17 and Calabash Rd which currently has streetlights. The recommendation is to convert the existing intersection to a superstreet to improve mobility.

87 U.S. 17 and SR 1401 Galloway Road Intersection:

U.S. 17 and SR 1401 (Galloway Road) Intersection I 0.0 miles

This is an intersection improvement project. There is a highway recommendation to improve congestion and mobility on Galloway Rd. The recommendation is to convert the US 17 and Galloway Rd intersection to a reduced conflict intersection.

88 N.C. 906 Midway Road/ Galloway Road and US 17 BUS Intersection:

N.C. 906 and U.S. 17 BUS I 0.0 miles

The recommendation is to realign the existing offset Intersection and construct a roundabout. This intersection falls between two highway projects for congestion/mobility improvements, so an intersection improvement is needed. This project is in the STIP as R-3434.

89 Carolina Bays Parkway and SR 1303 (Hickman Road) Interchange, R-5876:

Carolina Bays Parkway and SR 1303 (Hickman Road) I 0.0 miles

New location interchange project at future year project Carolina Bays Parkway Extension and Bishop Road. The new location project R-5876 (Carolina Bays Parkway Extension) is being recommended as a freeway. Therefore, an interchange is necessary to connect to Bishop Road.

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

90

Carolina Bays Parkway and SR 1305 (Number 5 School Road) Interchange, R-5876:

Carolina Bays Parkway and SR 1305 (Number 5 School Road) | 0.0 miles

New location interchange at intersection of future year project Carolina Bays Parkway Extension (STIP R-5876) and an unnamed road. Carolina Bays Parkway Extension is being recommended as a freeway so an interchange is necessary to connect to anyway intersecting roadways.

91

Carolina Bays Parkway and N.C. 90 (Longwood Road) Interchange, R-5876:

Carolina Bays Parkway and N.C. 90 (Longwood Road) | 0.0 miles

New Location Interchange at Carolina Bays Parkway Extension (R-5876) and NC 904. Carolina Bays Parkway Extension is being recommended as a freeway so an interchange is necessary to connect to anyway intersecting roadways.

92

Carolina Bays Parkway and U.S. 17 Interchange, R-5876:

Carolina Bay Parkway and U.S. 17 | 0.0 miles

New Location Interchange at Carolina Bays Pkwy Ext (R-5876) and US 17. Carolina Bays Pkwy Ext is being recommended as a freeway so an interchange is necessary to connect to anyway intersecting roadways. US 17 and Carolina Bays Pkwy Ext will be major routes used by locals and tourists in the future.

93

Hickman Road and Calabash Road Intersection :

Hickman Road and Calabash Road Intersection | 0.0 miles

This is an intersection improvement project. The recommendation is to install streetlights at the intersection.

94

McLamb Road and Calabash Road Roundabout:

McLamb Road and Calabash Road Roundabout | 0.0 miles

Roundabout project at the intersection of Mclamb Rd and Calabash Rd. Project is being recommended due exceeding capacity.

95

Marlowtown Road and Shingletree Road Roundabout:

Marlowtown Road and Shingletree Road Roundabout | 0.0 miles

Roundabout project at Marlowtown Rd and Shingletree Rd. Roundabout is being recommended for future residential growth.

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

CHAPTER THREE CTP PROJECT PROPOSALS

96

N.C. 179 and Thomasboro Road SW Intersection :

N.C. 179 and Thomasboro Road SW | 0.0 miles

The recommendation is to make upgrades to the existing intersection to enhance safety. It is being considered to convert this intersection to a dead end cul-de-sac.

97

Persimmon Road and Thomasboro Road SW Intersection:

Persimmon Road and Thomasboro Road SW | 0.0 miles

The recommendation is to make upgrades to the existing intersection to improve safety. A roundabout is being proposed for this intersection. Studies are being done to analyze this improvement.

98

N.C. 87/E Boiling Spring Road Intersection:

N.C. 87/ Boiling Spring Road Intersection | 0.0 miles

Intersection Improvement project at NC 87 (George Hwy)/ SR 1539 (Boiling Spring Rd). Recommendation is to add a right turn lane for traffic coming off of W. Boiling Spring Road onto NC 87.

PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2045

BRUNSWICK COUNTY

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#	P	P
Amtrak Station	#		
Intermodal Terminal	#		

GSATS MPO

Cape Fear RPO

Studied Roads

Full report at:
https://tinyurl.com/BruCoCTP

N

0 0.5 1 2 3 4 5 6 7 8 Miles

Sheet 3 of 4

Base map date: September 16, 2019

Legal Disclaimer

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Plan Date: February 13, 2024

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

Brunswick County
Public Transportation and Rail Recommendations

1

Park-and-Ride 1:

Holden Beach, N.C.: Parking for Beach Access, East End: McCray Street, Holden Beach, NC 28462 | 0.0 miles

Holden Beach,NC: Parking for Beach Access, East End

2

Park-and-Ride 2:

Holden Beach, N.C.: Holden Beach Public Beach Access Parking: 805 Ocean Blvd W, Holden Beach, NC 28462 | 0.0 miles

Holden Beach,NC: Holden Beach Public Beach Access Parking

3

Park-and-Ride 3:

Ocean Isle Beach, N.C.: Museum of Coastal Carolina: 21 E 2nd St, Ocean Isle Beach, NC 28469 | 0.0 miles

Ocean Isle Beach,NC: Museum of Coastal Carolina

4

Park-and-Ride 4:

Sunset Beach, N.C.: Sunset Beach Free Parking: Unnamed Road, Sunset Beach, NC 28468 | 0.0 miles

Sunset Beach,NC: Sunset Beach Free Parking

5

Park-and-Ride 5:

Oak Island, N.C.: Public Beach Access: 209 SE 77th Street, Oak Island, NC 28465 | 0.0 miles

Oak Island,NC: Public Beach Access

7

Carolina Lines (RJCS):

Columbus County line to Malmo | 4.35 miles

Carolina Lines (RJCS) from Columbus County line to Malmo. An abandoned line from Whiteville to Malmo is proposed for re-establishment between RJ Coreman and CSX for delivery through the Port of Wilmington. This is a strategic economic development opportunity to complete a link in the rail network.

Public Trans/Rail Class: Urban Bus Corridor, Regional Bus Corridor, Rural Bus Corridor, Fixed Guideway, Amtrak/Freight Route, Park and Ride or Multimodal, Amtrak/Light Rail Station or Intermodal Terminal
★ Denotes Highway Incidental

PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

Brunswick County
Bicycle and Pedestrian Recommendations

1 ★

SR 1521 (Governors Road SE):

From end of pavement to SR 1518 (Daws Creek Road) | 1.48 miles

The recommendation is to pave the roadway to 2 lanes, 12 foot per lane with paved shoulders and bike lane (cross section 2O).

Daws Creek Road:

From N.C. 133 to U.S. 17 | 6.73 miles

Bike lane along Daws Creek Rd from NC 133 to US 17. The suggestion is to provide safety accommodations by recommending a separated bicycle lane for this route in the future.

2 ★

N.C. 133:

From WMPO Boundary to N.C. 87 | 12.51 miles

The proposal is to improve safety and resiliency of NC 133. Possible improvements could include upgrading lane widths, raising the roadway, bridge scour-prevention, etc. A multi-use path is recommended along NC 133 from the Wilmington MPO boundary to Dosher Cutoff SE.

N.C. 87:

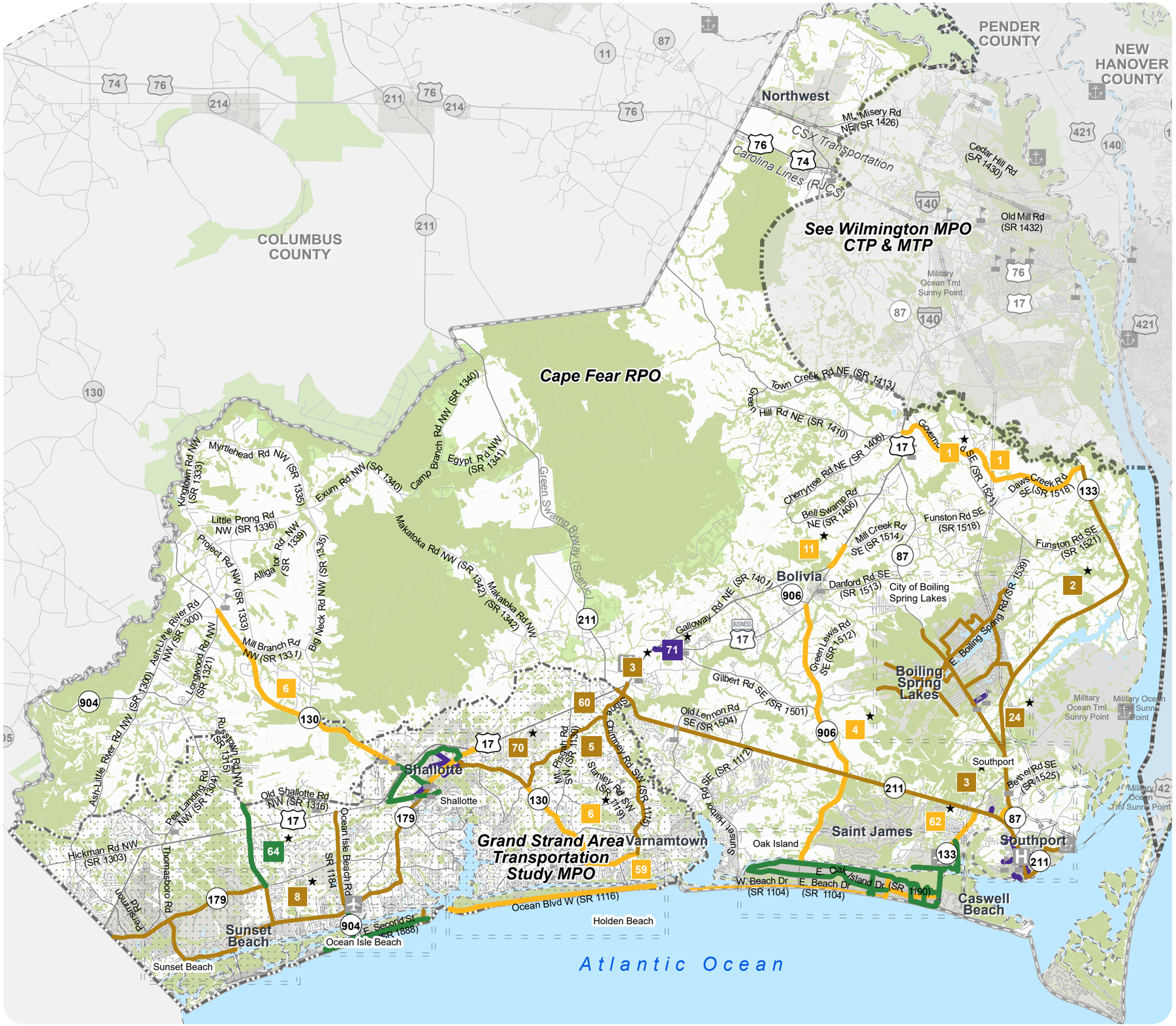
From N.C. 211 to U.S. 17 | 7.31 miles

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

Bike/Ped Class: Bicycle, Pedestrian, Bike and Ped, Multiuse Path, Bike/Ped Bridge
★ Denotes Highway Incidental

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

CHAPTER THREE CTP PROJECT PROPOSALS



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2045

BRUNSWICK COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- GSATS MPO
- Cape Fear RPO

Full report at: https://tinyurl.com/BruCoCTP

N

0 0.5 1 2 3 4 5 6 7 8 Miles

Sheet 4 of 4

Base map date: September 16, 2019

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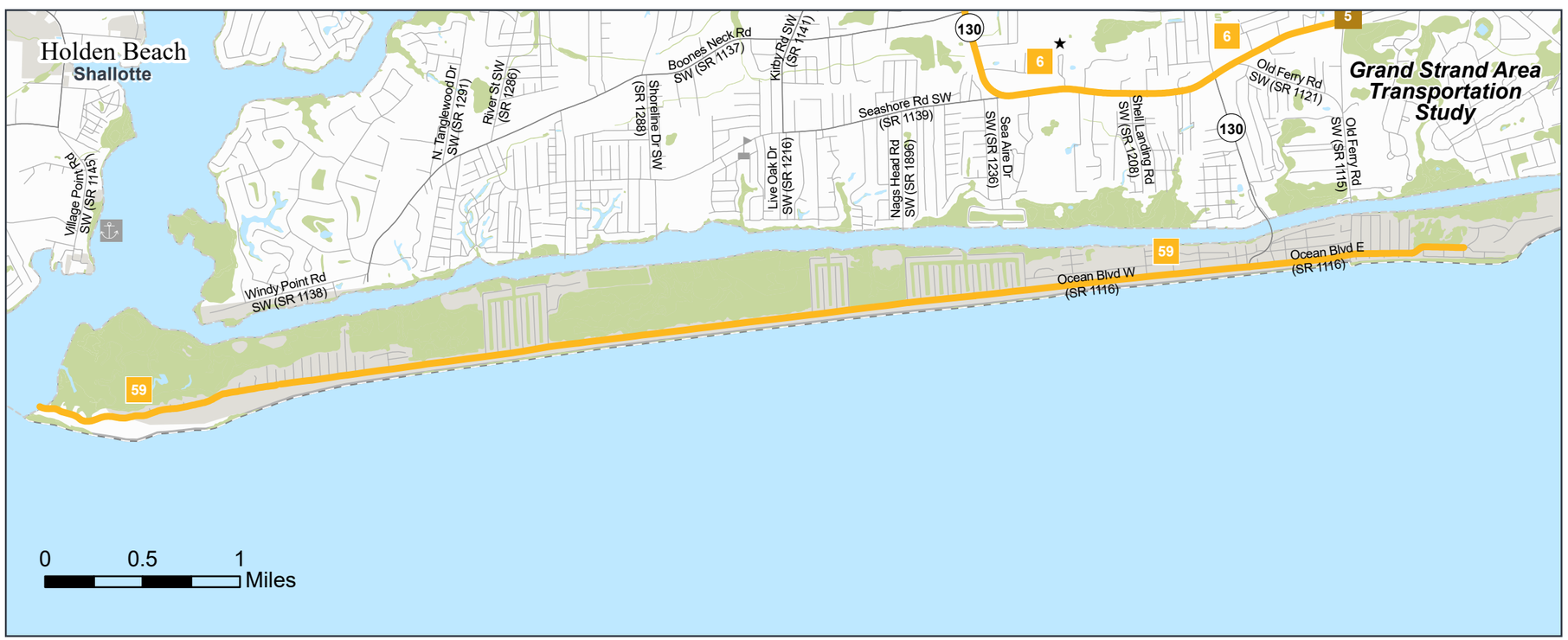
Plan Date: February 13, 2024



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2045

BRUNSWICK COUNTY

OAK ISLAND AND HOLDEN BEACH Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- GSATS MPO
- Cape Fear RPO

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N

Sheet 4 of 4

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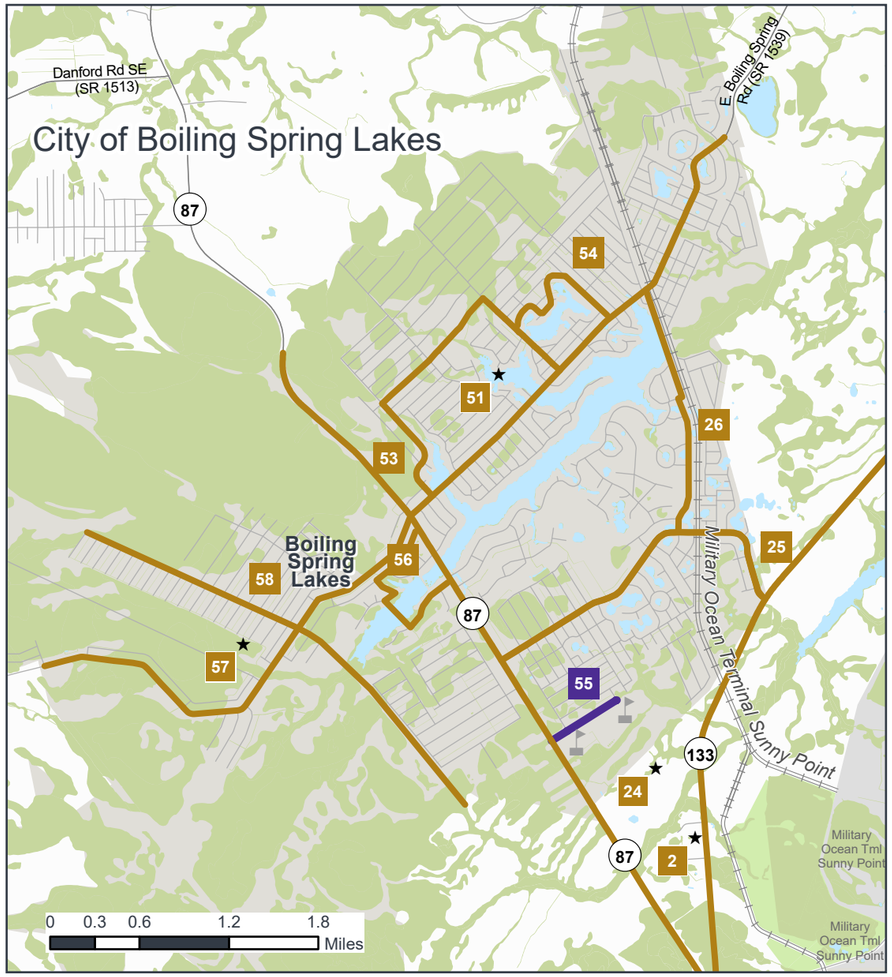
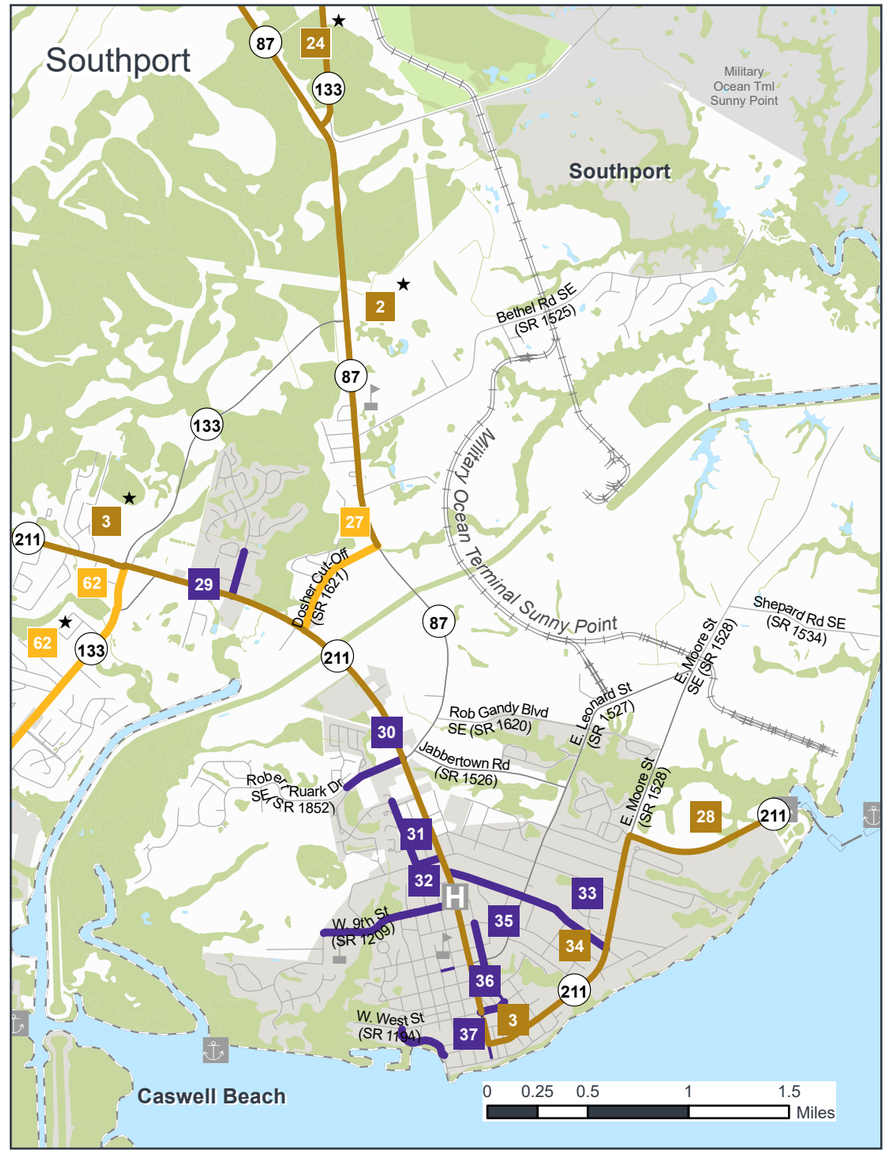
BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2045





BRUNSWICK COUNTY

CITY OF BOILING SPRING LAKES AND SOUTHPORT INSETS

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

Studied Roads

GSATS MPO

Cape Fear RPO

Full report at:
https://tinyurl.com/BruCoCTP

N

Sheet 4 of 4

Base map date: September 16, 2019

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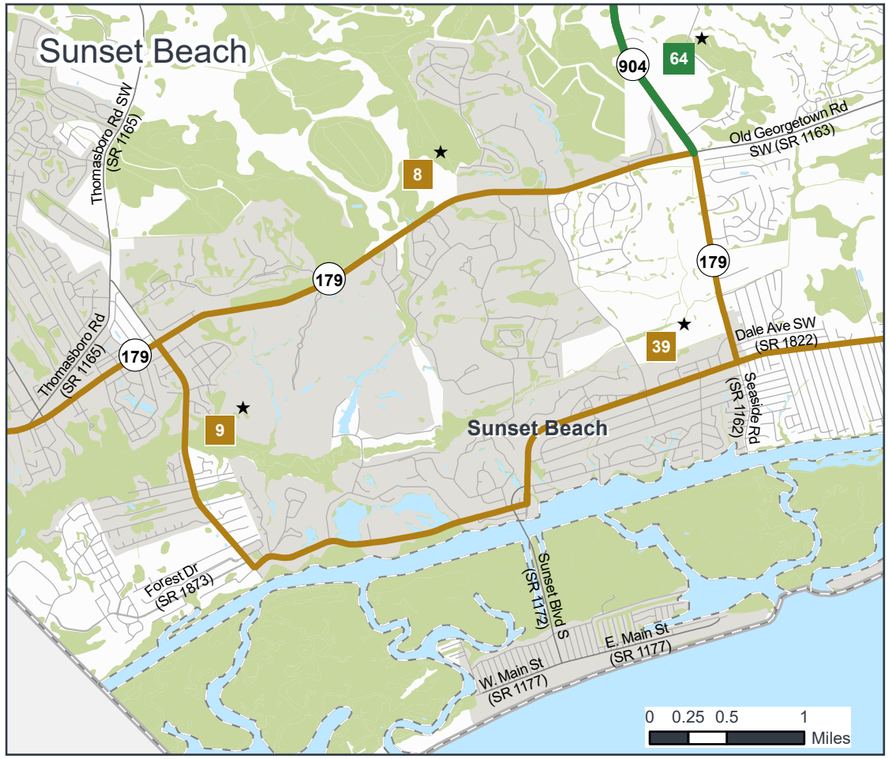
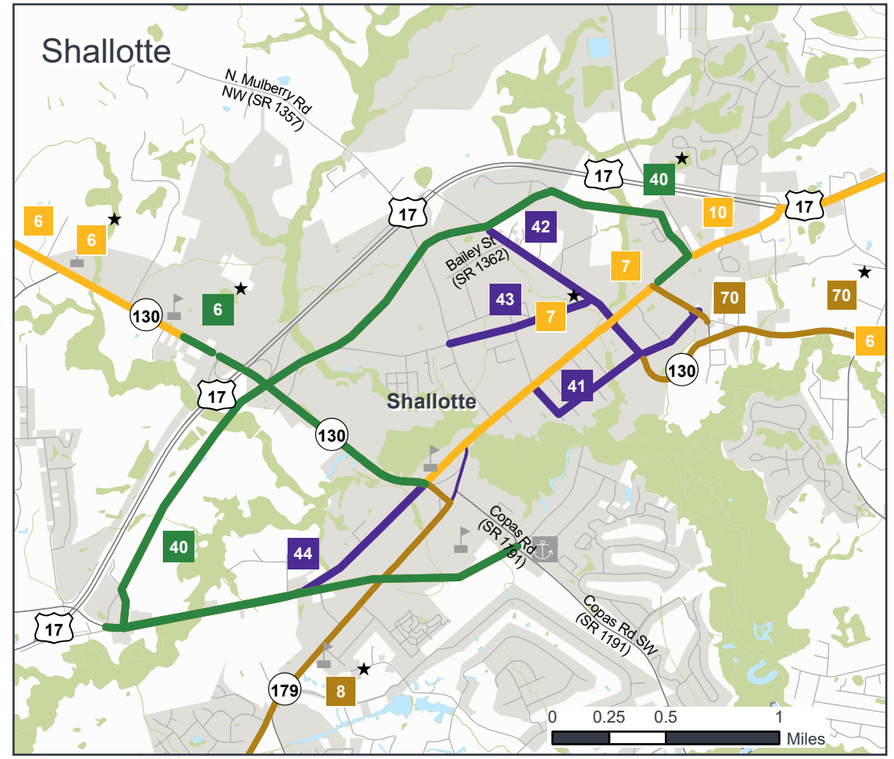
Plan Date: February 13, 2024

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2045





BRUNSWICK COUNTY

GSATS Municipalities

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

Studied Roads

GSATS MPO

Cape Fear RPO

Full report at:
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N

Sheet 4 of 4

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Plan Date: February 13, 2024

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

3 ★

N.C. 211, R-5021:

From Midway Road (SR 1500) to N.C. 87 I 6.6 miles

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.

N.C. 211 :

From U.S. 17 to SR 1112 (Sunset Harbor Road) I 5.55 miles

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

N.C. 211 , R-5947:

SR 1112 (Sunset Harbor Road) to N.C. 906 (Midway Road) I 3.47 miles

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.

N.C. 211 (North Howe Street):

From N.C. 87 to W 9th St (SR 1209) I 0.67 miles

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.

N.C. 211:

From West Bay Street to U.S. 17 I 0.65 miles

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

4 ★

N.C. 906 (Midway Road/Galloway Road):

From SR 1501 (Gilbert Road) to U.S. 17 I 3.91 miles

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 motorists and cyclists. See Cape Fear Regional Bicycle Plan.

N.C. 906 (Midway Road) :

From N.C. 211 to SR 1501 (Gilbert Road) I 2.49 miles

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.

5

SR 1115 (Stone Chimney Road SE):

From U.S. 17 to SR 1120 (Sabbath Home Road) I 6.99 miles

Multi-use path along Stone Chimney Rd from Sabbath Hone Rd to US 17.

6 ★

N.C. 130 (Whiteville Road):

From SR 1320 (McMilly Road) to N.C. 179 (Village Road) I 1.95 miles

The recommendation is to widen NC 130 to 4 lanes from McMilly Road (SR 1320) to Village Road (NC 179) to improve congestion 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.

N.C. 130:

Longwood Road NW to U.S. 17 Business I 9.04 miles

Bike lanes are recommended from Longwood Rd NW to US 17 BUS.

N.C. 130 (Holden Beach Road):

From SR 1357 (Smith Avenue) to the end of State Maintenance I 7.38 miles

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.

7 ★

U.S. 17 BUS:

From N.C. 130 (Whiteville Road) to U.S. 17 I 1.03 miles

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.

U.S. 17 Bus:

From N.C. 130 to Holden Beach Road I 0.28 miles

Bike recommendation along US 17 Bus from NC 130 to Holden Beach Road.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

8 ★ **N.C. 179 BUS :**

From U.S. 17 BUS to SR 1184 (Ocean Isle Beach Road) | 6.02 miles

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.

N.C. 179 (Beach Drive SW) :

From N.C. 904 (Seaside Road) to SR 1184 (Ocean Isle Beach Road) | 2.74 miles

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 along side of NC 179 from the South Carolina border to US 17 Business and is part of the East Coast Greenway Plan.

N.C. 179 (Beach Drive SW) :

From South Carolina state line to Clariday Road SW | 2.15 miles

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.

N.C. 904:

From N.C. 179 (Beach Drive SW) to SR 1144 (W First Street) | 1.97 miles

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.

N.C. 130 (Whiteville Road):

From SR 1320 (McMilly Road) to N.C. 179 (Village Road) | 1.95 miles

The recommendation is to widen NC 130 to 4 lanes from McMilly Road (SR 1320) to Village Road (NC 179) to improve congestion 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.

N.C. 179 (Old Georgetown Road):

From N.C. 904 (Seaside Road) to N.C. 179 BUS (Beach Drive) | 3.76 miles

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.

9 ★ **N.C. 179 BUS:**

From N.C. 179 to N.C. 904 (Seaside Road) | 5.35 miles

The proposal is to address capacity, enhance safety, and 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).

10 **U.S. 17 (Ocean Hwy W):**

From SR 1136 (Red Bug Road) to SR 1345 (Royal Oak Road) | 1.07 miles

Bike recommendation along US 17 from Red Bug Road to Royal Oak Road.

11 ★ **U.S. 17:**

From Old Ocean Highway to Wilmington MPO Boundary | 0.9 miles

Upgrade this road to boulevard 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 Cape Fear Moving Forward 2045 on Figure 7-1 and the Fiscally-Constrained Roadway Project List.

12 **NE 58th Street:**

From E Yacht Drive to E Beach Drive | 0.75 miles

Bike recommendation along 58th Street from E Yacht Dr to E Beach Dr. Refer to the adopted Oak Island Bicycle Plan for further information.

13 ★ **SR 1190 (E. Oak Island Drive):**

From N.C. 906 (N Middleton Avenue) to N.C. 133 (Long Beach Road) | 5.26 miles

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.

E Oak Island Drive:

From Country Club Drive to NE 58th Street | 0.0 miles

Bike recommendation along E Oak Island Drive from Country Club Drive to 58th Street. Refer to the adopted Oak Island Bicycle Plan for further information.

14 **SR 1100 (Country Club Drive):**

From SR 1190 (E. Oak Island Drive) to Throckmorton Street | 0.22 miles

Sidewalk along SR 1100 (Country Club Dr) from SR 1190 (E. Oak Island Dr) to Throckmorton St. Refer to the adopted Oak Island Bicycle Plan for further information.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

15 ★ **SR 1190 (E. Oak Island Drive):**

From N.C. 906 (N Middleton Avenue) to N.C. 133 (Long Beach Road) | 5.26 miles

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.

E Oak Island Drive:

From E Yacht Drive to NE 58th Street | 1.79 miles

Bike lanes and sidewalks 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.

16 **W Yacht Drive:**

From Oak Island Drive to N.C. 133 | 7.82 miles

Bike and Sidewalks recommendations are being recommended along W Yacht Drive from Oak Island Drive to NC 133. Refer to the adopted Oak Island Bicycle Plan for further information.

17 **NE 46th Street:**

From W Yacht Drive to E Beach Drive | 0.72 miles

Bike and Sidewalks recommendations are being recommended along NE 46th St from W Yacht Dr to E Beach Dr. Refer to the adopted Oak Island Bicycle Plan for further information.

18 **E Dolphin Drive:**

From dead end of 43rd Street to dead end of 49th Street | 0.22 miles

Bike and Sidewalks recommendations are being recommended along Dolphin Drive from dead end of 43rd St to dead end of 49th St. Refer to the adopted Oak Island Bicycle Plan for further information.

19 **74th Street - Ocean Drive - Robert L Jones Street:**

From Oak Island Drive to N.C. 133 | 1.75 miles

Bike and Sidewalks recommendations are being recommended along 74th St/Ocean Dr/Robert L Jones St from Oak Island Dr to NC 133. Refer to the adopted Oak Island Bicycle Plan for further information.

20 **Barbee Blvd:**

From Elizabeth Drive to Ocean Drive | 0.43 miles

Bike and Sidewalks recommendations are being recommended along Barbee Blvd from Elizabeth Dr to Ocean Dr. Refer to the adopted Oak Island Bicycle Plan for further information.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

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21 **Barnes Bluff Drive Ext:**

From Fish Factory Road SE to South of Scupper Run SE | 1.97 miles

Bike and Sidewalks recommendations are being recommended along Barnes Bluff Drive Ext from Fish Factory Road SE to South of Scupper Run SE. Refer to the adopted Oak Island Bicycle Plan for further information.

22 **Fish Factory Road:**

From N.C. 133 to Dead end South of O'Quinn Blvd | 1.09 miles

Bicycle lane and Sidewalks are being recommended along Fish Factory Road from NC 133 to Dead End south of O'Quinn Blvd. Please refer to the adopted Oak Island Bicycle Plan for further information.

23 **Country Club Drive:**

From E Oak Island Drive to Intercoastal Waterway | 1.68 miles

Bike and Sidewalk recommendations are being made along Country Club Dr from E Oak Island Dr to Intercoastal Waterway. Refer to the adopted Oak Island Bicycle Plan for further information.

24 ★ **N.C. 87:**

From N.C. 211 to U.S. 17 | 7.31 miles

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

25 **Fifty Lakes Drive:**

From N.C. 133 (River Road SE) to NC 87 | 2.37 miles

Multi-use recommendation along Fifty Lakes Dr from NC 133 to NC 87. This project comes from the final draft plan of the City of Boiling Spring Lakes Pedestrian Plan as a shared-use proposal, refer to the plan for further information.

26 **Eden Drive/Alton Lennon Road:**

From E Boiling Spring Road to Fifty Lakes Drive | 1.71 miles

Multi-use recommendation along Eden Drive from E Boiling Spring Rd to Fifty Lakes Dr. This project comes from the final draft plan of the City of Boiling Spring Lakes Pedestrian Plan as a shared-use proposal,refer to the plan for further information.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
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BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

27 **SR 1621 (Dosher Cut-Off):**

From N.C. 211 to NC 87 | 0.59 miles

Bike lane along Dosher Cut-Off from NC 211 to NC 87. This recommendation is being made to provide a safe bicycle lane along this route.

28 **N.C. 211 (Ferry Road):**

From N.C. 211 to Dead End (Fort Fisher) | 0.88 miles

Multi-use path along NC 211 (Ferry Rd) from NC 211 (E Moore St) to dead end (Fort Fisher). This recommendation is being made to provide a safe multi-use lane along a road with plenty of ROW.

29 **J Swaine Blvd:**

From N.C. 211 to Viking Crest Lane | 0.23 miles

Sidewalk along Robert Ruark Drive from NC 211 to Viking Crest Lane. This project is recommended in the adopted City of Southport Comprehensive Pedestrian Transportation Plan. Refer to this plan for further information.

30 **Robert Ruark Drive :**

From N.C. 211 to Forest Oak Drive | 0.31 miles

Sidewalk along Robert Ruark Drive from NC 211 to Forest Oak Drive. This project is recommended in the adopted City of Southport Comprehensive Pedestrian Transportation Plan. Refer to this plan for further information.

31 **Owens Street - Caswell Avenue:**

From N.C. 211 to Caswell Ave | 0.45 miles

Sidewalk along Owens St/Caswell Ave from NC 211 to Caswell Ave. This project is recommended in the adopted City of Southport Comprehensive Pedestrian Transportation Plan. Refer to this plan for further information.

32 **SR 1209 (W. 9th Street):**

From N.C. 211 to Maple Avenue | 0.69 miles

Sidewalk along W 9th Street from NC 211 to Maple Ave. This project is recommended in the adopted City of Southport Comprehensive Pedestrian Transportation Plan. Refer to this plan for further information.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

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33 **N Fodale Avenue:**

From N.C. 211 to E Moore Street | 0.87 miles

Sidewalk along Fodale Ave from NC 211 to E Moore St. This project is recommended in the adopted City of Southport Comprehensive Pedestrian Transportation Plan. Refer to this plan for further information.

34 **N.C. 211 (E Moore Street):**

From E. Moore Street to Ferry Road | 1.38 miles

Multi-use path along E Moore St from NC 211 (E Howe St) to NC 211 (Ferry Rd).

35 **Atlantic Avenue:**

From E George to E 8th Street | 0.28 miles

Sidewalk along Atlantic Ave from E George St toE 8th Streett. This project is recommended in the adopted City of Southport Comprehensive Pedestrian Transportation Plan.

36 **E West Street:**

From N Atlantic Avenue to N.C. 211 | 0.13 miles

Sidewalk along E West St from NC 211 to N Atlantic Ave. This project is recommended in the adopted City of Southport Comprehensive Pedestrian Transportation Plan.

37 **Brunswick Street:**

From W West Street to W Moore Street | 0.29 miles

Sidewalk along Brunswick St from W West St to W Moore St. This project is recommended in the adopted City of Southport Comprehensive Pedestrian Transportation Plan.

39 ★ **N.C. 179 BUS:**

From N.C. 179 to N.C. 904 (Seaside Road) | 5.35 miles

The proposal is to address capacity, enhance safety, and 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).

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

40

Main Street/Bridger Road Exn Loop:

From U.S. 17 BUS to Copas Road SW | 4.18 miles

Bike lanes and sidewalks are on Main Street/Bridger Road from US 17 Bus to Copas Road SW.

Bridgers Road Extension, :

From SR 1349 (Bridgers Road) to U.S. 17 BUS (Main Street) | 2.23 miles

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. The project addresses 1 of the top 5 public input priorities from the 2018 Shallotte LU Plan.

41

Wall Street Extension:

From U.S. 17B to Holden Beach Road NW | 1.11 miles

Sidewalk along Wall Street Extension from US 17B to Holden Beach Road NW.

42

Smith Avenue:

From Arnold Street to Shallotte Crossing Pkwy | 0.68 miles

Sidewalk along Smith Ave from Arnold St to Shallotte Crossing Pkwy.

43

White Street, EB-6035:

From Smith Avenue to Mulberry Park | 0.65 miles

STIP Project EB-6035: Sidewalk extension on north side of street from Mulberry Park along White Street

44

U.S. 17B (Main Street):

From S Willing Drive to N.C. 130 | 0.74 miles

Sidewalk along US 17B (Main St) from Willing Dr to NC 130.

45

N.C. 904 (Causeway Drive):

From N.C. 179 to Intercoastal Waterway | 0.27 miles

Bike and Sidewalk along NC 904 (Causeway Dr) from NC 179 to Intercoastal Waterway.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

46 ★

N.C. 904:

From N.C. 179 (Beach Drive SW) to SR 1144 (W First Street) | 1.97 miles

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.

Causeway Drive:

From Causeway Drive to W First Street | 0.33 miles

Sidewalk and Bike Lane proposal along Causeway Drive from Causeway Drive to W First Street.

47

W Fourth Street:

From Third Street to Driftwood Drive | 0.53 miles

Bike and Sidewalk along W Fourth St from Third St to Driftwood Dr.

48

2nd Street, EB-6034:

From High Point Street to 1st Street | 3.26 miles

STIP EB - 6034: Bicycle lanes and sidewalk on south side street from High Point Street to First Street in Ocean Isle Beach.

49

SR 1144 (W. First Street):

From Second Street to Highpoint Street | 2.12 miles

Bike and Sidewalk recommendation along First St from Second St to Highpoint St.

50

4th Street:

From 2nd Street to Dead End | 0.76 miles

Bike and Sidewalk Recommendation along 4th St from 2nd St to Dead End.

51 ★

E Boiling Spring Road:

From N.C. 87 to Funston Road | 3.41 miles

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.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

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53 **Drayton Road Loop:**

Starting and ending on E Boiling Spring Road | 2.49 miles

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 Spring Lakes Pedestrian Plan as a shared-use proposal, refer to the plan for further information.

54 **Ash Road/Grace Road :**

From E Boiling Spring Road to Pine Road | 1.03 miles

Multi-use recommendation along Ash Rd/Grace Rd from E Boiling Spring Rd to Pine Rd. This project comes from the final draft plan of the City of Boiling Spring Lakes Pedestrian Plan as a shared-use proposal, refer to the plan for further information.

55 **Cougar Road:**

N.C. 87 to east of Dix Road | 0.52 miles

Sidewalk recommendation along Cougar Road from NC 87 to dead end.

56 **Virginia Drive/Dam Road/W South Shore Drive:**

From Sunset Drive to N.C. 87 | 1.33 miles

Multi-use recommendation along Virginia Dr/Dam Rd/W South Shore Dr from Sunset Dr to NC 87. This project comes from the final draft plan of the City of Boiling Spring Lakes Pedestrian Plan as a shared-use proposal, refer to the plan for further information.

57 ★ **Antenna Farm Road:**

From N.C. 87 to N.C. 906 (Midway Road) | 3.26 miles

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 western town limits to NC 87. This project comes from the City of Boiling Spring Lakes Pedestrian Plan.

58 **W Ridge Road:**

W 17th Avenue to end of town limits | 3.2 miles

Multi-use recommendation along W Ridge Road from W 17th Ave to end of town limits. This project comes from the final draft plan of the City of Boiling Spring Lakes Pedestrian Plan as a shared-use proposal, refer to the plan for further information.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
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59 **Ocean Blvd W (SR 1116) :**

dead end of town limit to dead end of town limit | 7.39 miles

Bike Lane along SR 1116 (Ocean Blvd W) from dead end of road to dead end of town limit. This route is also a proposed regional bikeway network in the Cape Fear Bicycle Plan. Review the plan for further information.

60 **SR 1132 (Civietown Road) - Turnpike Road:**

SR 1115 (Stone Chimney Road) to N.C. 130 (Holden Beach) | 4.05 miles

Multi-use proposal on SR 1132 (Civietown Road) from Stone Chimney Rd to Holden Beach.

61 **N.C. 906 (E F Middleton Blvd):**

N.C. 211 to E Yacht Drive | 3.68 miles

Bike Lane along NC 906 from E Yacht Drive to NC 211. In the Cape Fear Bicycle Plan,it is stated that this route is used heavily by the Cape Fear Cyclists (advocacy group). This route is also a proposed regional bikeway network in the plan. Review the plan for further information.

62 ★ **N.C. 133 (Long Beach Road):**

From SR 1969 (Old Long Beach Road SE) to SR 1210 (Vanessa Drive) | 1.85 miles

The project proposal is to modify access management by limiting turning movements, widening lanes, and adding paved shoulders to imrove safety. 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.

N.C. 133:

from N.C. 211 to Intercoastal Waterway | 0.67 miles

A bike lane is recommended along NC 133 from NC 211 to the Intercoastal Waterway. The Cape Fear Bicycle Plan states that this route is used heavily by Cape Fear Cyclists. This route is also a proposed regional bikeway network.

64 ★ **N.C. 904 (Seaside Road) :**

From U.S. 17 to N.C. 179 | 2.2 miles

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.

N.C. 904 (Longwood Road NW) :

From U.S. 17 to SR 1308 (Etheridge Road) | 0.87 miles

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.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

65 **Winston Salem Street:**

E 4th Street to E 1st Street I 0.06 miles

Sidewalk proposal along Winston Salem St from E 4th Street to E 1st Street.

66 **W 3rd Street:**

N.C. 904 (Causeway Drive) to W Fourth Street I 0.39 miles

Sidewalk proposal along W 3rd Street from NC 904 to W 4th Street.

67 **Troy Street:**

W 3rd Street to W 1st Street I 0.09 miles

Sidewalk proposal along Troy Street from W 3rd Street to E 1st Street.

68 **W 1st Street:**

N.C. 906 to Concord Street I 1.05 miles

Sidewalk proposal along W. First Street from NC 906 to Concord Street.

69 **Shallotte Blvd:**

E 2nd Street to Ferry Landing Park I 0.48 miles

Multi-use proposal along Shallotte Blvd from E 2nd Street to Ferry Landing Park. Refer to the adopted 2014 Ocean Isle Beach Bicycle and Pedestrian Plan for project information.

70 **N.C. 130:**

Shell Point Road to Shallotte Crossing Parkway I 0.71 miles

Multi-use proposal along NC 130 from Shell Point Road to Shallotte Crossing Parkway.

N.C. 130 (Holden Beach Road):

From SR 1357 (Smith Avenue) to the end of State Maintenance I 7.38 miles

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.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge

★ Denotes Highway Incidental

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71 ★ **U.S. 17 BUS (Old Ocean Hwy):**

From U.S. 17 to SR 1501 (Gilbert Road) I 0.85 miles

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.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge

★ Denotes Highway Incidental

CTP MAPS AND RECOMMENDATIONS FILES

NAME: **01_HighwayFacilityTypes**

NAME: **02_HighwayRecommendations**

NAME: **03_PublicTransportationAndRail**

NAME: **04_BicycleAndPedestrian**

CTP APPROVALS

Based on state statute §136-66.2, Comprehensive Transportation Plans must be adopted locally and by the North Carolina Board of Transportation.

The below table shows all the areas that adopted or endorsed the Brunswick County CTP.

Area	Dates	Type
Bald Head Island	March 15, 2024	Adoption
City of Boiling Spring Lakes	April 2, 2024	Adoption
Bolivia	March 12, 2024	Adoption
Caswell Beach	February 8, 2024	Adoption
Northwest	March 26, 2024	Adoption
Oak Island	February 14, 2024	Adoption
Sandy Creek	March 11, 2024	Adoption
Southport	February 5, 2024	Adoption
St. James	February 7, 2024	Adoption
Brunswick County	March 4, 2024	Adoption
Grand Strand Area Transportation Study Metropolitan Planning Organization	February 16, 2024	Adoption
Cape Fear Rural Planning Organization	March 15, 2024	Endorsement
N.C. Board of Transportation	May 1, 2024	Adoption

Adoption and endorsement resolutions are available in the Appendix.

BRUNSWICK COUNTY COMPREHENSIVE TRANSPORTATION PLAN

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OTHER COMMUNITY INTERESTS

Occasionally, a CTP cannot satisfy all of the varied needs of a community. This section identifies any local desires that did not meet the criteria to achieve a recommendation, or local interests that are outside of the scope of the plan.

They are:

- Passenger rail access is desired to link the county to cities such as Raleigh, Charlotte, Charleston, Wilmington, and Myrtle Beach, but local desire didn't meet the criteria for a recommendation.
- Several public comments were received via a survey and public involvement that included needs in the portion of Brunswick County that lies in Wilmington MPO. These interests are not within the scope of this CTP. These comments have been forwarded to the Wilmington Metropolitan Planning Organization for consideration in the MPO planning process.
- Additional projects outside of the CTP boundary that are impactful to the study area include: Cape Fear Memorial Bridge and Cape Fear Crossing. The details of these projects can be viewed on the Wilmington MTP, formally known as Cape Fear Moving Forward 2045.

DISCLAIMER

This report documents the work of the Brunswick County Comprehensive Transportation Plan study.

The N.C. Department of Transportation and any of the adopting/endorsing organizations of the Brunswick County Comprehensive Transportation Plan:

1. Shall not be held liable for any errors in the data in this report or any accompanying documentation. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data.
2. Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.
3. Will not be held liable in respect to any losses, including without limitation: loss of profits or income, revenue, use, production, anticipated savings, business, contracts, commercial opportunities, or goodwill based on the information in this report or other supporting documentation.

Primary sources from which this data was compiled must be consulted for verification of information contained in this report.

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