



STIP HB-0039 New Hanover and Brunswick Counties

COMMUNITY CHARACTERISTICS REPORT

EXECUTIVE SUMMARY

PLANNER, FIRM:	Emily Poole, AICP, HDR Cheryl Hannah, HDR	DIVISION: 3	Existing No. of Lanes: 4	Existing Median: Yes
NCDOT/LOCAL PROJECT MANAGER:	Trace Howell, PE	WBS: 50603.1.1	Proposed No. of Lanes: 6	Addition of Median(s): NO
DOCUMENT TYPE:	PROJECT TYPE:	Existing control of access:	Proposed control of access:	
<input checked="" type="checkbox"/> NEPA <input type="checkbox"/> SEPA	<input checked="" type="checkbox"/> DIVISION <input type="checkbox"/> CENTRAL <input type="checkbox"/> LOCALLY-ADMIN. PROGRAM PROJECT (LAPP)	<input type="checkbox"/> No Control <input type="checkbox"/> Partial Control <input type="checkbox"/> Limited Control <input checked="" type="checkbox"/> Full Control	<input type="checkbox"/> No Control <input type="checkbox"/> Partial Control <input type="checkbox"/> Limited Control <input checked="" type="checkbox"/> Full Control	
CS PROJECT REVIEWER :	Herman Huang, PhD, AICP			

PROJECT DESCRIPTION FROM STIP: Replace Bridge 640013 (Cape Fear Memorial Bridge) over Cape Fear River.

Community Context

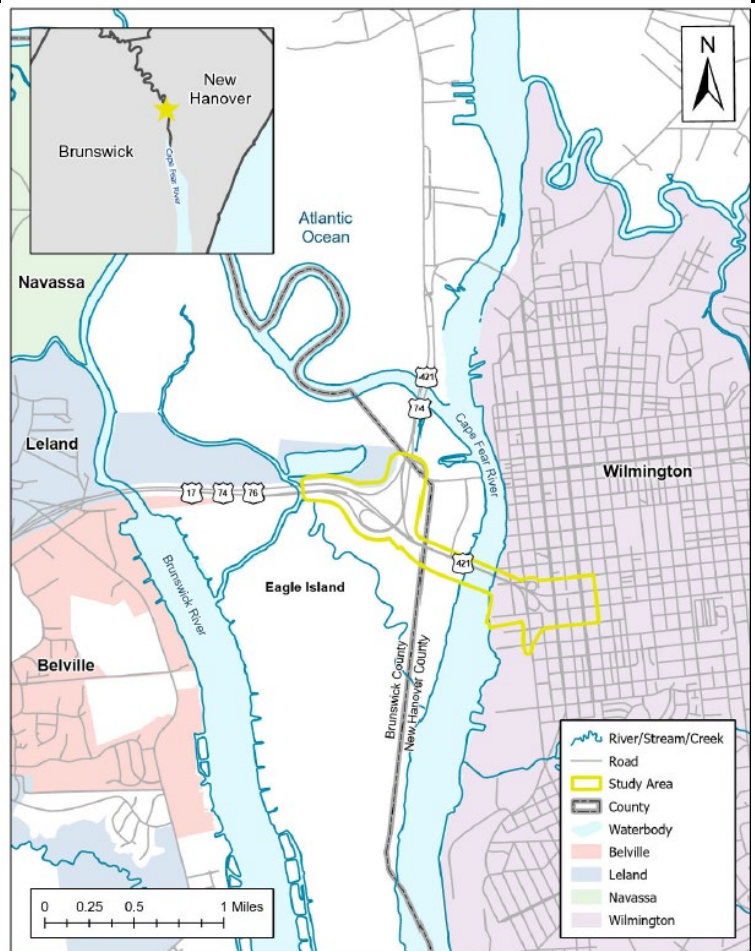
The North Carolina Department of Transportation (NCDOT) proposes to replace the Cape Fear Memorial Bridge (CFMB), constructed in 1969. The bridge carries US 17/US 76/US 421, across the Cape Fear River linking the City of Wilmington's urban core on the east with Brunswick County in the west. NCDOT identifies the bridge as being Functionally Obsolete with a Sufficiency Rating of 49.56 out of 100.

Based on the 2020 Feasibility Study, NCDOT identified two alternatives for consideration in project development as listed below. Each alternative includes the following typical section: three 12-foot lanes in each direction separated by a 22-foot median, 10-foot inside shoulders, 15-foot multi-use path on the north side of the bridge, and 12-foot outside paved shoulders.

- Alternative A: Movable span 65' vertical clearance
 - Alternative B: Fixed span 135' vertical clearance with trumpet interchange improvements
- It is anticipated the bridge will remain open during construction.

The Direct Community Impact Area (DCIA) is generally bounded by Queen Street, South 6th Street, and Wright Street in Wilmington and the Alligator Creek bridge and Battleship Road in Brunswick County. The DCIA includes the US 17/US 76/US 421 interchange.

The eastern portion of the DCIA, within downtown Wilmington, includes single-family residential and commercial uses between the river and South 6th Street. Eagles Island lies between the Cape Fear and Brunswick Rivers and consists of approximately 2,100 acres that are primarily wetlands and remain undeveloped. The Eagles Island portion of the DCIA extends slightly west of the US 17/US 76/US 421 interchange to Alligator Creek.



Notable Characteristics

- Dram Tree Park, a potential Section 4(f) resource and Section 6(f) resource, is located within the DCIA, adjacent to current bridge alignment to the north, though not accessed from the project corridor.
- There are several existing bicycle and pedestrian facilities within the DCIA. This includes the NC 5 – Cape Fear Run regional bicycle route, and sidewalks on both sides of Castle Street, portions of Queen Street, South 2nd Street, South 3rd Street, South 4th Street, and South 5th Avenue.
- Pedestrians were observed on 3rd Street and standing in the median at its intersection with Dawson Street during a field visit. A bicycle tour was also observed north of the study area within the DCIA.
- The Cape Fear Public Transportation Authority, operating as Wave Transit, operates fixed routes within the DCIA include the following, where bus or trolley stops are located on both sides of each street: Route 201, 202, 203, 205, and 210. Wave Transit also offers a point-to-point service (Microtransit) available to anyone traveling within the designated service network. Brunswick Transit System, a non-profit community transportation system, provides non-emergency on-demand transportation services to the general public and to various agency clients.
- Arterials within the Wilmington portion of the DCIA consist of the one-way pair of Wooster Street and Dawson Street (US 17/US 76), and South 3rd Street (US 421). Approaches to/ from the bridge in Wilmington include South Front Street, South 3rd Street, Queen Street, Wooster Street, and Dawson Street. US 17/US 76/US 421 provides access to the bridge from Brunswick County. Cross streets in Wilmington include Surry Street, South Front Street, South 2nd Street, South 3rd Street, South 4th Street, South 5th Street, South 6th Street, Queen Street, Wooster Street, Dawson Street, and Wright Street. Brunswick County cross streets include USS North Carolina Road. There are approximately 124 driveways within the Wilmington portion of the DCIA. The USS North Carolina Road provides access from US 74 to the Battleship North Carolina, an important tourist destination for the area.
- There are sixteen businesses are located within the DCIA, fourteen on the Wilmington side and two on the Brunswick County side. A heavy volume of traffic was observed using Wooster Street, Dawson Street, South Front Street and 3rd Street within the DCIA during a field visit on September 20, 2023. Additionally, the USS North Carolina battleship is located approximately 2,700 feet north of the Cape Fear Memorial Bridge on Eagles Island.
- EMS officials from Brunswick County and Leland noted roadways, including the CFMB, in the DCIA serve as main routes to access medical centers.
- One place of worship is located within the DCIA, Healing Waters Holy Temple Church. Grandma & Grandpa's Childcare is located at the intersection of South 3rd Street/ Queen Street. Davis Funeral Home is located at the intersection of Dawson Street and South 6th Street. The Dollar General, also located at Dawson Street/South 5th Avenue, is a shopping destination for the community which likely serves as a grocery store to the area. The Gullah Geechee Cultural Heritage Corridor, which spans from Florida to Wilmington including across the CFMB, is a National Heritage Area, with several sites located in downtown Wilmington.
- The New Hanover County average pedestrian and bicycle crash rates were both higher than the statewide crash rates, whereas Brunswick County was lower. Access to exercise opportunities is 78.2% in Brunswick County and 95.1% in New Hanover County, both higher than the statewide 74.5%. Additionally, physical inactivity for Brunswick County was 20% and 19.1% for New Hanover County, both lower than the statewide 25.0%.
- Census data indicates a notable presence of minority and low-income populations meeting the criteria for Environmental Justice and populations protected by Title VI and related statutes within the Demographic Study Area (DSA), and minority and low-income communities were observed within the DCIA during the field visit and were noted by a local planner.
- Census data does not indicate Limited English Proficiency (LEP) populations meeting the US Department of Justice LEP Safe Harbor threshold, but does indicate an Asian/Pacific language-speaking population exceeding 50 persons within the Demographic Study Area that may require language assistance. This population is within the Direct Community Impact Area, located in downtown Wilmington north of the bridge, just east of South 3rd Street.
- There are five STIP roadway or intersection projects within the DCIA that have the potential to affect or be affected by this project, including U-5734, HL-0109, HL-0110, HS-2003Q, and HS-2003Z.



Potential Project Impacts

- The project would have a positive effect on active transportation modes by providing additional bicycle and pedestrian facilities within the DCIA. The proposed typical section includes a 15-foot multi-use path on the north side of the bridge. The project will not preclude planned and proposed bicycle and pedestrian facilities.
- Construction activities may temporarily impact pedestrian and bicycle activities within the DCIA, particularly the NC 5 bike route along South Front Street. As Alternative B proposes a new on-ramp at South Front Street and Queen Street, it is anticipated construction activities may temporarily disrupt bicycle access on South Front Street. Bicyclists could utilize the parallel Surry Street or South 3rd Street in the meantime, connecting to South Front Street via the perpendicular roads Queen Street in the north and Dawson Street in the south.
- Construction activities may temporarily delay transit vehicles traveling within the DCIA. Wave Transit bus/trolley stops located on these roadways may need to be modified as a result of the project. Brunswick Transit System on-demand service may have temporary impacts for riders using the Cape Fear Memorial Bridge.
- Impacts to driveways have been analyzed from a high-level perspective. Detailed investigations into driveway tie-ins will be conducted during final design. The proposed project may alter access to South Front Street, and direct access to 3rd Street to and from the bridge as a result of tying into the existing elevation from the new bridge, particularly with Alternative B.
- Impacts to businesses, particularly along South Front Street and Surry Street are possible, and may occur in the form of additional right of way and/or altering parking or access. Permanent impacts, if any, are dependent on project design and have not been determined at this time. Construction activities may temporarily impact access and accessibility to surrounding businesses as well.
- Although construction activities have the potential to create temporary delays that could increase emergency response times, the proposed project would ultimately have a beneficial effect by increasing efficiency and improving access throughout the DCIA. Detour routes and construction methods have not yet been determined at this time. EMS officials primarily rated the potential impact of having roadways in the study area at reduced capacity for a year as severe to emergency response times.
- Construction activities may temporarily impact access and accessibility to the churches, childcare facility, funeral home, and/or Dollar General. Permanent impacts are dependent on project design and have not been determined at this time.
- As noted previously, the project would have a positive effect on community health by providing additional bicycle and pedestrian facilities within the DCIA, and therefore safer opportunities for bicyclists and pedestrians within the DCIA.
- Various NCDOT projects to connect New Hanover and Brunswick Counties across the Cape Fear River and to replace the CFMB have been studied and in the news for many years. There are known community concerns about the project. As the subject project is developed and designs refined, the project is anticipated to receive more attention and discussion locally, regionally, and statewide.
- It is anticipated there may be residential relocations associated with Alternative B, particularly along Dawson Street, Wooster Street, Queen Street, and South 2nd Street. While it is too early in the design process to identify exact relocations, as the DSA primarily contains block groups meeting the low-income and minority EJ thresholds, impacts to EJ populations are anticipated.
- While Alternative A is not anticipated to incur as many residential relocations, temporary EJ impacts associated with Alternative A could include disruptions to bus and trolley service within the DCIA.

Recommendations

- The NCDOT Project Manager should continue coordination with the NCDOT Integrated Mobility Division (IMD) and local municipalities to evaluate the necessary level of bicycle/pedestrian access accommodation during construction and to ensure designs incorporate features that best meet the needs of bicyclists and pedestrians.
- The NCDOT Project Manager should also coordinate with the Downtown Wilmington Visitor Center prior to construction so tour operators are aware of construction in the project study area.
- In order to minimize potential delays to transit services, NCDOT should coordinate with Wave Transit and Brunswick Transit System prior to construction to notify them of the schedule for potential lane closures during construction activities.



- The NCDOT Project Manager should coordinate with affected property owners and businesses regarding access needs and options for temporary and permanent solutions to maintain access during construction and once the project is complete.
- Coordination with EMS services is recommended during construction to ensure access and acceptable response times throughout the DCIA.
- The NCDOT Project Manager should coordinate with community resource business owners to ensure access is maintained during construction.
- A web-based and/or in person Citizens Informational Workshop (CIW) is recommended with information distribution recommended through direct mail, regular press releases updating the project, and a NCDOT project web page.
- The NCDOT Project Manager should coordinate with NCDOT Public Involvement, Community Studies and Visualization to ensure that all public involvement activities include outreach materials appropriately focused on EJ populations. Public involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.
- Because notable Asian/Pacific language-speaking populations are located within the DCIA, with Tagalog (including Filipino) being the most common and thus requiring language assistance, the NCDOT Project Manager should consult with NCDOT Public Involvement to determine appropriate measures assuring meaningful public involvement to satisfy the requirements of Executive Order 12898.

Indirect and Cumulative Effects Statement

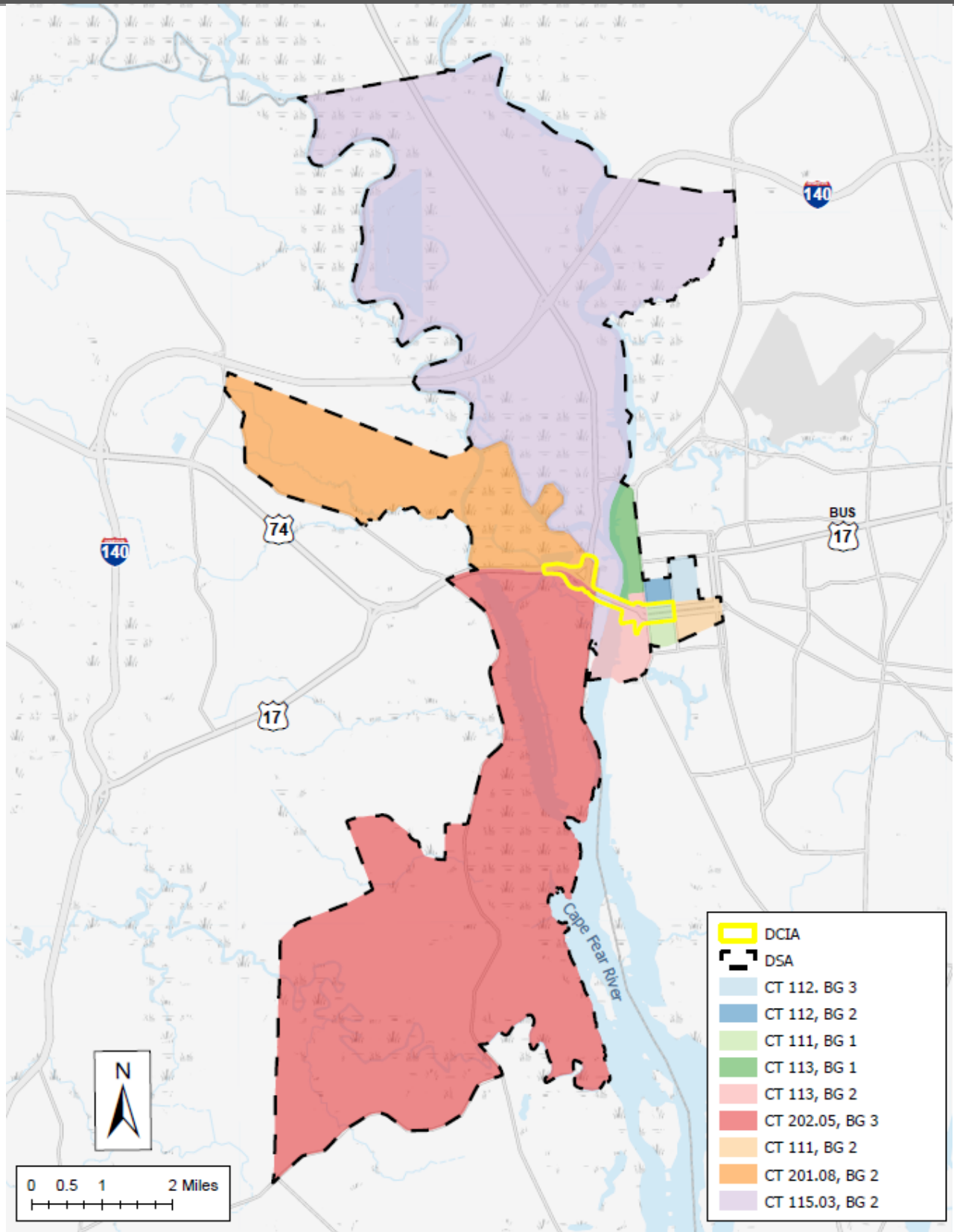
- The project will not alter travel patterns, reduce travel times, affect access to properties in the area, or open areas for development or redevelopment. Due to its minimal transportation impact-causing activities, this project will neither influence nearby land uses nor stimulate growth. Therefore, a detailed indirect and cumulative effects study will not be necessary.



COMMUNITY CONTEXT MAP



DEMOGRAPHIC STUDY AREA



COMMUNITY CHARACTERISTICS, IMPACTS & RECOMMENDATIONS		
Community Resource	Presence	
<p>RECREATIONAL RESOURCE(S) OR ACTIVITY</p> <p><u>Presence</u> <i>Are there any recreational resources, areas, or observed activities in the Direct Community Impact Area? If Federally-funded, are these potential 4(f) resources?</i></p> <p>Dram Tree Park, a potential Section 4(f) resource, is located within the DCIA, adjacent to the current bridge alignment on the north side of the Cape Fear River accessed from Surry Street. The park located on three acres and includes a parking area and boat ramp providing year-round access to the Cape Fear River.</p>	<p><input type="checkbox"/> YES, SEPA Parks & Recreation</p> <p><input type="checkbox"/> YES, NEPA potential 4(f); adjacent to/accessed from the project corridor</p> <p><input checked="" type="checkbox"/> YES, NEPA potential 4(f); present in DCIA but not adjacent to or accessed from the project corridor</p> <p><input type="checkbox"/> NO</p>	
<p><u>Impacts</u> While a potential Section 4(f) resource is located within the DCIA, impacts to this resource are not anticipated.</p>	<p><input type="checkbox"/> YES, SEPA Impact</p> <p><input type="checkbox"/> YES, potential NEPA impact</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Recommendation</u></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
SECTION 6(F) LAND & WATER CONSERVATION FUND RESOURCES		
<p><u>Presence</u> <i>Are there any areas protected under Section 6(f) in the Direct Community Impact Area?</i></p> <p>Dram Tree Park is a Section 6(f) resource. As noted above, the park is located within the DCIA and accessed from Surry Street.</p>	<p><input checked="" type="checkbox"/> YES</p> <p><input type="checkbox"/> NO</p>	
<p><u>Impacts</u> <i>Is the project likely to impact identified Section 6(f) Land & Water Conservation Fund Resources?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Recommendation</u></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
VOLUNTARY & ENHANCED VOLUNTARY AGRICULTURAL DISTRICTS [VAD/EVAD]		
<p><u>Presence</u> <i>Is there a Voluntary Agricultural District or Enhanced Voluntary Agricultural District in the project footprint?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Impacts</u> <i>Is the project likely to impact designated Voluntary Agricultural Districts or Enhanced Voluntary Agricultural Districts?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Recommendation</u></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
AGRICULTURAL RESOURCES AND ACTIVITY		
<p><u>Presence</u> <i>Are there any active agricultural operations located in the Direct Community Impact Area? Is there any documented activity related to goods movement in the Direct Community Impact Area (e.g. farm or logging trucks, tractors, or other agricultural equipment)?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Impacts</u> <i>Is the project likely to impact identified agricultural operations?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Recommendation</u></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	



<p>BICYCLE, PEDESTRIAN, AND/OR GREENWAY FACILITIES AND ACTIVE TRANSPORTATION</p> <p><u>Presence</u> <i>Are there existing bicycle, pedestrian, greenway or other active transport facilities located in the Direct Community Impact Area? Are there future plans for bicycle, pedestrian, greenway or active transport facilities to be located in the Direct Community Impact Area?</i></p> <p>All bicycle and pedestrian facilities are located within the City of Wilmington surrounding the project's eastern terminus. Based on the NCDOT Pedestrian and Bicycle Infrastructure Network (PBIN) online mapping the existing facilities within the DCIA include:</p> <ul style="list-style-type: none"> ▪ NC 5 – Cape Fear Run is a state bike route that travels through the DCIA along South Front Street ▪ Sidewalks on both sides of: Castle Street, portions of Queen Street, South 2nd Street, South 3rd Street, South 4th Street, and South 5th Street ▪ Segments of sidewalks are missing on several streets within the Wilmington portion of the DCIA. There are local plans for pedestrian improvements as noted in the Local Area Plans section below. Proposed pedestrian improvements within the DCIA include: <ul style="list-style-type: none"> ○ Between the Cape Fear River and Surry Street on the south side of Castle Street ○ Both sides of Queen Street from the river to South Front Street ○ Both sides of South Front Street from the bridge southward to Burnett Boulevard ○ Both sides of Dawson Street from South Front Street to South 2nd Street ○ Both sides of South Front Street from Dawson Street to Wright Street ○ Wright Street from South 2nd Street to South 3rd Street ○ Both sides of Wooster Street from South 3rd Street to South 6th Street <p>Shared lane markings are also proposed on South Front Street within the DCIA. A proposed shared-use path is proposed along the river from north of Church Street to South Front Street between Dawson Street and Wright Street.</p> <p>One project (HS-2003Q) is included in the 2024-2033 STIP for pedestrian facilities in the DCIA. This highway safety project is described as upgrading the traffic signal, pavement markings and adding pedestrian accommodations on US 17 (Dawson Street) at US 421 (3rd Street). Construction year is 2026.</p> <p>During the field visit conducted on September 20, 2023, sidewalks in the DCIA were observed to be in need of improvements and repair.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><u>Impacts</u> <i>Is the project likely to result in impacts to bicycle, pedestrian, and/or greenway facilities?</i></p> <p>The project would have a positive effect on active transportation modes by providing additional bicycle and pedestrian facilities within the DCIA. The proposed typical section includes a 15-foot multi-use path on the north side of the bridge. The project will not preclude planned and proposed bicycle and pedestrian facilities.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<p><u>Recommendation</u> The NCDOT Project Manager should continue coordination with the NCDOT Integrated Mobility Division (IMD) and local municipalities to evaluate the necessary level of bicycle/pedestrian access accommodation during construction and to ensure designs incorporate features that best meet the needs of bicyclists and pedestrians.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>BICYCLE/PEDESTRIAN ACTIVITY</p> <p><u>Presence</u> <i>Were bicyclists, pedestrians or worn paths observed in the Direct Community Impact Area?</i></p> <p>Pedestrians were observed walking along 3rd Street and standing in the median at 3rd Street/Dawson Street during a field visit on September 20, 2023. A bicycle tour was also observed north of the study area within the DCIA.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO



<p><u>Impacts</u> <i>Is the project likely to result in impacts to bicycle or pedestrian activity?</i></p> <p>As noted previously, the project would have a positive effect on active transportation modes by providing additional bicycle and pedestrian facilities within the DCIA.</p> <p>Construction activities may temporarily impact pedestrian and bicycle activities within the DCIA, particularly the NC 5 bike route along South Front Street. As Alternative B proposes a new on-ramp at South Front Street and Queen Street, it is anticipated construction activities may temporarily disrupt bicycle access on South Front Street. Bicyclists could utilize the parallel Surry Street or South 3rd Street in the meantime, connecting to South Front Street via the perpendicular roads Queen Street in the north and Dawson Street in the south.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<p><u>Recommendation</u></p> <p>The NCDOT Project Manager should continue coordination with NCDOT IMD and local municipalities to evaluate the necessary level of bicycle/pedestrian access accommodation during construction and to ensure designs incorporate features that best meet the needs of bicyclists and pedestrians.</p> <p>The NCDOT Project Manager should also coordinate with the Downtown Wilmington Visitor Center prior to construction so tour operators are aware of construction in the project study area.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<p>TRANSIT ROUTES, FACILITIES, AND/OR ACTIVITY</p> <p><u>Presence</u> <i>Are transit routes present in the Direct Community Impact Area? Were buses, transit stops or route signs observed on the site visit? Were any riders observed using or known to use these facilities? Were any of these riders special users?</i></p> <p>The Cape Fear Public Transportation Authority, operating as Wave Transit, is the public transportation operator for the metro area of Wilmington, North Carolina. Fixed routes within the DCIA include the below, where bus or trolley stops are located on both sides of each street:</p> <ul style="list-style-type: none"> ▪ Route 201 (Carolina Beach Road) which travels along South Front Street and South 3rd Street, ▪ Route 202 (Oleander West) which travels along South 3rd Street and Dawson Street, ▪ Route 203 (Port City Trolley) which travels along South Front Street and South 5th Street, ▪ Route 205 (Long Leaf Park) which travels along South 5th Street, and ▪ Route 210 (South 17th Street) which travels along Wooster Street, Dawson Street, and South 3rd Street. <p>Wave Transit also offers a point-to-point service (Microtransit) available to anyone traveling within the designated service network. This rideshare service can be connected to Wave Transit’s fixed-route service or riders brought to their destination. Wave Transit online mapping indicates Zone 1 (Northern Brunswick) Microtransit service crosses the CFMB between Wilmington and Brunswick County.</p> <p>Brunswick Transit System, a non-profit community transportation system, provides non-emergency on-demand transportation services to the general public and to various agency clients.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><u>Impacts</u> <i>Is the project likely to result in impacts to transit routes, facilities, and/or activity?</i></p> <p>Construction activities may temporarily delay transit vehicles traveling within the DCIA. Wave Transit bus/ trolley stops located on these roadways may need to be modified as a result of the project. Brunswick Transit System on-demand service may have temporary impacts for riders using the CFMB.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	



<p><u>Recommendation</u></p> <p>In order to minimize potential delays to transit services, NCDOT should coordinate with Wave Transit and Brunswick Transit System prior to construction to notify them of the schedule for potential lane closures during construction activities.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>COMMUNITY SAFETY FOR BICYCLISTS, PEDESTRIANS, AND TRANSIT USERS</p> <p><u>Presence</u></p> <p><i>Are there any existing or perceived security or safety issues in the Direct Community Impact Area, including unsafe bicycle or pedestrian facilities, inadequate lighting, and/or isolated or poorly connected areas?</i></p> <p>According to NCDOT's Bicycle and Pedestrian Crash Map, there were two pedestrian crashes and one bicycle crash on the west side of the bridge between 2007 and 2022.¹ On the east side of the bridge, there were 18 pedestrian crashes and 15 bicycle crashes between 2007 and 2022.</p> <p>The current CFMB does not provide bicycle or pedestrian facilities for safe travel between New Hanover and Brunswick counties. The steel grate deck and heavy truck traffic on the bridge are not favorable for safe bicycle/pedestrian travel across the river.</p> <p>The Wilmington Associate Planner noted this area was identified as a Pedestrian High Injury Network and priority corridor in Walk Wilmington (additional details on the Plan are included in the Local Area Plans section below). The Leland Planning and Inspections Director and Brunswick County Planning Director also noted concerns over the lack of existing bicycle and pedestrian accommodations on the bridge.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><u>Impacts</u></p> <p><i>Is the project likely to change any existing or perceived security or safety issues?</i></p> <p>As noted previously, the project would have a positive effect on active transportation modes by providing additional bicycle and pedestrian facilities within the DCIA.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><u>Recommendation</u></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>LOCAL AREA PLANS, GOALS, AND DEVELOPMENT ACTIVITY</p> <p><u>Presence</u></p> <p><i>Are there any local area plans, goals, or zoning initiatives specifically affecting the Direct Community Impact Area (e.g. comprehensive plan; corridor or thoroughfare plan; small area plan; long-range growth plan; health impact assessment; etc.)? Has recent development activity occurred in the Direct Community Impact Area and/or are there known plans for public or private development activity in the Direct Community Impact Area?</i></p> <p><u>Brunswick County</u></p> <p>The <i>Brunswick County Coastal Area Management Act (CAMA) CORE Land Use Plan</i>² includes a future land use map, which primarily identifies the area surrounding the DCIA as conservation land.</p> <p>The <i>Blueprint Brunswick 2040 Plan</i> (Comprehensive Land Use Plan & Parks & Recreation Master Plan) recommends linking the county's regional trail system to the East Coast Greenway and Gullah Geechee Heritage Trail through bicycle and pedestrian connections.³ Additional information on the Gullah Geechee Heritage Trail is found in the community resources section.</p> <p><u>Town of Leland</u></p> <p>Within the DCIA, municipal limits for the Town of Leland extend along the north and west sides of the US 17 interchange in Brunswick County. The <i>Leland 2045 Comprehensive Land Use Plan</i>⁴ identifies Eagles Island as Ideal Conservation/Preservation Areas and Already Protected/Managed Areas (NC Natural Heritage Program).</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

¹ NCDOT. Bicyclists and Pedestrian Crash Map. Web. October 2023.

<https://www.arcgis.com/home/webmap/viewer.html?webmap=b4fcdc266d054a1ca075b60715f88aef>

² Brunswick County. *CAMA CORE Land Use Plan*. Web. November 2012. <https://www.brunswickcountync.gov/planning/ordinances-plans/lup/>

³ Brunswick County. *Blueprint Brunswick 2040 Plan*. Web. February 2023. <https://www.brunswickcountync.gov/blueprintbrunswick/plan-documents/>

⁴ Town of Leland. *Leland 2045*. Web. November 2021. <https://www.townofleland.com/planning-inspections/planning-zoning/leland-2045>



Based on the Town's Projects webpage, future projects are not currently planned within the DCIA area.⁵

The *Leland Comprehensive Bicycle Plan*⁶ proposes a bicycle connection from the Leland area along US 74/76 to Eagles Island. Projects in this plan have been in planning and implementation phases since adoption in 2008.

City of Wilmington

The *Create Wilmington Comprehensive Plan*⁷ identifies the eastern portion of the DCIA as an Urban Mixed-use Center. The goals of the Urban Mixed-use Center are to support transit, walking, and biking and be the focal points of vibrant city life and activity. These locations are strategic for accommodating a notable share of future population and employment growth.

The *Walk Wilmington Pedestrian Plan*⁸ has identified this area as a priority location for pedestrian safety. Additionally, 3rd Street, Wooster Street, and Dawson Street are identified as High Injury Network (HIN) Priority Corridors, and several recommendations are made to improve crossings at intersection along each roadway in the downtown area. The Plan also recommends a sidepath along 5th Street, which is also the designated route for the East Coast Greenway. This Plan is currently being updated but not yet available online for public review.

The Wilmington/New Hanover County *Comprehensive Greenway Plan*⁹ recommended within the DCIA intersection improvements for the on-road bicycle network at 5th Avenue/Dawson Street and 5th Avenue/Wooster Street.

The City of Wilmington, in coordination with the Federal Railroad Administration (FRA), is proposing a Rail Realignment Project¹⁰ which is studying the realignment of the existing CSX freight rail line between Navassa (Davis Yard) and the Port of Wilmington. The preferred alternative for the project crosses the Cape Fear River just south of the existing bridge.

Wilmington Urban Area Municipal Planning Organization

The Wilmington Urban Area Municipal Planning Organization's (WUAMPO) *Dawson and Wooster Corridor Plan*¹¹ provides recommendations to improve safety along Dawson Street and Wooster Street from South 3rd Street to 17th Street, and the neighborhood directly adjacent to and between this one-way pair. Recommendations include South 6th Street improvements (immediate); intersection spot safety improvements, streetscape improvements, gateway and historic district treatments, parking modifications and transit amenities (short-term 2-5 years); and determining if two-way operation is feasible and desirable (long term 5-20 years).

The WUAMPO *Cape Fear Moving Forward 2045 Metropolitan Transportation Plan*¹² includes the following recommendations in the DCIA:

- RW-93 (US 17/76/Wooster Street streetscape improvements) planned for construction in 2030.
- RW-92 (US 17/76/Dawson Street streetscape improvements) planned for construction in 2030.
- RW-219 (US 17 Business/Market Street road diet) planned for construction in 2025.
- RW-20 (US 17/74/76 Causeway Improvements Phase 2) planned for construction in 2035.
- BP-370 – Sharrows along Front Street from Ann Street to the Cape Fear Memorial Bridge, with construction planned after 2045.

⁵ Town of Leland. Town Projects. Web. <https://www.townofleland.com/town-projects>

⁶ NCDOT. *Leland Comprehensive Bicycle Plan*. Web. 2008.

https://www.townofleland.com/sites/default/files/uploads/Planning%20and%20Inspections/master%20plans/2008_lelandbikeplanfinal.pdf

⁷ City of Wilmington. *Create Wilmington Comprehensive Plan*. Web. May 2016. <https://www.wilmingtonnc.gov/departments/planning-development-and-transportation/comprehensive-plan>

⁸ City of Wilmington. *Walk Wilmington Pedestrian Plan*. Web. July 2023.

<https://www.wilmingtonnc.gov/home/showpublisheddocument/16904/638291773502130000>

⁹ Wilmington/New Hanover County. *Comprehensive Greenway Plan*. Web. January 2013. https://www.wmpo.org/wp-content/uploads/2016/05/2013_wilmingtongreenwayplan_mainchapters_optimized.pdf

¹⁰ City of Wilmington. Rail Realignment Project. Web. <https://www.wilmingtonnc.gov/departments/major-projects/rail-realignment>

¹¹ WUAMPO. *Dawson and Wooster Street Corridor Plan*. Web. October 2007. https://www.wmpo.org/wp-content/uploads/2016/05/2007-10_DawsonWooster_FinalReport.pdf

¹² WUAMPO. *Cape Fear Moving Forward 2045 MTP*. Web. November 2020. <https://www.wmpo.org/mtp/>



- BP-669 – Crosswalk improvements at 3rd Street and Dawson Street with construction planned for 2025.
- BP-1 – On street bike lane on 5th Avenue from Cambell Street to Greenfield Lake Park with construction planned for 2040.
- BP-765 – Crosswalk improvement at 10th Street and Wooster Street with construction planned for 2025.
- BP-774 – Crosswalk improvement at 10th Street and Dawson Street with construction planned for 2025.
- PT-156 – WAVE Transit Route 204 extended service to 9 PM and weekends
- PT-149, 153 – WAVE Transit Route 201 rush hour service and earlier weekday service on high ridership route

Private Development Activity

The City of Wilmington Planner noted four development plans in the vicinity of the project:

- The Pearl II, a mixed-use development, was approved by the Wilmington City Council on June 6, 2023. The development includes 115 apartments and 873 square feet of commercial space at 3rd Street and 4th Street. Access to the site will be through right-in/right-out driveway on South 3rd Street and a right-in only driveway off Wooster Street. The development has a zero-lot line; however, the development will be set back from 4th Street to accommodate stormwater infrastructure.
- Kilimanjaro, at 924 South 3rd Street is a proposed 2,300 square foot restaurant/ bar that includes outside seating, at the intersection of South 3rd Street and Wright Street. This project is under review.
- 418 Wooster is located at 418 Wooster Street and is currently under review. The project is proposed to have 125 residential units and 852 square feet of commercial.
- 906 South 8th Street is under review. The project is proposed to have 18 residential units and 2158 square feet of commercial.

The City of Wilmington Development Tracker¹³ also includes the following projects:

- A residential/ commercial project, The Block on Front, is located at 102 Wright Street. The project includes 64 new apartments for workforce housing on the upper floors and small street-level shops. Plan review was completed in February 2023. The status shown on the City of Wilmington Development Tracker is Released- Project Review Complete; however, construction has not started.
- Plan review for R&S Storefront Mixed Use at the intersection of South 3rd Street/ Wright Street (1005 South 3rd Street) was completed in November 2021. The status shown on the City of Wilmington Development Tracker is Released- Project Review Complete; however, construction has not started.
- Plan review for a 150-foot concealed monopole tower for wireless communication, DT Wilmington Tower # NC-1029, located at 900 South Front Street, was completed in May 2019. The status shown on the City of Wilmington Development Tracker is Released- Project Review Complete; however, construction has not started.

Impacts

Is the project consistent or not consistent with existing plans, regulations, and policies at the local, regional, or state level?.

- CONSISTENT
- PARTLY CONSISTENT, PARTLY INCONSISTENT
- NOT CONSISTENT

Recommendation

- YES
- NO

¹³ City of Wilmington. Wilmington Development Tracker. Web. <https://www.arcgis.com/apps/OnePane/basicviewer/index.html?appid=52308d392d91470880e5d7d6fdb2e76e>



<p>DRIVEWAYS AND CROSS STREETS</p> <p><u>Presence</u></p> <p><i>Are there any driveways or intersections located along the project corridor?</i></p> <p>Arterials within the Wilmington portion of the DCIA consist of the one-way pair of Wooster Street and Dawson Street (US 17/US 76), and South 3rd Street (US 421).</p> <p>Approaches to/ from the bridge in Wilmington include South Front Street, South 3rd Street, Queen Street, Wooster Street and Dawson Street. US 17/US 76/US 421 provides access to the bridge from Brunswick County.</p> <p>Cross streets in Wilmington include Surry Street, South Front Street, South 2nd Street, South 3rd Street, South 4th Street, South 5th Avenue, South 6th Street, Queen Street, Wooster Street, Dawson Street, and Wright Street. Brunswick County cross streets include USS North Carolina Road.</p> <p>Approximately 124 driveways are within the Wilmington portion of the DCIA. Curb cuts for driveways that appear to be unused due to a small width or have other uses were not included in the total count. Off-street parking is prevalent in this portion of the DCIA. Some streets, or sections of streets, are surfaced with brick or cobblestone or have asphalt overlaying brick/stone.</p> <p>The USS North Carolina Road provides access from US 74 to the Battleship North Carolina, an important tourist destination for the area. Additionally, USS North Carolina Road intersects Battleship Road (outside of the DCIA) which provides the only access to businesses along the western bank of the Cape Fear River, which are located within the DCIA.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><u>Impacts</u></p> <p><i>Is the project likely to result in access or accessibility impacts to driveways and cross streets?</i></p> <p>Impacts to driveways have been analyzed from a high-level perspective. Detailed investigations into driveway tie-ins will be conducted during final design. The proposed project may alter access to South Front Street, and direct access to 3rd Street to and from the bridge as a result of tying into the existing elevation from the new bridge, particularly with Alternative B.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<p><u>Recommendation</u></p> <p>The NCDOT Project Manager should coordinate with affected property owners and businesses regarding access needs and options for temporary and permanent solutions to maintain access during construction and once the project is complete.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>BUSINESS AND ECONOMIC RESOURCES AND TRANSPORTATION ACTIVITY</p> <p><u>Presence</u></p> <p><i>Are any specific business and/or economic resources present in the Direct Community Impact Area (e.g. business parks or districts, distribution centers, manufacturing facilities, etc.)? Is there any documented activity related to goods movement in the Direct Community Impact Area (e.g. tractor-trailers, or industrial traffic)?</i></p> <p>Sixteen businesses are located within the DCIA.</p> <p>There are 14 businesses located in the Wilmington portion of the DCIA:</p> <ul style="list-style-type: none"> ▪ Cape Fear River Watch (617 Surry Street) ▪ Waterline Brewing Company (721 Surry Street) ▪ Art Factory Galleries (located in Waterline Brewing Company) (721 Surry Street) ▪ Southern Metals Recycling (13 Wright Street) ▪ Pinnacle Storage (211 Wright Street) ▪ Jacobi Lewis Company (622 South Front Street) (restaurant supply store) ▪ Cape Fear Solar Systems (901 South Front Street) ▪ Loc Queendom Hair Salon (925 South 3rd Street) ▪ Exxon (901 South 3rd Street) ▪ Burger King (819 South 3rd Street) ▪ Source Roofing Consultants (315 Dawson Street) 		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO



<ul style="list-style-type: none"> ▪ Dollar General (406 Dawson Street) ▪ Davis Funeral Home (901 South 5th Avenue) ▪ Global Staffing Service LLC (822 South 6th Street) <p>The following businesses, located on Battleship Road, are within the Brunswick County portion of the DCIA:</p> <ul style="list-style-type: none"> ▪ US Army Corps of Engineers (USACE) Wilmington District Repair Yard (232 Battleship Road NE) ▪ BellHart Marine boat repair shop (262 Battleship Road NE) <p>A heavy volume of traffic was observed using Wooster Street, Dawson Street, South Front Street and 3rd Street within the DCIA during a field visit on September 20, 2023. This traffic included tractor trailers and various other service-related company vehicles. These four streets serve as major transportation routes within the downtown, providing access to the state port and greater Wilmington area. These streets also link to state and interstate highways. These four streets experience both local and regional traffic related to the transport of materials and goods.</p> <p>Additionally, the USS North Carolina battleship is located approximately 2,700 feet north of the Cape Fear Memorial Bridge on Eagles Island. While outside of the DCIA, this resource generates a large amount of visitor and special event traffic. The Battleship is accessible by land from US 17 and US 74 and can be seen when traveling west across the bridge.</p>	
<p>Impacts</p> <p><i>Is the project likely to result in impacts to business and economic resources?</i></p> <p>Impacts to businesses, particularly along Front Street and Surry Street are possible, and may occur in the form of additional right of way and/or altering parking or access. Permanent impacts, if any, are dependent on project design and have not been determined at this time.</p> <p>Construction activities may temporarily impact access and accessibility to surrounding businesses as well.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>Recommendation</p> <p>The NCDOT Project Manager should coordinate with affected property owners and businesses regarding access needs and options for temporary and permanent solutions to maintain access during construction and once the project is complete.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>EMERGENCY MANAGEMENT SERVICES (EMS) OPERATIONS</p> <p>Presence</p> <p><i>Did the EMS local official note any emergency services operations within the Direct Community Impact Area that may be affected by the project, such as stations or corridors that are primary response routes?</i></p> <p>The Brunswick County EMS Deputy Director noted the DCIA serves as their main ground transport route to the area trauma center, stroke center, and cardiac/ catheterization lab. This is also the direct route for mutual aid partners from New Hanover and Pender counties.</p> <p>The Brunswick County Emergency Management Deputy Director noted roadways in the DCIA serve as main routes to access New Hanover Novant Hospital, the closest trauma center in the northern portion of New Hanover County.</p> <p>The Leland Emergency Management Chief noted they provide fire protection for Eagle Island and ground transport (ambulance) services to Novant Medical Center, which is the primary hospital for EMS calls originating in northern Brunswick County. The Chief noted they utilize the bridge for emergency response.</p> <p>The Leland Police Chief noted there are currently frequent motor vehicle crashes in the project area which “significantly” affect traffic during peak travel times and emergency response times.</p> <p>The Leland Fire Department Chief noted the bridge is used to access property on Battleship Road south of the bridge.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> NO RESPONSE



<p><u>Impacts</u> <i>As checked on Local EMS Input Form</i></p> <p>Although construction activities have the potential to create temporary delays that could increase emergency response times, the proposed project would ultimately have a beneficial effect by increasing efficiency and improving access throughout the DCIA. Detour routes and construction methods have not yet been determined at this time.</p> <p>The Brunswick County EMS Deputy Director noted if the bridge was at reduced capacity during construction this would have a high impact on emergency services, and noted possible detours are approximately 10 miles longer.</p> <p>The Brunswick County Emergency Management Deputy Director noted there were limited detour routes in the area and any reduction in capacity would have a high impact on emergency services.</p> <p>The Leland Emergency Management Chief noted construction delays and the use of an offsite detour route would severely affect their ability to respond to emergencies and rated the impact as high.</p> <p>The Leland Police Chief noted if the bridge was at reduced capacity during construction this would have a high impact on response time, and that would significantly increase traffic on US 421 and the Isabel Holmes Bridge.</p> <p>The Leland Fire Department Chief noted if the bridge was at reduced capacity during construction this would have a low impact on their services.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> NO RESPONSE	
<p><u>Recommendation</u></p> <p>Coordination with EMS services is recommended during construction to ensure access and acceptable response times throughout the DCIA.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>SCHOOL BUS ROUTES</p> <p><u>Presence</u> <i>Did the local school transportation official note any school bus routes within the Direct Community Impact Area that may be affected by the project?</i></p> <p>An email received from the New Hanover County Schools Director of Transportation noted they did not have any concerns with the proposed project. An input form was not filled out.</p>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> NO RESPONSE
<p><u>Impacts</u> <i>As checked on Local Schools Input Form</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> NO RESPONSE	
<p><u>Recommendation</u></p> <p>Coordination with local school systems is recommended during project development and construction to ensure access to school bus stops and bus routes in the DCIA.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>COMMUNITY RESOURCES</p> <p><u>Presence</u> <i>Are there any notable community resources located in the Direct Community Impact Area, including places of worship; private and/or public schools; adult education and/or training facilities; daycares; cemeteries; private or public social service agencies; government facilities; other important destinations or resources for local residents?</i></p> <p>One place of worship is located within the DCIA, Healing Waters Holy Temple Church (411 Wright Street).</p> <p>Grandma & Grandpa’s Childcare is located at the intersection of South 3rd Street/ Queen Street.</p> <p>Davis Funeral Home is located at the intersection of Dawson Street and South 6th Street. The Dollar General, located at Dawson Street/South 5th Avenue, is a shopping destination for the community which likely serves as a grocery store to the area.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO



<p>The Gullah Geechee are descendants of enslaved Africans who retained common tribal customs from their homelands and blended these traditions with “American” and Christian practices to form distinct cultural traditions in the form of language, arts, crafts, spirituality, and food. The Gullah Geechee Cultural Heritage Corridor, which spans from Florida to Wilmington including across the CFMB, is a National Heritage Area with a stated purpose to “preserve, share, and interpret the history, traditional cultural practices, heritage sites, and natural resources associated with Gullah Geechee people of coastal North Carolina, South Carolina, Georgia and Florida.”¹⁴ There are several sites associated with the corridor in downtown Wilmington just outside the DCIA.¹⁵</p>		
<p>Impacts <i>Is the project likely to impact identified community resources, either directly or by affecting user access?</i></p> <p>Construction activities may temporarily impact access and accessibility to the churches, childcare facility, funeral home and/or Dollar General. Permanent impacts are dependent on project design and have not been determined at this time.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<p>Recommendation The NCDOT Project Manager should coordinate with community resource business owners to ensure access is maintained during construction.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>COMMUNITY COHESION</p> <p>Presence <i>Were any specific signs or indicators of community cohesion observed / found within the Direct Community Impact Area?</i></p>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>Impacts <i>Is the project likely to alter the overall functioning of an identifiable district (e.g. interactions between, or isolation of, persons and groups; or change in the physical makeup of the community)? Is the project likely to disrupt connections between neighborhoods and commercial, recreational, institutional and employment facilities and/or areas?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<p>Recommendation</p>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>COMMUNITY HEALTH</p> <p>Presence <i>Are there any notable community health indicators (high numbers or rates of pedestrian and bicyclist crashes, high levels of physical inactivity, or low access to exercise opportunities?)</i></p> <p>As noted above, there were two pedestrian crashes and one bicycle crash on the west side of the bridge between 2007 and 2022. On the east side of the bridge, there were 18 pedestrian crashes and 15 bicycle crashes between 2007 and 2022. The New Hanover County average pedestrian and bicycle crash rates were both higher than the statewide crash rates, whereas Brunswick County was lower.</p> <p>Access to exercise opportunities is 78.2% in Brunswick County and 95.1% in New Hanover County, both higher than the statewide 74.5%. Additionally, physical inactivity for Brunswick County was 20% and 19.1% for New Hanover County, both lower than the statewide 25.0%.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>Impacts <i>Is the project likely to change any community health indicators?</i></p> <p>As noted previously, the project would have a positive effect on community health by providing additional bicycle and pedestrian facilities within the DCIA, and therefore safer opportunities for bicyclists and pedestrians within the DCIA.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

¹⁴ Gullah Geechee Corridor. About. Web. 2023. <https://gullahgeecheecorridor.org/about/>

¹⁵ Gullah Geechee Cultural Heritage Corridor. Story Map. Web. <https://queensuniv.maps.arcgis.com/apps/Shortlist/index.html?appid=8232463d62dc4b79a77a52cd8ac3c72a>



<u>Recommendation</u>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
AREA/COMMUNITY CONCERNS <u>Presence</u> <i>Are there any known community concerns or controversy relative to the project? If concerns were voiced during Public Involvement activities, please attach the relevant comment sheets or meeting comment summary in the Appendix.</i> Various NCDOT projects to connect New Hanover and Brunswick Counties across the Cape Fear River and to replace the CFMB have been studied and in the news for many years. There are known community concerns about the project. As the subject project is developed and designs refined, the project is anticipated to receive more attention and discussion locally, regionally and statewide.		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<u>Impacts</u> <i>Is the project likely to be incompatible with or not address community concerns?</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<u>Recommendation</u> A web-based and/or in person Citizens Informational Workshop (CIW) is recommended with information distribution recommended through direct mail, regular press releases updating the project, and a NCDOT project web page.		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
OTHER IMPACTS <i>Are there any other potential impacts associated with the project?</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<u>Recommendation</u>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
RECURRING EFFECTS <u>Impacts</u> <i>Is the project likely to result in recurring effects on any populations and communities within the Direct Community Impact Area?</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<u>Recommendation</u>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
ENVIRONMENTAL JUSTICE (EJ) AND TITLE VI POPULATIONS <u>Presence</u> <i>Are there any populations living in the Demographic Study Area that meet the criteria for Environmental Justice and/or Title VI? If so, note which groups are present (check all that apply):</i> <input checked="" type="checkbox"/> Minority <input checked="" type="checkbox"/> Low-Income <input type="checkbox"/> Title VI (non-EJ) Census data indicates a notable presence of minority and low-income populations meeting the criteria for Environmental Justice and populations protected by Title VI and related statutes within the Demographic Study Area (DSA), and minority and low-income communities were observed within the Direct Community Impact Area (DCIA) during the field visit and were noted by a local planner. Six Block Groups (BG) meet the criteria for EJ populations by exceeding the thresholds for minority and low-income populations, including Census Tract (CT) 201.08 BG 2, CT 111 BG 1, CT 111 BG 2, CT 112 BG 3, CT 113 BG 2, and CT 115.03 BG 2. There are bus and trolley stops within the DCIA, which could indicate the presence of low-income populations without access to personal transportation. The childcare facility at South 3 rd / Queen Street also indicates Title VI populations in the study areas.	<input type="checkbox"/> Not present according to Census data and observation/local input <input type="checkbox"/> Present; Census data indicates presence but there is no observation/local input to confirm <input type="checkbox"/> Present; Census data does not indicate presence but communities were observed <input checked="" type="checkbox"/> Present according to Census and communities were observed	



<p><u>Impacts</u> <i>Is the project likely to have a disproportionately high and adverse impact, including denial of benefits, on identified Environmental Justice and/or Title VI populations in the Direct Community Impact Area?</i></p> <p>It is anticipated there may be residential relocations associated with Alternative B, particularly along Dawson Street, Wooster Street, Queen Street, and South 2nd Street. While it is too early in the design process to identify exact relocations, as the DSA primarily contains block groups meeting the low-income and minority EJ thresholds, impacts to EJ populations are anticipated.</p> <p>While Alternative A is not anticipated to incur as many residential relocations, temporary EJ impacts associated with Alternative A could include disruptions to bus and trolley service within the DCIA.</p>	<p><input type="checkbox"/> No impacts; no EJ or Title VI population present</p> <p><input type="checkbox"/> No impacts; EJ and/or Title VI population present</p> <p><input type="checkbox"/> Community Impacts; no EJ or Title VI population present</p> <p><input checked="" type="checkbox"/> Impacts; EJ and/or Title VI population present; "No" finding</p> <p><input type="checkbox"/> Impacts; EJ and/or Title VI population present; "Yes" finding</p>
<p><u>Recommendation</u></p> <p>The NCDOT Project Manager should coordinate with NCDOT Public Involvement, Community Studies and Visualization to ensure that all public involvement activities include outreach materials appropriately focused on EJ populations. Public involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.</p>	<p><input checked="" type="checkbox"/> YES</p> <p><input type="checkbox"/> NO</p>
<p>LIMITED ENGLISH PROFICIENCY [LEP] OR LANGUAGE ASSISTANCE [LA] POPULATIONS</p> <p><u>Presence</u> <i>Are there any populations living in the Demographic Study Area that meet the criteria for Limited English Proficiency? Are there any populations within the Demographic Study Area that do not meet the LEP threshold but do meet the criteria for Language Assistance?</i></p> <p>Census data does not indicate Limited English Proficiency (LEP) populations meeting the US Department of Justice LEP Safe Harbor threshold, but does indicate an Asian/Pacific language-speaking population exceeding 50 persons within the Demographic Study Area that may require language assistance. This population is within the Direct Community Impact Area, located in downtown Wilmington north of the bridge, just east of South 3rd Street.</p>	<p><input type="checkbox"/> No LEP or LA</p> <p><input checked="" type="checkbox"/> No LEP, but LA population is present</p> <p><input type="checkbox"/> LEP population present</p> <p><input type="checkbox"/> [and LA population present]</p>
<p><u>Recommendation</u></p> <p>Because notable Asian/Pacific language-speaking populations are located within the DCIA, with Tagalog (including Filipino)¹⁶ being the most common and thus requiring language assistance, the NCDOT Project Manager should consult with NCDOT Public Involvement to determine appropriate measures assuring meaningful public involvement to satisfy the requirements of Executive Order 12898.</p>	<p><input checked="" type="checkbox"/> YES</p> <p><input type="checkbox"/> NO</p>

¹⁶ USEPA. EJSCREEN Community Report. Web. <https://ejscreen.epa.gov/mapper/>



ADDITIONAL COMMUNITY CHARACTERISTICS	
<p>NOTABLE POPULATION GROWTH OR DECLINE</p> <p><u>Presence</u> <i>Has the DSA experienced notable population growth or decline in recent years? If the average annualized DSA population growth is higher than 1.5%, note the growth in the county and how it compares.</i> <input type="checkbox"/> Decline <input type="checkbox"/> Greater than 1.5% annual growth (in DSA)</p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>STIP PROJECTS</p> <p><u>Presence</u> <i>Are there any reasonably foreseeable STIP projects within 3 miles of this project and/or that have the potential to affect or be affected by this project?</i></p> <p>There are five STIP roadway or intersection projects within the DCIA that have the potential to affect or be affected by this project:</p> <ul style="list-style-type: none"> ▪ U-5734- widen to multi-lanes US 421 (South Front Street) from Cape Fear Memorial Bridge to Burnett Boulevard (ROW 2025, Construction 2027). ▪ HL-0109- installation of traffic signals with pedestrian signal heads at intersection of South 3rd Street and Ann Street (ROW 2024, Construction 20245). ▪ HL-0110- installation of traffic signal with pedestrian signal heads at intersection of South 3rd Street and Orange Street (ROW 2024, Construction 2025). ▪ HS-2003Q- upgrade traffic signal, upgrade pavement markings, and add pedestrian accommodations at US 17 (Dawson Street) at US 421 (3rd Street) (Construction 2026). ▪ HS-2003Z- revise traffic signal and install pedestrian countdown heads at US 17/76 (Wooster Street) and SR 1217 (17th Street) (Construction 2026). <p>Additional projects are listed in the STIP within three miles of the project; however, they do not have the potential to affect or be affected by the project and are not included in the above list.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p>TRAFFIC GENERATING FACILITY OR NODE</p> <p><u>Presence</u> <i>Is there a node or facility that generates a notable level of vehicular or pedestrian traffic in the Direct Community Impact Area?</i></p> <p>The Cape Fear Memorial Bridge itself generates a notable level of vehicular traffic. Wilmington is a regional economic hub for southeastern North Carolina. Commuters and vacationers use this bridge to access services, destinations and tourist areas located in New Hanover and Brunswick Counties. Additionally, the bridge is used for trucks accessing the Port of Wilmington. The 2021 NCDOT Annual Average Daily Traffic (AADT) for the Cape Fear Memorial Bridge was 60,500 vehicles with the Annual Average Daily Truck Traffic (AADTT) estimated at 3,890 trucks. The CFMB is one of two bridges providing access across the Cape Fear River. The bridges are located north and south of downtown Wilmington. Truck traffic is not permitted in downtown Wilmington; therefore the northern bridge is not viable for over-sized vehicles and drivers use the southern-situated CFMB.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
ADDITIONAL RECOMMENDATIONS	
<p>EVALUATE ALTERNATIVE(S) THAT UTILIZE A TEMPORARY ON-SITE DETOUR</p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>EVALUATE ALTERNATIVE CONSTRUCTION WORK SCHEDULES</p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>OTHER RECOMMENDATIONS</p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO



Indirect and Cumulative Effects [Transportation Impact-Causing Activities (TICAs)]

<p>TRAVEL TIMES <i>Will the project result in travel time savings of more than one minute?</i></p>	<p><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO</p>
<p>NEW NETWORK CONNECTIONS <i>Will the project permanently add to the existing road network (e.g., new location or new service roads)?</i></p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p>PROPERTY ACCESS <i>Will the project provide new or expanded access to properties?</i></p>	<p><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO</p>
<p>CREATION OF ACTIVITY CENTERS <i>Will the project open areas for concentrated, moderate to high intensity land development or redevelopment?</i></p>	<p><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO</p>
<p>TICA SUMMARY / INDIRECT AND CUMULATIVE EFFECTS STATEMENT <i>Will the project result in one or more transportation impact-causing activities? Will the project require completion of the Indirect Effects Matrix?</i></p> <p>The project will not alter travel patterns, reduce travel times, affect access to properties in the area, or open areas for development or redevelopment. Due to its minimal transportation impact-causing activities, this project will neither influence nearby land uses nor stimulate growth. Therefore, a detailed indirect and cumulative effects study will not be necessary.</p>	<p><input checked="" type="checkbox"/> Absence of TICAs <input type="checkbox"/> Presence of TICAs</p> <p>COMPLETION OF MATRIX:</p> <p><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO</p>



SOURCES

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- Brunswick County. CAMA CORE Land Use Plan. Web. November 2012. <https://www.brunswickcountync.gov/planning/ordinances-plans/lup/>
- Brunswick County. Blueprint Brunswick 2040 Plan. Web. February 2023. <https://www.brunswickcountync.gov/blueprintbrunswick/plan-documents/>
- Cape Fear Development. The Proximity at Dram Tree: Revitalizing the Riverfront. Web. <https://capefear-dev.com/the-proximity-at-dram-tree-revitalizing-the-riverfront/>
- Cape Fear Council of Governments. Cape Fear River Trail Map. Web. https://capefearcog.org/wp-content/uploads/2017/02/CFR_Trail_Map.pdf
- City of Wilmington. Create Wilmington Comprehensive Plan. Web. May 2016. <https://www.wilmingtonnc.gov/departments/planning-development-and-transportation/comprehensive-plan>
- City of Wilmington. Walk Wilmington Pedestrian Plan. Web. July 2023. <https://www.wilmingtonnc.gov/home/showpublisheddocument/16904/638291773502130000>
- City of Wilmington. Wilmington Development Tracker. Web. <https://www.arcgis.com/apps/OnePane/basicviewer/index.html?appid=52308d392d91470880e5d7d6fdb2e76e>
- City of Wilmington. Rail Realignment Project. Web. <https://www.wilmingtonnc.gov/departments/major-projects/rail-realignment>
- E-mail correspondence, Debbie Trafton, Director of Transportation for New Hanover County Schools, deb.trafton@nhcs.net, September 7, 2023.
- Gullah Geechee Corridor. About. Web. 2023. <https://gullahgeecheecorridor.org/about/>
- Gullah Geechee Cultural Heritage Corridor. Story Map. Web. <https://queensuniv.maps.arcgis.com/apps/Shortlist/index.html?appid=8232463d62dc4b79a77a52cd8ac3c72a>
- Local Official Input Form: Jeremy Humphries, Chief, Town of Leland Police Department. jhumphries@townofleland.com. Local EMS Input Form.
- Local Official Input Form: Ronnie Hayes, Chief, Leland Fire Department. rhayes@townofleland.com. Local EMS Input Form.
- Local Official Input Form: John Grimes, Chief, Town of Leland Emergency Management. jgrimes@townofleland.com. Local EMS Input Form.
- Local Official Input Form: David McIntire, Deputy Director, Brunswick County Emergency Management. david.mcintire@brunswickcountync.gov. Local EMS Input Form.
- Local Official Input Form: Lyle Johnston, Deputy Director, Brunswick Co EMS. lyle.johnston@brunswickcountync.gov. Local EMS Input Form.
- Local Official Input Form: Abie Bonevac, Associate Planner, City of Wilmington Planning Department. abie.bonevac@wilmingtonnc.gov. Local Planner Input Form.
- Local Official Input Form: Kirstie Dixon, Director, Brunswick County Planning Department. kirstie.dixon@brunswickcountync.gov. Local Planner Input Form.
- Local Official Input Form: Mike Kozlosky, Executive Director, Wilmington Urban Area MPO. mike.kozlosky@wilmingtonnc.gov. Local Planner Input Form.
- Local Official Input Form: Benjamin Andrea, Planning & Inspections Director, Town of Leland [Planning Department](mailto:bandrea@townofleland.com). bandrea@townofleland.com. Local Planner Input Form.
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APPENDIX ITEMS

- A. Summary of Demographics Used in Tabular Form
- B. Site Photographs
- C. Local Official Input Forms
- D. Health Indicators Table



APPENDIX A: SUMMARY OF DEMOGRAPHICS USED IN TABULAR FORM

Minority

Geography	Total Population	White, Non-Hispanic		Minority Population*		Meets Thresholds	
		#	%	#	%	50%	10% over County
CT 201.08, BG 2	2,123	930	43.8%	1,193	56.2%	Yes	Yes
CT 202.05, BG 3	1,864	1,620	86.9%	244	13.1%	No	No
CT 111, BG 1	845	167	19.8%	678	80.2%	Yes	Yes
CT 111, BG 2	2,027	234	11.5%	1,793	88.5%	Yes	Yes
CT 112, BG 2	679	484	71.3%	195	28.7%	No	No
CT 112, BG 3	534	205	38.4%	329	61.6%	Yes	Yes
CT 113, BG 1	901	766	85.0%	135	15.0%	No	No
CT 113, BG 2	1,009	625	61.9%	384	38.1%	No	Yes
CT 115.03, BG 2	2,335	699	29.9%	1,636	70.1%	Yes	Yes
DSA	12,317	5,730	46.5%	6,587	53.5%	Yes	N/A
Brunswick County	133,789	108,794	81.3%	24,995	18.7%		
New Hanover County	225,175	173,110	76.9%	52,065	23.1%		
North Carolina	10,367,022	6,433,921	62.1%	3,933,101	37.9%		

* Minority population includes all races that are Non-White and Hispanic populations that are also White.

Source: US Census Bureau, American Community Survey 5-year Estimates (2017-2021), Table B03002, "Hispanic or Latino Origin by Race."



Race

Geography	Total Population	White		Black or African American		American Indian and Alaska Native Alone		Asian		Native Hawaiian/Pacific Islander		Some Other Race		Two or More Races		Total Non-White	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
CT 201.08, BG 2	2,123	959	45.2%	690	32.5%	7	0.3%	-	0.0%	-	0.0%	168	7.9%	299	14.1%	1,164	54.8%
CT 202.05, BG 3	1,864	1,638	87.9%	175	9.4%	-	0.0%	-	0.0%	-	0.0%	47	2.5%	4	0.2%	226	12.1%
CT 111, BG 1	845	167	19.8%	678	80.2%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	678	80.2%
CT 111, BG 2	2,027	253	12.5%	1,277	63.0%	-	0.0%	-	0.0%	169	8.3%	328	16.2%	-	0.0%	1,774	87.5%
CT 112, BG 2	679	497	73.2%	126	18.6%	-	0.0%	56	8.2%	-	0.0%	-	0.0%	-	0.0%	182	26.8%
CT 112, BG 3	534	205	38.4%	326	61.0%	3	0.6%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	329	61.6%
CT 113, BG 1	901	783	86.9%	51	5.7%	-	0.0%	16	1.8%	-	0.0%	-	0.0%	51	5.7%	118	13.1%
CT 113, BG 2	1,009	663	65.7%	190	18.8%	25	2.5%	16	1.6%	-	0.0%	22	2.2%	93	9.2%	346	34.3%
CT 115.03, BG 2	2,335	800	34.3%	868	37.2%	-	0.0%	-	0.0%	-	0.0%	315	13.5%	352	15.1%	1,535	65.7%
DSA	12,317	5,965	48.4%	4,381	35.6%	35	0.3%	88	0.7%	169	1.4%	880	7.1%	799	6.5%	6,352	51.6%
Brunswick County	133,789	111,535	83.4%	12,125	9.1%	561	0.4%	802	0.6%	4	0.0%	2,599	1.9%	6,163	4.6%	22,254	16.6%
New Hanover County	225,175	179,231	79.6%	28,326	12.6%	523	0.2%	2,953	1.3%	181	0.1%	5,681	2.5%	8,280	3.7%	45,944	20.4%
North Carolina	10,367,022	6,865,508	66.2%	2,193,147	21.2%	113,719	1.1%	314,690	3.0%	7,119	0.1%	372,381	3.6%	500,458	4.8%	3,501,514	33.8%

Source: US Census Bureau, American Community Survey 5-year Estimates (2017-2021), Table B02001, "Race."



Hispanic or Latino Population

Geography	Total Population	Hispanic		Not Hispanic	
		#	%	#	%
CT 201.08, BG 2	2,123	197	9.3%	1,926	90.7%
CT 202.05, BG 3	1,864	69	3.7%	1,795	96.3%
CT 111, BG 1	845	-	0.0%	845	100.0%
CT 111, BG 2	2,027	181	8.9%	1,846	91.1%
CT 112, BG 2	679	13	1.9%	666	98.1%
CT 112, BG 3	534	-	0.0%	534	100.0%
CT 113, BG 1	901	34	3.8%	867	96.2%
CT 113, BG 2	1,009	161	16.0%	848	84.0%
CT 115.03, BG 2	2,335	416	17.8%	1,919	82.2%
DSA	12,317	1,071	8.7%	11,246	91.3%
Brunswick County	133,789	6,690	5.0%	127,099	95.0%
New Hanover County	225,175	13,256	5.9%	211,919	94.1%
North Carolina	10,367,022	1,016,730	9.8%	9,350,292	90.2%

Source: US Census Bureau, American Community Survey 5-year Estimates (2017-2021), Table B03002, "Hispanic or Latino Origin by Race."



Poverty

Geography	Population for whom Poverty Status is Determined	Below Poverty Level		Under 50% of Poverty Level		Between 100% and 149% of Poverty Level		Meets Thresholds	
		#	%	#	%	#	%	25%	5% over County
CT 201.08, BG 2	2,123	362	17.1%	271	12.8%	222	10.5%	No	Yes
CT 202.05, BG 3	1,725	9	0.5%	-	0.0%	63	3.7%	No	No
CT 111, BG 1	845	154	18.2%	90	10.7%	136	16.1%	No	Yes
CT 111, BG 2	2,027	818	40.4%	429	21.2%	714	35.2%	Yes	Yes
CT 112, BG 2	664	54	8.1%	5	0.8%	3	0.5%	No	No
CT 112, BG 3	534	138	25.8%	32	6.0%	33	6.2%	Yes	Yes
CT 113, BG 1	890	120	13.5%	72	8.1%	94	10.6%	No	No
CT 113, BG 2	1,009	184	18.2%	20	2.0%	165	16.4%	No	Yes
CT 115.03, BG 2	2,333	111	4.8%	50	2.1%	657	28.2%	Yes	Yes
DSA	12,150	1,950	16.0%	969	8.0%	2,087	17.2%	No	N/A
Brunswick County	132,910	13,576	10.2%	7,233	5.4%	9,769	7.4%		
New Hanover County	218,563	29,750	13.6%	14,958	6.8%	19,211	8.8%		
North Carolina	10,092,759	1,379,672	13.7%	618,442	6.1%	935,611	9.3%		

Source: US Census Bureau, American Community Survey 5-year Estimates (2017-2021), Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."



Zero-Car Households

Geography	Occupied Housing Units	No Vehicle Available		One Vehicle Available		Two or More Vehicles Available	
		#	%	#	%	#	%
CT 201.08, BG 2	718	33	4.6%	223	31.1%	462	64.3%
CT 202.05, BG 3	725	13	1.8%	134	18.5%	578	79.7%
CT 111, BG 1	414	122	29.5%	127	30.7%	165	39.9%
CT 111, BG 2	942	357	37.9%	467	49.6%	118	12.5%
CT 112, BG 2	334	25	7.5%	156	46.7%	153	45.8%
CT 112, BG 3	313	125	39.9%	84	26.8%	104	33.2%
CT 113, BG 1	562	70	12.5%	306	54.4%	186	33.1%
CT 113, BG 2	642	100	15.6%	373	58.1%	169	26.3%
CT 115.03, BG 2	830	135	16.3%	125	15.1%	570	68.7%
DSA	5,480	980	17.9%	1,995	36.4%	2,505	45.7%
Brunswick County	57,812	1,437	2.5%	16,565	28.7%	39,810	68.9%
New Hanover County	97,852	6,381	6.5%	33,246	34.0%	58,225	59.5%
North Carolina	4,034,684	220,918	5.5%	1,262,874	31.3%	2,550,892	63.2%

Source: US Census Bureau, American Community Survey 5-year Estimates (2017-2021), Table B25044, "Tenure by Vehicles Available."



Limited English Proficiency

Geography	Total Adult Population, 18 years and older	Primary Language Group of Persons Who Speak English Less than Very Well								Meets Thresholds	
		Spanish		Other Indo-Euro		Asian/Pacific		Other		LEP	LA
		#	%	#	%	#	%	#	%		
CT 201.08, BG 2	1,723	36	2.1%	-	0.0%	6	0.3%	-	0.0%	N/A	No
CT 202.05, BG 3	1,657	8	0.5%	-	0.0%	-	0.0%	-	0.0%	N/A	No
CT 111, BG 1	685	-	0.0%	-	0.0%	-	0.0%	-	0.0%	N/A	No
CT 111, BG 2	1,437	15	1.0%	-	0.0%	-	0.0%	-	0.0%	N/A	No
CT 112, BG 2	624	-	0.0%	-	0.0%	56	9.0%	-	0.0%	N/A	Yes
CT 112, BG 3	453	-	0.0%	-	0.0%	-	0.0%	-	0.0%	N/A	No
CT 113, BG 1	878	-	0.0%	-	0.0%	-	0.0%	-	0.0%	N/A	No
CT 113, BG 2	886	32	3.6%	21	2.4%	-	0.0%	-	0.0%	N/A	No
CT 115.03, BG 2	1,727	-	0.0%	18	1.0%	-	0.0%	-	0.0%	N/A	No
DSA	10,070	91	0.9%	39	0.4%	62	0.6%	-	0.0%	No	N/A
Brunswick County	113,736	1,469	1.3%	174	0.2%	143	0.1%	83	0.1%		
New Hanover County	183,676	2,490	1.4%	551	0.3%	815	0.4%	145	0.1%		
North Carolina	8,064,707	264,523	3.3%	41,901	0.5%	61,668	0.8%	17,072	0.2%		

Source: US Census Bureau, American Community Survey 5-year Estimates (2017-2021), Table B16004, "Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over."



Population Change, 2000 to 2010

Geography 2020	ACS 2007-2011 Population*	ACS 2012-2016 Population	ACS 2017-2021 Population	Difference	Percent Change	Annualized Growth Rate
CT 201.08, BG 2	2,325	2,489	2,123	(202)	-8.7%	-0.9%
CT 202.05, BG 3	1,140	1,618	1,864	724	63.5%	5.0%
CT 111, BG 1	1,354	932	845	(509)	-37.6%	-4.6%
CT 111, BG 2	1,793	1,484	2,027	234	13.1%	1.2%
CT 112, BG 2	810	1,127	679	(131)	-16.2%	-1.7%
CT 112, BG 3	884	880	534	(350)	-39.6%	-4.9%
CT 113, BG 1	962	1,034	901	(61)	-6.3%	-0.7%
CT 113, BG 2	395	724	1,009	614	155.4%	9.8%
CT 115.03, BG 2	2,091	2,406	2,335	244	11.7%	1.1%
DSA	11,754	12,694	12,317	563	4.8%	0.5%
Brunswick County	105,242	119,167	133,789	28,547	27.1%	2.4%
New Hanover County	200,357	216,458	225,175	24,818	12.4%	1.2%
North Carolina	9,418,648	9,940,802	10,367,022	948,374	10.1%	1.0%

* ACS 2007-2011 and 2012-2016 population data has been re-appropriated to the 2020 census boundaries.

Source: US Census Bureau, American Community Survey 5-year Estimates (2007-2011, 2012-2016, and 2017-2021), Table B01003, "Total Population."



APPENDIX B: SITE PHOTOGRAPHS



Figure 1: Cape Fear Memorial Bridge (view East-West)



Figure 2: Dram Tree Park, parking, boat access under CFMB



Figure 3: Bridge access from Wooster Street (westbound)



Figure 4: Bike tour on 5th Street



Figure 5: Grandma & Grandpas Childcare (3rd St)



Figure 6: Art Factory Galleries & Waterline Brewing Co. (Surry St)



APPENDIX C: LOCAL OFFICIAL INPUT FORMS

LOCAL EMS

Name:	Donny Williams	
Title:	Chief	
Agency:	Wilmington Police Department	
Phone:	910-343-3610	
Email:	officeofthechief@wilmingtonnc.gov	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23, 9/6/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input type="checkbox"/> Form returned on (date) <input type="checkbox"/> Interview on (date) <input checked="" type="checkbox"/> No response Comments:

Name:	Chris Walker	
Title:	Chief	
Agency:	Wilmington Fire Department	
Phone:	910-343-3918	
Email:	Chris.Walker@wilmingtonnc.gov	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23, 9/6/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input type="checkbox"/> Form returned on (date) <input type="checkbox"/> Interview on (date) <input checked="" type="checkbox"/> No response Comments:

Name:	Steven Still	
Title:	Director	
Agency:	New Hanover County Emergency Management	
Phone:	910-798-6900	
Email:	sstill@nhcgov.com	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23, 9/6/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input type="checkbox"/> Form returned on (date) <input type="checkbox"/> Interview on (date) <input checked="" type="checkbox"/> No response Comments:



Name:	Jeremy Humphries	
Title:	Chief	
Agency:	Leland Police Department	
Phone:	910-371-1100	
Email:	jhumphries@townofleland.com	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23, 9/6/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on 9/11/2034 <input type="checkbox"/> Interview on (date) <input type="checkbox"/> No response Comments:

Name:	Ronnie Hayes	
Title:	Chief	
Agency:	Leland Fire Department	
Phone:	910-371-2727	
Email:	rhayes@townofleland.com	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23, 9/6/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on 9/6/23 <input type="checkbox"/> Interview on (date) <input type="checkbox"/> No response Comments:

Name:	John Grimes	
Title:	Chief	
Agency:	Leland Emergency Management	
Phone:	910-332-4826	
Email:	jgrimes@townofleland.com	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23, 9/6/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on 9/7/2023 <input type="checkbox"/> Interview on (date) <input type="checkbox"/> No response Comments:

Name:	David McIntire	
Title:	Deputy Director	
Agency:	Brunswick County Emergency Management	
Phone:	910-253-2577	
Email:	david.mcintire@brunswickcountync.gov	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23, 9/6/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on 9/7/23 <input type="checkbox"/> Interview on (date) <input type="checkbox"/> No response Comments:



Name:	Lyle Johnston	
Title:	Deputy Director	
Agency:	Brunswick County EMS	
Phone:	910-253-2564	
Email:	lyle.johnston@brunswickcountync.gov	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on 8/14/23 <input type="checkbox"/> Interview on (date) <input type="checkbox"/> No response Comments:

LOCAL PLANNER

Name:	Abie Bonevac	
Title:	Associate Planner	
Agency:	Wilmington Planning Department	
Phone:	910-765-0862	
Email:	abie.bonevac@wilmingtonnc.gov	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23, 9/6/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on 9/27/23 <input type="checkbox"/> Interview on (date) <input type="checkbox"/> No response Comments:

Name:	Mike Kozlosky	
Title:	Executive Director	
Agency:	Wilmington Urban Area MPO	
Phone:	910-341-3258	
Email:	mike.kozlosky@wilmingtonnc.gov	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on 8/18/23 <input type="checkbox"/> Interview on (date) <input type="checkbox"/> No response Comments:

Name:	Benjamin Andrea	
Title:	Planning & Inspections Director	
Agency:	Leland Planning Department	
Phone:	910-371-3390	
Email:	bandrea@townofleland.com	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on 8/28/23 <input type="checkbox"/> Interview on (date) <input type="checkbox"/> No response Comments:



Name:	Kirstie Dixon	
Title:	Director	
Agency:	Brunswick County Planning Department	
Phone:	910-253-2027	
Email:	kirstie.doxon@brunswickcountync.gov	
FIRST CONTACT DATE	METHOD(S)	RESULT
8/14/23, 9/6/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on October 10, 2023 <input type="checkbox"/> Interview on (date) <input type="checkbox"/> No response Comments:

LOCAL SCHOOLS

Name:	Debbie Trafton	
Title:	Director of Transportation	
Agency:	New Hanover County Public School System	
Phone:	910-254-4298	
Email:	deb.trafton@nhcs.net	
FIRST CONTACT DATE	METHOD	RESULT
8/14/23, 9/6/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input type="checkbox"/> Form returned on (date) <input checked="" type="checkbox"/> Interview on 9/7/2023 <input type="checkbox"/> No response Comments: Email received, no completed form

Name:	Lloyd Willis	
Title:	Director of Transportation	
Agency:	Brunswick County Schools	
Phone:	910-756-6998	
Email:	lwillis@bcswan.net	
FIRST CONTACT DATE	METHOD	RESULT
8/14/23, 9/6/23	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input type="checkbox"/> Form returned on (date) <input type="checkbox"/> Interview on (date) <input checked="" type="checkbox"/> No response Comments:



Local EMS Input Form

**Local EMS Input Form for
CAPE FEAR MEMORIAL BRIDGE RELOCATION PROJECT
COMMUNITY CHARACTERISTICS REPORT**

Contact Information

Interviewee Name: John Grimes
 Title/Position: Chief
 Organization/Agency: Leland Emergency Management
 Email: jgrimes@townofleland.com

Date: 8/14/23, 9/6/23
 Phone Number: 910-332-4826
 Completed Via: Email Phone

Interview Information/Instructions

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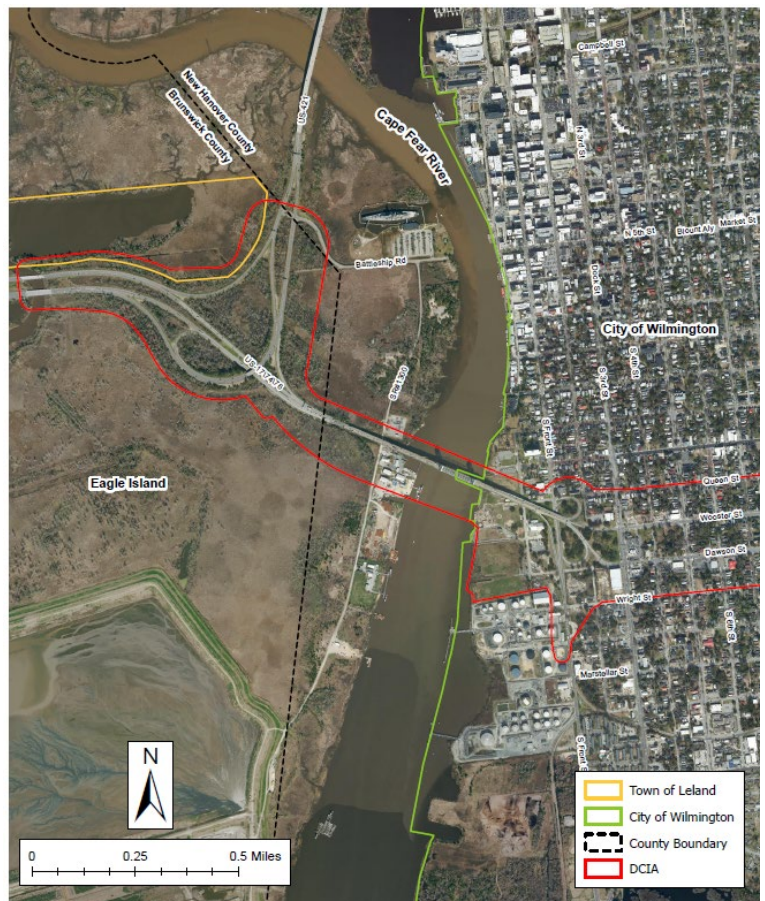
Cheryl Hannah
 HDR
 101 N 3rd Street, Suite 201, Wilmington, NC 28401-4034
 Phone: 910-398-9026

Project Information

The North Carolina Department of Transportation (NCDOT) proposes to replace functionally obsolete Bridge No. 13 over the Cape Fear River on US 17/76/421 in New Hanover and Brunswick Counties. The corridor is a part of the Strategic Highway Network (STRAHNET) for military transportation and serves as a strategic corridor for hurricane evacuation. The replacement is needed to accommodate the high growth areas of the two counties and truck traffic increases that support the growing population, military preparedness, and port activities.

The Direct Community Impact Area (DCIA) is the area surrounding the project that is likely to be directly affected in any way during, throughout, and after project completion. It generally includes properties directly adjacent to the project and any properties with sole access points to the roadway.

The NCDOT is proposing two design alternatives: (A) fixed span 135-foot vertical clearance with trumpet interchange improvements and (B) movable span with 65-foot vertical clearance. NCDOT would like your comments and feedback on community resources and characteristics within the DCIA. Your feedback is important to identify these resources and mitigate potential impacts.



For all applicable questions, please provide a detailed explanation of your response in the field provided.	Check if item is applicable
<p>1. Are there any concerns related to EMS services for this project? Please be as specific as possible (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service).</p> <p><i>The route proposed, and construction timing makes impacts of traffic backups impossible to stop. Novant Medical Center (NHRMC) is the primary hospital for 98% of all EMS calls originating in the north end of Brunswick County. Traffic lane reductions will severely impact ground transport by ambulance. I would HIGHLY recommend that discussions with Brunswick County Emergency Services be initiated sooner than later as this project progresses. Fire Protection will be impacted in both Leland and Wilmington as bridge closures or lane reduction impact response times of emergency apparatus. I am unsure how the bridge will be constructed, but SIGNIFICANT involvement of area emergency services will be required.</i></p>	<p>XXX <input type="checkbox"/></p>
<p>2. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?</p> <p><i>Yes. Many are listed below. The Town has the responsibility of fire protection for many businesses on Eagle Island. Construction and detours may severely affect our ability to respond. The reduction and complete closure of the route will impact egress/ingress before, during, and after a hurricane or other tropical event. Again, coordination with emergency services throughout this project will be important.</i></p>	<p>XXX <input type="checkbox"/></p>
<p>3. Are there any future time periods or events that you know of where road reduction in number of lanes for construction would be of particular concern?</p> <p><i>See comments above</i></p>	<p>XXX <input type="checkbox"/></p>
<p>4. Rate the overall impact on emergency services if the roadway were at reduced capacity for up to a year:</p> <p><input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact XXX <input type="checkbox"/> High Impact</p>	
<p>5. Are road names referenced by the names locals would use?</p> <p><i>I do not understand the question.</i></p>	<p>XXX <input type="checkbox"/></p>
<p>6. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?</p> <p><i>Brunswick and New Hanover County Emergency Services (Fire, Police, Sheriff, Emergency Management) If you do not have their contact information, I can assist you in getting in contact with all of them. Possibly, Columbus County Emergency Services as well, though to a lesser degree.</i></p>	<p>XXX <input type="checkbox"/></p>
<p>7. Do you have any other concerns regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible.</p> <p><i>It will be critical that pre-construction planning, regular meeting during construction, and follow up meetings as construction ends happen. Communication between emergency services and the construction team will be lifesaving. It is a must.</i></p>	<p>XXX <input type="checkbox"/></p>



Local EMS Input Form for CAPE FEAR MEMORIAL BRIDGE RELOCATION PROJECT COMMUNITY CHARACTERISTICS REPORT

Contact Information

Interviewee Name: Jeremy Humphries
 Title/Position: Chief
 Organization/Agency: Leland Police Department
 Email: jhumphries@townofleland.com

Date: 8/14/23, 9/6/23
 Phone Number: 910-371-1100
 Completed Via: Email Phone

Interview Information/Instructions

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the *Save As* command) this file with a new file name for your records and e-mail the *new* file back to the original sender. If you would prefer to complete a hard copy of this form, please send all sheets to the address below. We would greatly appreciate it if you would provide input and return the form back to us by September 29, 2023.

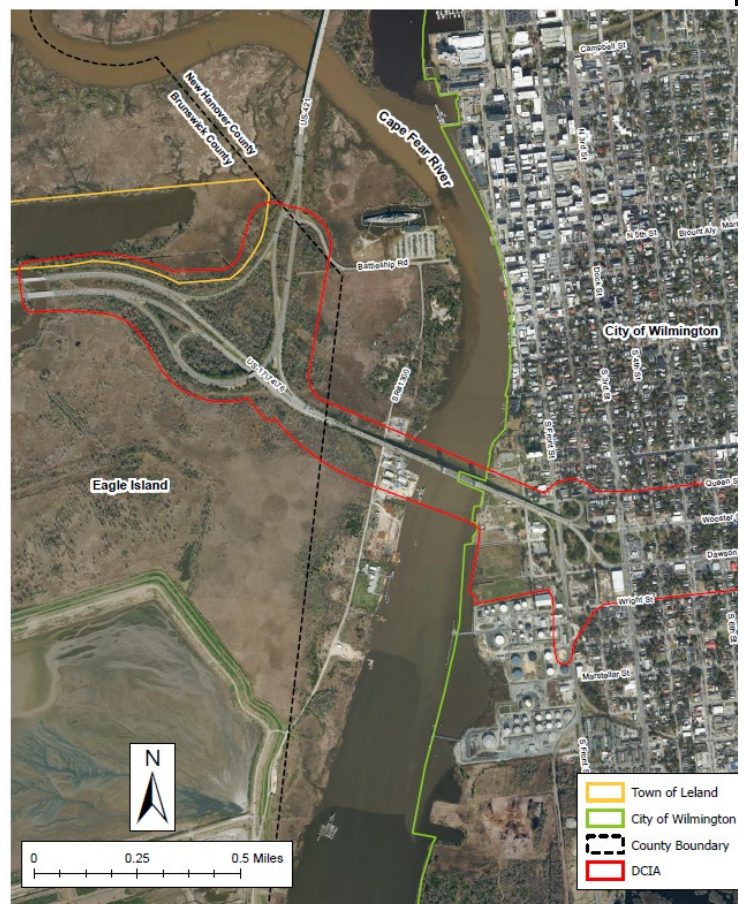
Cheryl Hannah
 HDR
 101 N 3rd Street, Suite 201, Wilmington, NC 28401-4034
 Phone: 910-398-9026

Project Information

The North Carolina Department of Transportation (NCDOT) proposes to replace functionally obsolete Bridge No. 13 over the Cape Fear River on US 17/76/421 in New Hanover and Brunswick Counties. The corridor is a part of the Strategic Highway Network (STRAHNET) for military transportation and serves as a strategic corridor for hurricane evacuation. The replacement is needed to accommodate the high growth areas of the two counties and truck traffic increases that support the growing population, military preparedness, and port activities.

The Direct Community Impact Area (DCIA) is the area surrounding the project that is likely to be directly affected in any way during, throughout, and after project completion. It generally includes properties directly adjacent to the project and any properties with sole access points to the roadway.

The NCDOT is proposing two design alternatives: (A) fixed span 135-foot vertical clearance with trumpet interchange improvements and (B) movable span with 65-foot vertical clearance. NCDOT would like your comments and feedback on community resources and characteristics within the DCIA. Your feedback is important to identify these resources and mitigate potential impacts.



For all applicable questions, please provide a detailed explanation of your response in the field provided.	Check if item is applicable
<p>1. Are there any concerns related to EMS services for this project? Please be as specific as possible (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service).</p> <p>There are frequent motor vehicle crashes which occur in the area of the project which can significantly affect traffic during peak travel times and the safety of those rendering aid.</p>	<input checked="" type="checkbox"/>
<p>2. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?</p> <p>Depending on the times when the bridge will be at one lane causes a concern due to the amount of traffic traveling. The reduction in travel lanes will significantly increase traffic on 421 and the Isabel Homes Bridge. This can impact mutual aid request with our partners in New Hanover as well as add additional drive time to Novant Hospital when serving Involuntary Commitment Papers and investigating various cases when called to Novant for the initial report.</p>	<input checked="" type="checkbox"/>
<p>3. Are there any future time periods or events that you know of where road reduction in number of lanes for construction would be of particular concern?</p> <p>Depending on scheduled events there is at least one event which occurs each year in New Hanover which travels into the Brunswick County side of the bridge, and it is the Ironman Triathlon. Other than this event which has occurred annually my only other concerns are mentioned in question 2.</p>	<input checked="" type="checkbox"/>
<p>4. Rate the overall impact on emergency services if the roadway were at reduced capacity for up to a year:</p> <p><input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input checked="" type="checkbox"/> High Impact</p>	
<p>5. Are road names referenced by the names locals would use?</p> <p>N/A</p>	<input type="checkbox"/>
<p>6. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?</p> <p>Brunswick County Sheriff's Office, North Carolina State Highway Patrol, Wilmington Police, and New Hanover County Sheriff's Office Brunswick EMS, Leland Fire Acme-Delco Fire, and Novant Health.</p>	<input checked="" type="checkbox"/>
<p>7. Do you have any other concerns regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible.</p> <p>N/A</p>	<input type="checkbox"/>



Local EMS Input Form for CAPE FEAR MEMORIAL BRIDGE RELOCATION PROJECT COMMUNITY CHARACTERISTICS REPORT

Contact Information

Interviewee Name: Lyle Johnston

Title/Position: Deputy Director

Organization/Agency: Brunswick Co. Emergency Management System

Email: lyle.johnston@brunswickcountync.gov

Date: 8/14/23

Phone Number: 910-253-2564

Completed Via: Email Phone

Interview Information/Instructions

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the *Save As* command) this file with a new file name for your records and e-mail the *new* file back to the original sender. If you would prefer to complete a hard copy of this form, please send all sheets to the address below. We would greatly appreciate it if you would provide input and return the form back to us by September 5, 2023.

Cheryl Hannah

HDR

101 N 3rd Street, Suite 201, Wilmington, NC 28401-4034

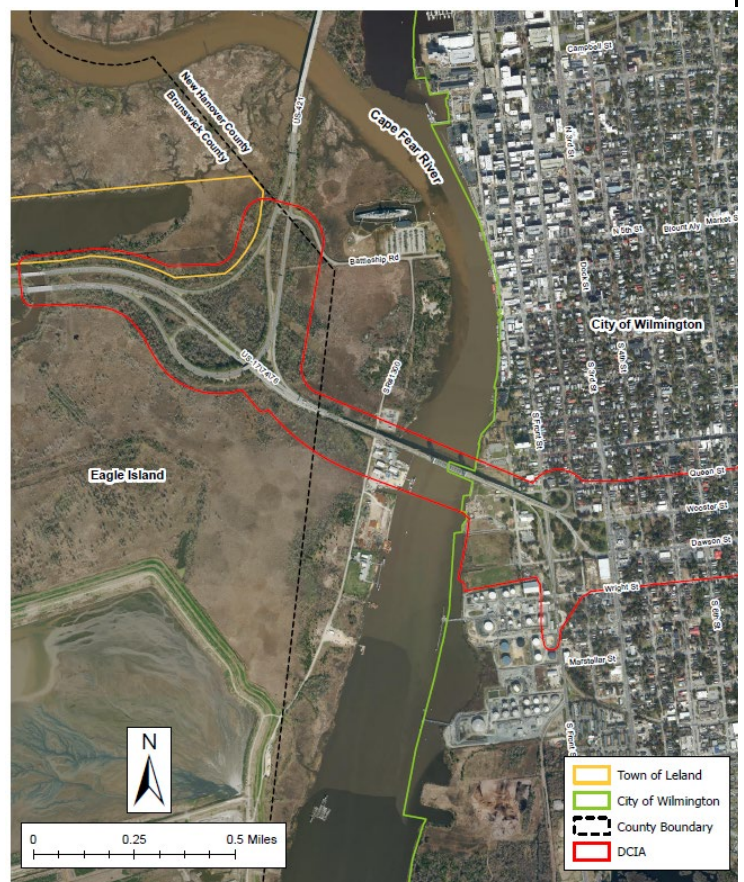
Phone: 910-398-9026

Project Information

The North Carolina Department of Transportation (NCDOT) proposes to replace functionally obsolete Bridge No. 13 over the Cape Fear River on US 17/76/421 in New Hanover and Brunswick Counties. The corridor is a part of the Strategic Highway Network (STRAHNET) for military transportation and serves as a strategic corridor for hurricane evacuation. The replacement is needed to accommodate the high growth areas of the two counties and truck traffic increases that support the growing population, military preparedness, and port activities.

The Direct Community Impact Area (DCIA) is the area surrounding the project that is likely to be directly affected in any way during, throughout, and after project completion. It generally includes properties directly adjacent to the project and any properties with sole access points to the roadway.

The NCDOT is proposing two design alternatives: (A) fixed span 135-foot vertical clearance with trumpet interchange improvements and (B) movable span with 65-foot vertical clearance. NCDOT would like your comments and feedback on community resources and characteristics within the DCIA. Your feedback is important to identify these resources and mitigate potential impacts.



For all applicable questions, please provide a detailed explanation of your response in the field provided.	Check if item is applicable
<p>8. Are there any concerns related to EMS services for this project? Please be as specific as possible (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service).</p> <p>This corridor is our main ground transport route for access to the area trauma center, stroke center, and cardiac cath lab. This is also our direct route for our mutual aid partners from New Hanover County and Pender County.</p>	<input checked="" type="checkbox"/>
<p>9. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?</p> <p>The detour route is about 10 miles longer and puts you going through more of Wilmington to get to the hospital. Although it is interstate highway for most of it, there is one very long bridge that will cause a big traffic issue if an accident were to occur on the bridge.</p>	<input checked="" type="checkbox"/>
<p>10. Are there any future time periods or events that you know of where road reduction in number of lanes for construction would be of particular concern?</p>	<input type="checkbox"/>
<p>11. Rate the overall impact on emergency services if the roadway were at reduced capacity for up to a year:</p> <p> <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input checked="" type="checkbox"/> High Impact </p>	
<p>12. Are road names referenced by the names locals would use?</p> <p>Yes</p>	<input checked="" type="checkbox"/>
<p>13. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?</p>	<input type="checkbox"/>
<p>14. Do you have any other concerns regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible.</p>	<input type="checkbox"/>



Local EMS Input Form for CAPE FEAR MEMORIAL BRIDGE RELOCATION PROJECT COMMUNITY CHARACTERISTICS REPORT

Contact Information

Interviewee Name: David McIntire
 Title/Position: Deputy Director
 Organization/Agency: Brunswick County Emergency Management
 Email: david.mcintire@brunswickcountync.gov

Date: 8/14/23, 9/6/23
 Phone Number: 910-253-2577
 Completed Via: Email Phone

Interview Information/Instructions

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the *Save As* command) this file with a new file name for your records and e-mail the *new* file back to the original sender. If you would prefer to complete a hard copy of this form, please send all sheets to the address below. We would greatly appreciate it if you would provide input and return the form back to us by September 29, 2023.

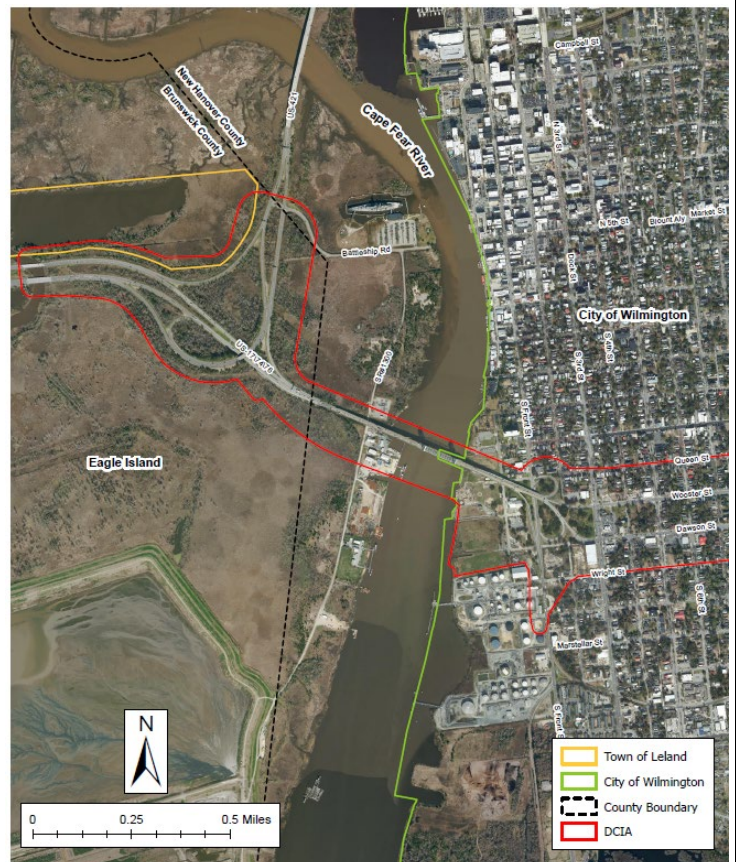
Cheryl Hannah
 HDR
 101 N 3rd Street, Suite 201, Wilmington, NC 28401-4034
 Phone: 910-398-9026

Project Information

The North Carolina Department of Transportation (NCDOT) proposes to replace functionally obsolete Bridge No. 13 over the Cape Fear River on US 17/76/421 in New Hanover and Brunswick Counties. The corridor is a part of the Strategic Highway Network (STRAHNET) for military transportation and serves as a strategic corridor for hurricane evacuation. The replacement is needed to accommodate the high growth areas of the two counties and truck traffic increases that support the growing population, military preparedness, and port activities.

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The NCDOT is proposing two design alternatives: (A) fixed span 135-foot vertical clearance with trumpet interchange improvements and (B) movable span with 65-foot vertical clearance. NCDOT would like your comments and feedback on community resources and characteristics within the DCIA. Your feedback is important to identify these resources and mitigate potential impacts.



For all applicable questions, please provide a detailed explanation of your response in the field provided.	Check if item is applicable
<p>15. Are there any concerns related to EMS services for this project? Please be as specific as possible (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service).</p> <p>If this project continues as planned there will be significant impacts to our EMS department’s ability to provide rapid transport to New Hanover Novant Hospital. This hospital is the closest trauma center for the north end of the county and also provides other life saving specialty services that when needed, time is the determining factor. Any detours that would be put in place would increase transport times and ultimately have a direct impact on patient outcome for those that require the specialty services like the trauma center, stroke services, cath lab, etc..</p>	<input checked="" type="checkbox"/>
<p>16. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?</p> <p>There are limited detour routes available in this area. Traffic in this area is already horrific during rush hours in the morning and evening. The traffic backups will be extreme and affect the ability for vital services to move within the identified area and to commute to and from Wilmington.</p>	<input checked="" type="checkbox"/>
<p>17. Are there any future time periods or events that you know of where road reduction in number of lanes for construction would be of particular concern?</p> <p>Any limitation of available lanes would have impact on this area. Obviously during spring and summer months these may be heightened.</p>	<input checked="" type="checkbox"/>
<p>18. Rate the overall impact on emergency services if the roadway were at reduced capacity for up to a year:</p> <p> <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input checked="" type="checkbox"/> High Impact </p>	
<p>19. Are road names referenced by the names locals would use?</p> <p>Yes</p>	<input type="checkbox"/>
<p>20. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?</p> <p>Brunswick County Sheriff’s Office; Leland Fire and Police Departments.</p>	<input checked="" type="checkbox"/>
<p>21. Do you have any other concerns regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible.</p> <p>Yes, see comments mentioned in #1</p>	<input type="checkbox"/>



Local EMS Input Form for CAPE FEAR MEMORIAL BRIDGE RELOCATION PROJECT COMMUNITY CHARACTERISTICS REPORT

Contact Information

Interviewee Name: Ronnie Hayes
 Title/Position: Chief
 Organization/Agency: Leland Fire Department
 Email: rhayes@townofleland.com

Date: 8/14/23, 9/6/23
 Phone Number: 910-371-2727
 Completed Via: Email Phone

Interview Information/Instructions

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the *Save As* command) this file with a new file name for your records and e-mail the *new* file back to the original sender. If you would prefer to complete a hard copy of this form, please send all sheets to the address below. We would greatly appreciate it if you would provide input and return the form back to us by September 29, 2023.

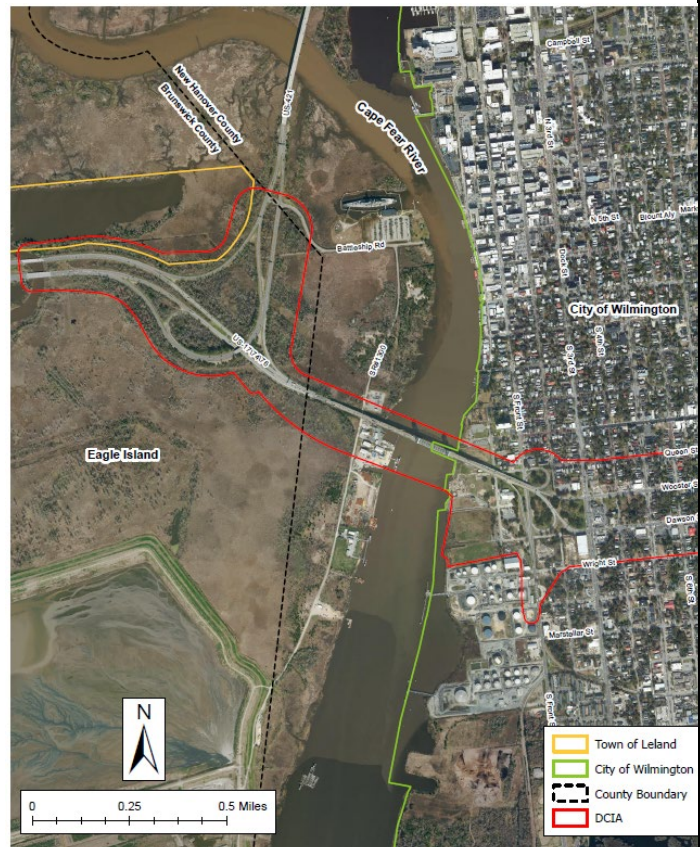
Cheryl Hannah
 HDR
 101 N 3rd Street, Suite 201, Wilmington, NC 28401-4034
 Phone: 910-398-9026

Project Information

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For all applicable questions, please provide a detailed explanation of your response in the field provided.	Check if item is applicable
22. Are there any concerns related to EMS services for this project? Please be as specific as possible (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service). NO	<input type="checkbox"/>
23. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? Only concern is ensuring the ability to reach property on Battleship Rd. South of the current bridge.	<input type="checkbox"/>
24. Are there any future time periods or events that you know of where road reduction in number of lanes for construction would be of particular concern? Ensuring the ability of fire apparatus to reach property on Battleship Rd. South of the current bridge.	<input type="checkbox"/>
25. Rate the overall impact on emergency services if the roadway were at reduced capacity for up to a year: <input type="checkbox"/> No Impact <input checked="" type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact	
26. Are road names referenced by the names locals would use? Yes	<input type="checkbox"/>
27. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? Brunswick County Emergency Services	<input type="checkbox"/>
28. Do you have any other concerns regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible. No	<input type="checkbox"/>



Local Planner Input Form

**Local Planner Input Form for
CAPE FEAR MEMORIAL BRIDGE RELOCATION PROJECT
COMMUNITY CHARACTERISTICS REPORT**

Contact Information

Interviewee Name: Benjamin Andrea
 Title/Position: Planning & Inspections Director
 Organization/Agency: Leland Planning Department
 Email: bandrea@townofleland.com

Date: 8/14/23
 Phone Number: 910-371-3390
 Completed Via: Email Phone

Interview Information/Instructions

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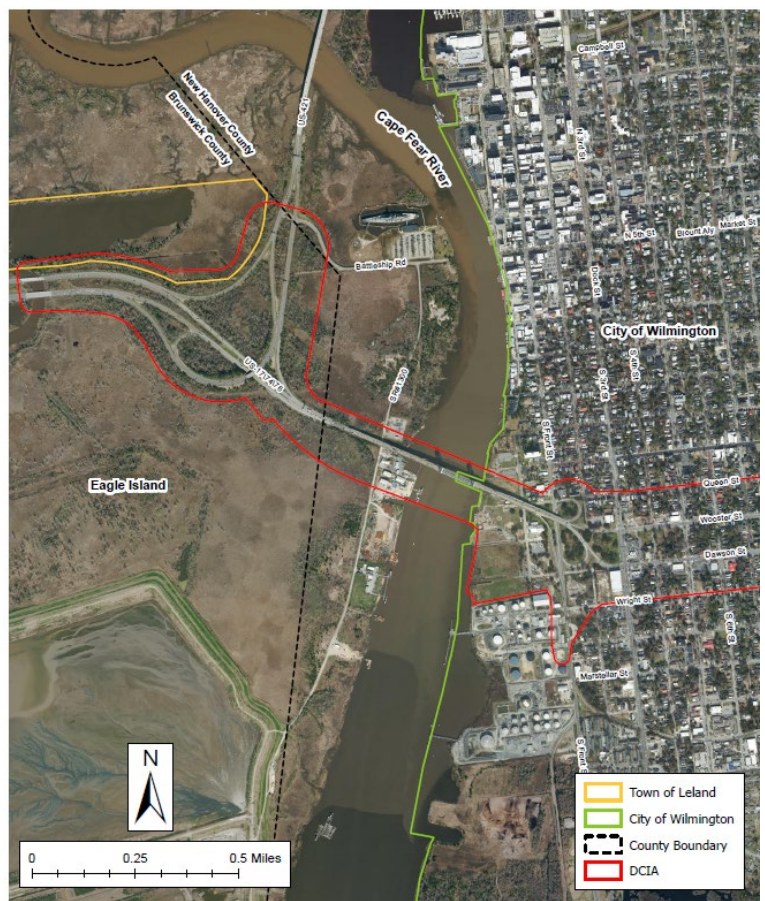
Cheryl Hannah
 HDR
 101 N 3rd Street, Suite 201, Wilmington, NC 28401-4034
 Phone: 910-398-9026

Project Information

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Check those questions that apply and provide a detailed explanation of your response in the field provided.	Check if item is applicable
<i>Growth and Development</i>	
1. Are there any known plans for development in the vicinity of the project? Not in Leland’s jurisdiction	<input type="checkbox"/>
2. Are there any adopted plans for growth or economic development that could directly affect or be affected by this project? Potentially, yes. Increased efficiency of the transportation network between Leland and Wilmington can help stimulate economic growth and community development as identified in the Leland 2045 plan and other adopted plans.	<input checked="" type="checkbox"/>
3. Are there plans to extend water/sewer lines or to build any new facilities, such as fire stations, schools, or other facilities, in the vicinity of the project? Not in Leland’s jurisdiction.	<input type="checkbox"/>
4. Are there any specific business and/or economic resources present in the project area, such as business parks, distribution centers, manufacturing facilities, etc.? Not in Leland’s jurisdiction	<input type="checkbox"/>
<i>Special Populations</i>	
5. Are you aware of any minority, low-income or limited English proficiency (LEP) populations/ communities in the vicinity of the project? If so, please provide the locations of these populations in the area. <i>[If yes, proceed to Question 6. If no, skip to Question 7.]</i> Not in Leland’s jurisdiction	<input type="checkbox"/>
6. Are there specific community resources or services that are used by minority, low-income or LEP populations in the vicinity of the project? How is the project likely to affect minority and low-income populations? Not in Leland’s jurisdiction	<input type="checkbox"/>
7. Are there any tribal groups connected with land, religious, ethnic or other special populations with different mobility needs or outreach needs in the project area? Not in Leland’s jurisdiction	<input type="checkbox"/>
8. Who should we contact to discuss outreach needs for any special populations? Please provide input on community leader contacts, media sources or other ways to reach these populations. Not in Leland’s jurisdiction	<input type="checkbox"/>
<i>Access, Accessibility, and Mobility</i>	
9. Is there pedestrian or bicycle activity/traffic or transit use along the project? If so, please describe multimodal activity in the project area. The lack of existing pedestrian and bicycle accommodations on the existing bridge and adjacent 74-76-17 causeway are not conducive to bike/ped activity. WAVE Transit operates a RideMICRO system that uses this bridge and surrounding transportation network.	<input type="checkbox"/>
10. Are there any existing access, accessibility, or mobility concerns or any barriers to non-auto travel in the area? Please consider all modes.	<input checked="" type="checkbox"/>



<p>Yes, as described above. The existing bridge and highways 74, 76, and 17 do not have dedicated pedestrian and bicycle infrastructure or improvements. Ideally such improvements should be considered with this project to stimulate safer bike/ped use in the area.</p>	
<p>11. Are there any adopted plans for pedestrian, greenway, bicycle, or transit facilities in the area? For each plan, please provide a description of how the plan applies to the project area, the title of the plan, its year of adoption, and the current status of its implementation. Comprehensive Bicycle Plan for Leland, NC, adopted in 2008 – proposes a bicycle connection from the Leland area along the 74-76-17 causeway to Eagles Island. Projects in this plan have been in planning and implementation phases since adoption. Plan is pending an update.</p>	<input checked="" type="checkbox"/>
<p>Agricultural Operations</p>	
<p>12. Are you aware of any active agricultural operations in the vicinity of the project? If so, please describe these operations (e.g. size, ownership, crops, years farmed, suppliers, customers, value to the community). <i>[If yes, answer Question 12. If no, skip to Question 13.]</i> Not in Leland’s jurisdiction</p>	<input type="checkbox"/>
<p>13. Are farm support services—such as farm suppliers, equipment dealers, processing and storage facilities, and farmer’s markets—located in the vicinity of the project? If so, please describe these services (e.g. type, location).</p>	<input type="checkbox"/>
<p>14. Does the project lie within a VAD or EVAD district, or are you aware of any land with other farmland protections (plans, tax districts or credits, trust, agricultural zoning, deed restrictions)? If so, please describe the nature and location of these areas and properties.</p>	<input type="checkbox"/>
<p>Other Notable Features</p>	
<p>15. Are there any recreational properties within the project area that were purchased or improved with Land and Water Conservation Act funds? Not to my knowledge</p>	<input type="checkbox"/>
<p>16. Are there any other specific notable community resources or issues in the project area? (e.g. socio-economic resources, recreational resources, community safety concerns, cohesive neighborhoods, areas in decline) If so, please describe. See response to Question 10.</p>	<input type="checkbox"/>
<p>Detours and Closures</p>	
<p>17. Are there any future time periods or events that you know of where road reduction in number of lanes for construction would be of particular concern? For eastbound traffic – morning week-day peak hours. For westbound traffic, evening week-day peak hours.</p>	<input type="checkbox"/>
<p>18. <i>[If applicable]</i> Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? Yes. Traffic rerouted to the Isabella Holmes bridge will add significant vehicles into downtown Wilmington (3rd Street primarily), MLK Jr. Parkway, and US Highway 421.</p>	<input type="checkbox"/>
<p>19. Rate the overall impact on local planning objectives if the roadway were at reduced capacity for up to a year: <input type="checkbox"/> Positive Impact <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input checked="" type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact</p>	



Closing Questions	
20. Are road names referenced by the names locals would use? Yes	<input type="checkbox"/>
21. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? No	<input type="checkbox"/>
22. Do you have any additional comments about this project? Please consider adding an observatory similar to the The Penobscot Narrows Bridge in Maine. https://www.maine.gov/mdot/pnbo/about/ Such an observatory would add economic impact as a tourist destination and could help with bridge maintenance costs. I'm told 64,000 people toured the observatory in 2022, paying \$3 each (in addition to the \$6 park entry fee). The additional cost would be nominal compared to total project cost.	<input type="checkbox"/>



**Local Planner Input Form for
CAPE FEAR MEMORIAL BRIDGE RELOCATION PROJECT
COMMUNITY CHARACTERISTICS REPORT**

Contact Information

Interviewee Name: Abie Bonevac
 Title/Position: Associate Planner
 Organization/Agency: Wilmington Planning Department
 Email: abie.bonevac@wilmingtonnc.gov

Date: 8/14/23, 9/6/23
 Phone Number: 910-765-0862
 Completed Via: Email Phone

Interview Information/Instructions

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the *Save As* command) this file with a new file name for your records and e-mail the new file back to the original sender. If you would prefer to complete a hard copy of this form, please send all sheets to the address below. We would greatly appreciate it if you would provide input and return the form back to us by September 29, 2023.

Cheryl Hannah
 HDR
 101 N 3rd Street, Suite 201, Wilmington, NC 28401-4034
 Phone: 910-398-9026

Project Information

The North Carolina Department of Transportation (NCDOT) proposes to replace functionally obsolete Bridge No. 13 over the Cape Fear River on US 17/74/421 in New Hanover and Brunswick Counties. The corridor is a part of the Strategic Highway Network (STRAHNET) for military transportation and serves as a strategic corridor for hurricane evacuation. The replacement is needed to accommodate the high growth areas of the two counties and truck traffic increases that support the growing population, military preparedness, and port activities.

The Direct Community Impact Area (DCIA) is the area surrounding the project that is likely to be directly affected in any way during, throughout, and after project completion. It generally includes properties directly adjacent to the project and any properties with sole access points to the roadway.

The NCDOT is proposing two design alternatives: (A) fixed span 135-foot vertical clearance with trumpet interchange improvements and (B) movable span with 65-foot vertical clearance. NCDOT would like your comments and feedback on community resources and characteristics within the DCIA. Your feedback is important to identify these resources and mitigate potential impacts.



The field provided.	Check if item is applicable
Health and Development	
<p>Are there any known plans for development in the vicinity of the project?</p> <p>there are four development plans in the vicinity of the project, the Pearl II, 418 Wooster, Manjaro, and 906 S 8th Street. The Pearl II is located at 719 S 3rd Street, 720 and 724 S 4th Street. Pearl II has received site plan approval and is vested for a mixed-use building for 108 residential units and 3,500 sq. Ft. of commercial.</p> <p>Wooster is located at 418 Wooster Street and is currently under review. The project is proposed to have 125 residential units and 852 sq. Ft. of commercial. The project has not yet been approved and is not vested.</p> <p>Manjaro is under review and is located at 924 S 3rd Street is a 2,500 sq. Ft. restaurant. The project has not yet been approved and is not vested.</p> <p>S 8th Street is under review. The project is proposed to have 18 residential units and 2158 sq. Ft. of commercial. The project has not yet been approved and is not vested.</p>	<input checked="" type="checkbox"/>
<p>Are there any adopted plans for growth or economic development that could directly affect or be affected by this project?</p> <p>area is located in an Urban Mixed-use Center per the Create Wilmington Comprehensive Plan. The goals of the Urban Mixed-use Center is to support transit, walking, and biking and be the focal points of vibrant city life and activity. These locations are strategic for accommodating a significant share of future population and employment growth. This can be seen with the two projects mentioned above.</p> <p>Walk Wilmington Plan was adopted on July 18, 2023, and has identified this area as a priority location for pedestrian safety.</p> <p>New Hanover County and City of Wilmington Master Greenway Plan adopted in January 2013.</p> <p>Wilmington Vision 2020 Plan adopted December 14, 2004 and will be updated with the later Downtown Area Plan (currently assigned a consultant).</p>	<input checked="" type="checkbox"/>
<p>Are there plans to extend water/sewer lines or to build any new facilities, such as fire stations, schools, or other facilities, in the vicinity of the project?</p> <p>Planning and Development Services department is not aware of any plans to build new facilities in the vicinity of the project. The department recommends confirming with Cape Fear River Utilities Authority, New Hanover County School System, and Fire Department.</p>	<input checked="" type="checkbox"/>
<p>Are there any specific business and/or economic resources present in the project area, such as business parks, distribution centers, manufacturing facilities, etc.?</p> <p>There is not any specific businesses or economic resources present in the project area; however, the waterfront property is in the vicinity maintains industrial zoning.</p>	<input type="checkbox"/>
Special Populations	
<p>Are you aware of any minority, low-income or limited English proficiency (LEP) populations/communities in the vicinity of the project? If so, please provide the locations of these populations in the area. [If yes, proceed to Question 6. If no, skip to Question 7.]</p> <p>The area has minority, low-income populations in the vicinity of the project.</p>	<input checked="" type="checkbox"/>



<p>LEP populations in the vicinity of the project? How is the project likely to affect minority and low-income populations?</p> <p>Concerns to services that are used by minorities and low-income populations such as access to transit WAVE stops would be a concern as identified in the Walk Wilmington Plan 2023—this could include any sidewalk closures and bus stop relocations.</p>	<input checked="" type="checkbox"/>
<p>Are there any tribal groups connected with land, religious, ethnic or other special populations with different mobility needs or outreach needs in the project area?</p> <p>I am not aware of any tribal groups, differing mobility needs or outreach needs in the project area.</p>	
<p>Who should we contact to discuss outreach needs for any special populations? Please provide input on community leader contacts, media sources or other ways to reach these populations.</p> <p>I am not aware of contact to discuss outreach needs for special populations, but would suggest reaching out to the City of Wilmington Communications department.</p>	<input type="checkbox"/>
<p>Access, Accessibility, and Mobility</p>	
<p>Is there pedestrian or bicycle activity/traffic or transit use along the project? If so, please describe multimodal activity in the project area.</p> <p>There are a number of transit stops located in the project area and the area has a number of sidewalks to connect. These connections are encouraged and supported by the NHC and COW Master Greenway Plan and the Walk Wilmington Plan 2023. These emphasize the importance of safety for bicycle and pedestrians and re-routing bicycles and pedestrians who are already traveling along an identified hazardous area raises concerns.</p>	<input checked="" type="checkbox"/>
<p>J. Are there any existing access, accessibility, or mobility concerns or any barriers to non-auto travel in the area? Please consider all modes.</p> <p>Yes, the Walk Wilmington Plan was adopted this year and identified this area as a Pedestrian High Priority Network and priority corridor. There are concerns regarding existing safety, so any detours and changes to the area may increase the pedestrian risk.</p>	<input checked="" type="checkbox"/>
<p>L. Are there any adopted plans for pedestrian, greenway, bicycle, or transit facilities in the area? For each plan, please provide a description of how the plan applies to the project area, the title of the plan, its year of adoption, and the current status of its implementation.</p> <p>The Walk Wilmington Plan was adopted in 2023, see above for how the plan applies.</p>	<input checked="" type="checkbox"/>
<p>WAVE Transit has their own short-term and long-term planning documents that guide them.</p>	



Agricultural Operations	
Are you aware of any active agricultural operations in the vicinity of the project? If so, please describe these operations (e.g. size, ownership, crops, years farmed, suppliers, customers, value to the community). <i>[If yes, answer Question 12. If no, skip to Question 13.]</i>	<input type="checkbox"/>
Are farm support services—such as farm suppliers, equipment dealers, processing and storage facilities, and farmer’s markets—located in the vicinity of the project? If so, please describe these services (e.g. type, location).	<input type="checkbox"/>
Does the project lie within a VAD or EVAD district, or are you aware of any land with other farmland protections (plans, tax districts or credits, trust, agricultural zoning, deed restrictions)? If so, please describe the nature and location of these areas and properties.	<input type="checkbox"/>
Other Notable Features	
Are there any recreational properties within the project area that were purchased or improved with Land and Water Conservation Act funds?	<input type="checkbox"/>
Are there any other specific notable community resources or issues in the project area? (e.g. socio-economic resources, recreational resources, community safety concerns, cohesive neighborhoods, areas in decline) If so, please describe. mentioned above, the project area is in a high pedestrian injury area so there are concerns about access and safety.	<input type="checkbox"/>
Hours and Closures	
Are there any future time periods or events that you know of where road reduction in number of lanes for construction would be of particular concern? , for Azalea Festival, Riverfest, 4 th of July,	<input checked="" type="checkbox"/>
<i>[If applicable]</i> Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?	<input type="checkbox"/>
Rate the overall impact on local planning objectives if the roadway were at reduced capacity for up to a year: <input type="checkbox"/> Positive Impact <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input checked="" type="checkbox"/> High Impact	
Outstanding Questions	
Are road names referenced by the names locals would use?	<input type="checkbox"/>
Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? Cape Fear Public Utility Authority, WAVE Transit, Jessica Baldwin (Historic Preservation Planner)	<input type="checkbox"/>
Do you have any additional comments about this project?	<input type="checkbox"/>



Local Planner Input Form for CAPE FEAR MEMORIAL BRIDGE RELOCATION PROJECT COMMUNITY CHARACTERISTICS REPORT

Contact Information

Interviewee Name: Kirstie Dixon
 Title/Position: Director
 Organization/Agency: Brunswick County Planning Department
 Email: kirstie.dixon@brunswickcountync.gov

Date: 8/14/23, 9/6/23
 Phone Number: 910-253-2027
 Completed Via: Email Phone

Interview Information/Instructions

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to the original sender. If you would prefer to complete a hard copy of this form, please send all sheets to the address below. We would greatly appreciate it if you would provide input and return the form back to us by September 29, 2023.

Cheryl Hannah
 HDR
 101 N 3rd Street, Suite 201, Wilmington, NC 28401-4034
 Phone: 910-398-9026

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The Direct Community Impact Area (DCIA) is the area surrounding the project that is likely to be directly affected in any way during, throughout, and after project completion. It generally includes properties directly adjacent to the project and any properties with sole access points to the roadway.

The NCDOT is proposing two design alternatives: (A) fixed span 135-foot vertical clearance with trumpet interchange improvements and (B) movable span with 65-foot vertical clearance. NCDOT would like your comments and feedback on community resources and characteristics within the DCIA. Your feedback is important to identify these resources and mitigate potential impacts.



Check those questions that apply and provide a detailed explanation of your response in the field provided.	Check if item is applicable
Growth and Development	
1. Are there any known plans for development in the vicinity of the project? No.	<input type="checkbox"/>
2. Are there any adopted plans for growth or economic development that could directly affect or be affected by this project? Overall economic growth and development as a whole is effected by this project as access from Brunswick County to Newhanover County impacts job, housing, medical and entertainment choices.	<input checked="" type="checkbox"/>
3. Are there plans to extend water/sewer lines or to build any new facilities, such as fire stations, schools, or other facilities, in the vicinity of the project? No.	<input type="checkbox"/>
4. Are there any specific business and/or economic resources present in the project area, such as business parks, distribution centers, manufacturing facilities, etc.? A few varied businesses that require water (i.e. boat repairs; water cruise lines; etc.)	<input checked="" type="checkbox"/>
Special Populations	
5. Are you aware of any minority, low-income or limited English proficiency (LEP) populations/ communities in the vicinity of the project? If so, please provide the locations of these populations in the area. <i>[If yes, proceed to Question 6. If no, skip to Question 7.]</i> Minority/low income – City of Wilmington; None – Brunswick County	<input checked="" type="checkbox"/>
6. Are there specific community resources or services that are used by minority, low-income or LEP populations in the vicinity of the project? How is the project likely to affect minority and low-income populations? Not aware as the related area is within the City of Wilmington’s jurisdiction.	<input type="checkbox"/>
7. Are there any tribal groups connected with land, religious, ethnic or other special populations with different mobility needs or outreach needs in the project area? None in which we are aware.	<input type="checkbox"/>
8. Who should we contact to discuss outreach needs for any special populations? Please provide input on community leader contacts, media sources or other ways to reach these populations. Human service organizations that serve special needs populations.	<input type="checkbox"/>
Access, Accessibility, and Mobility	
9. Is there pedestrian or bicycle activity/traffic or transit use along the project? If so, please describe multimodal activity in the project area. Bike/Pedestrian traffic for leisure activities and getting to work/school. Public transportation van service for work; personal errands; medical appointments; shopping.	<input checked="" type="checkbox"/>
10. Are there any existing access, accessibility, or mobility concerns or any barriers to non-auto travel in the area? Please consider all modes. Safety issues for those riding bicycles and motor scooters as well as those walking. There is no separate or area for small, motorized vehicle, bicycles, and pedestrians to be separated from the vehicular traffic.	<input checked="" type="checkbox"/>
11. Are there any adopted plans for pedestrian, greenway, bicycle, or transit facilities in the area? For each plan, please provide a description of how the plan applies to the project area, the	<input checked="" type="checkbox"/>
title of the plan, its year of adoption, and the status of its implementation. There are no adopted plans, only compliance with NCDOT’s Complete Streets Manual, which separates vehicular traffic from pedestrian/bicycle traffic when constructing roads.	



Agricultural Operations	
12. Are you aware of any active agricultural operations in the vicinity of the project? If so, please describe these operations (e.g. size, ownership, crops, years farmed, suppliers, customers, value to the community). <i>[If yes, answer Question 12. If no, skip to Question 13.]</i> No.	<input type="checkbox"/>
13. Are farm support services—such as farm suppliers, equipment dealers, processing and storage facilities, and farmer’s markets—located in the vicinity of the project? If so, please describe these services (e.g. type, location). Not within the Brunswick County side of the proposed project.	<input type="checkbox"/>
14. Does the project lie within a VAD or EVAD district, or are you aware of any land with other farmland protections (plans, tax districts or credits, trust, agricultural zoning, deed restrictions)? If so, please describe the nature and location of these areas and properties. No.	<input type="checkbox"/>
Other Notable Features	
15. Are there any recreational properties within the project area that were purchased or improved with Land and Water Conservation Act funds? Not aware of any.	<input type="checkbox"/>
16. Are there any other specific notable community resources or issues in the project area? (e.g. socio-economic resources, recreational resources, community safety concerns, cohesive neighborhoods, areas in decline) If so, please describe. No.	<input type="checkbox"/>
Detours and Closures	
17. Are there any future time periods or events that you know of where road reduction in number of lanes for construction would be of particular concern? This is the most traveled bridge between Brunswick and New Hanover Counties. It is used daily for work-related and health-related trips. Lane reductions during peak commuting times during the day would be of special concern.	<input checked="" type="checkbox"/>
18. <i>[If applicable]</i> Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? The condition of the obvious bridge to the used for detour (Isabelle Holmes) is questionable for increased traffic. Possible detours are already congested with current daily traffic. Any detour would lessen the number of alternative options available for use.	<input checked="" type="checkbox"/>
19. Rate the overall impact on local planning objectives if the roadway were at reduced capacity for up to a year: <input type="checkbox"/> Positive Impact <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact XX High Impact	
Closing Questions	
20. Are road names referenced by the names locals would use? Many refer to the Highway Number (i.e. US 74-76; US 17) as opposed to the actual road names.	<input checked="" type="checkbox"/>
21. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? Belville Town Manager Athina Williams; Leland town Manager David Hollis; Navassa Mayor Eulis Willis; Brunswick Transit Director Yvonne Hatcher.	<input checked="" type="checkbox"/>
22. Do you have any additional comments about this project? This project is desperately needed. It can be used as an opportunity to introduce to others	<input checked="" type="checkbox"/>

transportation alternatives they have never considered, a a very high percentage of users utilize automobiles. Consideration should be given to increasing Park and Ride Lots, providing bus shuttle service and increased traditional bus service to accommodate most needs. Water taxis should also be considered.



Local Schools Input Form

From: [Deb Trafton](#)
To: [Hannah, Cheryl](#)
Cc: [Love, Emily](#); [Jamie Hinnant](#); [David Bittner](#)
Subject: Re: NCDOT Project HB-0039 Request for Local Input-Trafton
Date: Thursday, September 7, 2023 4:53:41 PM
Attachments: [VerticalLine.png](#)
[Instagram.png](#)
[Facebook.png](#)
[NHCSI Logo 50x52.png](#)
[Twitter.png](#)
[YouTube.png](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Thanks for reaching out. I couldn't find in my emails your first attempt to send this to me, so glad you sent it again.

While we haven't completed the form yet, be advised that we don't foresee any issues with this project. We always appreciate the opportunity to provide feedback!

Have a good night,

We're hiring bus drivers! [Apply Now to be a Bus Driver.](#)

Debbie Trafton

Director of Transportation

[New Hanover County Schools](#)

P: 910-254-4298



PUBLIC RECORDS LAW NOTICE: Please be advised that e-mails and attachments sent from this e-mail address, as well as e-mails, replies and attachments sent to this e-mail address, may be "public records" under North Carolina Public Records Law, NCGS Chapter 132. All "public records" are subject to disclosure to the media and the public.

On Wed, Sep 6, 2023 at 9:15 AM Hannah, Cheryl <Cheryl.Hannah@hdrinc.com> wrote:

Ms. Trafton,

Just wanted to follow up to give you another opportunity to provide input on NCDOT Project HB-0039 which propose the relocation of the Cape Fear Memorial Bridge in New Hanover and Brunswick County. Your feedback is an important part of project planning.

For your reference, I've re-attached the blank input form which includes a map of the



project's Direct Community Impact Area.

Please let us know if you have any questions. Thank you!

Cheryl W Hannah

Senior Transportation Planner

HDR

101 N 3rd Street, Suite 201
Wilmington, NC 28401-4034
D 910-398-9026

Cheryl.Hannah@hdrinc.com

hdrinc.com/follow-us



APPENDIX D: HEALTH INDICATORS TABLE

CHARACTERISTIC	SMALLEST DATA LEVEL	DCIA	BRUNSWICK COUNTY	NEW HANOVER COUNTY	NORTH CAROLINA	DATA SOURCE	NOTES
Number of Pedestrian or Bicyclist Crashes in DCIA (Ped/Bike)	<i>DCIA</i>	20 / 16				http://ncdot.maps.arcgis.com/home/index.html	Click on Spatial Data Viewer, click on Add Data, enter NCDOT_BikePedCrash, click on Add Count the number of crashes within the DCIA from 2007-2016 using NCDOT's Bicyclist and Pedestrian Crash Map.
Average Pedestrian Crash Rate	<i>City of Wilmington</i>		1.06	2.83	2.77	http://www.pedbikeinfo.org/pbcatsnc/	Crashes per 10,000 residents, avg. of 2012-2016 crash totals, 2014 pop
Average Bicyclist Crash Rate	<i>City of Wilmington</i>		0.82	2.70	1.03	http://www.pedbikeinfo.org/pbcatsnc/	Crashes per 10,000 residents, avg. of 2012-2016 crash totals, 2014 pop
Physical Inactivity	<i>New Hanover County</i>		20.0%	19.1%	25.0%	http://www.courtyhealthrankings.org/app/north-carolina/2019/overview	Percent of adults aged 20+ reporting no leisure-time physical activity, 2015
Access to exercise opportunities	<i>New Hanover County</i>		78.2%	95.1%	74.5%	http://www.courtyhealthrankings.org/app/north-carolina/2019/overview	Percentage of individuals who reside in a census block within a half mile of a park or (urban) one mile of a rec. facility or (rural) three miles of a rec. facility, 2010 & 2019

