
Appendix E:

Corridor S

Future I-795

Truck Transportation

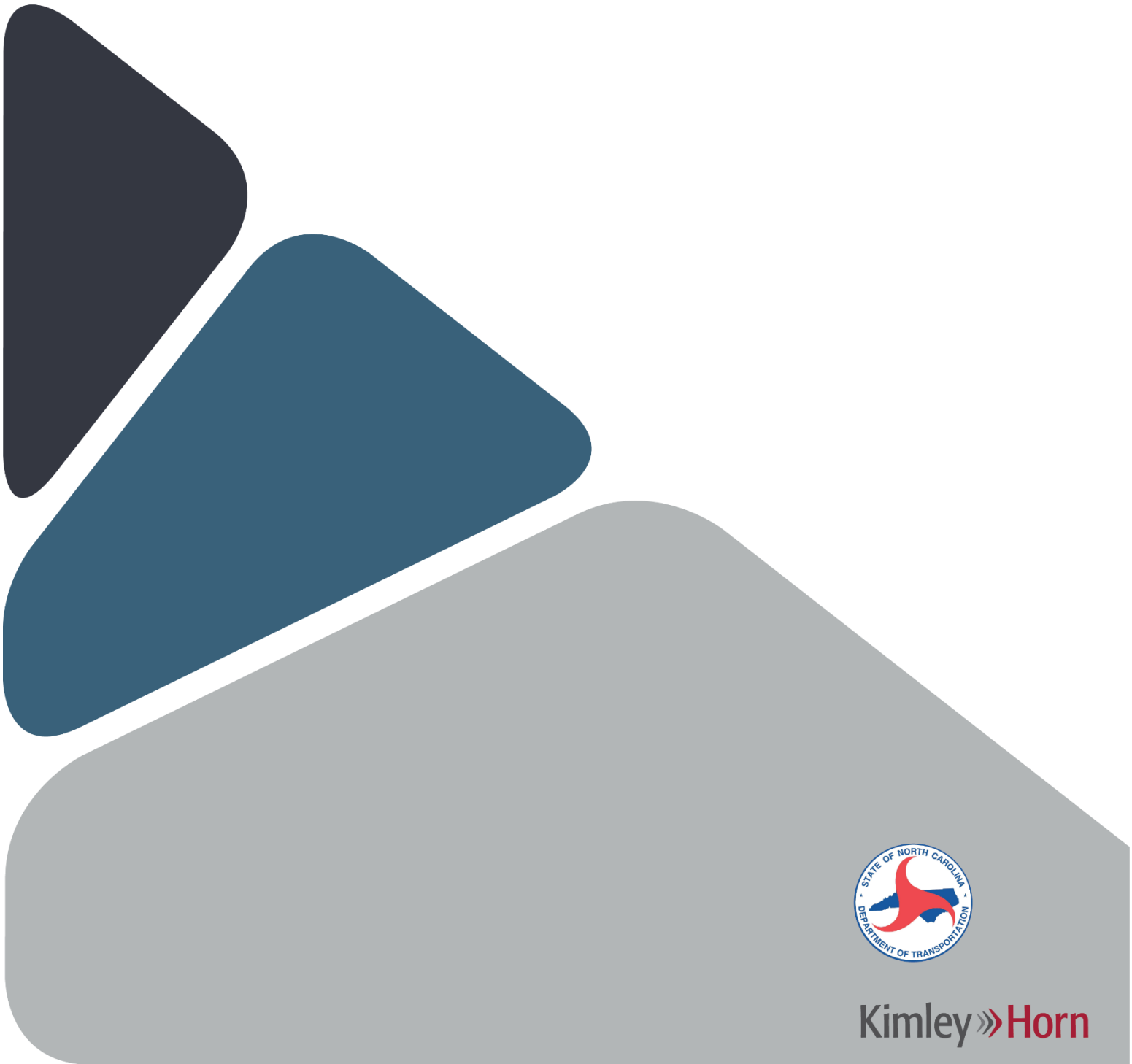


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Freight Demand and Destination Data

Freight demand and destination data was derived from three sources, detailed below.

- STC activity centers** – NCDOT guidelines for the STC contain categories of landmarks, destinations, and major hubs identified as “activity centers.” These activity centers include destinations and land uses that will likely have higher demand for trucks than other destinations, including military bases, major airports, colleges/universities, and hospitals, among others. These activity centers were identified because of their dependence on the corridor for the shipping and receiving of goods via trucks, among other things.
- Stakeholder organizations** – The NCDOT project team developed a list of stakeholder organizations, including rail and freight representatives, economic development groups, and major employers with 500 or more employees. The stakeholder organizations that have a large facility were included as a freight destination.
- Additional freight intensive land uses** – Other land uses that would have higher demand for truck traffic, such as factories and distribution centers, were identified along the corridor through a desktop review of satellite imagery.

Freight destinations within 25 miles of the corridor were mapped (see **Figure 3A-3B**) and are listed in **Table E-1**.

Table E-1. Freight Demand and Destination Data – Corridor S

Location Name	Type	Source*
Wilson County		
Bridgestone Firestone	Manufacturing/Distribution Center	2
Wilson Medical Center	Hospital/Medical Center	2
Alliance One International Inc	Manufacturing/Distribution Center	3
Refresco Beverages	Manufacturing/Distribution Center	3
Collins Aerospace	Industrial/Business Park	3
Wayne County		
Seymour Johnson Airforce Base	Military Camp	1
Cherry Hospital	Hospital/Medical Center	3
Wayne UNC Health Care	Hospital/Medical Center	3
University of Mount Olive	College/University	2
O'Berry Neuro-Medical Treatment Center	Hospital/Medical Center	3
Case Farms Goldsboro Division	Manufacturing/Distribution Center	2
Seymour Johnson Air Force Base Education Center and Library	Military Camp	1
Alliance One International Inc	Manufacturing/Distribution Center	3
Best Distributing Company	Manufacturing/Distribution Center	3
Southern Pine Sawmill	Factory	3
Smithfield Packing Co Inc	Factory	2
Sampson County		
Sampson Community College	College/University	2
Enviva Pellets Sampson, LLC	Manufacturing/Distribution Center	3
Duplin County		
House of Raeford Farms Inc	Factory	2
Bay Valley Foods	Factory	3

*Note: The source number corresponds to the following types of freight destinations:

- STC Activity Centers
- Stakeholder organizations
- Additional freight intensive uses

Truck Parking Data

Truck drivers are required to have a 30-minute break every 8 hours and to stop driving after 14 consecutive hours due to federal hours of service (HOS) requirements. While helping to improve safety, these requirements often result in drivers searching for parking at predictable time intervals, typically at night. This puts a strain on key freight corridors that have insufficient truck parking relative to demand. When drivers can't find spaces at designated truck parking areas, they are faced with the following options:

- Parking in unauthorized and unsafe locations, such as abandoned parking lots or on freeway shoulders, that put personal safety of the driver at risk, or
- Continuing driving and run the risk of getting a citation for driving past the maximum allowable hours of service or driving while fatigued and getting into a harmful accident.

Table E-2 shows truck parking supply and availability along the corridor. Data was gathered as part of the North Carolina Truck Parking Study (January 2017). The table includes the name of the truck parking facility, the County, whether it is publicly or privately owned, and the number of spaces at the facility. For each facility, truck parking utilization is shown in **Figures 3A-3B** and in the table below. Truck parking facilities with “full utilization” are those that are fully occupied at least Monday through Friday.

Table E-2. Truck Parking Facility Data – Corridor S

Location Name	Address	Facility Type	Number of Spaces	Utilization ¹
Wilson County				
Kangaroo Express	4940 Raleigh Rd Pkwy W, Wilson, NC 27896	Private	10	Full Utilization
Wayne County				
Downeast Truck Stop	2600 US-117, Goldsboro, NC 27530	Private	20	Available Spaces
Kangaroo Express	2035 US Hwy 70 W, Goldsboro, NC 27530	Private	12	Full Utilization

¹ Based on 2017 Truck Parking Study




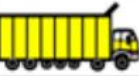

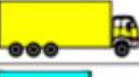




























Truck Percentage Data

This appendix presents 2015 and 2019 truck percentage data for Corridor S of the North Carolina STC. Truck percentage data in Error! Reference source not found. is presented using the Annual Average Daily Traffic (AADT) GIS data the from NCDOT and is organized numerically by Route ID within each county. Route IDs correspond to individual segments of the roadway and are used by NCDOT to collect and organize traffic data; the Route IDs used for this report are based on the 2019 Route IDs and milepost segment limits. 2015 AADT and truck percentage data is included for the corresponding 2019 Route ID where it is available. The AADT data represent all vehicles counted for each Route ID, and the total truck percentages include both Single Unit trucks (FHWA Class 4 – 7) and Multi Unit Trucks (FHWA Class 8 – 13) (see Error! Reference source not found. **Table E-4** for examples of each vehicle class). Truck data is only collected on segments of routes included in the National Highway System (NHS) and the North Carolina Truck Network. Truck percentage data on parallel corridors is included for locations where AADT data is not available on the STC corridor. Truck percentages (based on 2019 data) are shown in **Figures 3A-3B**.

Table E-3. Truck Percentage – 2019 and 2015 Annual Average Daily Traffic

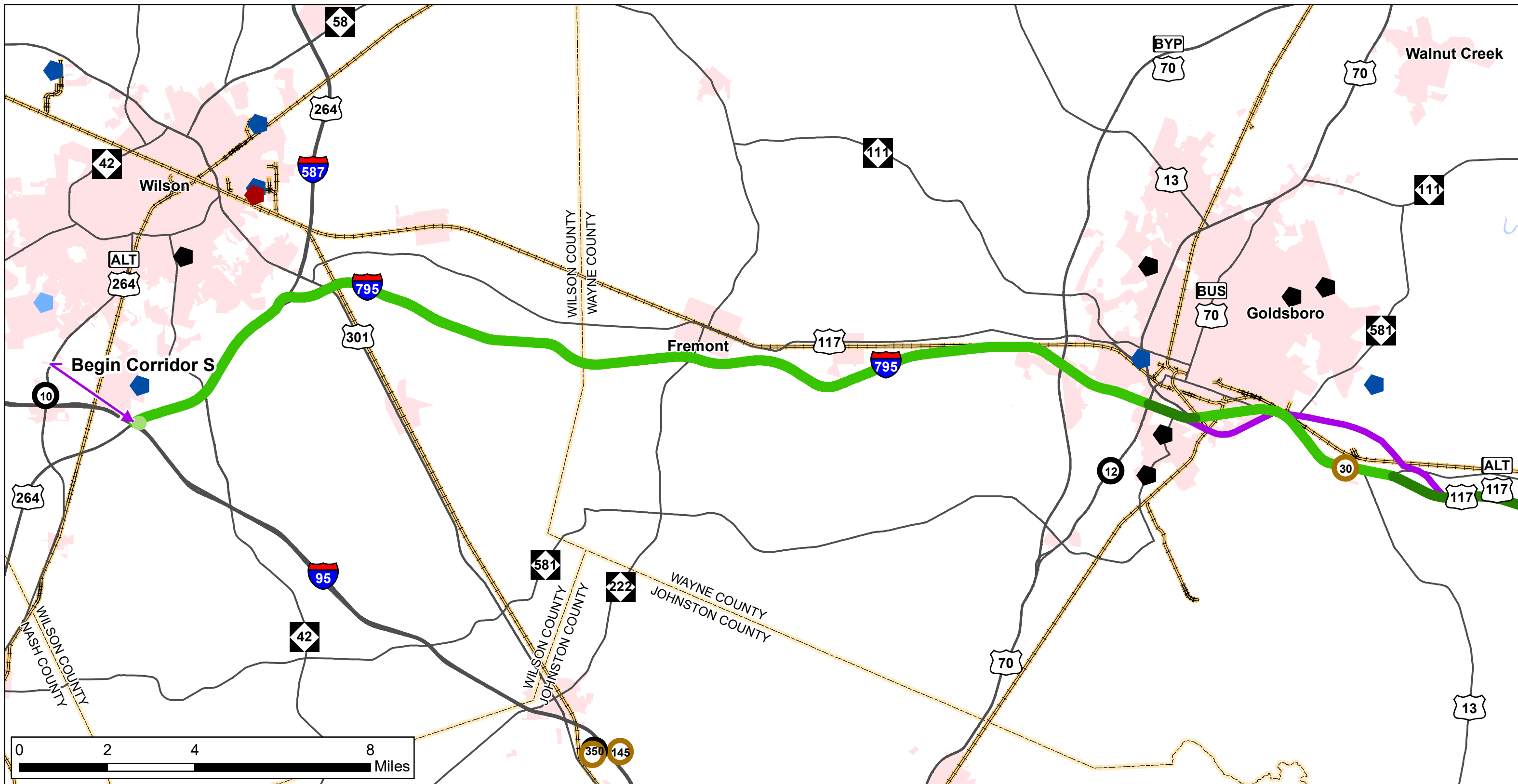
Route ID	Route	Beginning Milepost	End Milepost	2015 Annual Average Daily Traffic (AADT)	2015 Total Truck Percentage	2019 Annual Average Daily Traffic (AADT)	2019 Total Truck Percentage	Change in Truck Percentage from 2015 to 2019
Wilson County								
10000795098	Interstate 795	0	2.544	17000	0.11%	17000	0.09%	-0.02%
10000795098	Interstate 795	2.544	6.235	17000	0.11%	17500	0.09%	-0.02%
10000795098	Interstate 795	6.813	7.6	11000	0.11%	6200	0.11%	0.00%
10000795098	Interstate 795	7.6	8.448	32000	0.13%	35500	0.10%	-0.03%
10000795098	Interstate 795	8.448	10.145	31000	0.13%	34500	0.10%	-0.03%
10000795098	Interstate 795	10.145	11.907	28000	0.13%	31500	0.10%	-0.03%
Wayne County								
10000795096	Interstate 795	0	2.193	17000	0.11%	17000	0.12%	0.01%
10000795096	Interstate 795	2.193	7.085	18000	0.11%	18500	0.09%	-0.02%
10000795096	Interstate 795	7.085	11.046	18000	0.11%	18000	0.09%	-0.02%
10000795096	Interstate 795	11.046	13.551	17000	0.11%	17000	0.09%	-0.02%
37000581096	NC-581	0	0.62	16000	0.00%	17000	0.14%	0.14%
20000117096	US-117	0	0.32	12000	0.13%	12500	0.15%	0.02%
20000117096	US-117	0.32	1.19	12000	0.13%	12000	0.15%	0.02%
20000117096	US-117	1.19	1.97	12000	0.13%	12500	0.15%	0.02%
20000117096	US-117	1.97	2.937	14000	0.13%	10500	0.15%	0.02%
20000117096	US-117	2.937	4.846	15000	0.10%	13000	0.14%	0.04%
20000117096	US-117	4.846	6.906	18000	0.10%	13500	0.14%	0.04%
20000117096	US-117	6.906	10.496	16000	0.10%	15500	0.14%	0.04%
30000581096	NC-581	8.378	8.88	16000	0.12%	17000	0.14%	0.02%
20000117096	US-117	10.496	11.206	17000	0.09%	18000	0.11%	0.02%
20000013096	US-13	15.86	16.865	24000	0.08%	24000	0.08%	0.00%
20000013096	US-13	16.865	17.899	31000	0.08%	30500	0.08%	0.00%
20000013096	US-13	17.899	18.793	28000	0.09%	31000	0.08%	-0.01%
20000013096	US-13	18.793	19.826	27000	0.09%	26000	0.11%	0.02%
20000013096	US-13	19.826	20.216	33000	0.09%	32000	0.11%	0.02%
Duplin County								
27000117031	US-117	0	0.859	8300	0.17%	9600	0.18%	0.01%
27000117031	US-117	0.859	4	7100	0.16%	8900	0.18%	0.01%
20000117031	US-117	32.564	33.594	11000	0.13%	11000	0.15%	0.02%
20000117031	US-117	33.594	34.204	11000	0.13%	11000	0.15%	0.02%
Sampson County								
27000117082	US-117	0	0.289	11000	0.18%	12000	0.16%	-0.02%
27000117082	US-117	0.289	1.308	8300	0.17%	9600	0.18%	0.01%

Table E-4. Federal Highway Administration Vehicle Classification Definitions

Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars		Class 8 Four or less axle, single trailer	
			
			
			
Class 3 Four tire, single unit		Class 9 5-Axle tractor semitrailer	
			
			
Class 4 Buses		Class 10 Six or more axle, single trailer	
			
		Class 11 Five or less axle, multi trailer	
Class 5 Two axle, six tire, single unit		Class 12 Six axle, multi-trailer	
			
		Class 13 Seven or more axle, multi-trailer	
Class 6 Three axle, single unit			
			
			

Source: "FHWA Traffic Monitoring Guide. Appendix C: Vehicle Types" (2014)

Figures 3A-3B: Truck Transportation Data Map



NC STRATEGIC TRANSPORTATION CORRIDOR S (STC)

MARCH 2022
Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor S
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties

Truck Percentage (2019)*

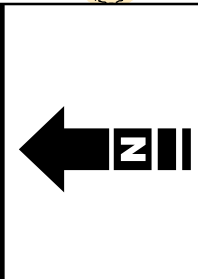
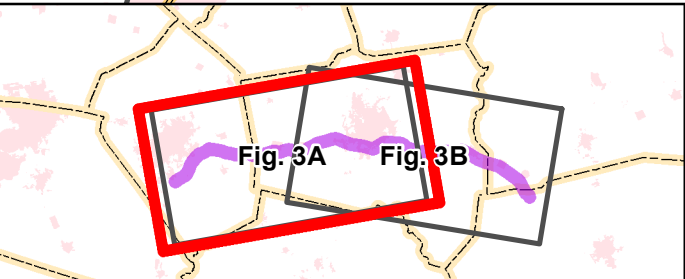
- 0%
- 0 - 12%
- 12 - 15%
- 15 - 18%

Truck Parking Utilization**

- Facility with No Utilization
- Facility with Available Spaces
- Facility with Full Utilization

Freight Destinations

- Manufacturing /Distribution Center
- Factory
- Industrial/Business Park
- Other



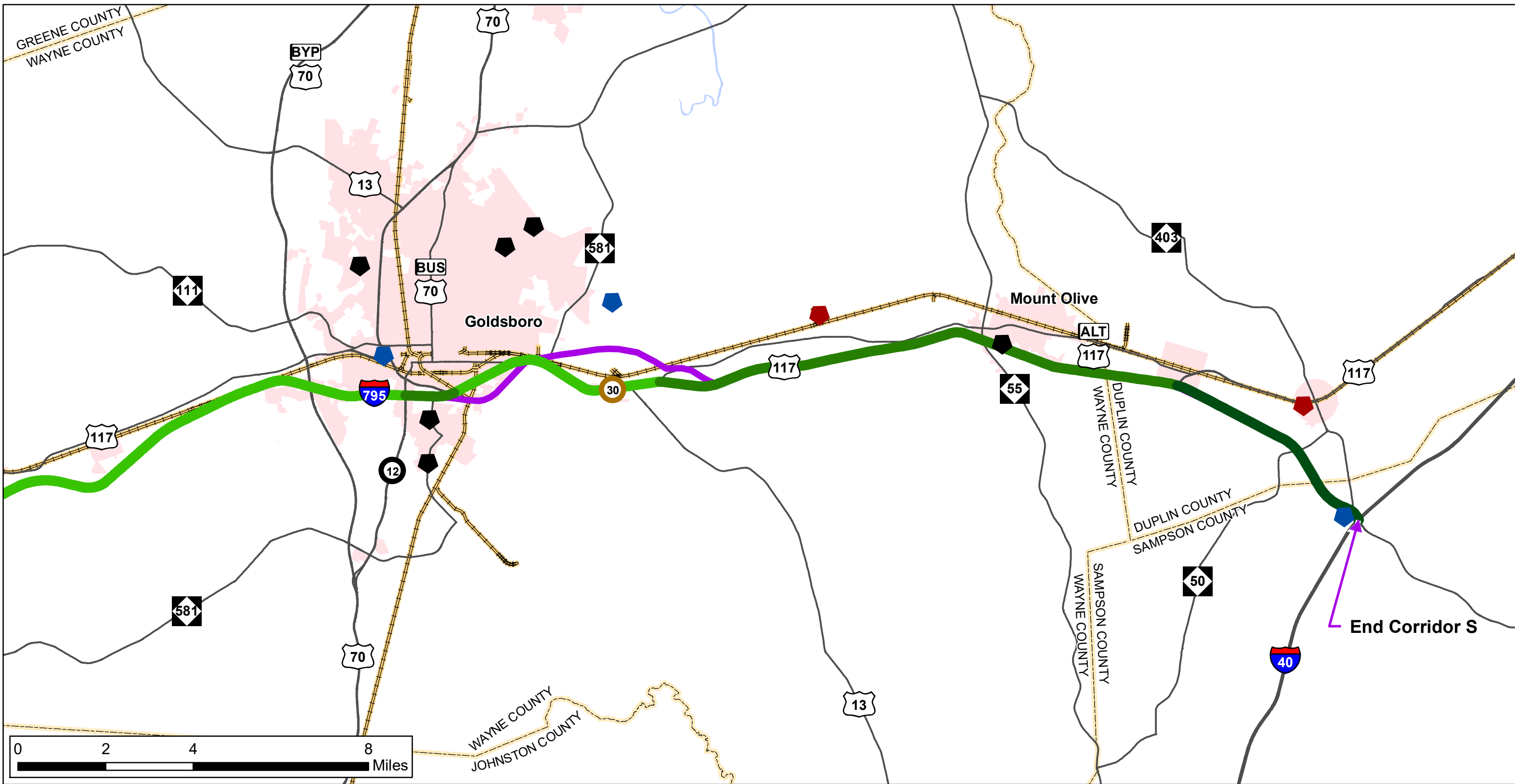
CORRIDOR S: TRUCK TRANSPORTATION DATA

FIGURE 3A: I-95/I-795 TO GOLDSBORO

*Truck percentage data is shown on parallel corridors in locations where it is not available for the STC corridor because it is not open to traffic yet

**The number shown within the circle refers to the total number of truck parking spaces at that parking facility

***Other category for Activity Centers includes colleges/universities, military camps, hospitals/medical centers, and airports



NC STRATEGIC TRANSPORTATION CORRIDOR S (STC)

MARCH 2022
Source: NOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor S
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties

Truck Percentage (2019)*

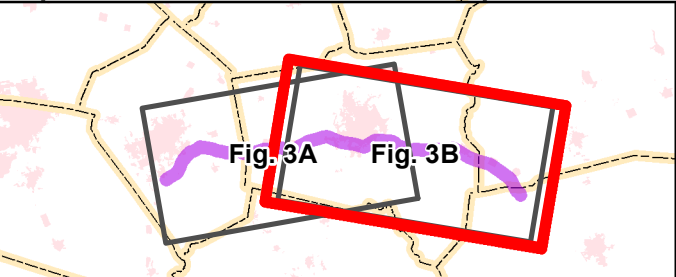
- 0%
- 0 - 12%
- 12 - 15%
- 15 - 18%

Truck Parking Utilization**

- Facility with No Utilization
- Facility with Available Spaces
- Facility with Full Utilization

Freight Destinations

- Manufacturing /Distribution Center
- Factory
- Industrial/Business Park
- Other



CORRIDOR S: TRUCK TRANSPORTATION DATA

FIGURE 3B: GOLDSBORO TO I-40

*Truck percentage data is shown on parallel corridors in locations where it is not available for the STC corridor because it is not open to traffic yet

**The number shown within the circle refers to the total number of truck parking spaces at that parking facility

***Other category for Activity Centers includes colleges/universities, military camps, hospitals/medical centers, and airports