
Appendix E:

Corridor X

Jacksonville to Greenville

(U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258)

Truck Transportation

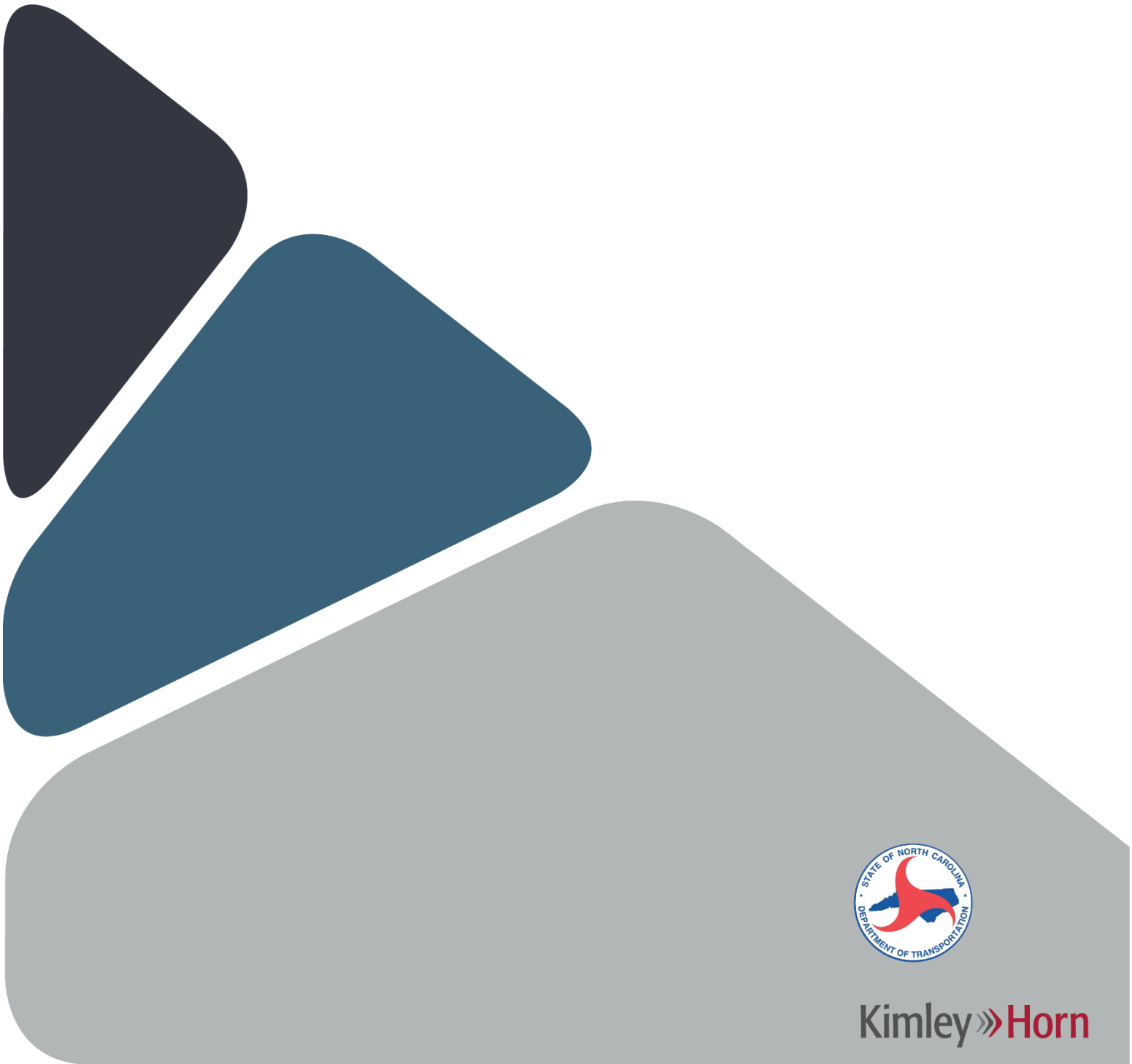


Table of Contents

Tables

Table E-1. Freight Demand and Destination Data – Corridor X..... 3
Table E-2. Truck Parking Facility Data – Corridor X..... 4
Table E-3. Truck Percentage – 2019 and 2015 Annual Average Daily Traffic..... 6
Table E-4. Federal Highway Administration Vehicle Classification Definitions 9

Figures

Figure 3A-3C: Truck Transportation Data Map 10

Freight Demand and Destination Data

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

1. **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.
2. **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.
3. **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 **Figures 3A-3C**) and are listed in **Table E-1**.

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

Location Name	Type	Source*
Lenoir County		
Electrolux Major Appliances	Manufacturing/Distribution Center	2
Global Transpark	Industrial/Business Park	1
Kinston-Regional Jetport	Airport	2
Moen Inc	Manufacturing/Distribution Center	3
Sanderson Farms, Inc.	Manufacturing/Distribution Center	2
Spirit Aero Systems Inc- Composite Fabrication Manufacturing Facility	Manufacturing/Distribution Center	3
UNC Lenoir Health Care	Hospital/Medical Center	2
West Pharmaceutical Services	Pharmaceutical Services	3
Onslow County		
Albert J Ellis Airport	Airport	1
Camp Lejeune Range Control	Military Campus	1, 2
Coastal Carolina Community College	College/University	2
Jacksonville Mall	Shopping Center	3
Marine Corps Air Station, New River	Military Campus	1, 2
Martin Marietta - Onslow Quarry	Quarry	3
New River Air Station Chapel	Military Campus	3
Pitt County		
Attends/Domar Healthcare Warehouse-Shipping and Receiving	Industrial/Business Park	3
DENSO Manufacturing North Carolina, Inc-Greenville Plant	Industrial/Business Park	3
Du Pont Sorona Kinston Pant	Factory	3
East Carolina University	College/University	1, 2
Grady-White Boats Inc	Manufacturing/Distribution Center	3
Greenville Mall	Shopping Center	3
Hyster-Yale Materials Handling Inc,	Industrial/Business Park	2
Hyster-Yale Group	Industrial/Business Park	3
Patheon Inc	Factory	2
Pitt Community College	College/University	2
Pitt-Greenville Airport	Airport	1, 2
Front Gate Shopping Center	Shopping Center	3
Thermo Fisher Scientific	Factory	3
Vidant Medical Center	Hospital/Medical Center	1, 2
Weyerhaeuser	Manufacturing/Distribution Center	3

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

1. STC Activity Centers
2. Stakeholder organizations
3. 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-3C** 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 X

Location Name	Address	Facility Type	Number of Spaces	Utilization ¹
Pitt County				
County Mart	4787 NC-11, Bethel, NC 27812	Private	38	Available Spaces
Fuel Doc Travel Center	2403 N Memorial Dr, Greenville, NC 27834	Private	32	Full Utilization
Lenoir County				
Kangaroo Express	559 Queen St, Grifton, NC 28530	Private	20	Full Utilization

¹ Based on 2017 Truck Parking Study

Truck Percentage Data

This appendix presents 2015 and 2019 truck percentage data for Corridor X of the North Carolina STC. Truck percentage data in **Table E-3** is presented using the Annual Average Daily Traffic (AADT) GIS data 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 **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-3C**.




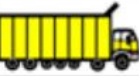

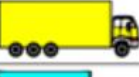














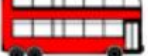













Table E-3. Truck Percentage – 2019 and 2015 Annual Average Daily Traffic

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
Edgecombe County								
20000013033	US-13	0	0.29	11,000	12.64%	650	11.75%	-0.89%
20000013033	US-13	0.29	0.55	10,000	12.31%	11,000	12.89%	0.58%
Pitt County								
20000013074	US-13	15.649	16.369	20,000	8.18%	22,000	7.78%	-0.40%
20000013074	US-13	16.369	17.209	16,000	10.38%	14,500	9.31%	-1.07%
20000013074	US-13	17.209	18.769	13,000	10.38%	14,000	9.31%	-1.07%
20000013074	US-13	18.769	21.229	14,000	10.38%	13,500	9.31%	-1.07%
20000013074	US-13	21.229	22.819	13,000	10.38%	13,500	9.31%	-1.07%
20000013074	US-13	22.819	24.639	15,000	10.38%	13,000	9.31%	-1.07%
20000013074	US-13	24.639	24.959	13,000	9.43%	14,000	10.78%	1.35%
20000013074	US-13	24.959	26.204	12,000	11.59%	12,500	12.92%	1.33%
20000013074	US-13	26.204	27.614	11,000	12.64%	650	11.75%	-0.89%
20000264074	US-264	13.253	14.774	13,000	11.11%	18,000	11.79%	0.68%
20000264074	US-264	14.774	17.244	14,000	12.51%	20,000	14.34%	1.83%
20000264074	US-13	17.244	20.104	12,000	13.07%	16,500	12.93%	-0.14%
30000011074	NC-11	0	1.92	13,000	5.65%	13,000	5.52%	-0.13%
30000011074	NC-11	1.92	2.17	17,000	5.65%	17,000	5.52%	-0.13%
30000011074	NC-11	2.17	3.66	19,000	5.65%	19,500	5.52%	-0.13%
30000011074	NC-11	3.66	4.97	20,000	5.65%	21,000	5.52%	-0.13%
30000011074	NC-11	4.97	6.81	18,000	5.65%	18,500	5.52%	-0.13%
30000011074	NC-11	6.81	7.99	18,000	6.36%	20,000	5.74%	-0.62%
30000011074	NC-11	7.99	9.76	18,000	6.36%	21,500	5.74%	-0.62%
30000011074	NC-11	9.76	10.77	20,000	6.36%	20,000	5.74%	-0.62%
30000011074	NC-11	10.77	11.29	22,000	5.54%	22,500	4.07%	-1.47%
30000011074	NC-11	11.29	11.83	25,000	5.54%	29,000	4.07%	-1.47%
30000011074	NC-11	11.83	12.18	36,000	5.54%	37,000	4.07%	-1.47%
30000011074	NC-11	12.18	13.07	32,000	5.54%	33,500	4.07%	-1.47%
30000011074	US-264	13.07	13.88	36,000	5.54%	36,500	4.07%	-1.47%
30000011074	US-264	13.88	14.652	27,000	5.82%	26,500	11.69%	5.87%
30000011074	NC-11	14.652	15.31	25,000	5.82%	29,000	11.69%	5.87%
30000011074	US-13	15.31	15.834	21,000	5.82%	20,500	11.69%	5.87%
40001467074	US-264	0	0.5	21,000	4.17%	28,500	4.57%	0.40%
40001467074	SR-1200	0.5	0.96	28,000	4.17%	30,500	4.57%	0.40%
40001467074	SR-1203	0.96	1.494	31,000	4.17%	32,500	4.57%	0.40%
40001467074	SR-1467	1.494	2.116	25,000	4.17%	25,500	4.57%	0.40%
50000904074	US-13	2.154	2.561	No data	No data	10,000	0.00%	N/A
Lenoir County								
20000070054	US-70	9.682	11.35	22,000	10.09%	24,500	10.23%	0.14%
20000070054	US-70	11.35	11.733	34,000	10.09%	31,000	10.23%	0.14%
Lenoir County (cont.)								
20000070054	US-70	12.226	13.431	27	8.43%	31,000	10.27%	1.84%

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
20000070054	US-70	13.431	14.221	28,000	8.43%	30,500	10.27%	1.84%
20000070054	US-70	14.221	15.417	20,000	11.63%	20,000	14.13%	2.50%
20000070054	US-70	11.733	12.226	40,000	7.12%	40,500	7.01%	-0.11%
20000258054	US-258	0	0.456	4,300	10.77%	5,100	12.11%	1.34%
20000258054	US-258	0.456	1.248	4,600	10.77%	5,200	12.11%	1.34%
20000258054	US-258	1.248	2.158	5,100	10.77%	5,500	12.11%	1.34%
20000258054	US-258	2.158	4.668	5,000	10.77%	5,100	12.11%	1.34%
20000258054	US-258	4.668	8.562	5,400	10.77%	6,000	12.11%	1.34%
20000258054	US-258	8.562	8.959	7,100	10.77%	7,200	12.11%	1.34%
20000258054	US-258	8.959	10.982	6,900	10.77%	7,700	12.11%	1.34%
20000258054	US-258	10.982	12.157	7,700	10.77%	8,300	12.11%	1.34%
20000258054	US-258	12.157	12.348	9,200	10.77%	9,500	12.11%	1.34%
20000258054	US-258	12.348	13.014	8,300	10.77%	7,800	12.11%	1.34%
20000258054	US-258	13.014	13.675	8,300	10.77%	8,100	12.11%	1.34%
20000258054	US-258	13.675	14.188	8,400	10.77%	8,300	12.11%	1.34%
20000258054	US-70	14.188	14.568	9,400	10.77%	8,800	12.11%	1.34%
30000011054	NC-11	23.568	25.124	14,000	7.76%	16,000	7.55%	-0.21%
30000011054	NC-11	25.124	26.584	15,000	7.76%	15,000	7.55%	-0.21%
30000011054	NC-11	26.584	27.794	16,000	7.76%	15,000	7.55%	-0.21%
30000011054	NC-11	27.794	28.557	16,000	7.76%	15,500	7.55%	-0.21%
30000011054	NC-11	28.557	28.914	12,000	7.76%	12,000	7.55%	-0.21%
30000011054	NC-11	28.914	29.684	13,000	5.65%	13,000	5.52%	-0.13%
30000058054	NC-58	13.272	13.602	5,600	5.41%	5,400	5.21%	-0.20%
30000058054	NC-58	13.602	14.653	4,200	5.41%	3,500	5.21%	-0.20%
30000148054	NC-58	0	1.581	2,000	3.95%	3,100	8.38%	4.43%
30000148054	NC-148	1.581	2.244	4,500	3.95%	5,700	8.38%	4.43%
30000148054	US-258	2.244	4.341	3,300	3.95%	5,100	8.38%	4.43%
30000148054	US-70	4.341	8.092	3,000	15.01%	4,800	10.35%	-4.66%
40001735054	NC-11	1.77	2.109	1,500	0.00%	2,500	0.00%	0.00%
40001742054	SR-1732	0	1.895	1,600	0.00%	1,500	0.00%	0.00%
40001742054	NC-58	1.895	2.905	2,300	0.00%	2,200	0.00%	0.00%
Jones County								
20000258052	US-258	0	1.351	4,000	10.98%	5,000	10.72%	-0.26%
20000258052	US-258	1.351	3.28	4,600	10.77%	5,600	12.11%	1.34%
20000258052	US-258	3.28	4.816	4,300	10.77%	5,100	12.11%	1.34%
Onslow County								
20000258067	US-258	0	0.92	19,000	4.98%	22,500	4.89%	-0.09%
20000258067	US-258	0.92	1.404	28,000	4.98%	30,000	4.89%	-0.09%
20000258067	US-258	1.404	1.881	38,000	7.89%	44,500	8.14%	0.25%
20000258067	US-258	1.881	2.804	28,000	7.89%	37,000	8.14%	0.25%
20000258067	US-258	2.804	3.566	27,000	7.89%	31,500	8.14%	0.25%
20000258067	US-258	3.566	4.597	26,000	7.89%	29,000	8.14%	0.25%
20000258067	US-258	4.597	6.424	25,000	7.89%	26,500	8.14%	0.25%

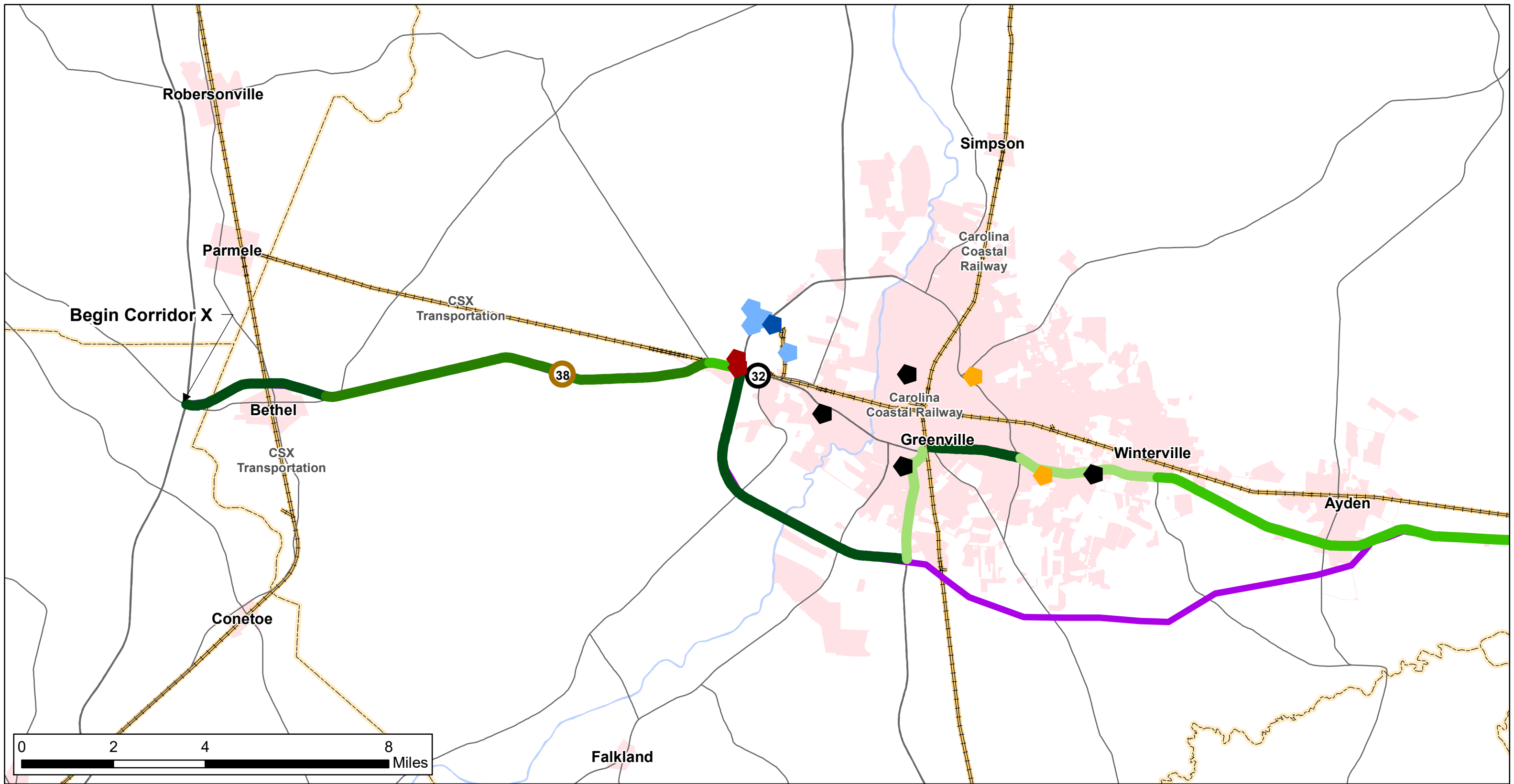
Route ID	Route	Beginning Milepost	End Milepost	2015 Annual Average Daily Traffic (AADT)	2015 Total Truck Percentage	2019 Annual Average Daily Traffic (AADT)	2019 Total Truck Percentage	Change in Truck Percentage from 2015 to 2019
20000258067	US-258	6.424	8.46	17,000	8.21%	20,500	7.44%	-0.77%
20000258067	US-258	8.46	10.569	14,000	8.21%	17,000	7.44%	-0.77%
Onslow County (cont.)								
20000258067	US-258	10.569	12.405	16,000	8.21%	19,500	7.44%	-0.77%
20000258067	US-258	12.405	13.028	14,000	8.21%	18,500	7.44%	-0.77%
20000258067	US-258	13.028	13.296	20,000	8.21%	24,000	7.44%	-0.77%
20000258067	US-258	13.296	14.07	17,000	8.21%	21,000	7.44%	-0.77%
20000258067	US-258	14.07	15.287	14,000	8.21%	16,500	7.44%	-0.77%
20000258067	US-258	15.287	17.009	4,300	10.98%	5,900	10.72%	-0.26%
20000258067	US-258	17.009	19.909	4,000	10.98%	5,700	10.72%	-0.26%
20000258067	US-258	19.909	20.968	4,000	10.98%	5,500	10.72%	-0.26%
29000017067	US-258	1.271	1.698	30,000	2.49%	34,000	2.81%	0.32%
29000017067	US-17	1.698	2.382	26,000	2.49%	30,500	2.81%	0.32%
29000017067	US-17	2.382	2.611	30,000	2.49%	30,500	2.81%	0.32%
39000024067	US-17	2.757	3.327	4,400	2.45%	4,600	2.24%	-0.21%
39000024067	NC-24	3.327	3.427	12,000	2.45%	15,000	2.24%	-0.21%
39000024067	US-17	3.427	4.341	13,000	2.45%	14,500	2.24%	-0.21%

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		Class 13 Seven or more axle, multi-trailer	
			
			

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

Figures 3A-3C: Truck Transportation Data Map



NC STRATEGIC TRANSPORTATION CORRIDORS (STC)

FEBRUARY 2022

Source: NCOneMap, NCDOT GIS, ESRI, AADT

Legend

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

Truck Percentage (2019)*

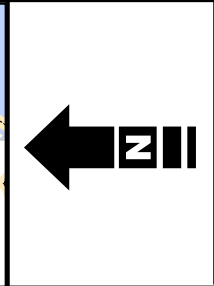
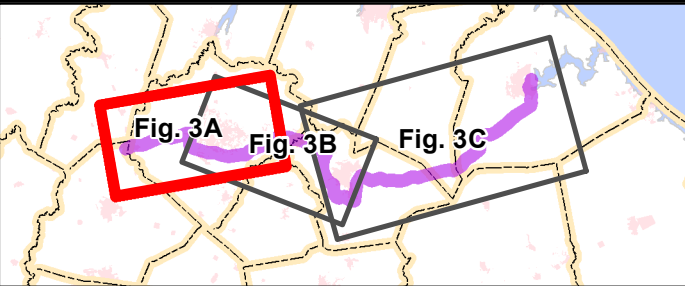
- 0-5%
- 5-8%
- 8-11%
- 11-15%

Truck Parking Facility Utilization**

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

Freight Destinations

- Manufacturing/Distribution Center
- Industrial/Business Park
- Factory
- Shopping Center
- Quarry
- Other***



CORRIDOR X: TRUCK TRANSPORTATION DATA

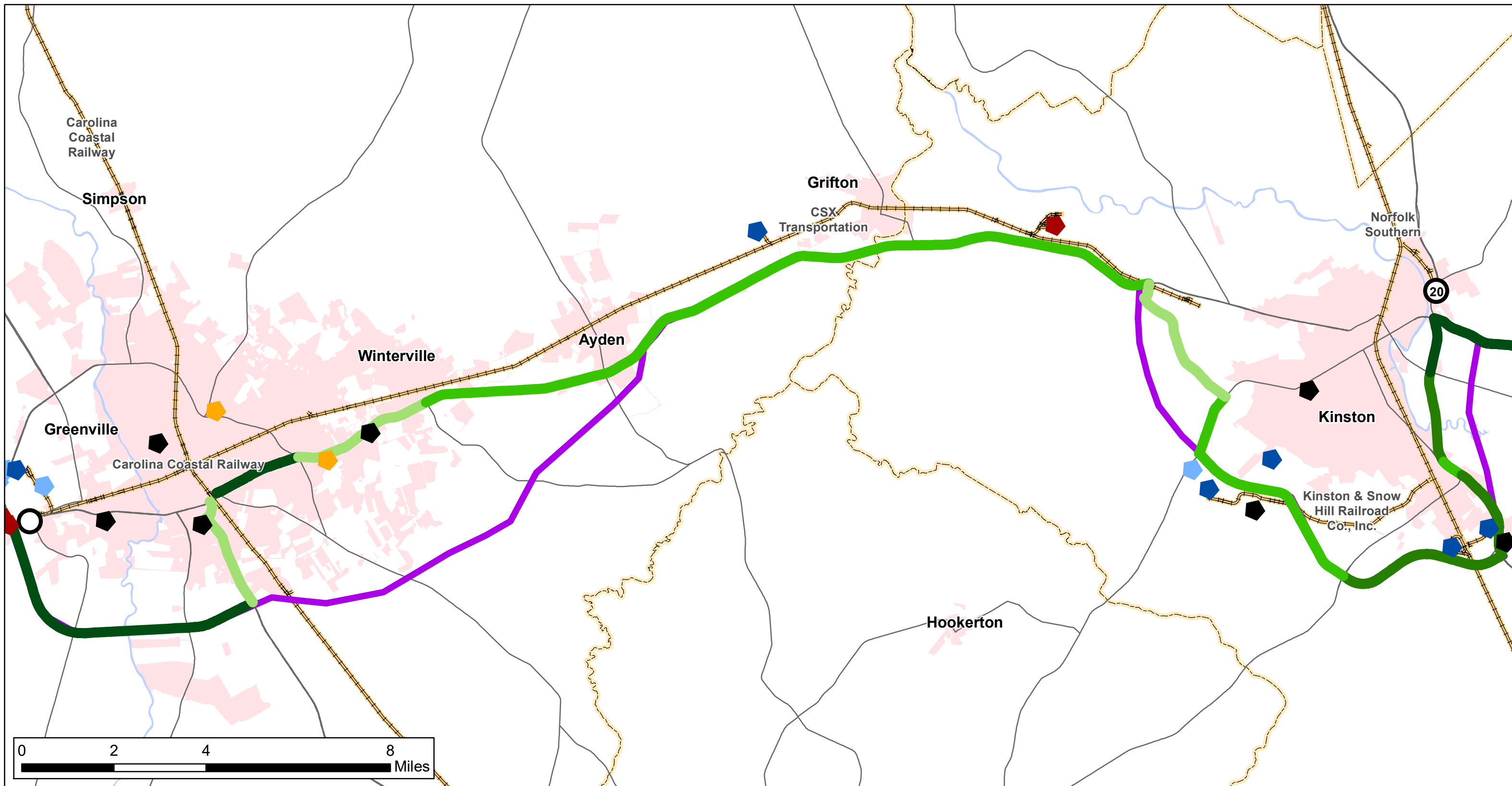
U.S. 13/U.S. 264/N.C. 11/
C.F. HARVEY PKWY/U.S. 258

**FIGURE 3A:
U.S. 13 TO GREENVILLE**

*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 CORRIDORS (STC)

FEBRUARY 2022

Source: NCOneMap, NCDOT GIS, ESRI, AADT

Legend

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

Truck Percentage (2019)*

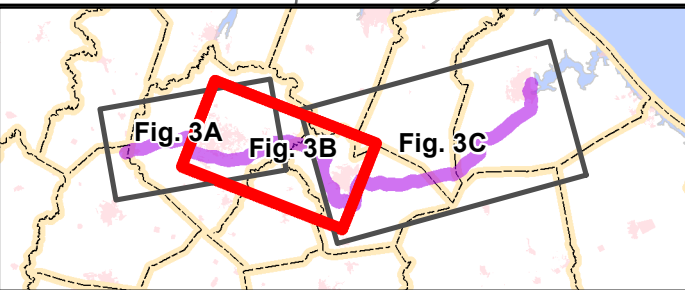
- 0-5%
- 5-8%
- 8-11%
- 11-15%

Truck Parking Facility Utilization**

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

Freight Destinations

- Manufacturing/Distribution Center
- Industrial/Business Park
- Factory
- Shopping Center
- Quarry
- Other***



CORRIDOR X: TRUCK TRANSPORTATION DATA

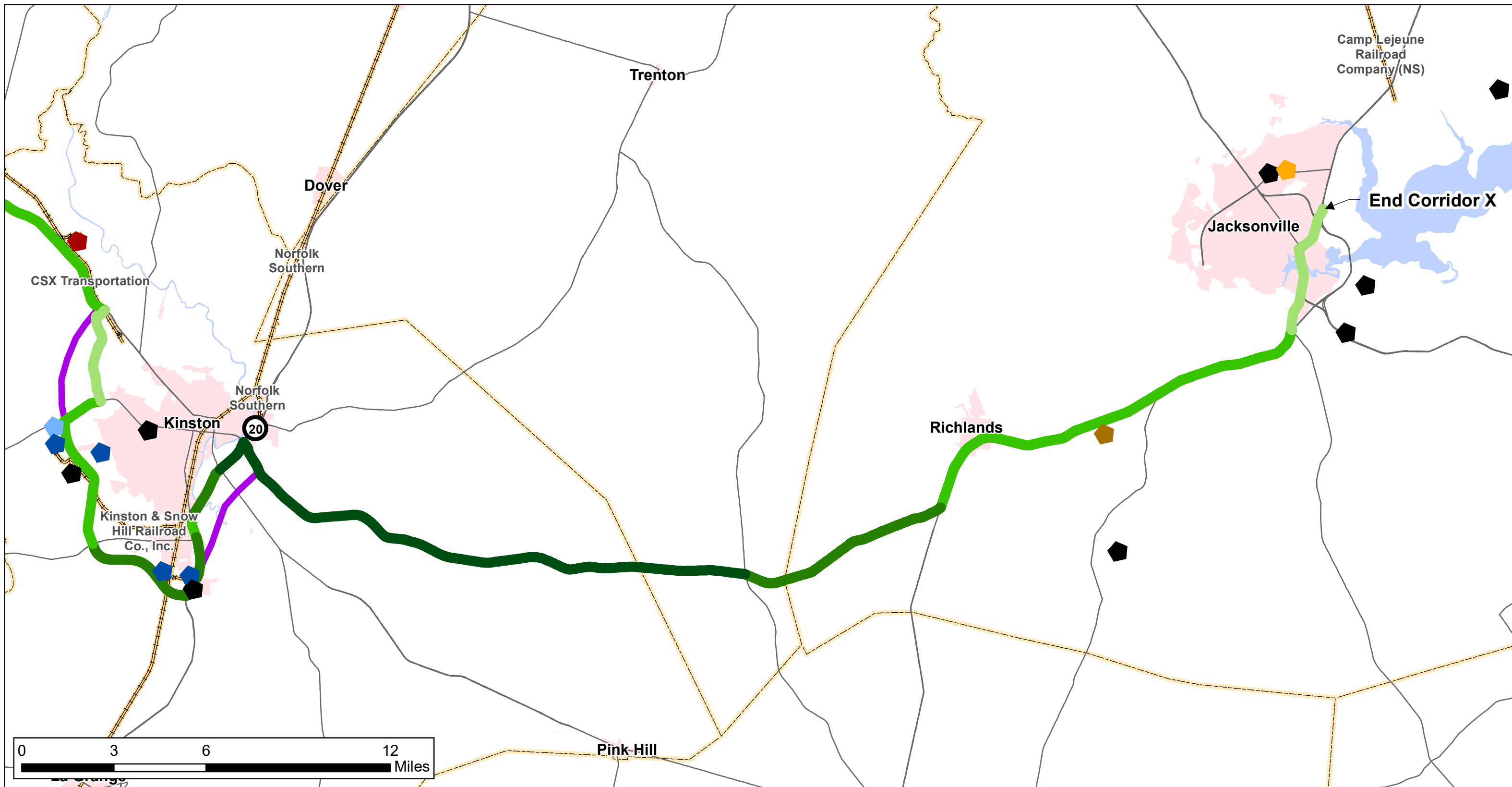
U.S. 13/U.S. 264/N.C. 11/
C.F. HARVEY PKWY/U.S. 258

FIGURE 3B: GREENVILLE TO KINSTON

*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

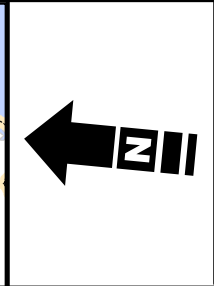
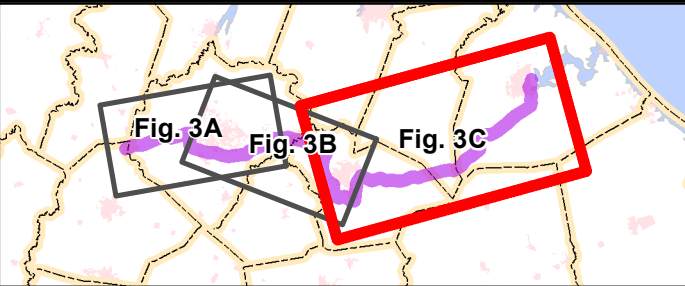


NC STRATEGIC TRANSPORTATION CORRIDORS (STC)

FEBRUARY 2022

Source: NCOneMap, NCDOT GIS, ESRI, AADT

Legend	STC Highway Corridor X	Truck Percentage (2019)*	Truck Parking Facility Utilization**	Freight Destinations			
	Interstate				0-5%	Facility with No Utilization	Manufacturing/Distribution Center
	U.S./N.C. Route				5-8%	Facility with Available Spaces	Industrial/Business Park
	Rail				8-11%	Facility with Full Utilization	Factory
	Municipal Boundary				11-15%	Other***	Shopping Center
Major Water Bodies			Quarry				
Counties				Other***			



CORRIDOR X: TRUCK TRANSPORTATION DATA

U.S. 13/U.S. 264/N.C. 11/
C.F. HARVEY PKWY/U.S. 258

FIGURE 3C: KINSTON TO JACKSONVILLE

*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