

Transportation Facilities Inventory Technical Memorandum

North Carolina Department of Transportation
Strategic Transportation Corridor Vision Plans

Corridor P: Future I-42

Wake County to Port of Morehead City

Corridor S: Future I-795

Wilson County to I-40 in Sampson County

Corridor X: Jacksonville to Greenville (U.S. 258/N.C. 11/U.S. 13)

U.S. 17 in Onslow County to U.S. 64E in Edgecombe County

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1. Introduction

In 2015, the North Carolina Department of Transportation (NCDOT) identified a network of key multimodal transportation corridors called Strategic Transportation Corridors (STC) to support smart planning, help set long-term investment decisions, and ensure that North Carolina's economic prosperity goals are achieved. The STCs are intended to promote transportation system connectivity, provide high levels of mobility, and improve access to important state and regional activity centers. A key element in the advancement of the STCs is the development of corridor master plan visions.

The purpose of the master plan visions is to:

- identify high-level corridor mobility visions and associated improvement strategies,
- guide improvements and development in a manner that defines a long-term vision and performance level for the corridors, and
- help protect the corridor's key functions as defined in the corridor profiles.

NCDOT has initiated the development of master plans for STC P, S, and X.

- Corridor P: Future I-42 follows U.S. 70E and the North Carolina Railroad (NCRR) from I-440 in Wake County to the Port of Morehead City.
- Corridor S: Future I-795 follows existing I-795 and U.S. 117 from I-95 in Wilson County to I-40 in Sampson County.
- Corridor X: Jacksonville to Greenville follows U.S. 258, N.C. 11, and U.S. 13 from U.S. 17 in Onslow County to U.S. 64 in Edgecombe County.

The development of the master plan vision depends on the availability of complete, current, and reliable data. All data sources for this memorandum are listed in the *STC Vision Plans Data Collection Plan for Corridors P, S, and X*. The inventory data collected for the P, S, and X corridors identifies existing roadway and rail network conditions.

2. Methodology

To identify existing roadway and rail network conditions, transportation facilities' inventory tables for highway assets, at-grade railroad crossings, and bridges were created for each corridor using NCDOT GIS data. The highway assets inventory information includes number of travel lanes, functional class, and access control. The bridges inventory identifies structurally deficient and functionally obsolete structures, and the at-grade railroad crossings identifies at-grade rail crossings along the corridors.

The highway assets inventory was collected using the NCDOT Functional Class GIS shapefile. Data within a 100-foot buffer along each corridor was refined by removing unnecessary segments, such as nearby roads and ramps, and confirming all relevant segments were included. The corridors were then divided into logical segment breaks based on the number of travel lanes, functional class, and access control. The total mileage was measured for each corridor segment.

The at-grade railroad crossings and bridge inventories were compiled using the NCDOT North Carolina Rail System GIS shapefile and the NCDOT Bridges GIS shapefile, respectively. Rail data was refined to only contain points within 100 feet of the P, S, and X corridors, and includes all at-grade rail crossings that cross the main corridors directly as well as intersections in which the cross street intersects an at-grade railroad crossing immediately adjacent to the main corridors. Grade-separated rail crossings are included in the bridge inventory. The bridge data includes all bridges directly on and along the main corridors and identifies the features above and below any given bridge.



Base maps were created as part of the transportation facilities inventory for the P, S, and X corridors. A Vicinity Map (shown on **Figure 1** on page 16), shows the three corridors with municipalities and major roads. Study Area Maps for the P, S, and X corridors, shown in **Figures 2A-2F** (starting on page 18), **Figures 3A-3B** (starting on page 25), and **Figures 4A-4C** (starting on page 28), respectively, show municipalities, streams, state and national parks, major airports, and ports along the corridors.

3. Corridor P: Future I-42

3.1. Road Network

The total length of Future I-42, not including adjacent highways or alternate routes, is approximately 145 miles. The I-40 portion of Future I-42 is included in the National Highway System’s (NHS) Eisenhower Interstate System. The rest of the corridor is classified as part of the Non-Interstate Strategic Highway Network (STRAHNET). The route is federally designated as a truck route. The highway assets inventory for Future I-42 is shown in **Table 1**.

Table 1. Corridor P Highway Assets Inventory

County	Route	Direction	Length (mi)	Access Control	Functional Class	Travel Lanes [†]
Carteret	U.S. 70	BD	0.20	Partial	Other Principal Arterial	2
	U.S. 70	BD	2.63	Partial	Other Principal Arterial	4
	U.S. 70	EB	0.16	Partial	Other Principal Arterial	3
	U.S. 70	EB	12.92	Partial	Other Principal Arterial	2
	U.S. 70	EB	0.08	Partial	Other Principal Arterial	3
	U.S. 70	WB	0.12	Partial	Other Principal Arterial	1
	U.S. 70	WB	12.96	Partial	Other Principal Arterial	2
Craven	U.S. 70	WB	0.25	Partial	Other Principal Arterial	3
	U.S. 17	NB	5.84	Full	Other Freeway	2
	U.S. 17	OI	0.38	Full	Other Freeway	2
	U.S. 17	OO	0.45	Full	Other Freeway	2
	U.S. 17	SB	6.18	Full	Other Freeway	2
	U.S. 17	SB	0.03	Full	Other Principal Arterial	2
	U.S. 70	EB	10.95	Full	Other Freeway	2
	U.S. 70	EB	0.53	Partial	Other Freeway	2
	U.S. 70	EB	11.11	Partial	Other Principal Arterial	2
	U.S. 70	EB	0.53	Partial	Other Principal Arterial	3
	U.S. 70	OI	0.32	Full	Other Freeway	2
	U.S. 70	OO	0.24	Full	Other Freeway	2
	U.S. 70	WB	10.62	Full	Other Freeway	2
	U.S. 70	WB	0.55	Partial	Other Freeway	2
U.S. 70	WB	11.52	Partial	Other Principal Arterial	2	
U.S. 70	WB	0.19	Partial	Other Principal Arterial	3	

[†]The number of travel lanes are just for the specified direction
 B = Eastbound; SB = Southbound; WB = Westbound

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Table 1. Corridor P Highway Assets Inventory (Continued)

County	Route	Direction	Length (mi)	Access Control	Functional Class	Travel Lanes [†]
Johnston	U.S. 70	EB	8.83	Full	Other Freeway	2
	U.S. 70	EB	0.66	Full	Other Principal Arterial	2
	U.S. 70	EB	16.75	Partial	Other Principal Arterial	2
	U.S. 70	EB	0.09	Partial	Other Principal Arterial	3
	U.S. 70	WB	8.91	Full	Other Freeway	2
	U.S. 70	WB	0.67	Full	Other Principal Arterial	2
	U.S. 70	WB	0.25	Full	Other Principal Arterial	3
	U.S. 70	WB	0.05	Partial	Other Principal Arterial	1
	U.S. 70	WB	16.66	Partial	Other Principal Arterial	2
	U.S. 70	WB	0.12	Partial	Other Principal Arterial	3
	U.S. 70 BYP	EB	2.90	Full	Other Principal Arterial	2
	U.S. 70 BYP	WB	2.63	Full	Other Principal Arterial	2
Jones	U.S. 70	EB	3.90	Partial	Other Principal Arterial	2
	U.S. 70	EB	8.00	Partial	Other Freeway	2
	U.S. 70	WB	3.92	Partial	Other Principal Arterial	2
	U.S. 70	WB	7.94	Partial	Other Freeway	2
Lenoir	U.S. 70	EB	3.34	Full	Other Principal Arterial	2
	U.S. 70	EB	9.03	Partial	Other Principal Arterial	2
	U.S. 70	WB	3.09	Full	Other Principal Arterial	2
	U.S. 70	WB	2.29	Partial	Other Principal Arterial	0
	U.S. 70	WB	2.50	Partial	Other Principal Arterial	2
	U.S. 70 BYP	EB	1.01	Full	Other Freeway	2
	U.S. 70 BYP	WB	1.26	Full	Other Freeway	2
Wake	I-40	EB	4.21	Full	Interstate	2
	I-40	EB	4.09	Full	Interstate	3
	I-40	WB	4.72	Full	Interstate	2
	I-40	WB	3.52	Full	Interstate	3
	U.S. 70	EB	1.19	Full	Other Freeway	2
	U.S. 70	WB	0.25	Full	Interstate	1
	U.S. 70	WB	0.16	Full	Interstate	1
	U.S. 70	WB	0.20	Full	Interstate	2
Wayne	U.S. 70	EB	2.85	Partial	Other Principal Arterial	2
	U.S. 70	EB	0.71	Partial	Other Principal Arterial	2
	U.S. 70	WB	0.51	Full	Other Principal Arterial	2
	U.S. 70	WB	0.03	Limited	Other Principal Arterial	1
	U.S. 70	WB	2.65	Partial	Other Principal Arterial	2
	U.S. 70	WB	0.36	Partial	Other Principal Arterial	2
	U.S. 70 BYP	EB	18.70	Full	Other Freeway	2
	U.S. 70 BYP	WB	18.88	Full	Other Freeway	2

[†]The number of travel lanes are just for the specified direction

BD = Bidirectional; EB = Eastbound; OI = One-way Inventory; OO = One-way Opposite; NB = Northbound; SB = Southbound; WB = Westbound



3.2. Rail Network

The primary North Carolina Railroad Company (NCRR) rail corridor consists of approximately 114 miles of track that is part of the Piedmont Division and the East Carolina Business Unit subdivisions and runs from I-95 to the Port of Morehead City. The corridor includes 113.75 miles of mainline track, 0.10 miles of non-mainline track, and 0.15 miles of track within rail yards. The portion of the corridor from I-95 to New Bern is included as part of the Strategic Rail Corridor Network (STRACNET) and the 41.3 miles from the Port of Morehead City to New Bern serves as a connector to the STRACNET.

Within the Future I-42 counties, there is approximately 532 miles of active track with six rail operators: Camp Lejeune Railroad Company (CPLJ) (16.9 miles), Carolina Coastal Railway (CLNA) (38.7 miles), CSX Transportation (CSX) (164.9 miles), Kinston & Snow Hill Railroad Company, Inc. (6.6 miles), New Hope Valley Railroad (3.8 miles), and Norfolk Southern Railway (NS) (293 miles). There are 11 rail facilities within the Future I-42 counties, as listed below. Six are located on the rail corridor and five are located on the wider rail network:

- Cloverleaf Cold Storage Benson Transload (CSX)
- CSX Raleigh Yard (CSX)
- Industrial Marine Service Transload (NS)
- Nordic Cold - Goldsboro Distribution Center Transload (NS)
- NSEW Corp (Bailey Feed Mill) Transload (NS)
- NS Goldsboro Yard (NS)
- NS New Bern Yard (NS)
- NS Raleigh Yard (NS)
- Security Bonded Warehouse Transload (NS)
- Transflo Yard – Raleigh (CSX)
- Zebulon Transload (CLNA)

The at-grade railroad crossings inventory for Future I-42 is shown in **Table 2**. There are 36 at-grade crossings, 32 of which are along a separate road that intersects U.S. 70 immediately adjacent to the crossing.



Table 2. Future I-42 At-Grade Railroad Crossings Inventory

County	Crossing ID	Route	Railroad
Carteret	722608B [†]	Twenty-Ninth St	Norfolk Southern
	722609H [†]	Twenty-Eighth St	Norfolk Southern
	722611J [†]	Twenty-Fourth St	Norfolk Southern
	722612R [†]	Twenty-Third St	Norfolk Southern
	722613X [†]	Twenty-Second St	Norfolk Southern
	722614E [†]	Twenty-First St	Norfolk Southern
	722615L [†]	Twentieth St	Norfolk Southern
	722616T [†]	Nineteenth St	Norfolk Southern
	722617A [†]	Eighteenth St	Norfolk Southern
	722618G [†]	Seventeenth St	Norfolk Southern
	722619N [†]	Sixteenth St	Norfolk Southern
	722620H [†]	Fifteenth St	Norfolk Southern
	722621P [†]	Fourteenth St	Norfolk Southern
	722622W [†]	Thirteenth St	Norfolk Southern
	722623D [†]	Twelfth St	Norfolk Southern
	722624K [†]	Eleventh St	Norfolk Southern
	722625S [†]	Tenth St	Norfolk Southern
	722626Y [†]	Ninth St	Norfolk Southern
	722627F [†]	Eighth St	Norfolk Southern
	722628M [†]	Seventh St	Norfolk Southern
	722629U [†]	Sixth St	Norfolk Southern
	722630N [†]	Fifth St	Norfolk Southern
	722631V [†]	Fourth St	Norfolk Southern
	722632C	U.S. 70	Norfolk Southern
	722636E [†]	Bonner Ave	Norfolk Southern
	722638T [†]	Taylor St	Norfolk Southern
	722639A [†]	Thirty-Fifth St	Norfolk Southern
	722640U [†]	Unnamed St	Norfolk Southern
	722641B [†]	Wallace Rd	Norfolk Southern
	722643P	U.S. 70	Norfolk Southern
	722646K [†]	Friendly Rd	Norfolk Southern
	722672A	U.S. 70	Norfolk Southern
Craven	722599E	U.S. 70	Norfolk Southern
	722678R [†]	Hickman Hill Rd	Norfolk Southern
	722684U [†]	E Fisher Ave	Norfolk Southern
	722686H [†]	Riverdale Rd	Norfolk Southern

[†]At-grade crossing is immediately adjacent to the corridor at intersections with local roads.



3.3. Bridges

The bridge inventory for Future I-42 is shown in **Table 3**. There are 123 bridges along the corridor that cross other roadways, rail corridors, and bodies of water. One bridge was classified as structurally deficient, and 22 bridges were classified as functionally obsolete.

Table 3. Future I-42 Bridges Inventory

County	Bridge ID	Feature Below	Feature Above	Structurally Deficient	Functionally Obsolete
Carteret	150007	Newport River	U.S. 70 EB	No	Yes
	150008	Newport River	U.S. 70 WB	No	Yes
Craven	240001	U.S. 17 NB	S.R. 1309	No	No
	240040	U.S. 70	N.C. 41	No	No
	240067	U.S. 70	S.R. 1224	No	No
	240069	Bachelor Creek	U.S. 70 EB	No	No
	240071	Bachelor Creek	U.S. 70 WB	No	No
	240072	U.S. 70	S.R. 1225	No	No
	240075	U.S. 17	U.S. 70 EB	No	No
	240076	U.S. 17	U.S. 70 WB	No	No
	240077	Trent Road	U.S. 17 NB, U.S. 70 EB	No	No
	240078	Service Road	U.S. 17, U.S. 70 WB	No	No
	240079	S.R. 1278	U.S. 17, U.S. 70 EB	No	No
	240080	S.R. 1278	U.S. 17, U.S. 70 WB	No	No
	240082	U.S. 17, U.S. 70 Bypass, N.C. 55	S.R. 1200	No	Yes
	240083	Trent River	U.S. 17 NB, U.S. 70 EB, N.C. 55 NB	No	No
	240084	Trent River	U.S. 17 SB, U.S. 70 WB, N.C. 55 EB	No	No
	240085	S.R. 1004, A&EC Railroad	U.S. 70 EB	No	No
	240086	S.R. 1004, A&EC Railroad	U.S. 70 WB	No	No
	240087	U.S. 17 SB, U.S. 70 WB BUS	U.S. 70 EB	No	Yes
	240088	U.S. 17, U.S. 70 BUS	U.S. 70 WB Bypass	No	Yes
	240091	Slocum Creek	U.S. 70 EB	No	Yes
	240092	Slocum Creek	U.S. 70 WB	Yes	Yes
	240093	Slocum Creek	U.S. 70	No	No
	240176	Slocum Creek	S.R. 1763	No	No
	240222	Trent River	U.S. 17 NB Ramp	No	No
	240233	Norfolk & Southern Railroad	U.S. 17 EB Ramp	No	Yes
	240256	U.S. 17, U.S. 70	N.C. 43 NB Bypass	No	No
	240257	U.S. 70	N.C. 43 SB Connector	No	No
	240262	U.S. 70	U.S. 17 SB	No	Yes
240263	U.S. 70	U.S. 17 NB	No	No	
Johnston	500002	Neuse River	U.S. 70 WB	No	Yes
	500005	Neuse River	U.S. 70 WB	No	Yes
	500087	Holt's Pond	U.S. 70 EB	No	No
	500097	Southern Railway	U.S. 70 EB	No	No
	500103	Southern Railway	U.S. 70 WB	No	No
	500103	Southern Railway	U.S. 70 WB	No	No

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Table 3. Future I-42 Bridges Inventory (Continued)

County	Bridge ID	Feature Below	Feature Above	Structurally Deficient	Functionally Obsolete
Johnston	500423	Bawdy Creek	S.R. 2305	No	No
	500465	Holt's Pond	U.S. 70 WB	No	No
	500505	Neuse River	U.S. 70 EB	No	No
	500506	Neuse River	U.S. 70 EB	No	No
	500507	U.S. 70	U.S. 70 EB Ramp	No	No
	500517	U.S. 70	S.R. 1003	No	No
	500519	U.S. 301	U.S. 70 WB Bypass	No	No
	500520	U.S. 301	U.S. 70 EB Bypass	No	No
	500521	CSX Railroad	U.S. 70 WB Bypass	No	No
	500522	CSX Railroad	U.S. 70 EB Bypass	No	No
	500523	I-95, S.R. 2398	U.S. 70 WB	No	No
	500524	I-95, S.R. 2398	U.S. 70 EB	No	No
	500579	Austin Pond	U.S. 70 WB Bypass	No	No
	500580	Austin Pond	U.S. 70 EB Bypass	No	No
	500581	U.S. 70 Bypass	N.C. 42	No	No
	500582	U.S. 70	S.R. 1554	No	No
	500583	S.R. 1555	U.S. 70 WB Bypass	No	No
	500584	S.R. 1555	U.S. 70 EB Bypass	No	No
	500585	S.R. 1560	U.S. 70 WB Bypass	No	No
	500586	S.R. 1560	U.S. 70 EB Bypass	No	No
	500597	Tributary to Swift Creek	U.S. 70 WB	No	No
	500598	Tributary to Swift Creek	U.S. 70 EB	No	No
	500599	U.S. 70 Bypass	S.R. 1525	No	No
	500600	Little Creek	U.S. 70 WB	No	No
	500601	Waterway	U.S. 70 EB Bypass	No	No
	500602	S.R. 1563	U.S. 70 EB Bypass	No	No
	500603	S.R. 1563	U.S. 70 EB Bypass	No	No
	500604	U.S. 70 Bypass	U.S. 70 WB BUS	No	No
	500605	U.S. 70 Bypass	U.S. 70 EB BUS	No	No
	Lenoir	530011	Bear Creek	U.S. 70 EB	No
530013		Bear Creek	U.S. 70 WB	No	No
530022		U.S. 70	N.C. 903	No	No
530027		Falling Creek	U.S. 70 EB	No	No
530029		Falling Creek	U.S. 70 WB	No	Yes
530056		Neuse River	U.S. 70 EB, U.S. 258 SB	No	No
530057		Neuse River	U.S. 70 WB, U.S. 258 NB	No	Yes
530060		Neuse River	U.S. 70 EB, U.S. 258 SB	No	No
530062		Neuse River	U.S. 70 WB, U.S. 258 NB	No	Yes
530066		Southwest Creek	U.S. 70 EB	No	No
530073		Southwest Creek	U.S. 70 WB	No	No
530191		U.S. 70	N.C. 148 WB Ramp	No	No
530200		U.S. 70	N.C. 148 EB	No	No
530201		S.R. 2003	U.S. 70 WB	No	No

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Table 3. Future I-42 Bridges Inventory (Continued)

County	Bridge ID	Feature Below	Feature Above	Structurally Deficient	Functionally Obsolete
Lenoir	530202	S.R. 2003	U.S. 70 EB	No	No
	530206	U.S. 70 Bypass	S.R. 1603	No	No
	530207	U.S. 70 Bypass	U.S. 70	No	No
Wake	910589	I-440 WB, U.S. 64 EB Ramp	I-40 Ramp	No	Yes
	910603	I-40	S.R. 5220	No	No
	910604	U.S. 70	I-40 WB	No	No
	910605	U.S. 70	I-40	No	No
	910606	U.S. 70 BUS Ramp	I-40 EB	No	No
	910607	U.S. 70 BUS Ramp	I-40 WB, U.S. 70 WB	No	No
	910609	I-40	S.R. 2542	No	No
	910611	I-40	S.R. 2700	No	Yes
	910612	I-40	S.R. 2703	No	No
	910616	I-40	S.R. 1004	No	No
Wayne	950353	I-795	N.C. 44 WB	No	No
	950354	I-795	N.C. 44 EB	No	No
	950355	N.C. 44	N.C. 44 EB Ramp	No	No
	950358	CSX Railroad	N.C. 44 WB	No	No
	950359	CSX Railroad	N.C. 44 EB	No	No
	950360	U.S. 117 ALT	N.C. 44 WB	No	Yes
	950361	U.S. 117 ALT	N.C. 44 EB	No	Yes
	950362	Howell Branch	N.C. 44 WB	No	No
	950363	Howell Branch	N.C. 44 EB	No	No
	950364	N.C. 111	N.C. 44 WB	No	Yes
	950365	N.C. 111	N.C. 44 EB	No	Yes
	950366	Stoney Creek	U.S. 70 WB Bypass, N.C. 44 WB	No	No
	950367	Stoney Creek	U.S. 70 WB Bypass, N.C. 44 WB	No	No
	950368	U.S. 70 (future)	S.R. 1556	No	No
	950373	N.C. 44	U.S. 70 WB	No	No
	950374	U.S. 70 Bypass	N.C. 581	No	No
	950375	S.R. 1326, Little River	I-70 WB Bypass	No	No
	950376	S.R. 1326, Little River	I-70 EB Bypass	No	No
	950377	U.S. 70 EB, U.S. 70 WB	U.S. 70 WB Bypass Ramp	No	Yes
	950378	N.C. 70 Bypass, N.C. 44	S.R. 1300	No	Yes
	950379	Stoney Creek	U.S. 70 WB Bypass	No	No
	950380	Stoney Creek	U.S. 70 EB Bypass	No	No
	950381	WB Bear Creek	U.S. 70 WB Bypass	No	No
	950382	WB Bear Creek	U.S. 70 EB Bypass	No	No
	950383	S.R. 1003, Railroad	U.S. 70 WB Bypass	No	No
	950384	S.R. 1003, Railroad	U.S. 70 EB Bypass	No	No
	950385	U.S. 70 Bypass	S.R. 1570	No	No
	950386	U.S. 70 Bypass	U.S. 13	No	No
	950387	U.S. 70 Bypass	S.R. 1705	No	No
	950388	N.C. 44	S.R. 1708	No	No
950390	U.S. 70 Bypass	S.R. 1719	No	No	



4. Corridor S: Future I-795

4.1. Road Network

The total length of Future I-795, not including adjacent highways or alternate routes, is approximately 50 miles. The portion of Future I-795 north of U.S. 70 is included in the NHS Eisenhower Interstate System. The portion of the corridor just south of U.S. 70 is a Major STRAHNET Connector and the remainder of the corridor is classified as an NHS route. The route is federally designated as a truck route. The highway assets inventory for Future I-795 is shown in **Table 4**.

Table 4. Future I-795 Highway Assets Inventory

County	Route	Direction	Length (mi)	Access Control	Functional Class	Travel Lanes [†]
Duplin	U.S. 117	NB	1.64	Partial	Other Freeway	2
	U.S. 117	SB	1.64	Partial	Other Freeway	2
	U.S. 117	NB	3.96	Partial	Other Principal Arterial	2
	U.S. 117	SB	3.98	Partial	Other Principal Arterial	2
Sampson	N.C. 403	SB	0.02	Limited	Other Principal Arterial	3
	U.S. 117	NB	0.03	Partial	Major Collector	3
	U.S. 117	NB	1.28	Partial	Other Principal Arterial	3
	U.S. 117	SB	1.31	Partial	Other Principal Arterial	2
Wayne	I-795	NB	13.43	Full	Interstate	2
	I-795	SB	13.53	Full	Interstate	2
	N.C. 581	NB	0.50	Partial	Other Freeway	2
	N.C. 581	SB	0.46	Partial	Other Freeway	3
	N.C. 581	NB	0.62	Limited	Other Freeway	3
	N.C. 581	SB	0.64	Limited	Other Freeway	2
	U.S. 117	NB	2.93	Partial	Other Freeway	2
	U.S. 117	NB	8.28	Partial	Other Principal Arterial	2
	U.S. 117	SB	2.93	Partial	Other Freeway	2
	U.S. 117	SB	8.28	Partial	Other Principal Arterial	2
	U.S. 13	NB	0.13	Partial	Other Freeway	2
	U.S. 13	NB	3.52	Partial	Other Principal Arterial	2
	U.S. 13	NB	0.68	Partial	Other Principal Arterial	2
	U.S. 13	SB	0.13	Limited	Other Freeway	3
	U.S. 13	SB	3.55	Partial	Other Principal Arterial	3
	U.S. 13	SB	0.04	Partial	Other Freeway	3
Wilson	I-795	NB	11.83	Full	Interstate	2
	I-795	SB	11.82	Full	Interstate	2
	U.S. 264	EB	0.32	Full	Other Freeway	3
	U.S. 264	WB	0.37	Full	Other Freeway	2

[†]The number of travel lanes are just for the specified direction
 EB = Eastbound; NB = Northbound; SB = Southbound; WB = Westbound



4.2. Rail Network

The primary CSX rail corridor consists of approximately 68 miles of track within the Wilson and Wallace (W&W) subdivision. All the track in the corridor is active.

Within the Future I-795 counties, there is approximately 246 miles of active track with four rail operators: CLNA (29.4 miles), Clinton Terminal Railroad (4.7 miles), CSX (174.5 miles), and NS (35.9 miles). There are four rail facilities within the Future I-795 counties, including three on the rail corridor and one on the wider rail network:

- NS Goldsboro Yard (NS)
- Paxton Bonded Storage Inc. Transload (NS)
- United States Cold Storage Inc Transload – Warsaw (CSX)
- Wilson Transload (CLNA)

The at-grade railroad crossings inventory for Future I-795 is shown in **Table 5**. There is one at grade-crossing along a separate road that intersects Future I-795 immediately adjacent to the crossing.

Table 5. Future I-795 At-Grade Railroad Crossings Inventory

County	Crossing ID	Route	Railroad
Wayne	628569G [†]	Stoney Hill Rd	CSX

[†]At-grade crossing is immediately adjacent to the corridor at intersections with local roads.

4.3. Bridges

The bridges inventory for Future I-795 is shown in **Table 6**. There are 53 bridges along the corridor crossing other roadways, rail corridors, and bodies of water. No bridges were classified as structurally deficient, and eight bridges were classified as functionally obsolete.

Table 6. Future I-795 Bridges Inventory

County	Bridge ID	Feature Below	Feature Above	Structurally Deficient	Functionally Obsolete
Duplin	300454	Goshen Swamp	U.S. 117 NB	No	No
	300455	Goshen Swamp	U.S. 117 SB	No	No
Sampson	810391	I-40	N.C. 403	No	No
	810403	I-40	N.C. 403	No	No
Wayne	950001	N.C. 55	U.S. 117 NB	No	Yes
	950002	N.C. 55	U.S. 117 SB	No	Yes
	950032	Neuse River	U.S. 13, U.S. 117 NB	No	Yes
	950033	Neuse River	U.S. 13, U.S. 117 SB	No	No
	950051	Neuse River	U.S. 13, U.S. 117	No	Yes
	950052	Neuse River	U.S. 13, U.S. 117	No	No
	950058	Neuse River	U.S. 13 NB, U.S. 117 NB	No	Yes
	950320	I-795	S.R. 1002	No	No
	950321	Nahunta Swamp	I-795 NB	No	No
	950322	Nahunta Swamp	I-795 SB	No	No
	950323	I-795	S.R. 1361	No	No

(Continued on next page)



Table 6. Future I-795 Bridges Inventory (Continued)

County	Bridge ID	Feature Below	Feature Above	Structurally Deficient	Functionally Obsolete
Wayne	950324	I-795	S.R. 1342	No	No
	950325	I-795	N.C. 222	No	Yes
	950326	Great Swamp Tributary	I-795 NB	No	No
	950327	Great Swamp Tributary	I-795 SB	No	No
	950328	Great Swamp	I-795 NB, U.S. 117 Bypass	No	No
	950329	Great Swamp	I-795 SB	No	No
	950332	U.S. 70	I-795 SB	No	Yes
	950333	U.S. 70	I-795 NB	No	No
	950334	I-795	S.R. 1300	No	No
	950335	I-795	S.R. 1313	No	No
	950336	S.R. 1316	I-795 SB	No	No
	950337	S.R. 1316	I-795 NB	No	No
	950338	S.R. 1336	I-795 SB	No	No
	950339	S.R. 1336	I-795 NB	No	No
	950353	I-795	N.C. 44 WB	No	No
	950354	I-795	N.C. 44 EB	No	No
	950356	I-795	N.C. 44 EB Ramp	No	No
	950357	I-795	U.S. 70 WB Bypass Ramp	No	No
	950392	U.S. 117	S.R. 1120	No	No
	Wilson	970236	I-795	S.R. 1136	No
970240		I-795, U.S. 264	N.C. 42	No	No
970241		Contentnea Creek	I-795 NB, U.S. 264 WB	No	No
970242		Contentnea Creek	I-795 SB	No	No
970243		I-795	S.R. 1162	No	No
970244		U.S. 264 Bypass	S.R. 1163	No	No
970245		I-795, U.S. 264 Bypass	S.R. 1103	No	No
970269		I-95	I-795 NB, U.S. 264 WB	No	No
970279		I-795	S.R. 1640	No	Yes
970280		I-795	S.R. 1643	No	No
970281		Black Creek	I-795 SB	No	No
970282		Black Creek	I-795 NB	No	No
970283		I-795	S.R. 1645	No	No
970288		CSX Railroad	I-795 SB	No	No
970289		CSX Railroad	I-795 NB	No	No
970291		U.S. 301	I-795 SB	No	No
970292		U.S. 301	I-795 NB	No	No
970293		I-795	S.R. 1100	No	No
970294		U.S. 264 Bypass	I-795	No	No



5. Corridor X: U.S. 258/N.C. 11/U.S. 13

5.1. Road Network

The total length of route U.S. 258/N.C. 11/U.S. 13, not including adjacent highways or alternate routes, is approximately 90 miles. North of the U.S. 258 and N.C. 24 junction, route U.S. 258/N.C. 11/U.S. 13 is a Moving Ahead for Progress in the 21st Century Principal Arterial. South of this junction, the corridor is classified as a Non-Interstate STRAHNET route. The majority of the route is federally designated as a truck route, beginning at the intersection of U.S. 13/U.S. 264 through the end of the corridor in Jacksonville. The highway assets inventory for route U.S. 258/N.C. 11/U.S. 13 is shown in **Table 7**.

Table 7. U.S. 258/N.C. 11/U.S. 13 Highway Assets Inventory

County	Route	Direction	Length	Access Control	Functional Class	Travel Lanes [†]
Edgecombe	U.S. 13	BD	0.27	Full	Other Principal Arterial	4
	U.S. 13	NB	0.29	Full	Other Principal Arterial	2
	U.S. 13	SB	0.28	Full	Other Principal Arterial	2
Jones	U.S. 258	BD	4.82	None	Minor Arterial	2
Lenoir	N.C. 11	BD	1.32	None	Minor Arterial	4
	N.C. 11	BD	1.22	None	Other Principal Arterial	4
	N.C. 11	NB	10.59	Partial	Other Principal Arterial	2
	N.C. 11	SB	0.01	Limited	Minor Arterial	2
	N.C. 11	SB	10.59	Partial	Other Principal Arterial	2
	U.S. 258	BD	11.89	None	Minor Arterial	2
	U.S. 258	BD	2.41	None	Other Principal Arterial	2
	U.S. 258	BD	0.07	Partial	Other Principal Arterial	3
	U.S. 258	BD	0.09	Partial	Other Principal Arterial	4
	U.S. 258	EB	0.10	Partial	Other Principal Arterial	4
	U.S. 258	SB	0.02	Partial	Other Principal Arterial	2
	U.S. 258	SB	0.08	Partial	Other Principal Arterial	3
	U.S. 70	BD	0.03	Partial	Other Principal Arterial	4
	U.S. 70	BD	0.16	Partial	Other Principal Arterial	5
	U.S. 70	EB	1.01	Partial	Other Principal Arterial	2
	U.S. 70	WB	1.00	Partial	Other Principal Arterial	2
Onslow	N.C. 24	BD	0.07	None	Other Principal Arterial	4
	N.C. 24	EB	0.07	Full	Other Principal Arterial	3
	N.C. 24 BUS	EB	0.16	Full	Other Principal Arterial	2
	N.C. 24 BUS	EB	1.42	Full	Other Principal Arterial	3
	N.C. 24 BUS	WB	0.49	Full	Other Principal Arterial	0
	N.C. 24 BUS	WB	1.30	Full	Other Principal Arterial	3
	S.R. 1238	BD	0.28	None	Local	2
	U.S. 17 BUS	BD	0.03	None	Other Principal Arterial	4
	U.S. 17 BUS	BD	0.93	None	Other Principal Arterial	5
U.S. 17 BUS	BD	0.39	None	Other Principal Arterial	6	

[†] The number of travel lanes are just for the specified direction

(Continued on next page)

BD = Bidirectional; EB = Eastbound; NB = Northbound; SB = Southbound; WB = Westbound



Table 7. U.S. 258/N.C. 11/U.S. 13 Highway Assets Inventory (Continued)

County	Route	Direction	Length	Access Control	Functional Class	Travel Lanes [†]
Onslow	U.S. 258	BD	5.63	None	Minor Arterial	2
	U.S. 258	BD	0.04	None	Minor Arterial	3
	U.S. 258	BD	0.02	None	Minor Arterial	4
	U.S. 258	BD	0.12	None	Other Principal Arterial	1
	U.S. 258	BD	0.07	None	Other Principal Arterial	2
	U.S. 258	BD	14.93	None	Other Principal Arterial	4
	U.S. 258	EB	0.12	Full	Interstate	2
	U.S. 258	EB	0.04	Full	Other Principal Arterial	2
	U.S. 258	EB	0.00	None	Other Principal Arterial	4
	U.S. 258	SB	0.15	Full	Interstate	2
	U.S. 258	SB	0.01	None	Minor Arterial	0
Pitt	N.C. 11	BD	0.36	None	Other Principal Arterial	0
	N.C. 11	BD	1.31	None	Other Principal Arterial	4
	N.C. 11	NB	12.08	Partial	Other Principal Arterial	2
	N.C. 11	NB	2.07	Partial	Other Principal Arterial	3
	N.C. 11	SB	0.16	None	Other Principal Arterial	0
	N.C. 11	SB	11.88	Partial	Other Principal Arterial	2
	N.C. 11	SB	2.09	Partial	Other Principal Arterial	3
	U.S. 13	NB	11.39	Limited	Other Principal Arterial	2
	U.S. 13	NB	0.83	None	Other Principal Arterial	3
	U.S. 13	NB	4.36	Partial	Other Principal Arterial	2
	U.S. 13	SB	0.54	Partial	Interstate	2
	U.S. 13	SB	10.98	Limited	Other Principal Arterial	2
	U.S. 13	SB	0.72	None	Other Principal Arterial	3
U.S. 13	SB	4.36	Partial	Other Principal Arterial	2	

[†] The number of travel lanes are just for the specified direction
 BD = Bidirectional; EB = Eastbound; SB = Southbound; WB = Westbound

5.2. Rail Network

The primary CSX rail corridor consists of approximately 39 miles of track within the Florence Division and Parmele Subdivision. All the track in the corridor is active.

Within route U.S. 258/N.C. 11/U.S. 13 counties, there is approximately 137 miles of active track with five rail operators: CLNA (32.8 miles), Camp Lejeune Railroad Company (11.4 miles), CSX (55.7 miles), Kinston & Snow Hill Railroad Company, Inc. (6.6 miles), and NS (30.8 miles). There are three rail facilities within the route U.S. 258/N.C. 11/U.S. 13 counties. One is located on the rail corridor and two are located on the wider rail network:

- Coastal Carolina Rail Yard (CLNA)
- Greenville Transload (CLNA)
- TES Logistics Inc. Transload (CSX)

The at-grade railroad crossings inventory for route U.S. 258/N.C. 11/U.S. 13 is shown in **Table 8**. There are five at grade-crossings total, four of which are along a separate road that intersects the corridor immediately adjacent to the crossings.



Table 8. U.S. 258/N.C. 11/U.S. 13 At-Grade Railroad Crossings Inventory

County	Crossing ID	Route	Railroad
Lenoir	642091F [†]	Ferrell Rd	CSX
	642092M	N.C. 11	CSX
Pitt	641847B [†]	N.C. 903	CSX
	641850J [†]	Staton Rd	CSX
	641851R [†]	N Green St	CSX

[†]At-grade crossing is immediately adjacent to the corridor at intersections with local roads.

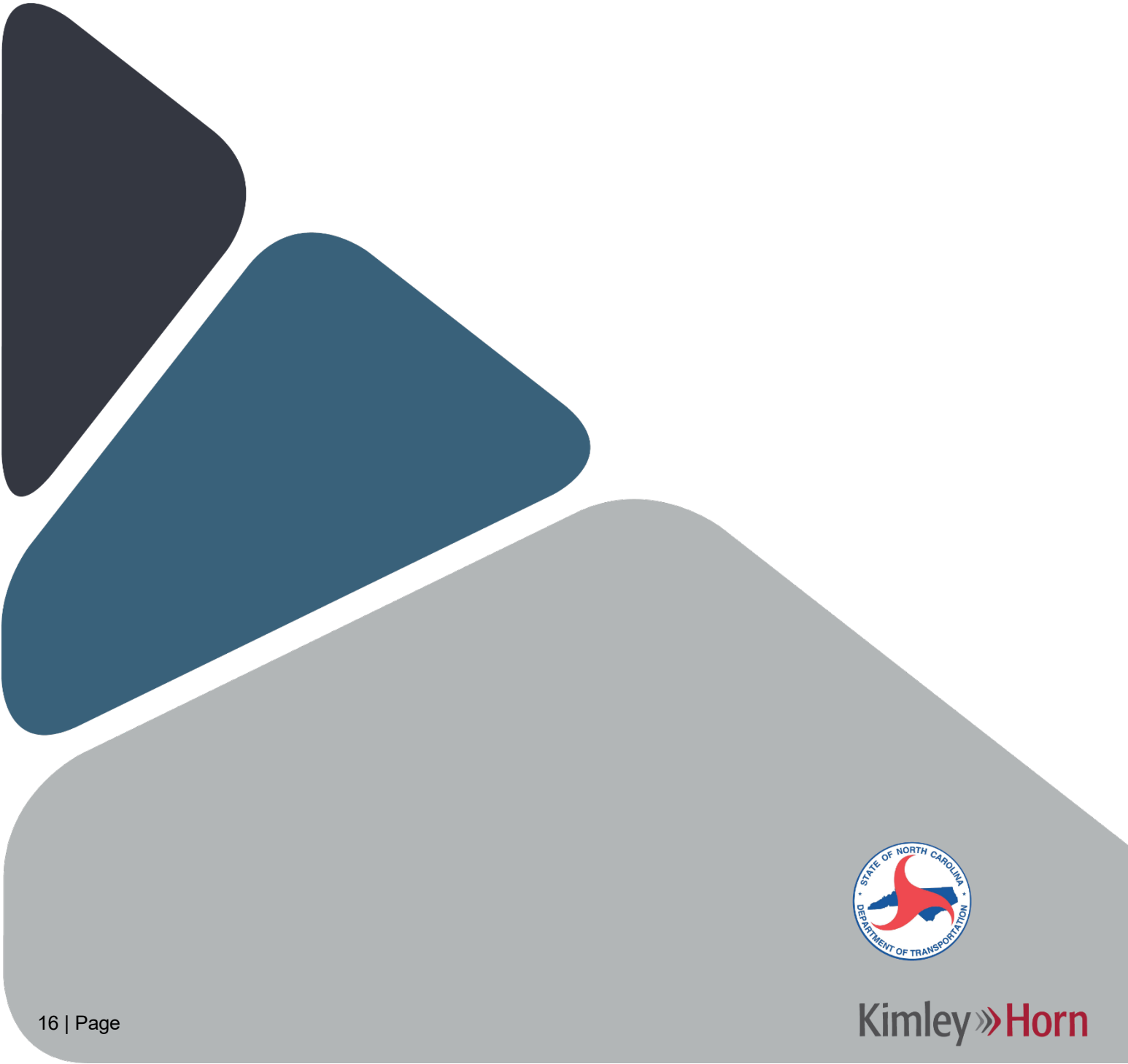
5.3. Bridges

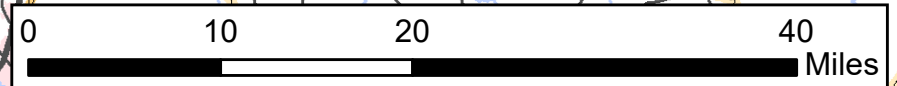
The bridges inventory for route U.S. 258/N.C. 11/U.S. 13 is shown in **Table 9**. There are 25 bridges along the corridor crossing other roadways, rail corridors, and bodies of water. No bridges were classified as structurally deficient, and six bridges were classified as functionally obsolete.

Table 9. U.S. 258/N.C. 11/U.S. 13 Bridges Inventory

County	Bridge ID	Feature Below	Feature Above	Structurally Deficient	Functionally Obsolete
Edgecombe	320323	U.S. 64	U.S. 13, N.C. 11	No	No
Lenoir	530016	Southwest Creek	U.S. 258	No	Yes
	530036	Neuse River	N.C. 11, 55	No	No
	530053	Neuse River	N.C. 11, 55	No	No
	530058	Neuse River	N.C. 11, 55	No	No
	530064	Neuse River	N.C. 11, N.C. 55	No	No
	530070	Stonyton Creek	N.C. 11 NB	No	Yes
	530071	Stonyton Creek	N.C. 11 SB	No	Yes
	530076	Contentnea Creek	N.C. 11 SB	No	No
	530077	Contentnea Creek	N.C. 11 SB	No	No
Onslow	660024	New River	U.S. 17 BUS, N.C. 24 BUS	No	No
	660259	N.C. 24 EB	U.S. 17 WB Bypass	No	No
Pitt	730038	Tar River	U.S. 13, N.C. 11	No	Yes
	730039	Tar River	U.S. 13 SB, N.C. 11	No	No
	730056	Tar River	U.S. 13, N.C. 11, N.C. 903 NB	No	Yes
	730057	Tar River	U.S. 13 SB, N.C. 11, N.C. 903	No	No
	730066	Tar River	U.S. 13, N.C. 11, N.C. 903 NB	No	Yes
	730070	Tar River	U.S. 13, N.C. 11, N.C. 903 SB	No	No
	730078	Grindle Creek	U.S. 13, N.C. 11 NB	No	No
	730464	U.S. 13, N.C. 11, N.C. 903, CSX Railroad	U.S. 264 EB	No	No
	730465	U.S. 13, N.C. 11, N.C. 903, CS Railroad	U.S. 264 WB	No	No
	730479	U.S. 64 A	U.S. 13, N.C. 11 SB Bypass	No	No
	730480	CSX Railroad	U.S. 13, N.C. 11 Bypass NB	No	No
	730481	CSX Railroad	U.S. 13, N.C. 11 Bypass SB	No	No
	730482	Grindle Creek	U.S. 13, N.C. 11 SB	No	No

Vicinity Map





NC STRATEGIC TRANSPORTATION CORRIDORS (STC)

JANUARY 2020
 Source: NCOneMap, NCDOT GIS, ESRI

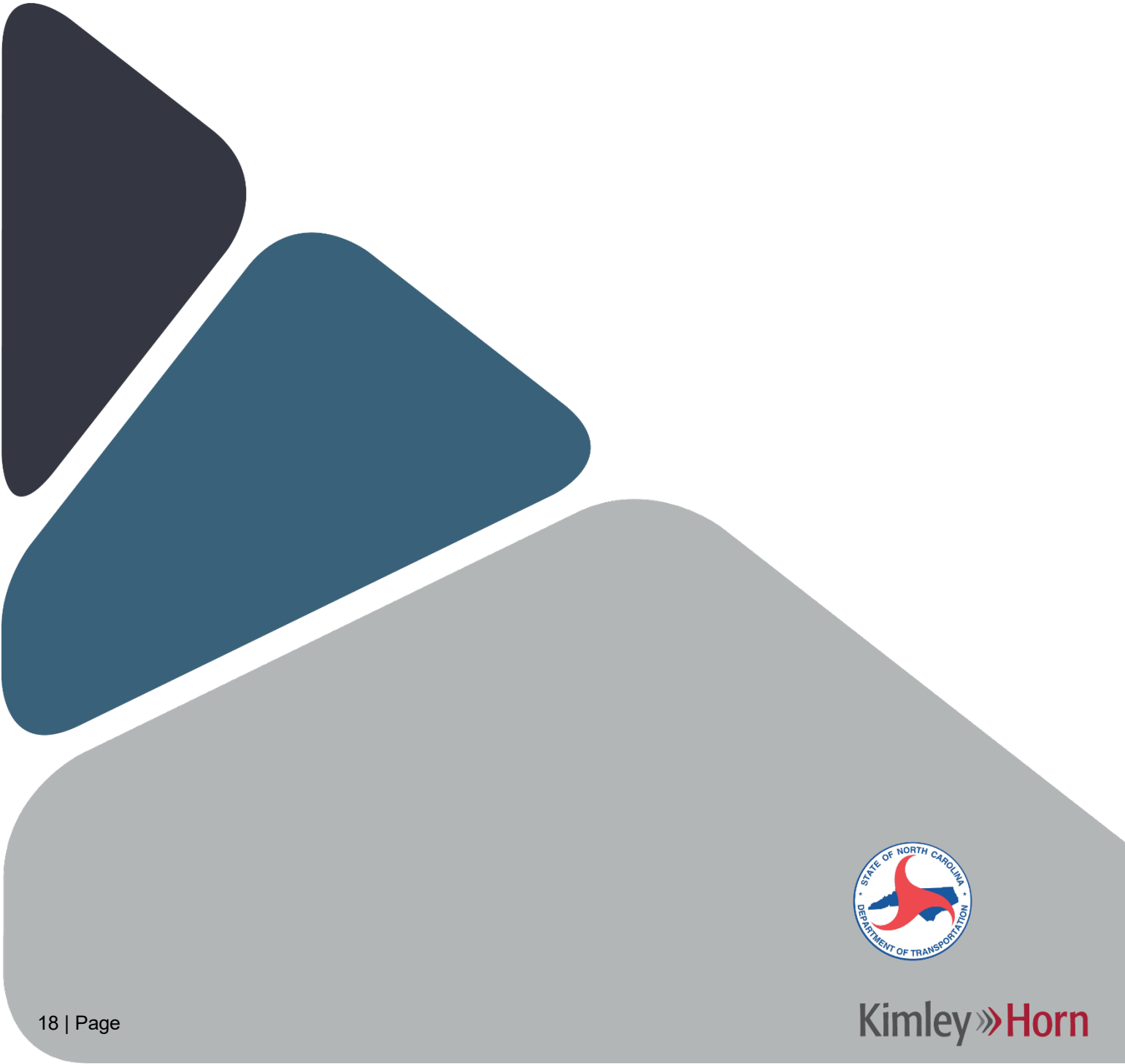
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	STC Highway Corridor X	Rail	Counties	NC Global TransPark
		Major Rivers/Streams		

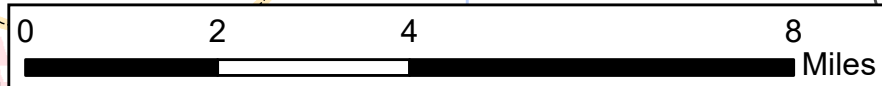
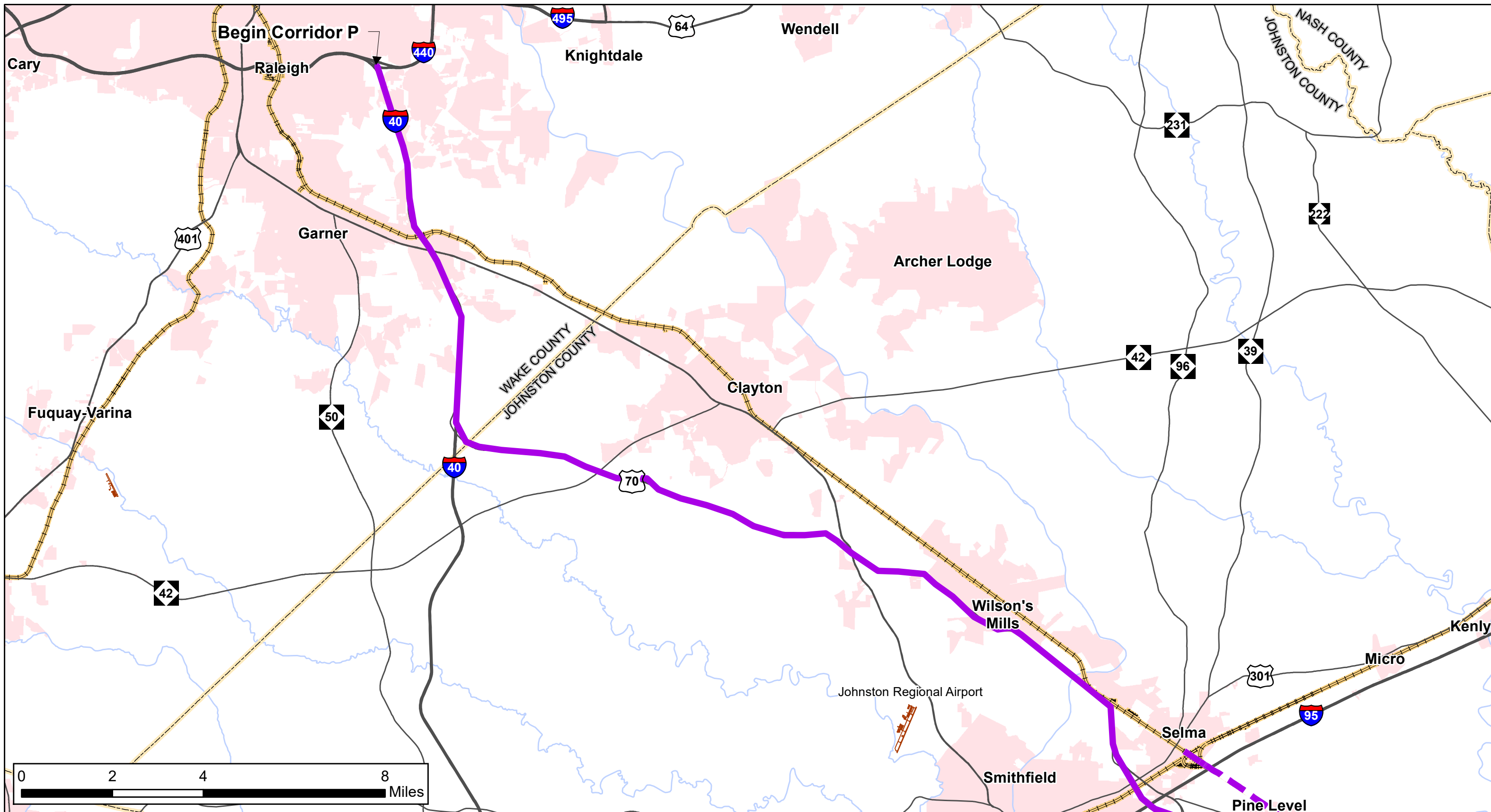
VICINITY MAP

CORRIDOR P: FUTURE I-42
CORRIDOR S: FUTURE I-795
CORRIDOR X: U.S. 258/N.C. 11/U.S. 13

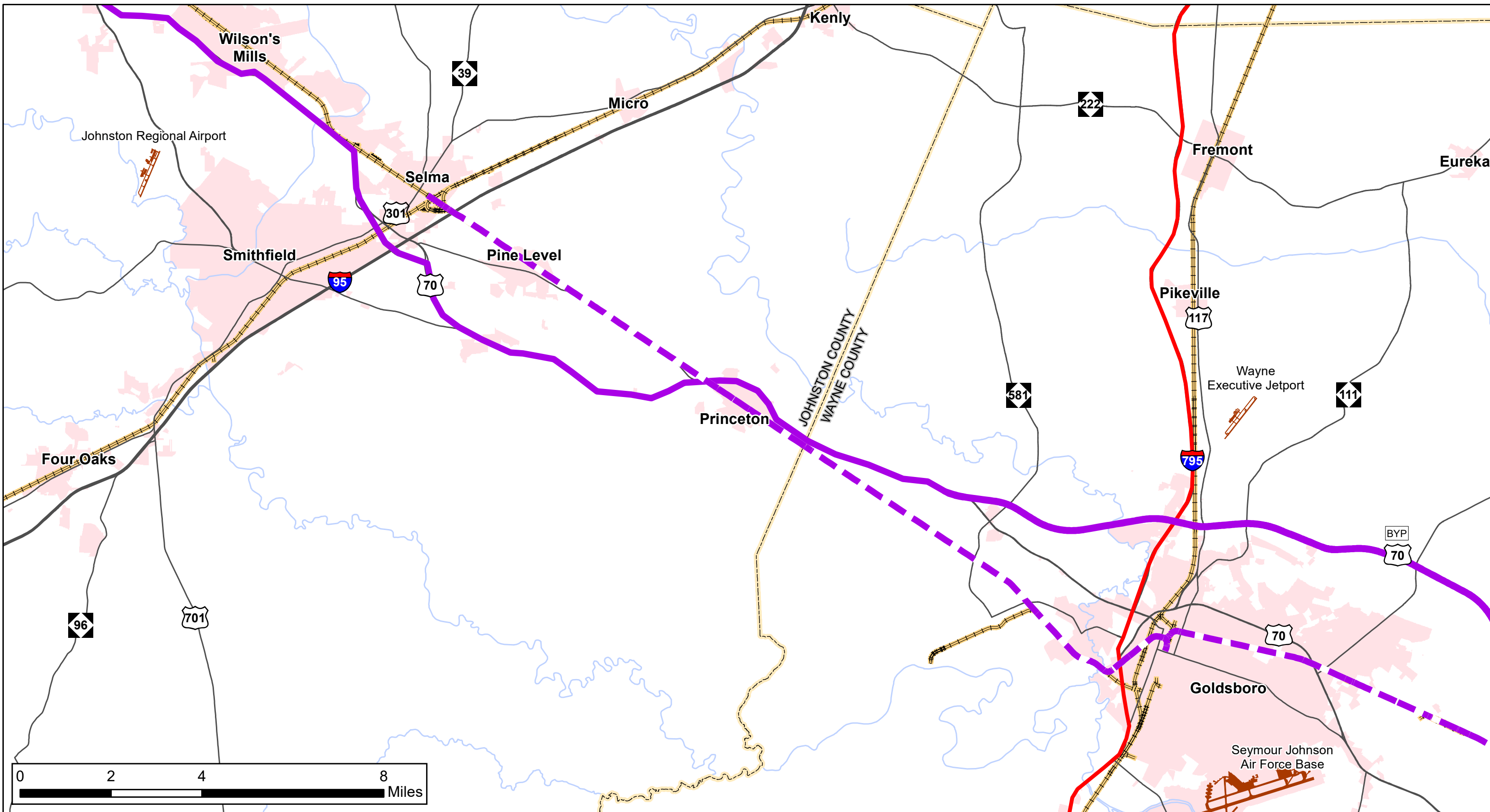
FIGURE 1

Corridor P: Future I-42 Study Area Maps

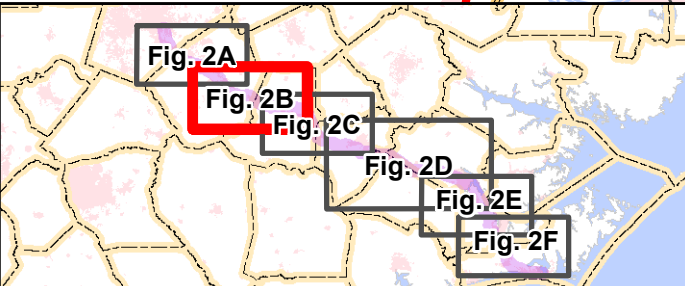




 <p>NC STRATEGIC TRANSPORTATION CORRIDORS (STC)</p> <p>JANUARY 2020</p> <p>Source: NCOneMap, NCDOT GIS, ESRI</p>	<p>Legend</p> <ul style="list-style-type: none"> — STC Highway Corridor P - STC Rail Corridor P (NCRR) — STC Highway Corridor S — STC Highway Corridor X — Interstate — US Route 	<ul style="list-style-type: none"> — NC Highway — Major Rivers/Streams — Major Water Bodies — State Parks — Municipal Boundary 	<ul style="list-style-type: none"> Counties Airport ✈ NC Int'l or Major Freight Airports ⚓ NC Seaports ● NC Global TransPark 		<p>STUDY AREA MAP</p> <p>CORRIDOR P: FUTURE I-42</p> <p>FIGURE 2A: RALEIGH TO SMITHFIELD</p>
		<p>0 2 4 8 Miles</p>	<p>— Rail</p> <p>— Major Rivers/Streams</p> <p>— Major Water Bodies</p> <p>— State Parks</p> <p>— Municipal Boundary</p>	<p>— Rail</p> <p>— Major Rivers/Streams</p> <p>— Major Water Bodies</p> <p>— State Parks</p> <p>— Municipal Boundary</p>	<p>— Rail</p> <p>— Major Rivers/Streams</p> <p>— Major Water Bodies</p> <p>— State Parks</p> <p>— Municipal Boundary</p>



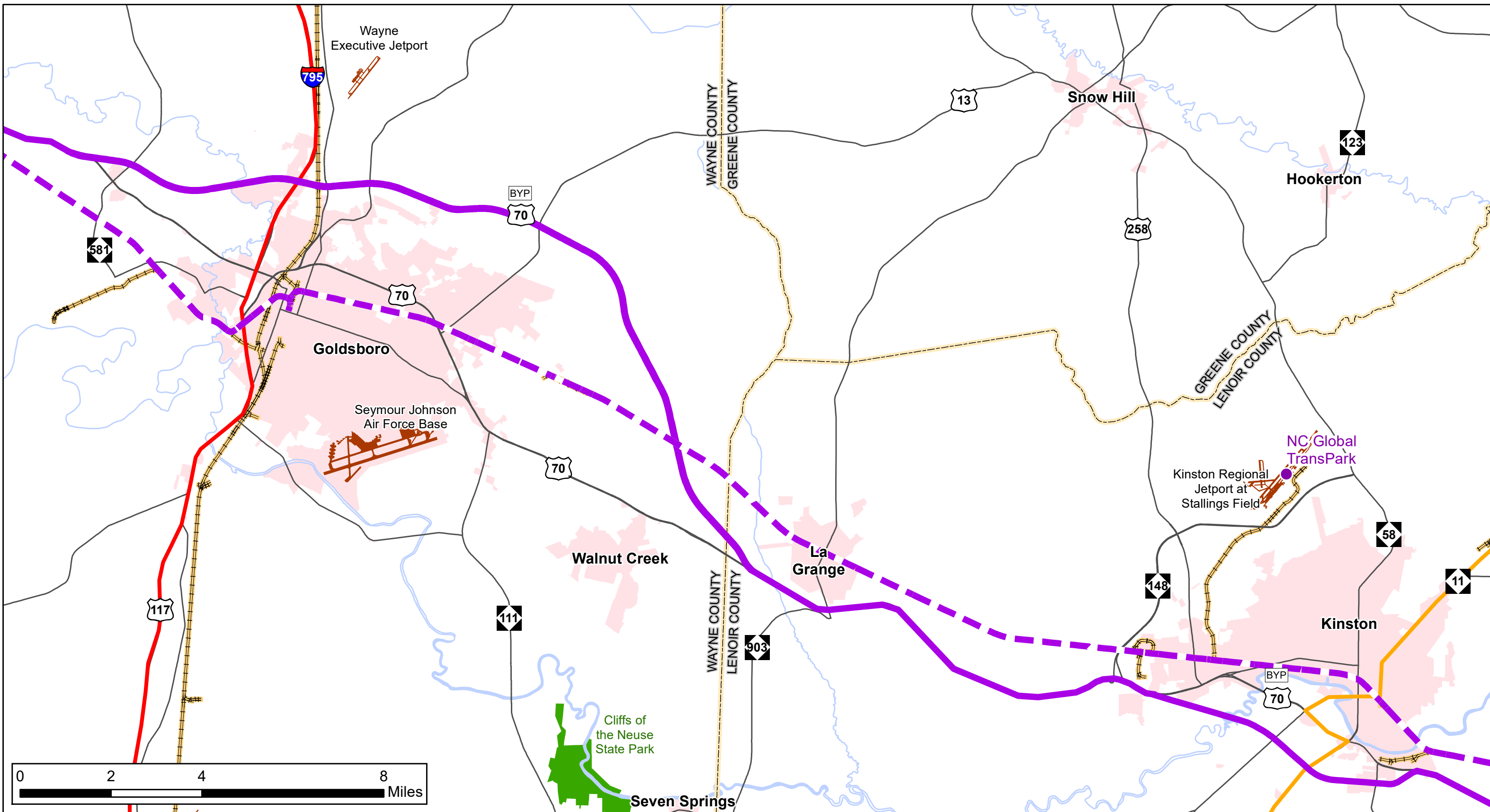
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	STC Rail Corridor P (NCRR)		Rail		Airport
	STC Highway Corridor S		Major Rivers/Streams		NC Int'l or Major Freight Airports
	STC Highway Corridor X		Major Water Bodies		NC Seaports
	Interstate		State Parks		NC Global TransPark
	US Route		Municipal Boundary		



STUDY AREA MAP

CORRIDOR P: FUTURE I-42

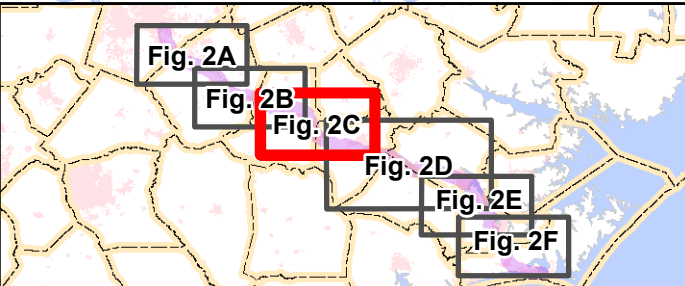
FIGURE 2B: SMITHFIELD TO GOLDSBORO



NC STRATEGIC TRANSPORTATION CORRIDORS (STC)

JANUARY 2020
Source: NCOneMap, NCDOT GIS, ESRI

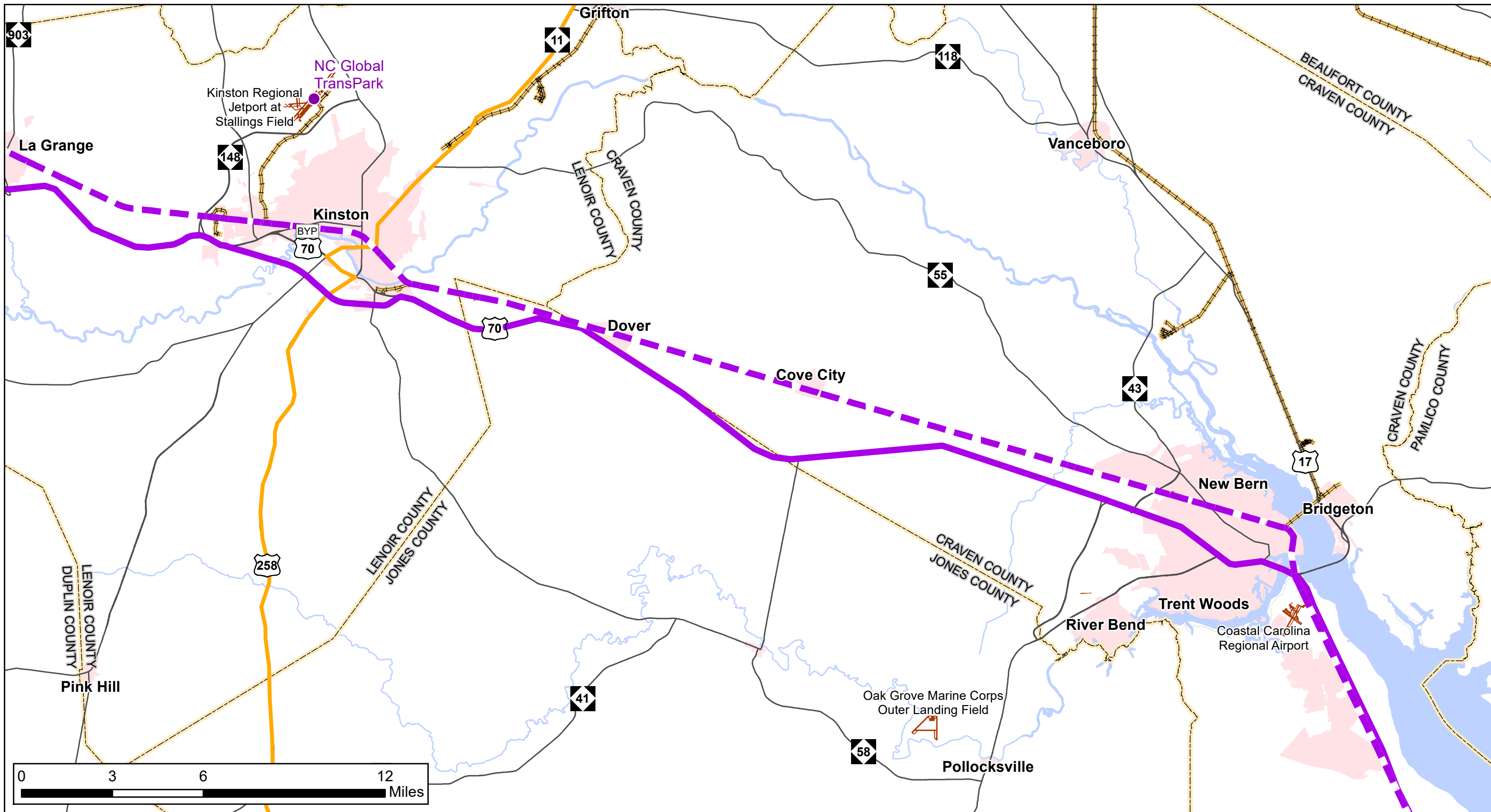
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	Interstate		State Parks		NC Global TransPark
	US Route		Municipal Boundary		



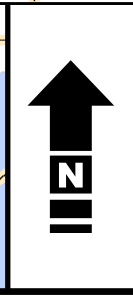
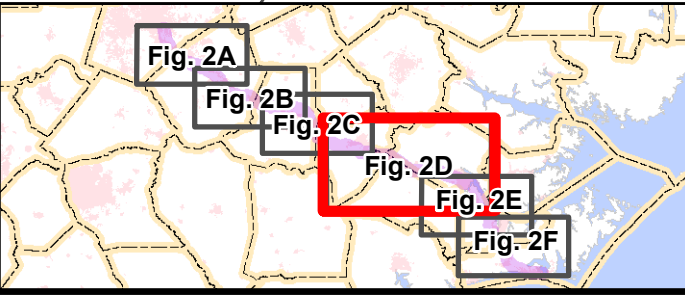
STUDY AREA MAP

CORRIDOR P: FUTURE I-42

FIGURE 2C: GOLDSBORO TO KINSTON



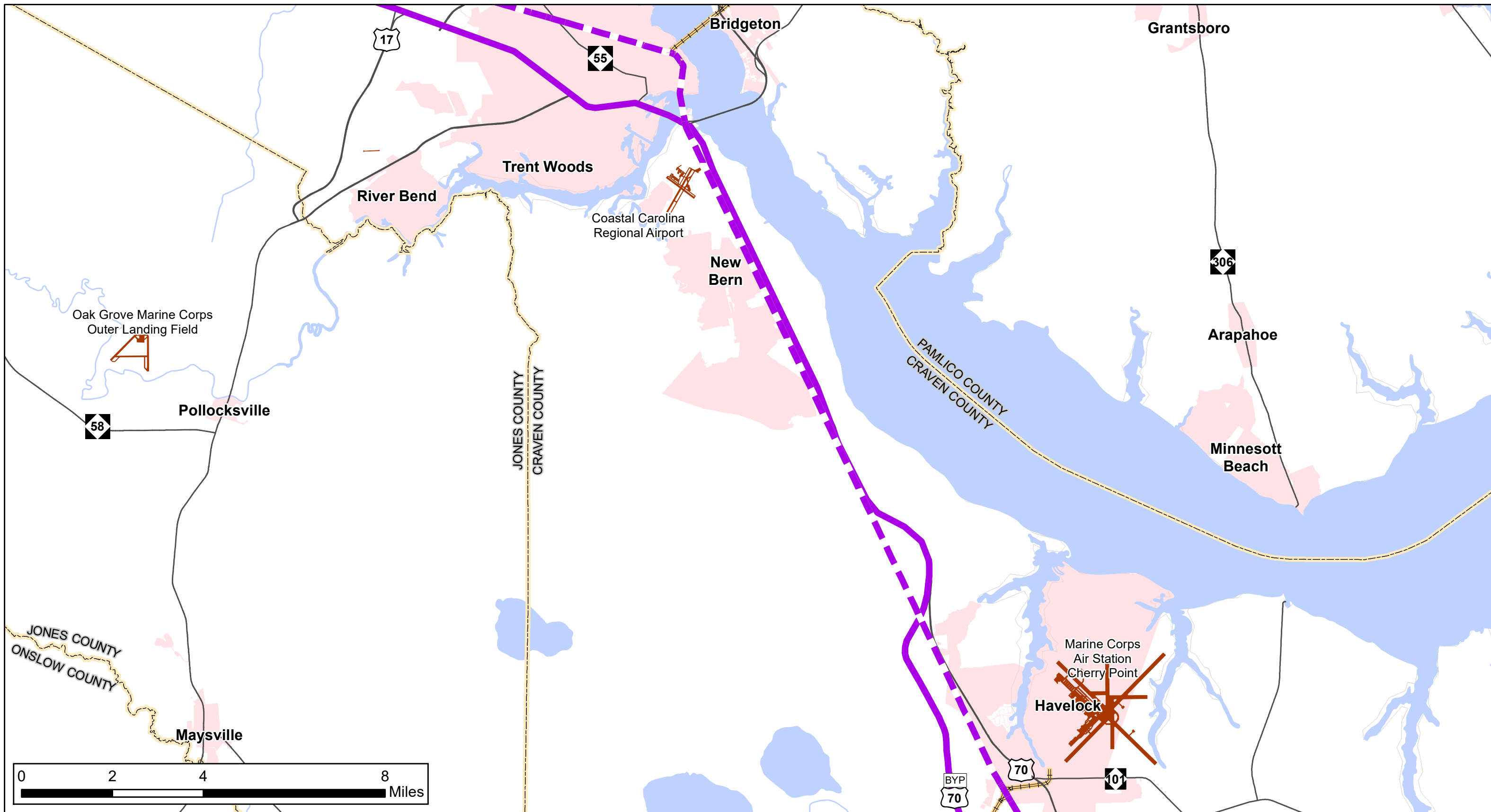
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	Interstate		State Parks		NC Global TransPark
	US Route		Municipal Boundary		



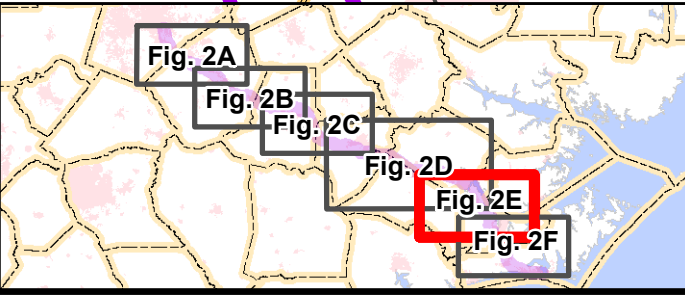
STUDY AREA MAP

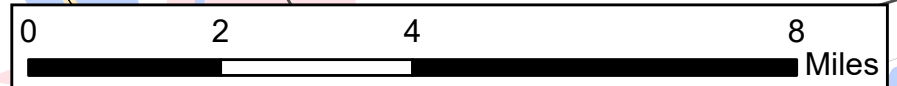
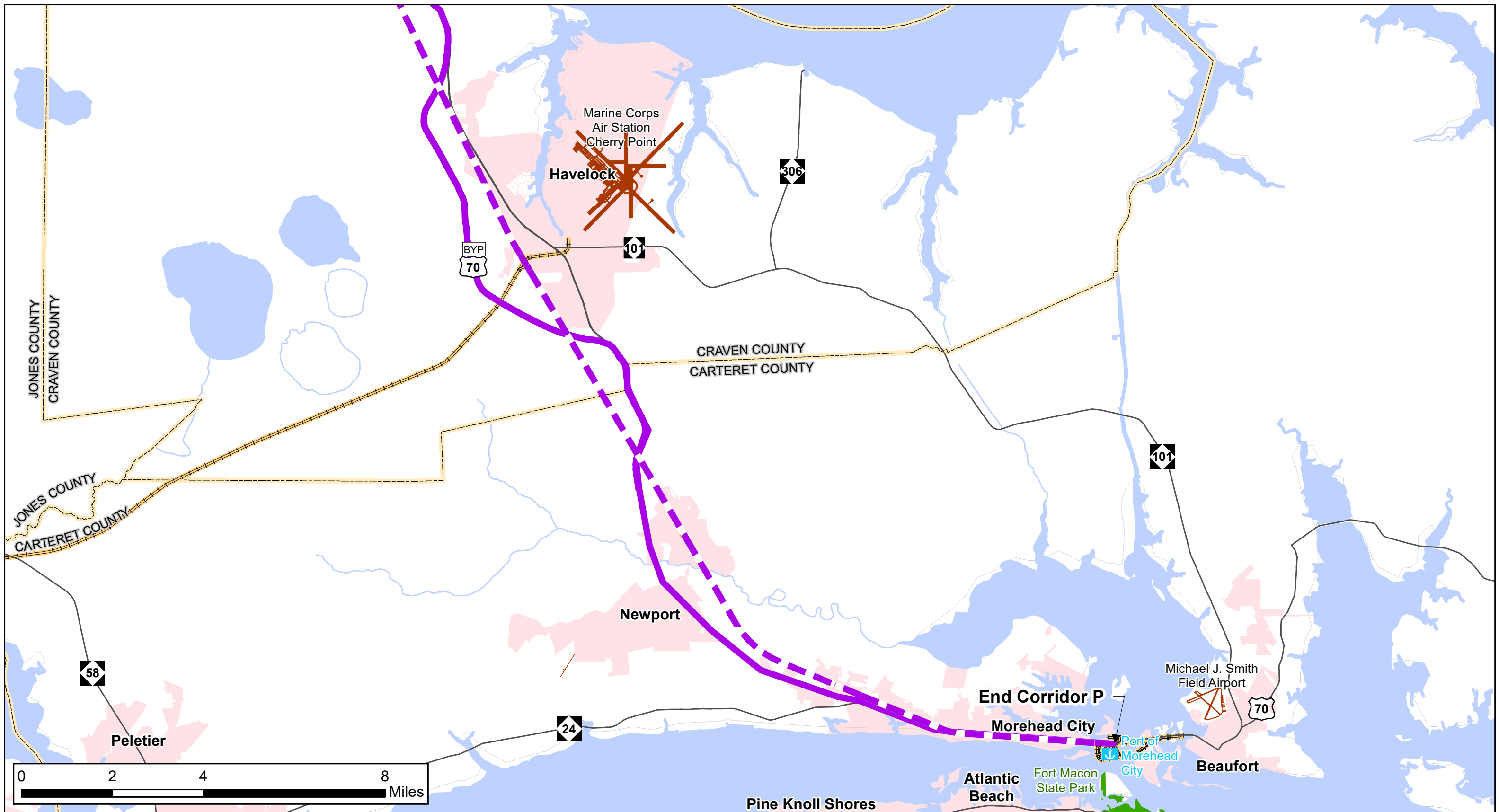
CORRIDOR P: FUTURE I-42

FIGURE 2D: KINSTON TO NEW BERN



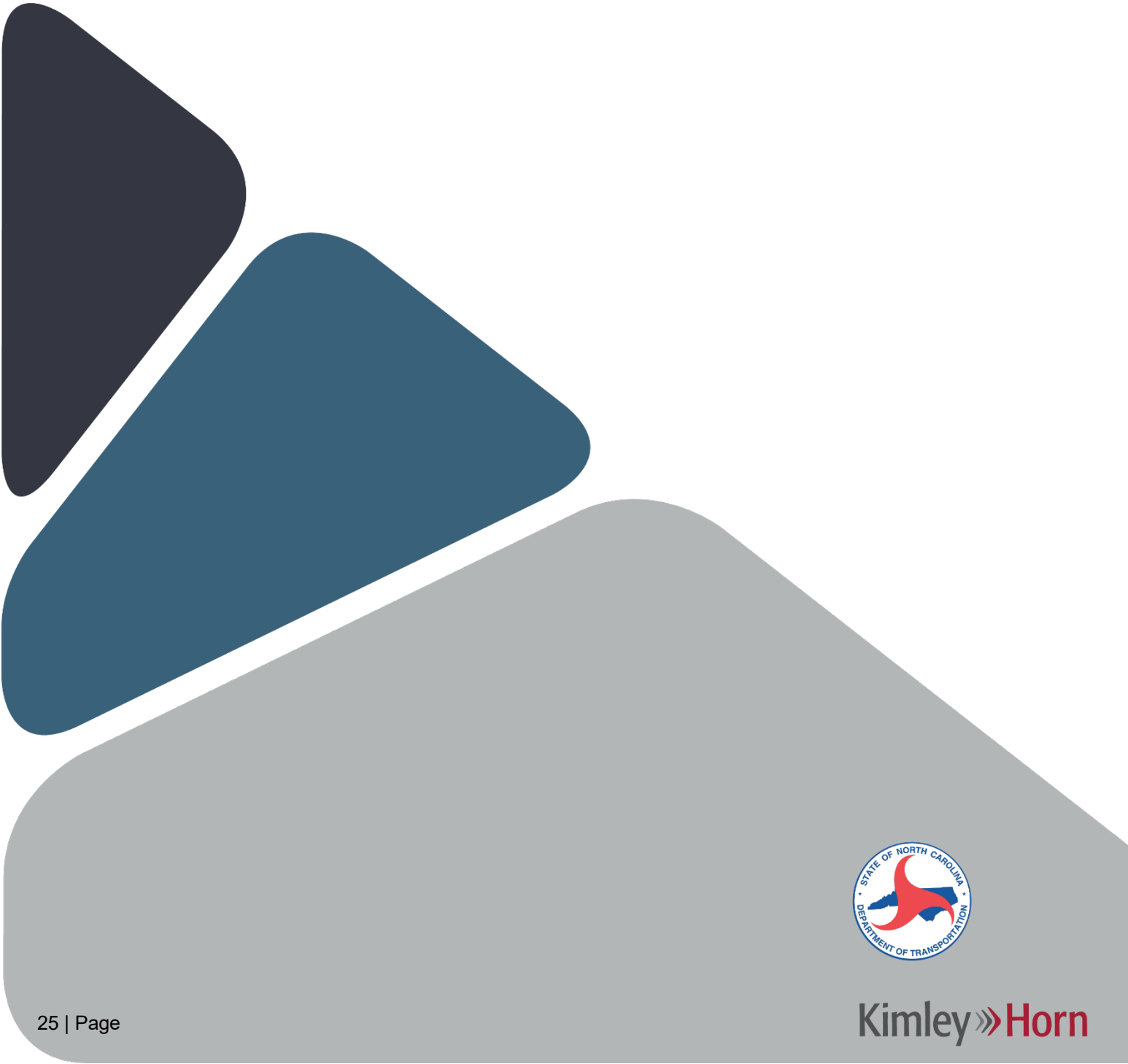
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	STC Highway Corridor S		Major Rivers/Streams		NC Int'l or Major Freight Airports
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	US Route		Municipal Boundary		

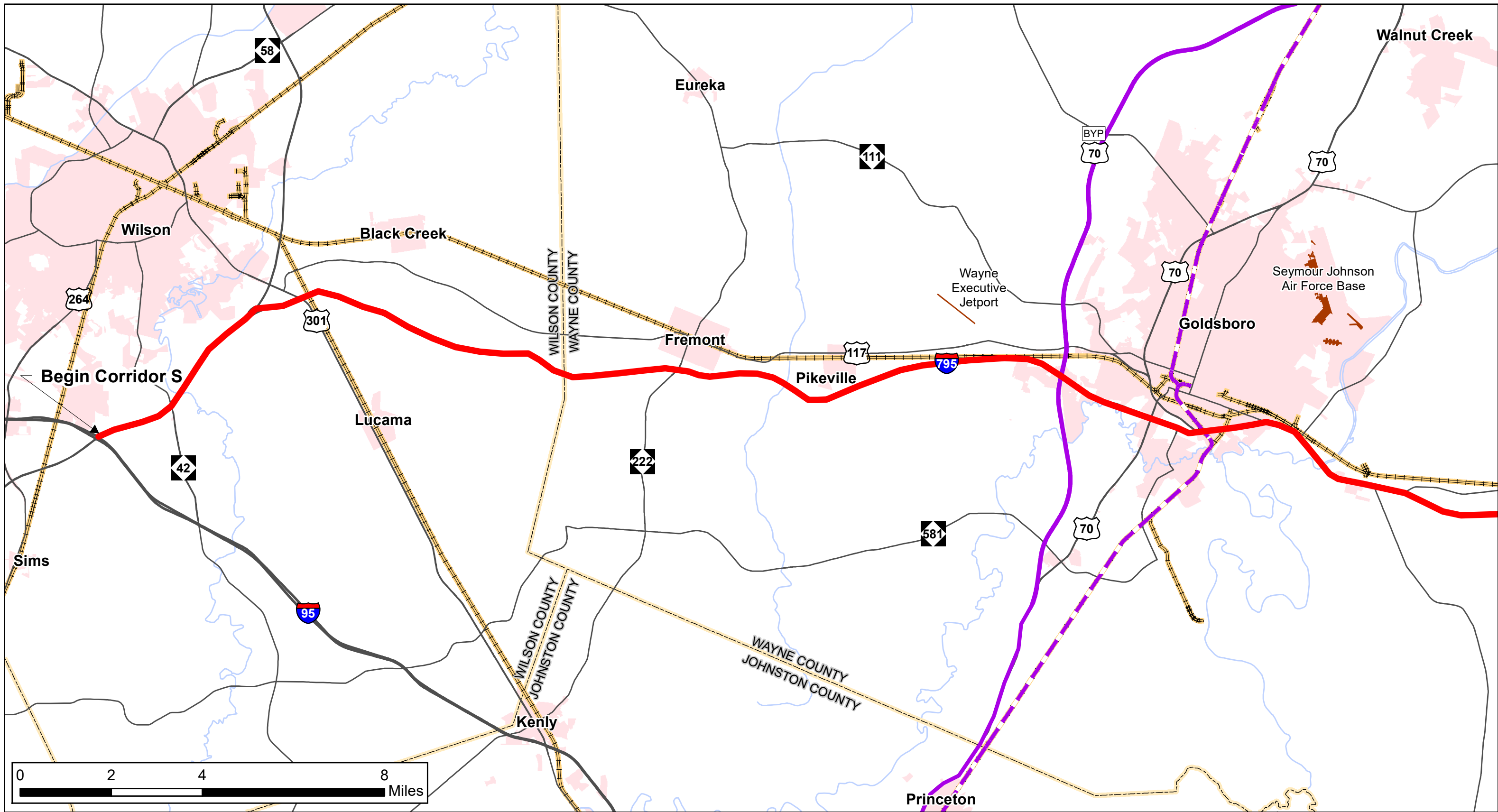




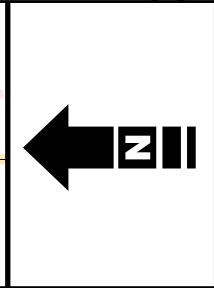
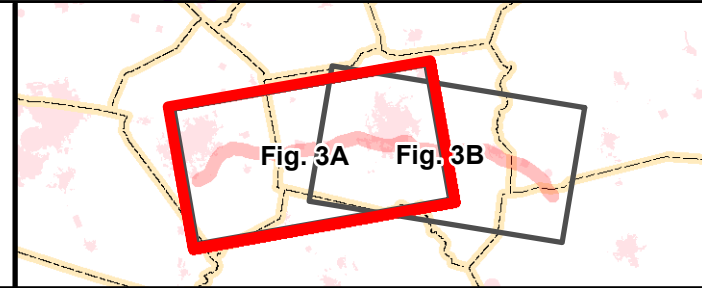
<p>NC STRATEGIC TRANSPORTATION CORRIDORS (STC)</p> <p>JANUARY 2020</p> <p>Source: NCOneMap, NCDOT GIS, ESRI</p>	<p>Legend</p> <ul style="list-style-type: none"> STC Highway Corridor P STC Rail Corridor P (NCRR) STC Highway Corridor S STC Highway Corridor X Interstate US Route 	<ul style="list-style-type: none"> NC Highway Rail Major Rivers/Streams Major Water Bodies State Parks Municipal Boundary 	<ul style="list-style-type: none"> Counties Airport NC Int'l or Major Freight Airports NC Seaports NC Global TransPark 		<p>STUDY AREA MAP</p> <p>CORRIDOR P: FUTURE I-42</p> <p>FIGURE 2F: HAVELOCK TO MOREHEAD CITY</p>
		<p>0 2 4 8 Miles</p>		<p>North Arrow</p>	

Corridor S: Future I-795 Study Area Maps





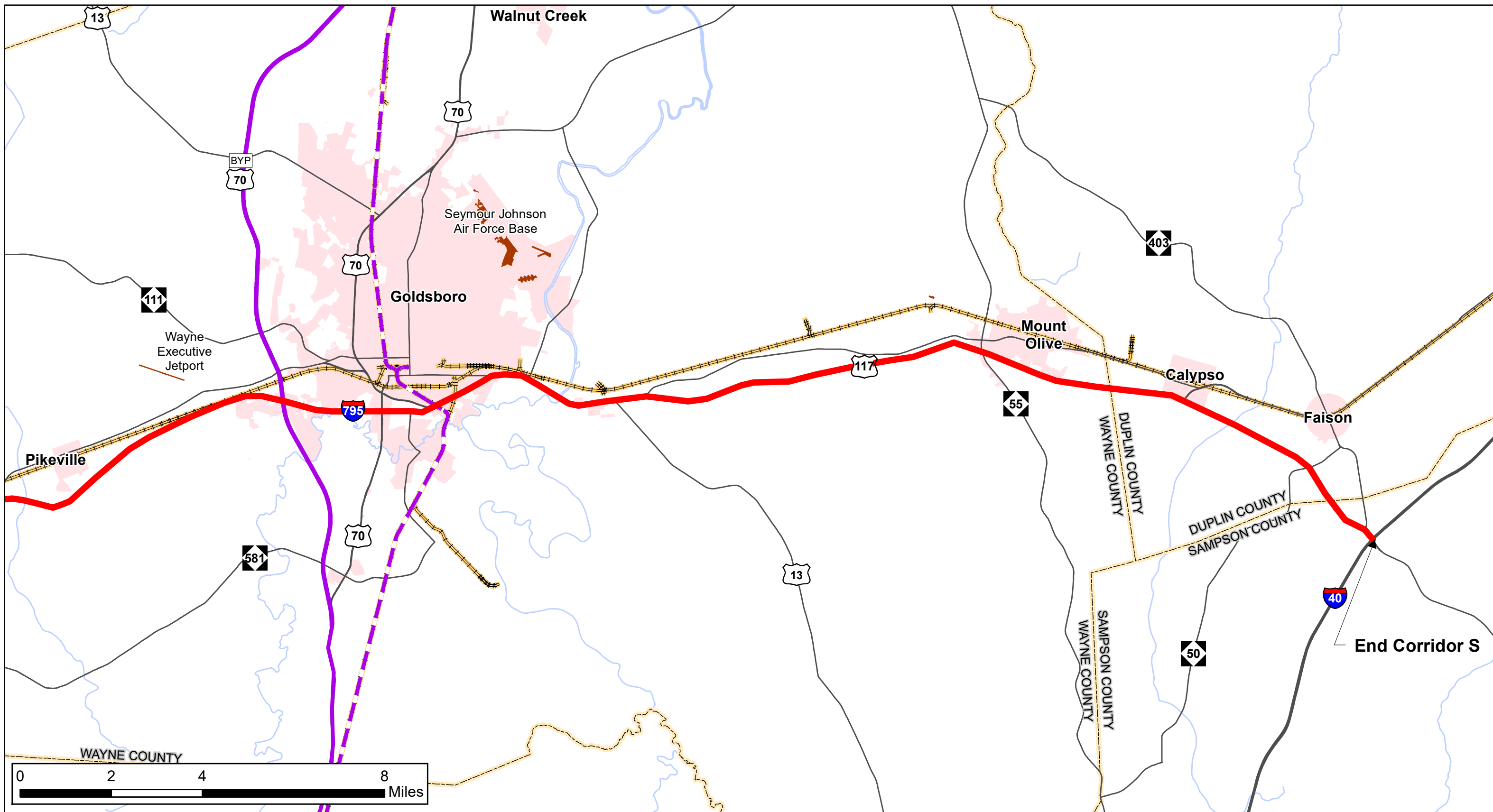
	STC Highway Corridor S		NC Highway		Counties
	STC Highway Corridor P		Rail		Airport
	STC Rail Corridor P (NCRR)		Major Rivers/Streams		Major Water Bodies
	Interstate		Municipal Boundary		
	US Route				



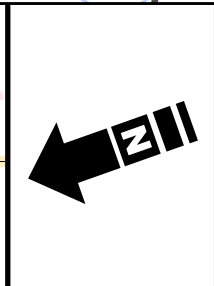
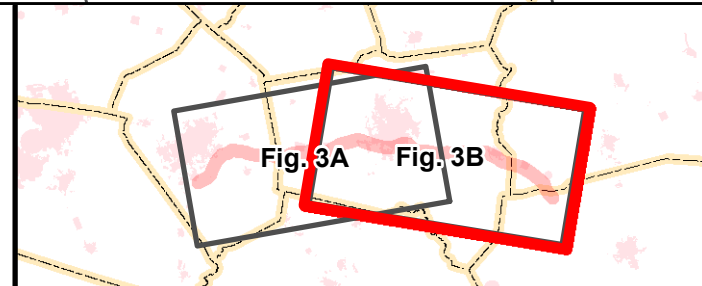
STUDY AREA MAP

CORRIDOR S: FUTURE I-795

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



	STC Highway Corridor S		NC Highway		Counties
	STC Highway Corridor P		Rail		Airport
	STC Rail Corridor P (NCRR)		Major Rivers/Streams		Major Water Bodies
	Interstate		Municipal Boundary		
	US Route				

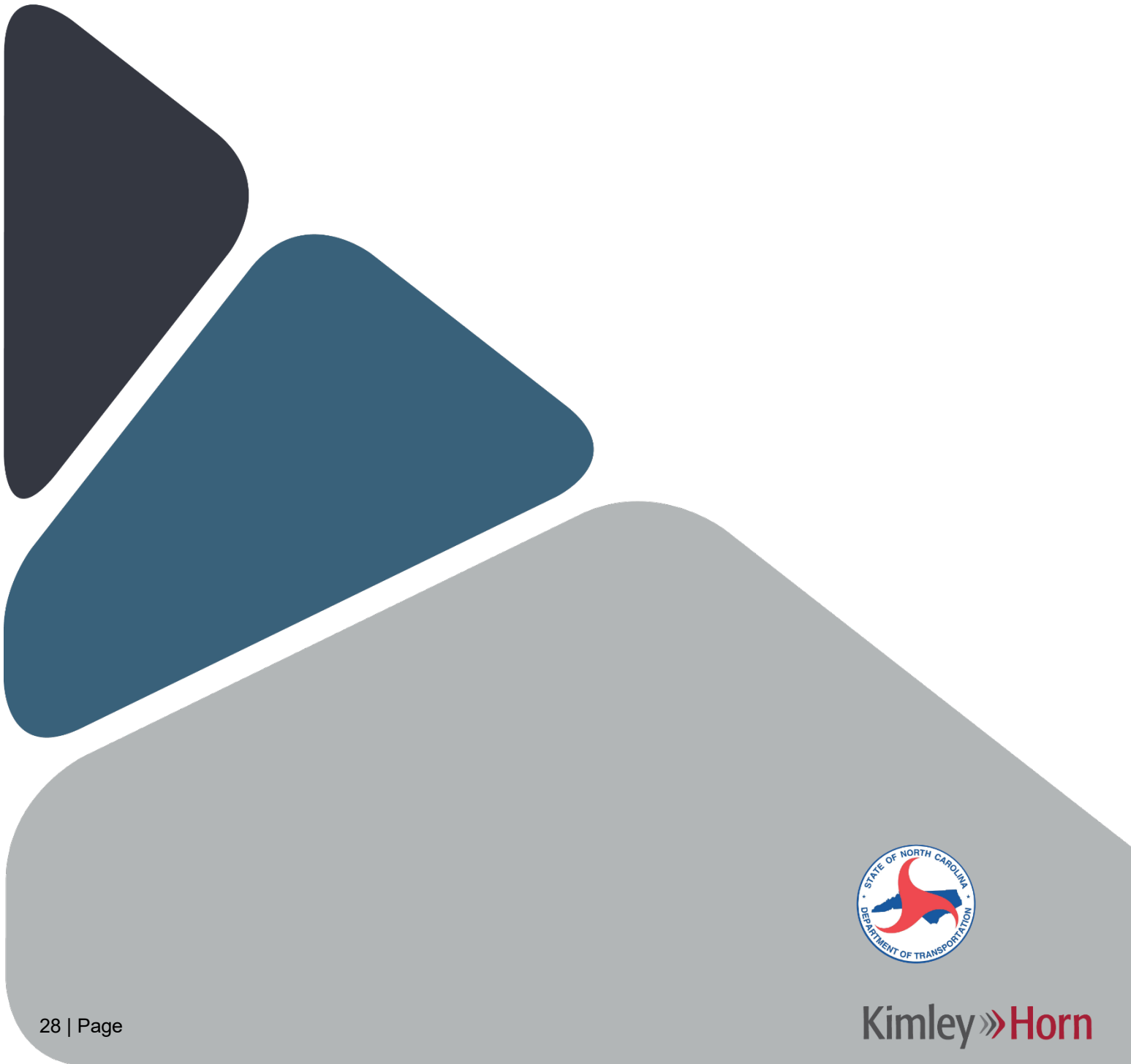


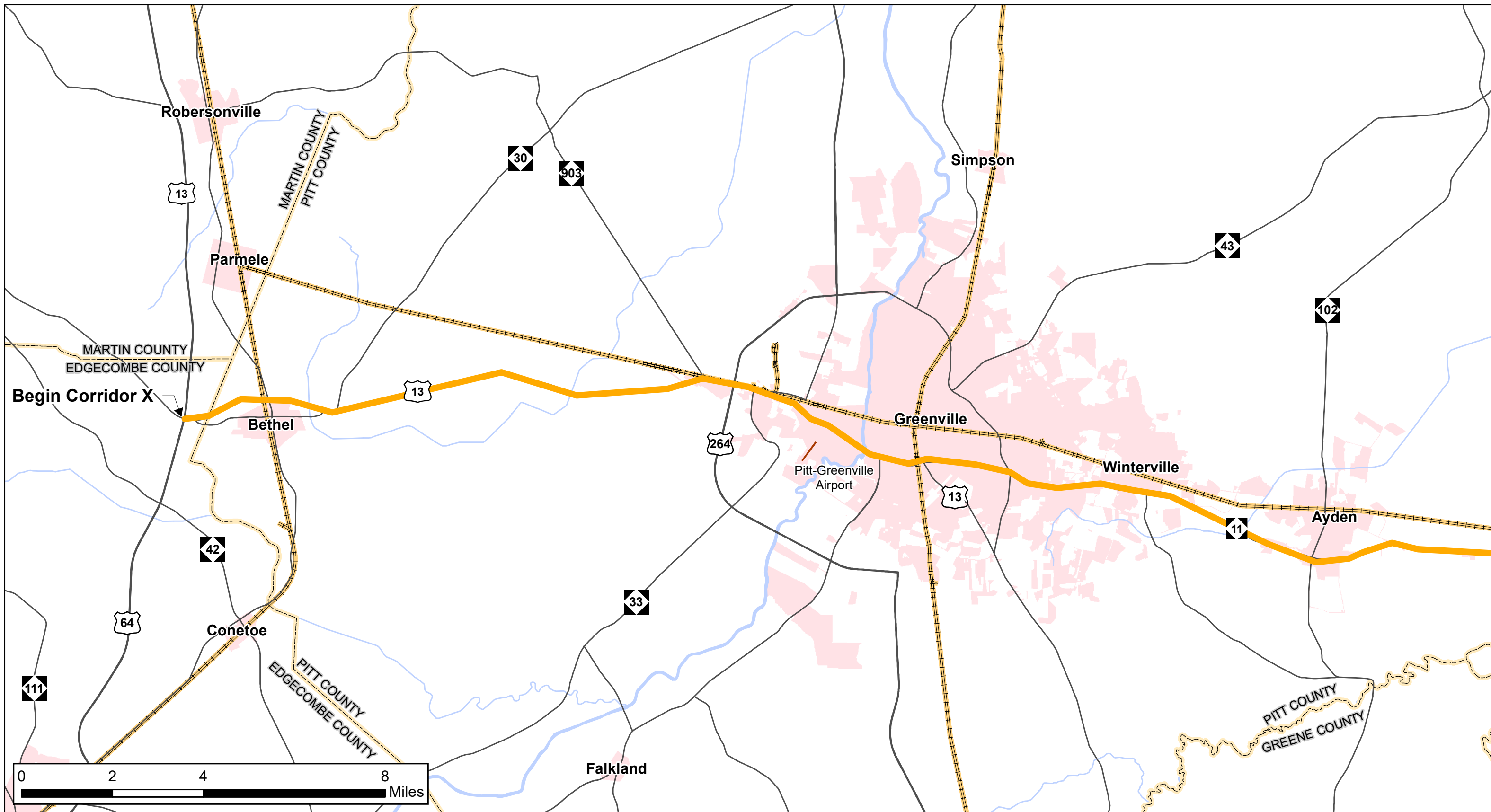
STUDY AREA MAP

CORRIDOR S: FUTURE I-795

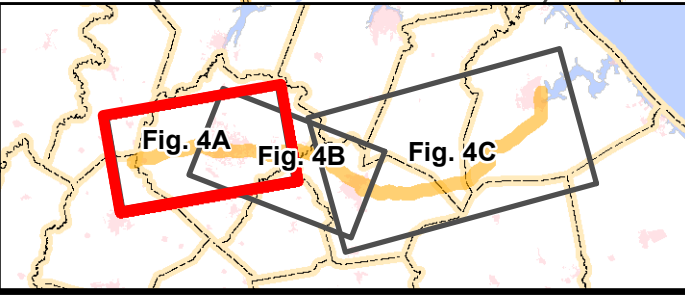
FIGURE 3B: GOLDSBORO TO I-40

Corridor X: U.S. 258/N.C. 11/U.S. 13 Study Area Maps





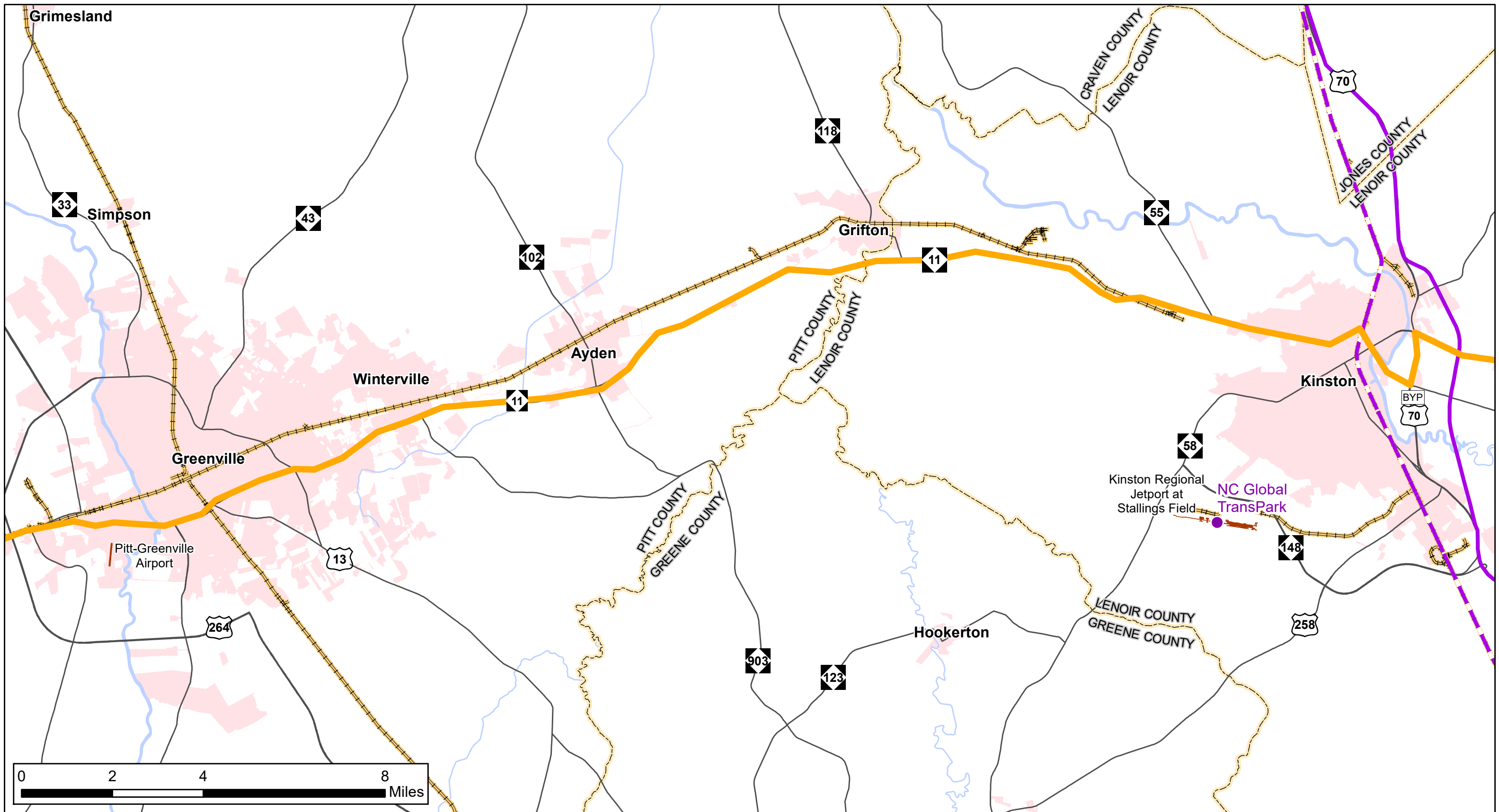
	STC Highway Corridor X		NC Highway		Counties
	STC Highway Corridor P		Rail		Airport
	STC Rail Corridor P (NCRR)		Major Rivers/Streams		NC Global TransPark
	Interstate		Major Water Bodies		Municipal Boundary
	US Route				



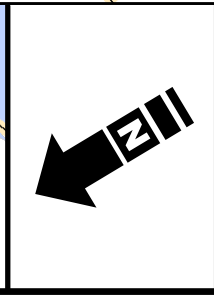
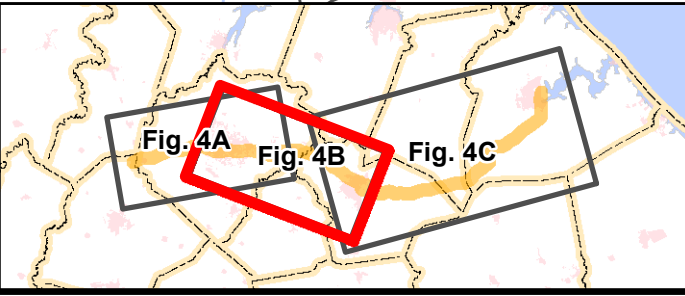
STUDY AREA MAP

CORRIDOR X:
U.S. 258/N.C. 11/U.S. 13

FIGURE 4A:
US 13 TO GREENVILLE



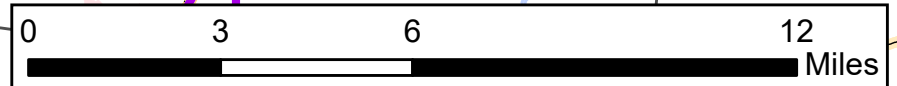
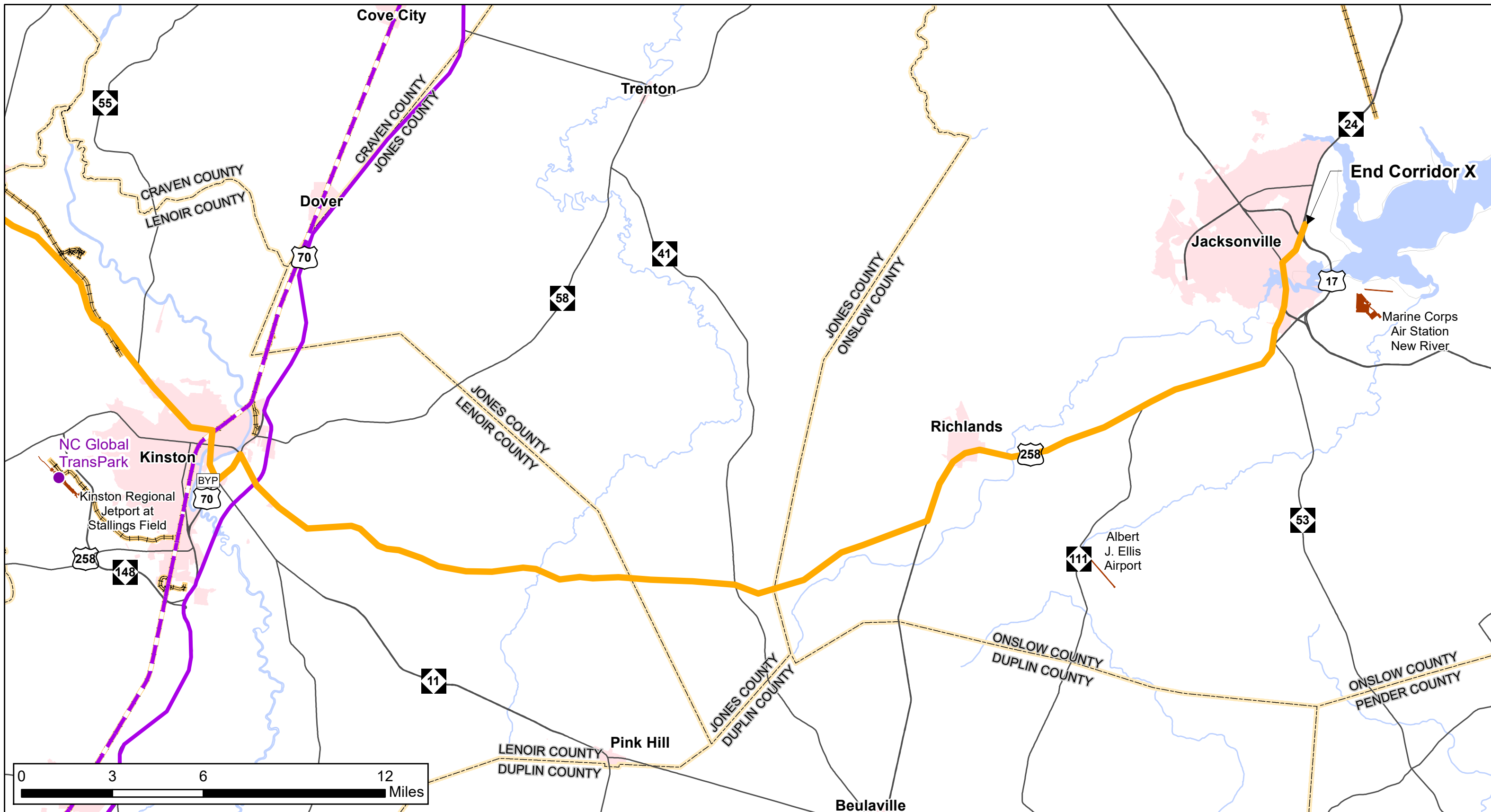
	STC Highway Corridor X		NC Highway		Counties
	STC Highway Corridor P		Rail		Airport
	STC Rail Corridor P (NCRR)		Major Rivers/Streams		NC Global TransPark
	Interstate		Major Water Bodies		
	US Route		Municipal Boundary		



STUDY AREA MAP

CORRIDOR X:
U.S. 258/N.C. 11/U.S. 13

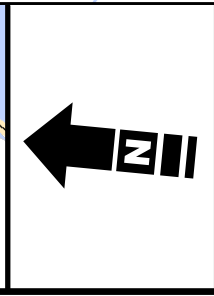
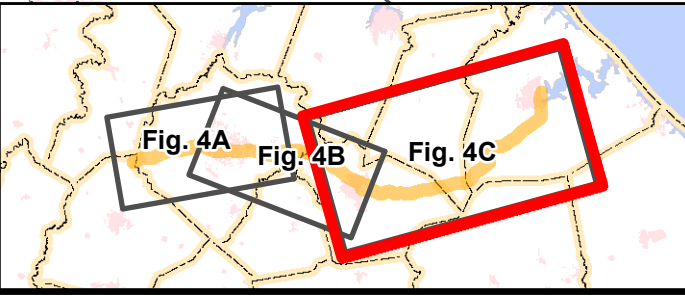
FIGURE 4B:
GREENVILLE TO KINSTON



NC STRATEGIC TRANSPORTATION CORRIDORS (STC)

JANUARY 2020
 Source: NCOneMap, NCDOT GIS, ESRI

	STC Highway Corridor X		NC Highway		Counties
	STC Highway Corridor P		Rail		Airport
	STC Rail Corridor P (NCRR)		Major Rivers/Streams		NC Global TransPark
	Interstate		Major Water Bodies		
	US Route		Municipal Boundary		



STUDY AREA MAP

CORRIDOR X:
 U.S. 258/N.C. 11/U.S. 13

FIGURE 4C:
 KINSTON TO JACKSONVILLE

Appendix A. Transportation Facilities Inventory Terminology





Appendix A. Transportation Facilities Inventory Terminology

A.1. Highway Functional Class

Roadways are broken down into Federal functional classification categories to stratify the range of mobility and access functions that they can serve. These functional classes are listed below in **Table A-1**.

Table A-1. Highway Functional Class Definitions

Classification	Description	Access	Mobility
Interstate	Officially designated by the Secretary of Transportation, includes all routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways. Divided highways with access provided at on- and off-ramp locations. Designed and constructed with mobility and long-distance travel in mind, linking the major urban areas of the United States.	Low	High
Other Freeway (Expressway)	Very similar to Interstates. Directional travel lanes usually separated by a physical barrier, access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Designed and constructed to maximize mobility, abutting land uses not directly served.	Low	High
Other Principal Arterial	Provide a high degree of mobility while also providing access to adjacent land uses including driveways and at-grade intersections with other roadways. Serve major centers of metropolitan areas as well as major rural corridors.	Medium	High
Minor Arterial	Provide service for trips of moderate length, serve geographic areas smaller than higher Arterial classifications and offer connectivity to the higher arterial system. Provide intra-community continuity and may carry local bus routes. Provide more land access than Principal Arterials.	Medium	Medium
Major Collector	Gather traffic from Local Road network to funnel into Arterial network. Generally longer in length, less land access, higher speeds, higher volumes, greater spacing, and more travel lanes than Minor Collectors.	Medium	Medium
Minor Collector	Gather traffic from Local Road network to funnel into Arterial network. Generally shorter in length, more land access, lower speeds, lower volumes, less spacing, and less travel lanes than Major Collectors.	Medium	Medium
Local Road	Account for the largest percentage of all roadways in terms of mileage. Not intended for long distance travel and often designed to discourage traffic, provide direct access to abutting land. Generally do not carry bus routes. All roadways not classified as Arterials or Collectors are classified as Local Roads by default.	High	Low

Information taken from FHWA Highway Classification Concepts, Criteria, and Procedures:
https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm



A.2. Highway Access Control

Roadways are categorized into different levels of control of access describing the amount of connectivity provided to adjacent land uses and other roadways. These levels are listed below in **Table A-2** in order of mobility function.

Table A-2. Control of Access Definitions

Classification	Description
Full Control	Connectivity provided only via ramps at interchanges. All cross-streets are grade separated and no driveway connections are allowed. A control of access fence is placed along the entire length of the facility and at a minimum of 1000 feet beyond the ramp intersections on the minor facility at interchanges if possible.
Limited Control	Connectivity provided only via ramps at interchanges for major crossings and at-grade intersections for minor crossings and service roads. No driveway connections allowed. A control of access fence is placed along the entire length of the facility, except at intersections, and at a minimum of 1000 feet beyond the ramp intersections on the minor facility at interchanges if possible.
Partial Control	Connectivity provided via ramps at interchanges, at-grade intersections, and driveways. Private driveway connections are generally at a maximum of one per parcel. The use of shared or consolidated connections is highly encouraged, and connections may be restricted or prohibited if alternate access is available through adjacent public facilities. A control of access fence is placed along the entire length of the facility, except at intersections and driveways, and at a minimum of 1000 feet beyond the ramp terminals on the minor facility at interchanges if possible.
No Control	Connectivity provided via ramps at interchanges, at-grade intersections, and driveways. No physical restrictions (i.e., a control of access fence) exist. Private driveway connections are generally at a maximum of one per parcel. Additional connections may be considered if they are justified and if such connections do not negatively impact traffic operations and public safety.

Information taken from NCDOT Facility Type & Control of Access Definitions:

<https://connect.ncdot.gov/projects/planning/TPB%20Documents/NCDOT%20Facility%20Types%20-%20Control%20of%20Access%20Definitions.pdf>



A.3. Structurally Deficient & Functionally Obsolete Bridges

A bridge is considered deficient if it is either Structurally Deficient or Functionally Obsolete. To be classified as Structurally Deficient or Functionally Obsolete, a bridge must be at least 10 years old and must be a highway bridge. A bridge cannot be classified as both categories – Structurally Deficient trumps Functionally Obsolete. These concepts are described below in **Table A-3**.

Table A-3. Structurally Deficient & Functionally Obsolete Definitions

Classification	Description	Required Condition (one or more)	Required Rating
Structurally Deficient	Bridge is in relatively poor condition or has insufficient load-carrying capacity due to original design or deterioration.	Deck Condition	4 or less
		Superstructure Condition	4 or less
		Substructure Condition	4 or less
		Culvert Condition	4 or less
		Structural Evaluation	2 or less
		Waterway Adequacy	2 or less
Functionally Obsolete	Bridge is narrow, has inadequate under-clearances, has insufficient load-carrying capacity, is poorly aligned with the roadway, and can no longer adequately service today's traffic.	Structural Evaluation	3
		Deck Geometry	3 or less
		Under-clearance, vertical & horizontal	3 or less
		Waterway Adequacy	3
		Approach Roadway Alignment	3 or less

Information taken from NCDOT Structurally Deficient and Functionally Obsolete Definitions:
<https://connect.ncdot.gov/resources/Environmental/PDEA%20Consultants/Structural%20Deficient%20and%20Functionally%20Obsolete%20Definitions.doc>