Transportation Facilities Inventory Technical Memorandum

North Carolina Department of Transportation

Strategic Transportation Corridor Vision Plans

Corridor P: I-40/Future I-42/U.S. 70

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

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: I-40/Future I-42/U.S. 70 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, U.S. 264, N.C. 11, U.S. 13, and C.F. Harvey Parkway 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**, shows the three corridors with municipalities and major roads. Study Area Maps for the P, S, and X corridors, shown in **Figures 2A-2F, Figures 3A-3B,** and **Figures 4A-4C**, respectively, show municipalities, streams, state and national parks, major airports, and ports along the corridors.

3. Corridor P: I-40/Future I-42/U.S. 70

3.1. Road Network

The total length of I-40/Future I-42/U.S. 70, not including adjacent highways or alternate routes, is approximately 147 miles. The I-40 portion of I-40/Future I-42/U.S. 70 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 I-40/Future I-42/U.S. 70 is shown in **Table 1**.

Table 1. Corridor P Highway Assets Inventory

County	Route	Direction	Length (mi)	Access Control	Functional Class	Travel Lanes†
Carteret	I-42	EB	0.09	Partial	Other Principal Arterial	2
	U.S. 70	BD	0.20	Partial	Other Principal Arterial	2
	U.S. 70	BD	0.30	Partial	Other Principal Arterial	2
	U.S. 70	BD	2.22	Partial	Other Principal Arterial	4
	U.S. 70	EB	0.09	Partial	Other Principal Arterial	1
	U.S. 70	EB	12.78	Partial	Other Principal Arterial	2
	U.S. 70	EB	0.24	Partial	Other Principal Arterial	3
	U.S. 70	WB	0.03	Partial	Other Principal Arterial	1
	U.S. 70	WB	13.37	Partial	Other Principal Arterial	2
	U.S. 70	WB	0.24	Partial	Other Principal Arterial	3
Craven	I-42	SB	0.58	Partial	Other Principal Arterial	2
	U.S. 17	NB	0.59	Partial	Other Freeway	1
	U.S. 17	NB	6.93	Full	Other Freeway	2
	U.S. 17	SB	7.23	Full	Other Freeway	2
	U.S. 70	EB	0.48	Partial	Other Principal Arterial	2
	U.S. 70	NB	11.27	Full	Other Freeway	2
	U.S. 70	NB	0.52	Partial	Other Freeway	2
	U.S. 70	NB	12.30	Partial	Other Principal Arterial	2
	U.S. 70	NB	0.53	Partial	Other Principal Arterial	3
	U.S. 70	SB	10.86	Full	Other Freeway	2
	U.S. 70	SB	0.56	Partial	Other Freeway	2
	U.S. 70	SB	12.09	Partial	Other Principal Arterial	2
	U.S. 70	SB	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	I-42	WB	0.27	Partial	Other Principal Arterial	2
	I-42	WB	0.37	Full	Other Freeway	2
	U.S. 70	EB	8.93	Full	Other Freeway	2
	U.S. 70	EB	0.66	Full	Other Principal Arterial	2
	U.S. 70	EB	0.24	Partial	Other Principal Arterial	1
	U.S. 70	EB	18.11	Partial	Other Principal Arterial	2
	U.S. 70	EB	0.09	Partial	Other Principal Arterial	3
	U.S. 70	WB	8.55	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	0.34	Partial	Other Principal Arterial	1
	U.S. 70	WB	17.46	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
	U.S. 70	EB	3.34	Full	Other Principal Arterial	2
	U.S. 70	EB	9.12	Partial	Other Principal Arterial	2
	U.S. 70	WB	3.09	Full	Other Principal Arterial	2
	U.S. 70	WB	10.58	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	4.36	Full	Interstate	2
	I-40	EB	4.09	Full	Interstate	3
	I-40	WB	5.13	Full	Interstate	2
	I-40	WB	3.52	Full	Interstate	3
	U.S. 70	EB	0.68	Full	Other Freeway	2
	U.S. 70	EB	0.12	Full	Other Principal Arterial	2
	U.S. 70	WB	0.14	Full	Other Principal Arterial	1
	U.S. 70	WB	0.42	Full	Other Freeway	1
	U.S. 70	WB	0.20	Full	Other Freeway	2
	U.S. 70	EB	4.01	Partial	Other Principal Arterial	2
	U.S. 70	WB	0.51	Full	Other Principal Arterial	2
	U.S. 70	WB	0.03	Partial	Other Principal Arterial	1
	U.S. 70	WB	3.72	Partial	Other Principal Arterial	2
	U.S. 70 BYP	EB	18.70	Full	Other Freeway	2
	U.S. 70 BYP	WB	18.89	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 I-40/Future I-42/U.S. 70 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 I-40/Future I-42/U.S. 70 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 I-40/Future I-42/U.S. 70 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. I-40/Future I-42/U.S. 70 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 I-40/Future I-42/U.S. 70 is shown in **Table 3**. There are 121 bridges along the corridor that cross other roadways, rail corridors, and bodies of water. None were classified as structurally deficient, and 28 bridges were classified as functionally obsolete.

Table 3. I-40/Future I-42/U.S. 70 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	Service 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	Yes
	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 EBL	No	Yes
	240088	U.S. 17, U.S. 70 BUS	U.S. 70 WB Bypass	No	Yes
	240222	Trent River	U.S. 17 NB Ramp	No	No
	240233	Norfolk & Southern Railroad	U.S. 17 EB Ramp	No	No
	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	N. Southern Railway	U.S. 70 EB	No	No
	500103	Southern Railway	U.S. 70 WB	No	No
	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 Overflow	U.S. 70 EB	No	No
	500507	U.S. 70	U.S. 70 EB Ramp	No	No

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Table 3. I-40/Future I-42/U.S. 70 Bridges Inventory (Continued)

County	Bridge ID	Feature Below	Feature Above	Structurally Deficient	Functionally Obsolete
Johnston	500509	U.S. 70 Bypass	U.S. 70 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, NC 96	U.S. 70 EB Bypass	No	No
	500521	CSX Railroad	U.S. 70 WBL 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 EBL 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 WBL Bypass	No	No
	500584	S.R. 1555	U.S. 70 EB Bypass	No	No
	500585	S.R. 1560	U.S. 70 WBL Bypass	No	No
	500586	S.R. 1560	U.S. 70 EBL 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 EBL Bypass	No	No
	500603	S.R. 1563	U.S. 70 EB	No	No
	500604	U.S. 70 Bypass	U.S. 70 WB BUS	No	No
	500605	U.S. 70 Bypass	U.S. 70 EBL BUS	No	No
	500620	U.S. 70 Bypass	U.S. 70 BUS, N.C. 210	No	No
	500621	U.S. 70 Bypass	S.R. 2310	No	No
Lenoir	530011	Bear Creek	U.S. 70 EB	No	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
	530066	Southwest Creek	U.S. 70 EB	No	No
	530073	Southwest Creek	U.S. 70 WBL	No	No
	530191	U.S. 70	N.C. 148 WB Ramp	No	Yes
	530200	U.S. 70	N.C. 148 EBL	No	No
	530201	S.R. 2003	U.S. 70 WB	No	No
	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
	910591	I-40 WB, I440/US 64 EB	I-40 EB Ramp	No	No
	910603	I-40	S.R. 5220	No	Yes
	910604	U.S. 70 BUS	I-40 WB	No	Yes

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Table 3. I-40/Future I-42/U.S. 70 Bridges Inventory (Continued)

County	Bridge ID	Feature Below	Feature Above	Structurally Deficient	Functionally Obsolete
Wake	910605	U.S. 70	I-40	No	Yes
	910606	U.S. 70 BUS Ramp	I-40 EB	No	Yes
	910607	I-40 EB Ramp	I-40 WB, U.S. 70 WB	No	Yes
	910609	I-40	S.R. 2542	No	Yes
	910611	I-40, U.S. 70	S.R. 2700	No	Yes
	910612	I-40	S.R. 2703	No	Yes
	910616	I-40	S.R. 1004	No	Yes
	910617	I-40	SCL Railroad	No	Yes
	911087	I-40, Swift Creek	I-40 EB Ramp, U.S. 70 WB	No	Yes
	911088	I-40, Swift Creek	U.S. 70 EB Bypass	No	Yes
Wayne	950353	I-795	N.C. 44 WB	No	No
	950354	I-795	U.S. 70 EB Bypass, N.C. 44 EB	No	No
	950355	U.S. 70 Bypass, N.C. 44	N.C. 44 EB Ramp	No	No
	950358	CSX Railroad	N.C. 44 WBL	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 Bypass	No	No
	950363	Howell Branch	U.S. 70 Bypass, N.C. 44 EB	No	No
	950364	N.C. 111	N.C. 44 WBL	No	No
	950365	N.C. 111	N.C. 44 EB Bypass	No	Yes
	950366	Stoney Creek	U.S. 70 WB Bypass, N.C. 44 WB	No	No
	950367	Stoney Creek	U.S. 70 EB Bypass, N.C. 44	No	No
	950368	U.S. 70 Bypass	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	Reedy Branch	U.S. 70 WB Bypass	No	No
	950380	Reedy Branch	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	U.S. 70 Bypass	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	NB	0.02	Partial	Major Collector	2
	U.S. 117	SB	1.64	Partial	Other Freeway	2
	U.S. 117	SB	0.04	Partial	Major Collector	2
	U.S. 117 CTR	NB	3.96	Partial	Other Principal Arterial	2
	U.S. 117 CTR	SB	3.98	Partial	Other Principal Arterial	2
Sampson	U.S. 117 CTR	NB	1.20	Partial	Other Principal Arterial	2
	U.S. 117 CTR	NB	0.11	Partial	Other Principal Arterial	3
	U.S. 117 CTR	SB	1.03	Partial	Other Principal Arterial	2
	U.S. 117 CTR	SB	0.27	Partial	Other Principal Arterial	3
Wayne	I-795	NB	13.46	Full	Interstate	2
	I-795	SB	13.54	Full	Interstate	2
	N.C. 581	NB	0.13	Partial	Minor Arterial	2
	N.C. 581	NB	0.16	Partial	Other Freeway	2
	N.C. 581	NB	0.23	Partial	Other Freeway	3
	N.C. 581	SB	0.06	Partial	Minor Arterial	2
	N.C. 581	SB	0.40	Partial	Other Freeway	3
	N.C. 581 CTR	NB	0.31	Partial	Other Freeway	2
	N.C. 581 CTR	NB	0.31	Partial	Other Freeway	3
	N.C. 581 CTR	SB	0.29	Partial	Other Freeway	2
	N.C. 581 CTR	SB	0.35	Partial	Other Freeway	3
	U.S. 117	NB	2.94	Partial	Other Freeway	2
	U.S. 117	NB	6.39	Partial	Other Principal Arterial	2
	U.S. 117	SB	2.93	Partial	Other Freeway	2

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Table 4. Future I-795 Highway Assets Inventory (Continued)

County	Route	Direction	Length (mi)	Access Control	Functional Class	Travel Lanes†
Wayne	U.S. 117	SB	6.39	Partial	Other Principal Arterial	2
	U.S. 70	EB	0.06	Partial	Other Principal Arterial	2
	U.S. 70	EB	0.05	Partial	Other Principal Arterial	3
	U.S. 70	WB	0.17	Partial	Other Principal Arterial	3
	U.S. 70 Bypass	EB	0.20	Partial	Other Freeway	2
	U.S. 70 Bypass	WB	0.11	Partial	Other Freeway	2
Wilson	I-795	NB	11.83	Full	Interstate	2
	I-795	SB	11.29	Full	Interstate	2
	I-795	SB	0.56	Full	Interstate	3
	U.S. 264	EB	0.32	Full	Other Freeway	3
	U.S. 264	WB	0.43	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 50 bridges along the corridor crossing other roadways, rail corridors, and bodies of water. Two were classified as structurally deficient, and nine 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	Yes	Yes
	950002	N.C. 55	U.S. 117 SB	Yes	Yes
	950320	I-795	S.R. 1002	No	No
	950321	Nahunta Swamp	I-795 NBL	No	No
	950322	Nahunta Swamp	I-795 SBL	No	No
	950323	I-795	S.R. 1361	No	No
	950324	I-795	S.R. 1342	No	No
	950325	I-795	N.C. 222	No	Yes
	950326	Great Swamp Tributary	I-795 NBL	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 SBL	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 NB	U.S. 70 WB Bypass	No	No
	950354	I-795	U.S. 70 Bypass, 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
	950393	S.R. 1135	U.S. 117 NBL	No	Yes
	950394	S.R. 1135	U.S. 117 SBL	No	Yes
Wilson	970236	I-795	S.R. 1136	No	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	Yes
	970281	Black Creek	I-795 SB	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
Wilson	970282	Black Creek	I-795 NB	No	No
	970283	I-795	S.R. 1645	No	Yes
	970288	CSX Railroad	I-795 SBL	No	No
	970289	CSX Railroad	I-795 NBL	No	No
	970291	U.S. 301	I-795 SBL	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. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258

5.1. Road Network

The total length of route U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258, not including adjacent highways or alternate routes, is approximately 100 miles. North of the U.S. 258 and N.C. 24 junction, route U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 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. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 is shown in **Table 7**.

Table 7. U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 Highway Assets Inventory

County	Route	Direction	Length	Access Control	Functional Class	Travel Lanes†
Edgecombe	N.C. 11	BD	0.06	Partial	Minor Arterial	4
	N.C. 11	BD	0.01	Partial	Other Principal Arterial	4
	U.S. 13	BD	0.19	Partial	Other Principal Arterial	4
	U.S. 13	NB	0.01	Full	Other Freeway	2
	U.S. 13	NB	0.38	Partial	Other Principal Arterial	2
	U.S. 13	SB	0.37	Partial	Other Principal Arterial	2
Jones	U.S. 258	BD	4.82	None	Minor Arterial	2
Lenoir	N.C. 11	NB	6.12	Partial	Other Principal Arterial	2
	N.C. 11	SB	0.01	Partial	Minor Arterial	2
	N.C. 11	SB	6.11	Partial	Other Principal Arterial	2
	N.C. 148	EB	0.36	Full	Other Freeway	1
	N.C. 148	EB	3.80	Full	Other Freeway	2
	N.C. 148	EB	4.06	Partial	Other Freeway	2
	N.C. 148	WB	0.09	Full	Other Freeway	1
	N.C. 148	WB	2.95	Full	Other Freeway	2

(Continued on next page)

Table 7. U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 Highway Assets Inventory (Continued)

County	Route	Direction	Length	Access Control	Functional Class	Travel Lanes†
Lenoir	N.C. 148	WB	4.00	Partial	Other Freeway	2
	U.S. 258	BD	11.86	Partial	Minor Arterial	2
	U.S. 258	BD	0.15	Partial	Other Principal Arterial	2
	U.S. 258	EB	0.15	Partial	Other Principal Arterial	2
	U.S. 258	SB	0.17	Partial	Other Principal Arterial	2
	U.S. 70	EB	2.04	Partial	Other Principal Arterial	2
	U.S. 70	WB	1.71	Partial	Other Principal Arterial	2
Onslow	N.C. 24	BD	0.07	Partial	Other Principal Arterial	4
	N.C. 24 BUS	BD	0.36	Partial	Other Principal Arterial	4
	N.C. 24 BUS	EB	0.16	Full	Other Principal Arterial	2
	N.C. 24 BUS	EB	0.72	Full	Other Principal Arterial	3
	N.C. 24 BUS	EB	0.10	Partial	Local	2
	N.C. 24 BUS	EB	0.24	Partial	Other Principal Arterial	2
	N.C. 24 BUS	WB	0.24	Partial	Other Principal Arterial	2
	N.C. 24 BUS	WB	0.44	Partial	Other Principal Arterial	3
	U.S. 17 BUS	BD	0.03	Partial	Other Principal Arterial	4
	U.S. 17 BUS	BD	0.60	Partial	Other Principal Arterial	5
	U.S. 17 BUS	BD	0.59	Partial	Other Principal Arterial	6
	U.S. 17 BUS	NB	0.06	Partial	Other Principal Arterial	2
	U.S. 17 BUS	NB	0.18	Partial	Other Principal Arterial	3
	U.S. 17 BUS	SB	0.17	Partial	Other Principal Arterial	3
	U.S. 258	BD	5.63	Partial	Minor Arterial	2
	U.S. 258	BD	0.04	Partial	Minor Arterial	3
	U.S. 258	BD	0.02	Partial	Minor Arterial	4
	U.S. 258	BD	0.12	Partial	Other Principal Arterial	1
	U.S. 258	BD	0.07	Partial	Other Principal Arterial	2
	U.S. 258	BD	14.93	Partial	Other Principal Arterial	4
	U.S. 258	EB	0.10	Full	Other Freeway	2
	U.S. 258	EB	0.04	Full	Other Principal Arterial	2
	U.S. 258	SB	0.12	Full	Other Freeway	2
Pitt	N.C. 11	NB	5.64	Partial	Other Principal Arterial	2
	N.C. 11	SB	5.51	Partial	Other Principal Arterial	2
	N.C. 11 Bypass	BD	22.29	Partial	Other Freeway	2
	U.S. 13	NB	12.02	Partial	Other Principal Arterial	2
	U.S. 13	SB	12.07	Partial	Other Principal Arterial	2
	U.S. 264	BD	0.11	Full	Other Freeway	1
	U.S. 264	BD	13.02	Full	Other Freeway	2
	U.S. 264	BD	0.08	Full	Other Freeway	3
	U.S. 264	BD	0.62	Partial	Other Principal Arterial	2
	U.S. 264	BD	0.08	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. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 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. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 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. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 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. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 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. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 is shown in **Table 9**. There are 63 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 9. U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 Bridges Inventory

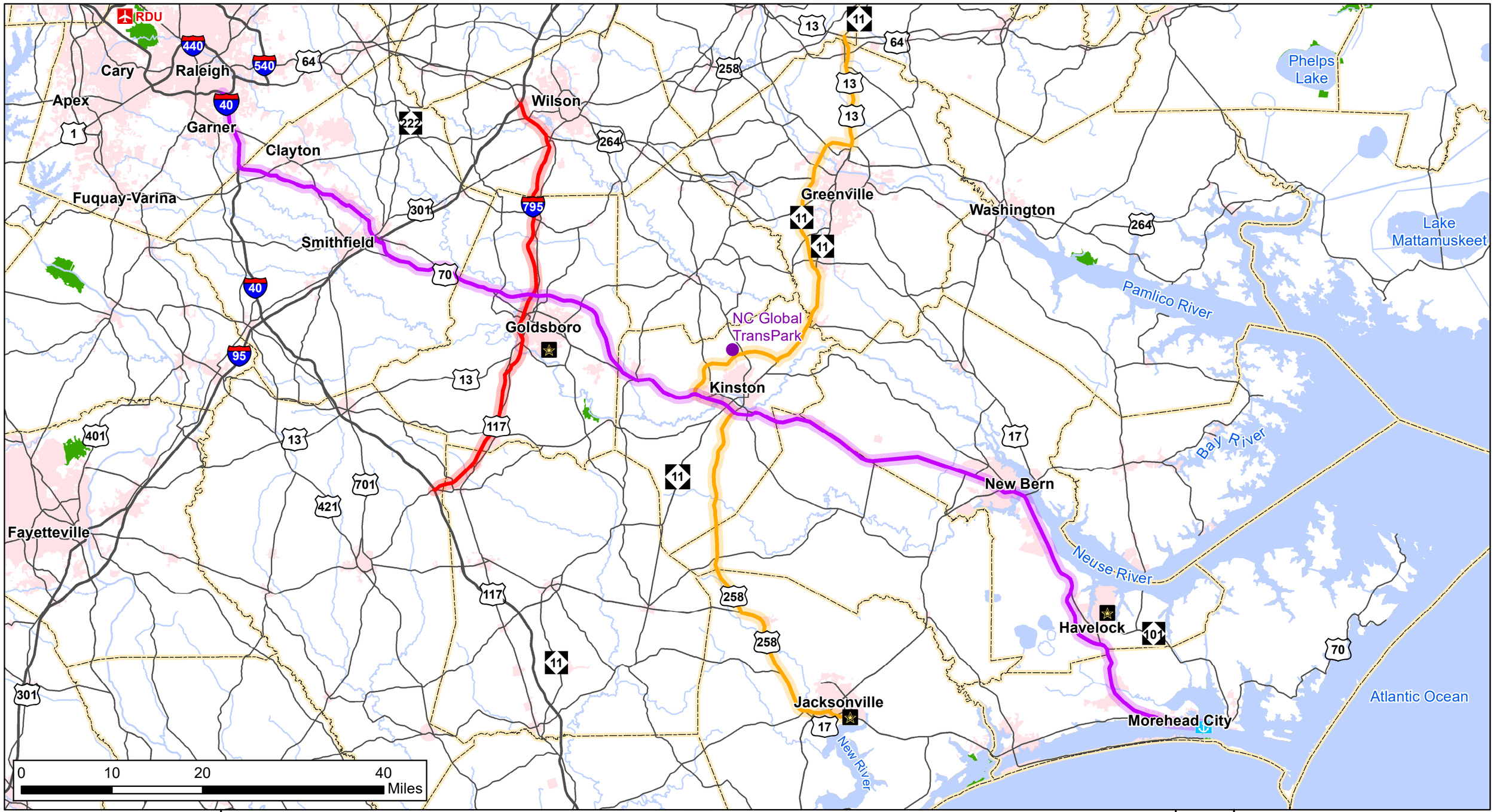
County	Bridge ID	Feature Below	Feature Above	Structurally Deficient	Functionally Obsolete
Edgecombe	320323	U.S. 64	U.S. 13, N.C. 11	No	No
Lenoir	530016	Southwest Creek	U.S. 258	No	Yes
	530076	Contentnea Creek	N.C. 11 SBL	No	No
	530077	Contentnea Creek	N.C. 11 SBL	No	No
	530177	Biery Run	N.C. 148 EB	No	No
	530178	Briery Run	N.C. 148 WBL	No	No
	530191	U.S. 70	N.C. 148 WB Ramp	No	Yes
	530192	S.R. 2001	N.C. 148 WB	No	No
	530195	S.R. 1546	N.C. 148 EB	No	No
	530196	S.R. 1001	N.C. 148 WB	No	No
	530197	S.R. 1001	N.C. 148 EB	No	No
	530198	U.S. 258	N.C. 148 WB	No	No
	530199	U.S. 258	N.C. 148 EB	No	Yes
	530200	U.S. 70	N.C. 148 EBL	No	No
	530201	S.R. 2003	U.S. 70 WB	No	No
	530202	S.R. 2003	U.S. 70 EB	No	No
	530208	N.C. 58	N.C. 148 WB	No	Yes
	530209	N.C. 58	N.C. 148 EB	No	No
	530220	N.C. 11	N.C. 148	No	Yes
	530221	N.C. 11	N.C. 148	No	Yes
Onslow	660024	New River	U.S. 17 BUS, N.C. 24 BUS	No	No
	660275	N.C. 24 B	U.S. 17 SB	No	No
	660276	N.C. 24	U.S. 17 NB Bypass	No	No
Pitt	730078	Grindle Creek	U.S. 13, N.C. 11 NB	No	No
	730113	Suggs Branch	S.R. 1500	No	No
	730450	U.S. 264	N.C. 43	No	No
	730451	U.S. 264	S.R. 1202	No	No
	730453	Tar River Overflow	U.S. 264 EBL	No	No
	730454	Tar River Overflow	U.S. 264 WBL	No	No
	730455	Tar River, Bryan Creek	U.S. 264 EB	No	No
	730456	Tar River	U.S. 264 WBL	No	No
	730457	U.S. 264 Bypass	U.S. 264 EB Bypass	No	No
	730458	U.S. 264 Bypass	U.S. 264 WB	No	No
	730459	U.S. 264	S.R. 1401	No	No
	730460	U.S. 264	N.C. 33	No	No

(Continued on next page)

Table 9. U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 Bridges Inventory (Continued)

County	Bridge ID	Feature Below	Feature Above	Structurally Deficient	Functionally Obsolete
Lenoir	730461	U.S. 264	S.R. 1419	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 NB Bypass	No	No
	730481	CSX Railroad	U.S. 13, N.C. 11 SB Bypass	No	No
	730482	Grindle Creek	U.S. 13, N.C. 11 SB	No	No
	730489	U.S. 264 Bypass	N.C. 11 SB	No	Yes
	730490	S.R. 1113	U.S. 264 SW Bypass	No	No
	730491	S.R. 1113	U.S. 264 SW NB Bypass	No	No
	730492	N.C. 102	U.S. 264 SW NB Bypass	No	No
	730493	N.C. 102	U.S. 264 SW Bypass	No	No
	730494	S.R. 1117	N.C. 11 SB Bypass	No	No
	730495	S.R. 1117	U.S. 264 S WB Bypass	No	No
	730496	N.C. 903	U.S. 264 N SWB Bypass	No	No
	730497	N.C. 903	U.S. 264 S WWB Bypass	No	No
	730498	Pocosin Road	U.S. 264 Bypass	No	Yes
	730500	S.R. 1126	U.S. 264 Bypass	No	No
	730501	S.R. 1126	Bypass	No	No
	730502	U.S. 13/U.S. 264 Alt	N.C. 11 Bypass	No	No

Vicinity Map



NC STRATEGIC TRANSPORTATION CORRIDORS (STC)

JULY 2021

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- Corridor P: I-40/Future I-42/U.S. 70
- Corridor S: Future I-795
- Corridor X: Jacksonville to Greenville (U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258)
- Interstate
- US Route
- NC Highway
- Major Rivers/Streams
- Major Water Bodies
- State Parks
- Municipal Boundary
- Counties
- NC Int'l or Major Freight Airports
- Military Bases
- NC Seaports
- Global TransPark

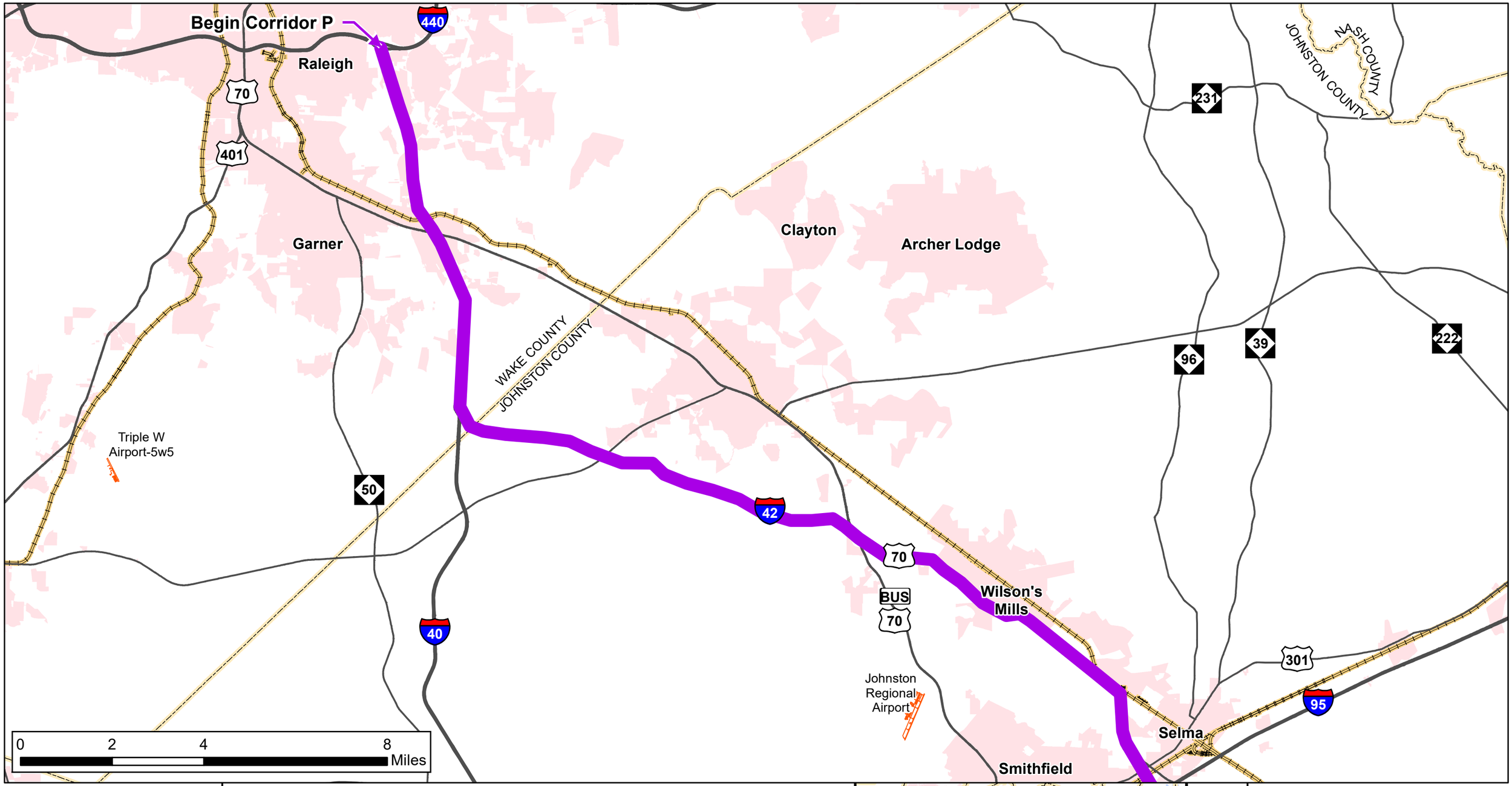
N

VICINITY MAP

CORRIDOR P: I-40/FUTURE I-42/U.S. 70
CORRIDOR S: FUTURE I-795
CORRIDOR X: JACKSONVILLE TO GREENVILLE (U.S. 13/U.S. 264/N.C. 11/C.F. HARVEY PKWY/U.S. 258)

FIGURE 1

Corridor P: I-40/Future I-42/U.S. 70 Study Area Maps



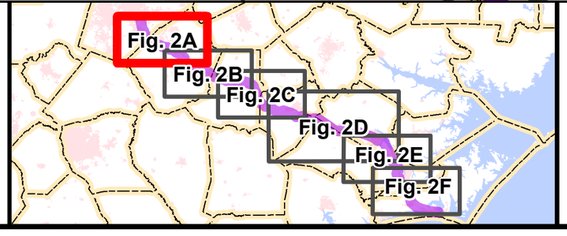
NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

MAY 2022

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties
- State Parks
- Airport
- NC Seaports
- NC Global TransPark



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CORRIDOR P: STUDY AREA MAP

FIGURE 2A: RALEIGH TO SMITHFIELD

Wilson's Mills
39
96
301
Johnston Regional Airport
70
Selma
Smithfield
210
BYP
70
ALT
70
BUS
70
95
42
JOHNSTON COUNTY
WAYNE COUNTY
222
795
117
581
Wayne Executive Jetport
111
BYP
70
795
70
13
BUS
70
Goldsboro
Seymour Johnson Air Force Base
96
701
0 2 4 8 Miles

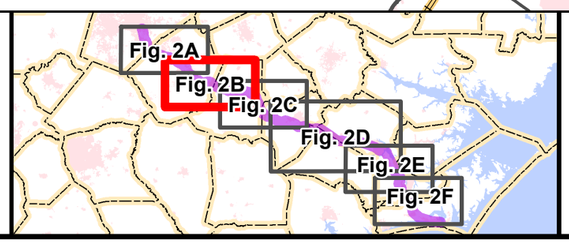
NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

MAY 2022

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties
- State Parks
- Airport
- NC Seaports
- NC Global TransPark



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CORRIDOR P: STUDY AREA MAP

FIGURE 2B: SMITHFIELD TO GOLDSBORO

Wayne Executive Jetport

581

111

BYP 70

70

795

13

BUS 70

Goldsboro

Seymour Johnson Air Force Base

70

581

117

ALT 117

111

Walnut Creek

Cliffs of the Neuse State Park

WAYNE COUNTY

GREENE COUNTY

WAYNE COUNTY

LENOIR COUNTY

903

La Grange

42

123

258

GREENE COUNTY

LENOIR COUNTY

58

NC Global TransPark

Kinston Regional Jetport at Stallings Field

148 C.F. HARVEY PKWY

Kinston

BUS 70

70

BYP 70

11

0 2 4 8 Miles

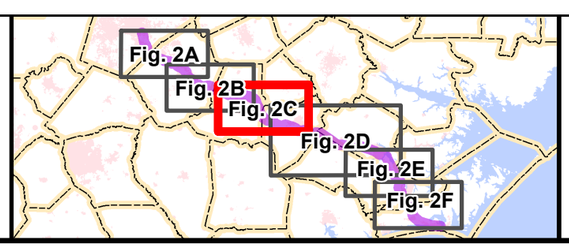
NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

MAY 2022

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties
- State Parks
- Airport
- NC Seaports
- NC Global TransPark



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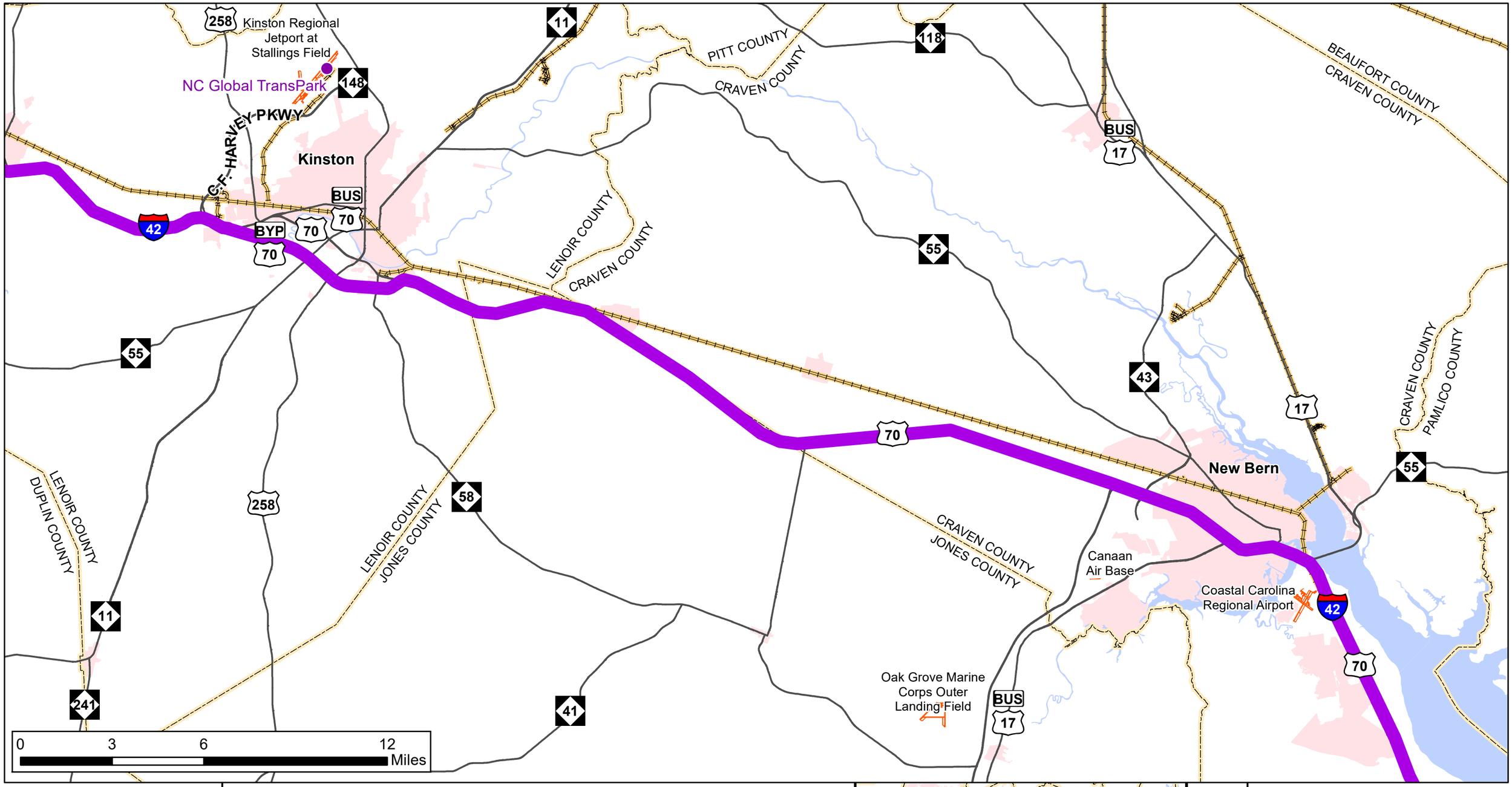
CORRIDOR P: STUDY AREA MAP

FIGURE 2C: GOLDSBORO TO KINSTON



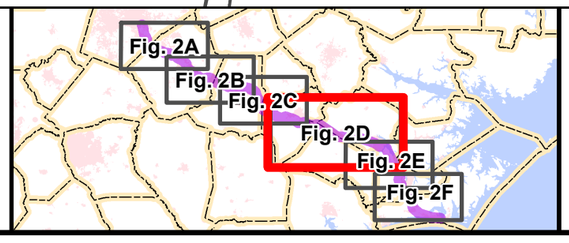
NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

MAY 2022

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties
- State Parks
- Airport
- NC Seaports
- NC Global TransPark



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CORRIDOR P: STUDY AREA MAP

FIGURE 2D: KINSTON TO NEW BERN

Canaan
Air Base

Trent Woods

River Bend

Coastal Carolina
Regional Airport

Oak Grove Marine
Corps Outer
Landing Field

JONES COUNTY
CRAVEN COUNTY

New Bern

PAMLICO COUNTY
CRAVEN COUNTY

Minnesott
Beach

JONES COUNTY
ONSLOW COUNTY

Marine Corps
Air Station
Cherry Point

Havelock

55
17
42
306
58
BUS 17
17
70
101

0 2 4 8 Miles

NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

MAY 2022

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties
- State Parks
- Airport
- NC Seaports
- NC Global TransPark

Fig. 2A
Fig. 2B
Fig. 2C
Fig. 2D
Fig. 2E
Fig. 2F

N

CORRIDOR P:
STUDY AREA MAP

FIGURE 2E:
NEW BERN TO HAVELOCK

Marine Corps
Air Station
Cherry Point

Havelock

70

306

BYP
70

JONES COUNTY
CRAVEN COUNTY

CRAVEN COUNTY
CARTERET COUNTY

42

101

JONES COUNTY
CARTERET COUNTY

58

Newport

Circle
P Farm
Airport

24

End Corridor P

Michael J.
Smith Field
Airport

70

Morehead City

Port of Morehead City

Beaufort

Fort Macon State Park

0 2 4 8 Miles

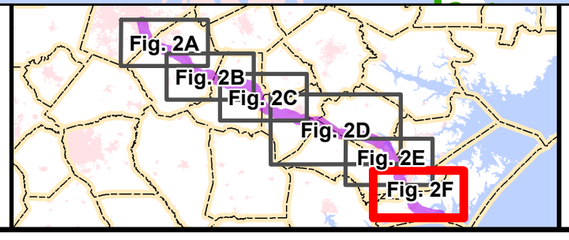
NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

MAY 2022

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties
- State Parks
- Airport
- NC Seaports
- NC Global TransPark



N

CORRIDOR P: STUDY AREA MAP

FIGURE 2F: HAVELOCK TO MOREHEAD CITY

Corridor S: Future I-795 Study Area Maps

Begin Corridor S

Wilson

Fremont

Wayne Executive Jetport

Seymour Johnson Air Force Base

Goldsboro

Walnut Creek

Kenly

WILSON COUNTY

WAYNE COUNTY

JOHNSTON COUNTY

58 42 587 264 ALT 264 301 111 117 795 BYP 70 13 BUS 70 581 95 222

0 2 4 8 Miles

NC STRATEGIC TRANSPORTATION CORRIDOR S (STC)

MAY 2022

Source: NCOneMap, NCDOT GIS, ESRI

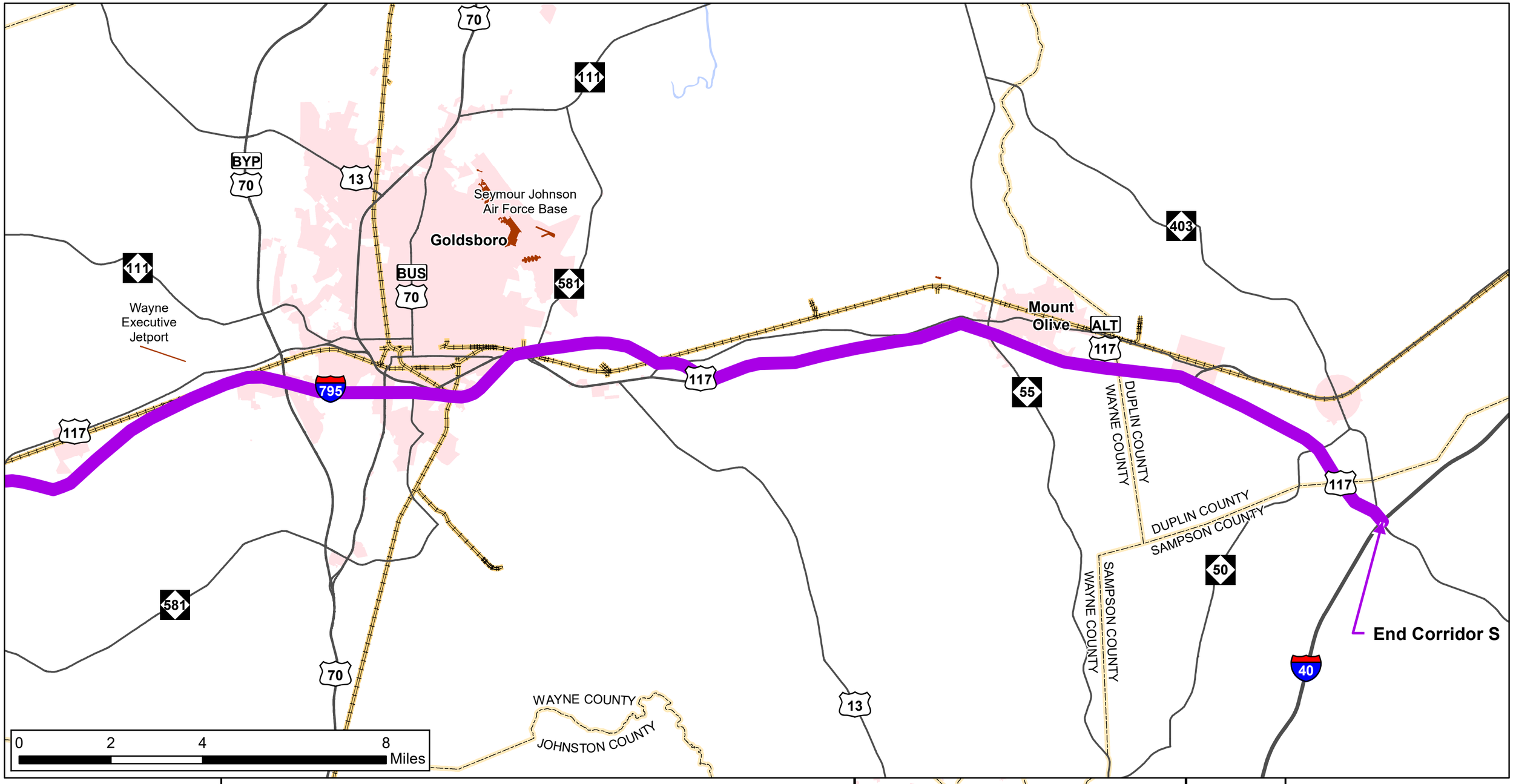
Legend

- STC Highway Corridor S
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties
- State Parks
- Airport
- NC Seaports

Fig. 3A Fig. 3B

CORRIDOR S: STUDY AREA MAP

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



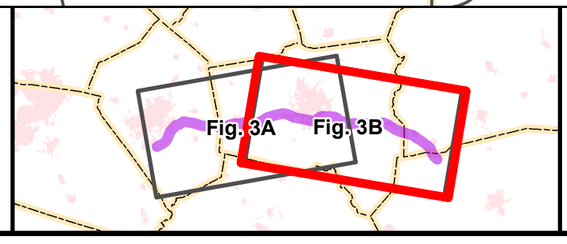
NC STRATEGIC TRANSPORTATION CORRIDOR S (STC)

MAY 2022

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor S
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties
- State Parks
- Airport
- NC Seaports

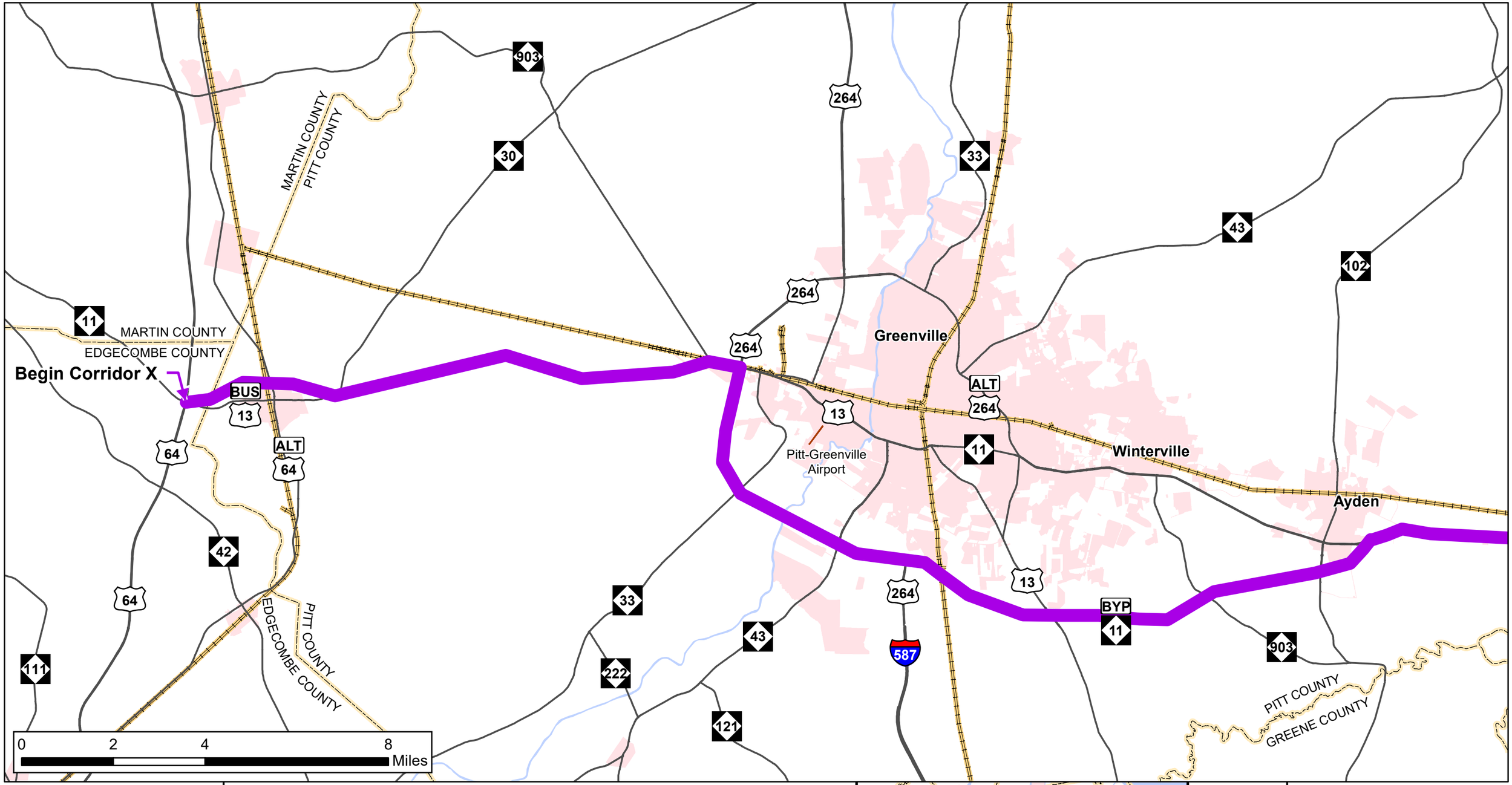


CORRIDOR S: STUDY AREA MAP

FIGURE 3B: GOLDSBORO TO I-40

Corridor X: U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258

Study Area Maps



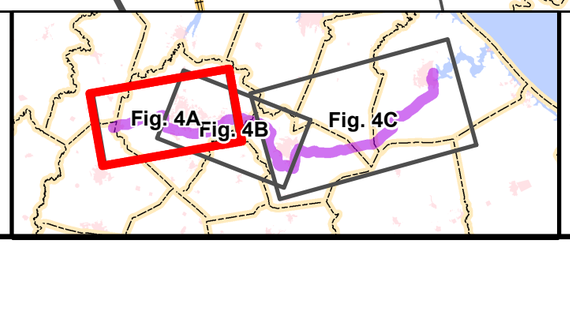
NC STRATEGIC TRANSPORTATION CORRIDOR X (STC)

MAY 2022

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor X
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties
- State Parks
- Airport
- NC Seaports
- NC Global TransPark



CORRIDOR X: STUDY AREA MAP

FIGURE 4A: U.S. 13 TO GREENVILLE

Greenville
Winterville
Ayden
Kinston
Pitt-Greenville Airport
Kinston Regional Jetport at Stallings Field
NC Global TransPark
CRAVEN COUNTY
LENOIR COUNTY
JONES COUNTY
PITT COUNTY
GREENE COUNTY
33
43
102
118
55
70
264
ALT 264
13
11
BYP 70
BUS 70
903
58
148
258
123
587
C.F. HARVEY PKWY
0 2 4 8 Miles

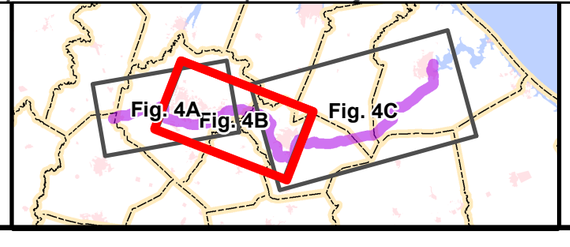
NC STRATEGIC TRANSPORTATION CORRIDOR X (STC)

MAY 2022

Source: NCOneMap, NCDOT GIS, ESRI

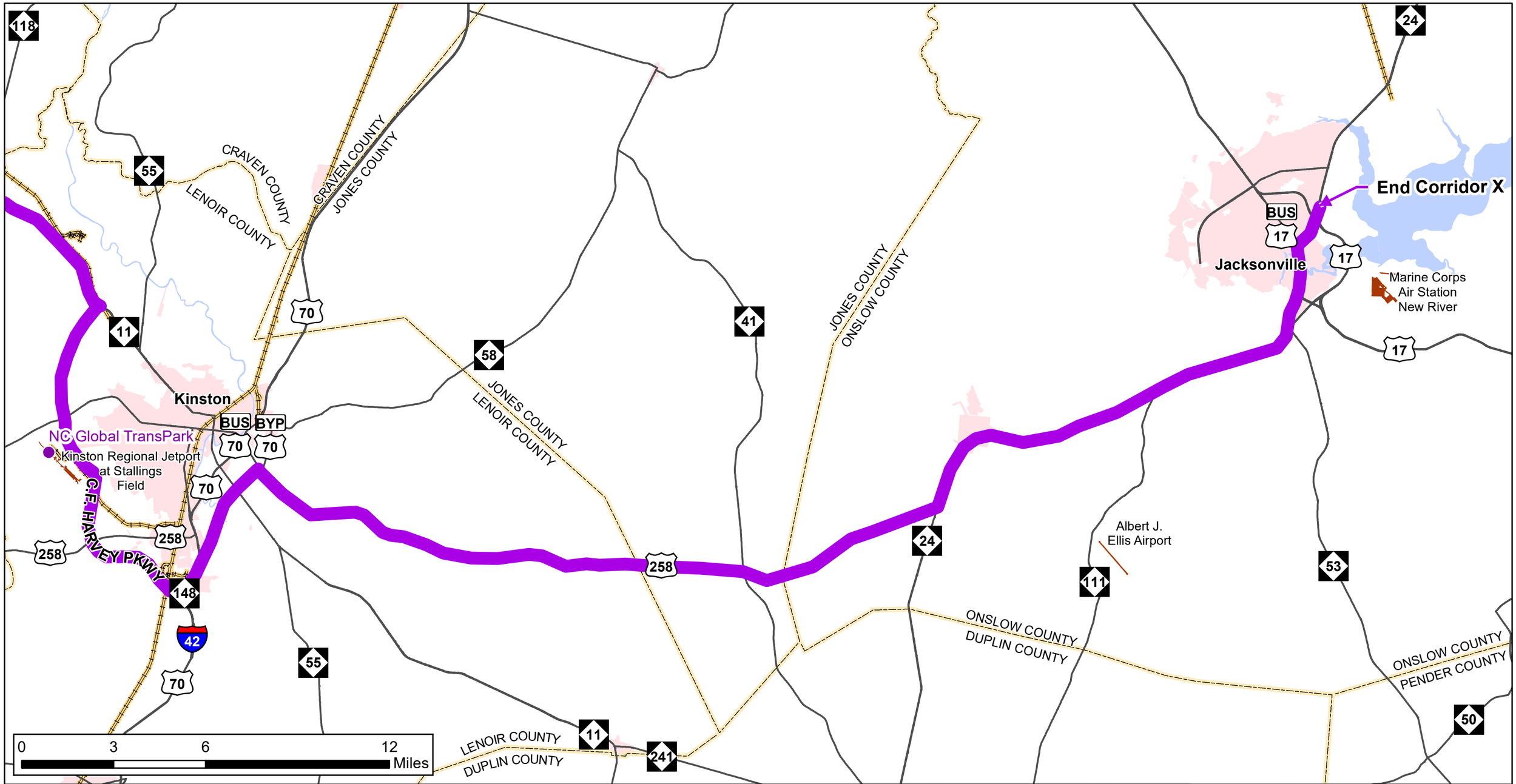
Legend

- STC Highway Corridor X
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties
- State Parks
- Airport
- NC Seaports
- NC Global TransPark



CORRIDOR X: STUDY AREA MAP

FIGURE 4B: GREENVILLE TO KINSTON



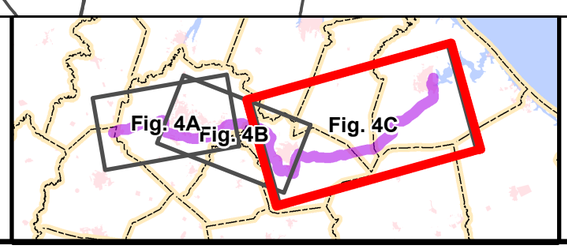
NC STRATEGIC TRANSPORTATION CORRIDOR X (STC)

MAY 2022

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor X
- Interstate
- U.S./N.C. Route
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties
- State Parks
- Airport
- NC Seaports
- NC Global TransPark



CORRIDOR X: STUDY AREA MAP

FIGURE 4C: KINSTON TO JACKSONVILLE

Appendix A. Railroad Data

Table of Contents

Tables

Figures

Railroad Data

This appendix presents ownership and track status of railroads that are within a 2-mile buffer of Corridors P, S, and X of the North Carolina Strategic Transportation Corridors (STC). The following data is collected using the NCDOT Rail Division data.

Table A-1. Railroad Data – Corridor P

Map ID	Operator	Owner	Track Status
1	Carolina Coastal Railway	North Carolina Department of Transportation	Active
2	Carolina Coastal Railway	North Carolina State Port	Active
3	Norfolk Southern	Camp Lejeune Railroad Company	Active
4	CSX Transportation	CSX Transportation	Active
5	CSX Transportation	CSX Transportation	Active
6	CSX Transportation	CSX Transportation	Active
7	Kinston & Snow Hill Railroad Co. Inc	North Carolina Department of Transportation	Active
8	Norfolk Southern	CSX Transportation	Active
9	Norfolk Southern	Norfolk Southern	Active
10	Norfolk Southern	Norfolk Southern	Inactive
11	Norfolk Southern	Norfolk Southern	Active
12	Norfolk Southern	Norfolk Southern	Active
13	Norfolk Southern	Norfolk Southern	Active
14	Norfolk Southern	North Carolina Railroad Company	Active
15	Norfolk Southern	North Carolina Railroad Company	Active
16	Norfolk Southern	North Carolina Railroad Company	Active
17	Norfolk Southern	Sanderson Farms	Active

Table A-2. Railroad Data – Corridor S

Map ID	Operator	Owner	Track Status
1	Carolina Coastal Railway	Norfolk Southern	Active
2	CSX Transportation	CSX Transportation	Active
3	CSX Transportation	CSX Transportation	Active
4	CSX Transportation	CSX Transportation	Active
5	Norfolk Southern	Norfolk Southern	Active
6	Norfolk Southern	Norfolk Southern	Active
7	Norfolk Southern	North Carolina Railroad Company	Active
8	Norfolk Southern	North Carolina Railroad Company	Active

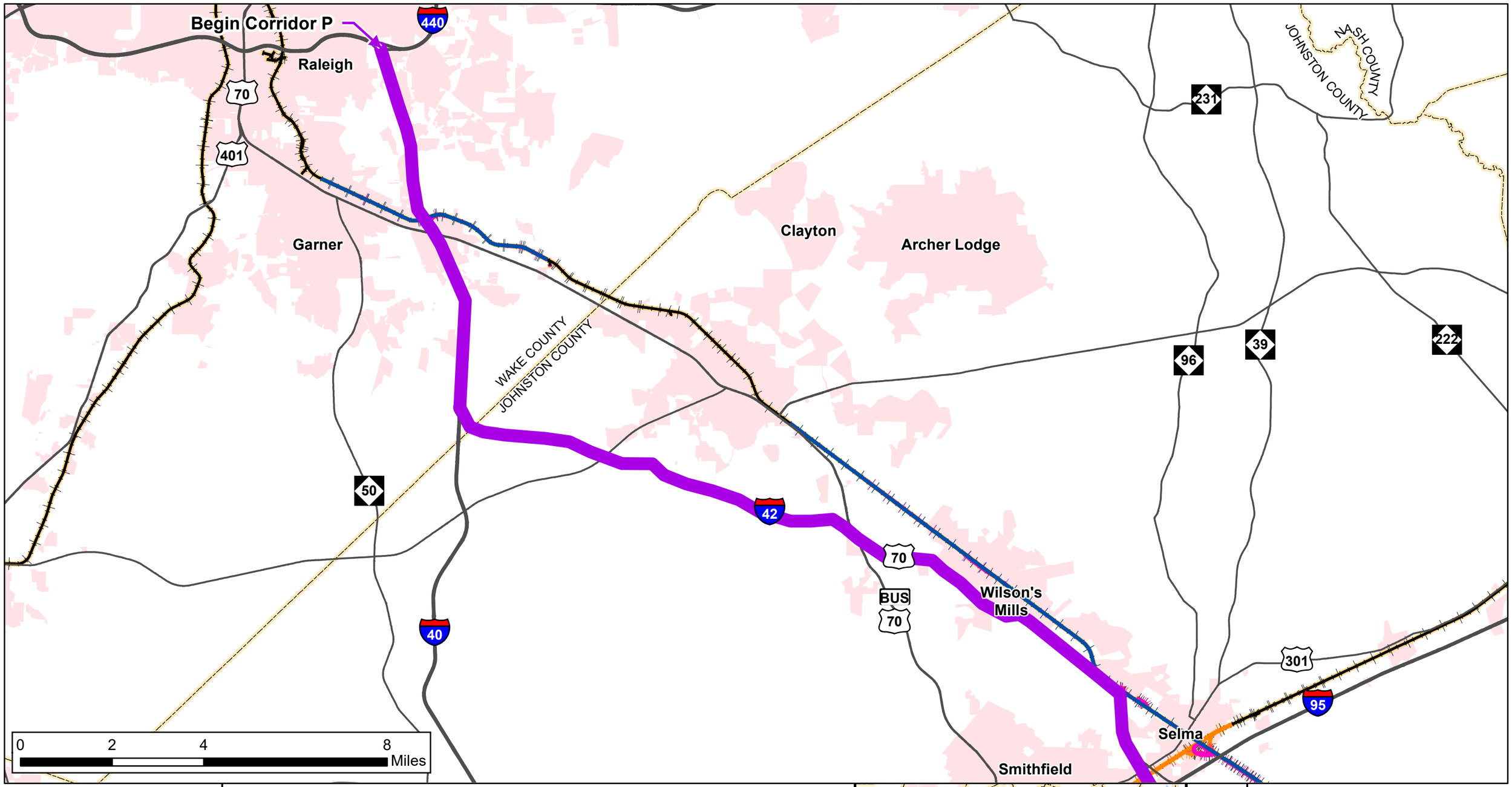
Table A-3. Railroad Data – Corridor X

Map ID	Operator	Owner	Track Status
1	Carolina Coastal Railway	Norfolk Southern	Active
2	CSX Transportation	CSX Transportation	Active
3	CSX Transportation	CSX Transportation	Active
4	Kinston & Snow Hill Railroad Co., Inc.	North Carolina Department of Transportation	Active
5	Norfolk Southern	Norfolk Southern	Active
6	Norfolk Southern	North Carolina Railroad Company	Active
7	Norfolk Southern	Sanderson Farms	Active

Figures 5A-5F: Railroad Data – Corridor P

Figures 6A-6B: Railroad Data – Corridor S

Figures 7A-7C: Railroad Data – Corridor X



NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

FEBRUARY 2022

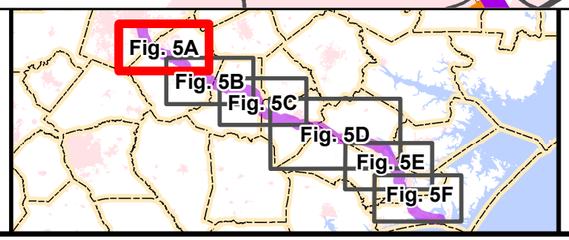
Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties

NC Railroads

- CSX Transportation
- Norfolk Southern
- NC Railroad
- Railroad Outside of 2 Mile Radius

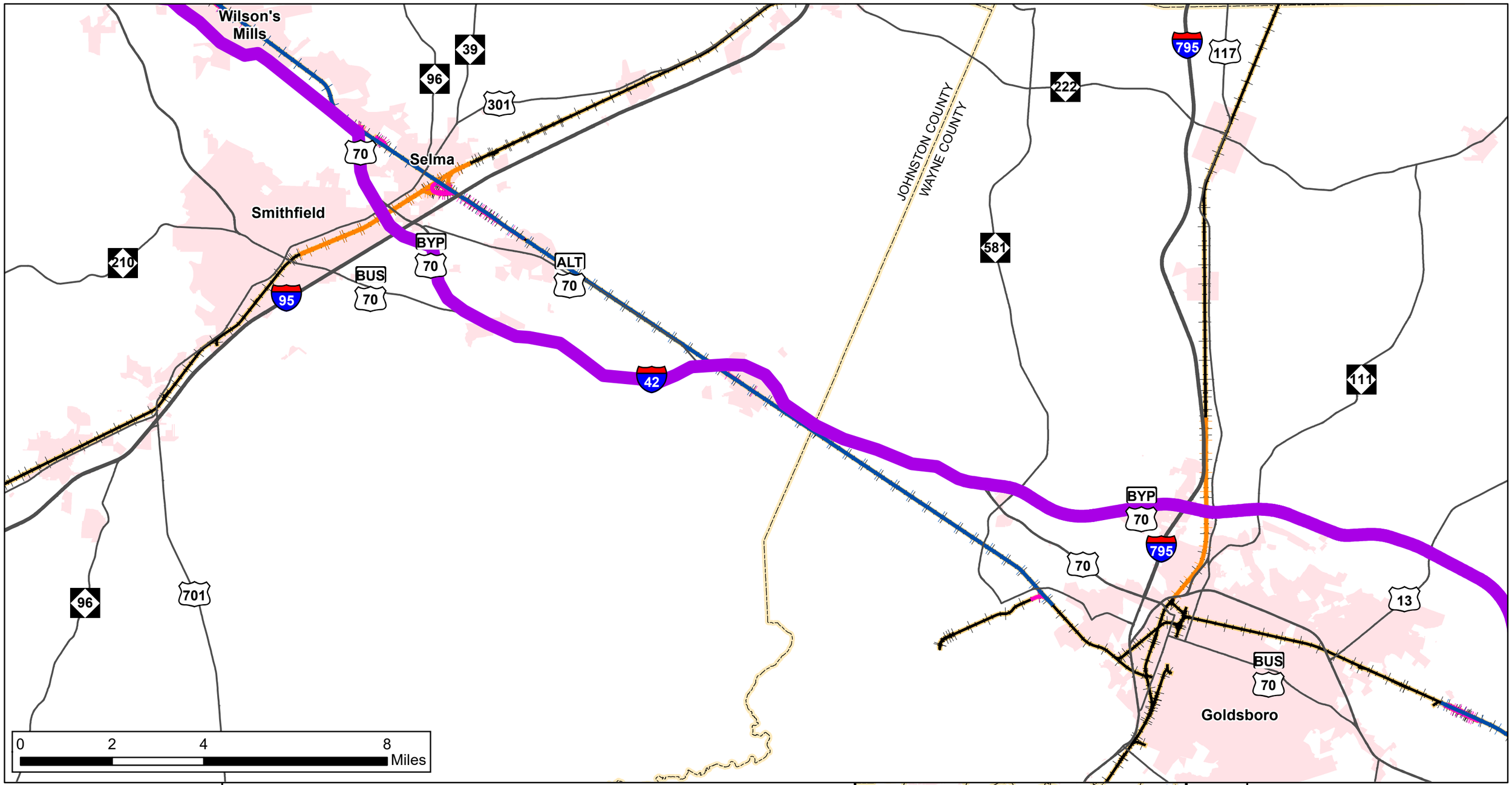


N

CORRIDOR P: RAILROAD DATA

FIGURE 5A: RALEIGH TO SMITHFIELD

Only railroads within 2 mile radius of corridor shown. Operator and Owner can be found in Appendix A of the Transportation Facilities Tech Memo.



NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

FEBRUARY 2022

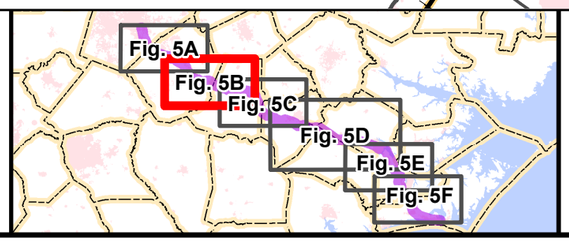
Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties

NC Railroads

- CSX Transportation
- Norfolk Southern
- NC Railroad
- Railroad Outside of 2 Mile Radius

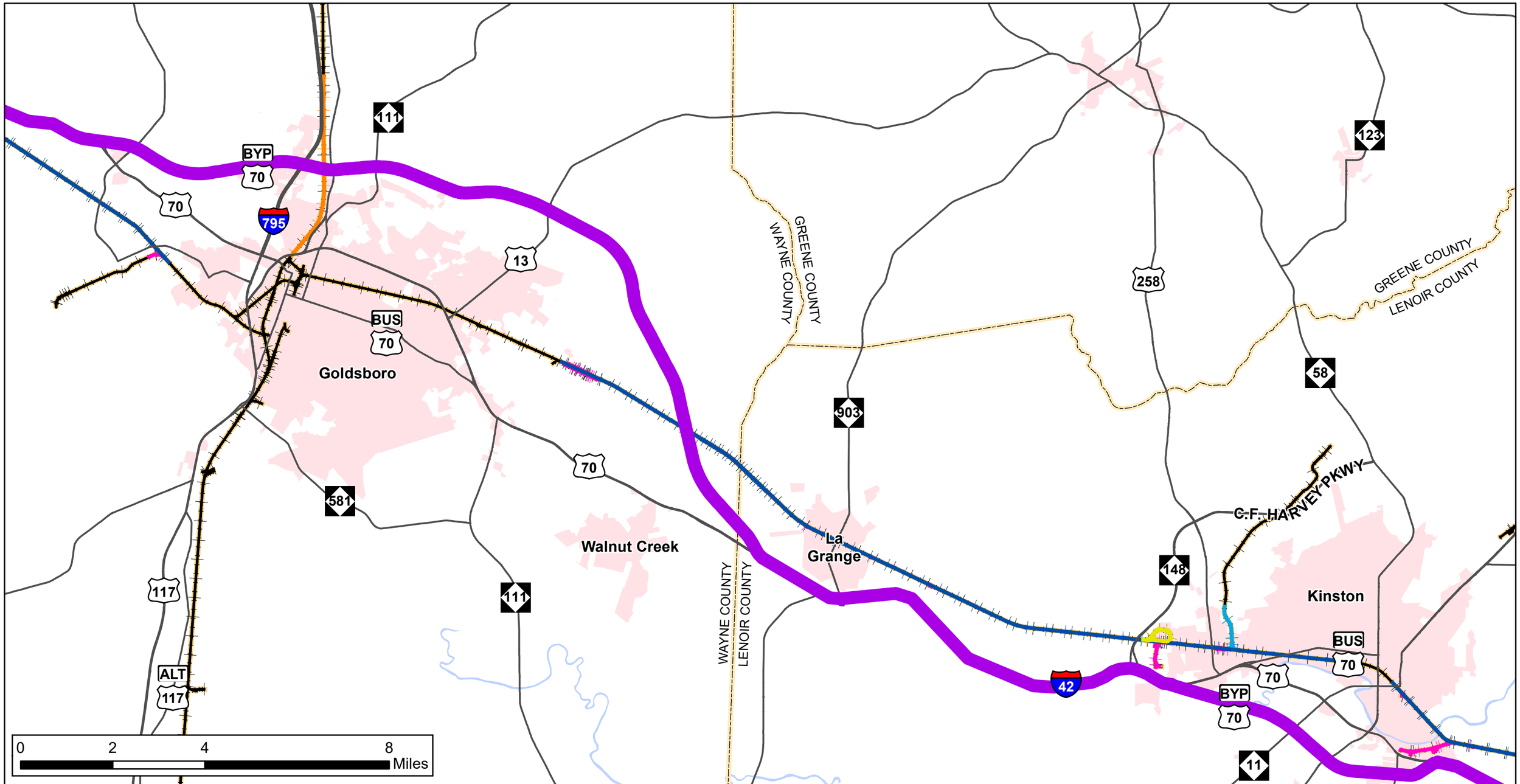


N

CORRIDOR P: RAILROAD DATA

FIGURE 5B: SMITHFIELD TO GOLDSBORO

Only railroads within 2 mile radius of corridor shown. Operator and Owner can be found in Appendix A of the Transportation Facilities Tech Memo.



NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

FEBRUARY 2022

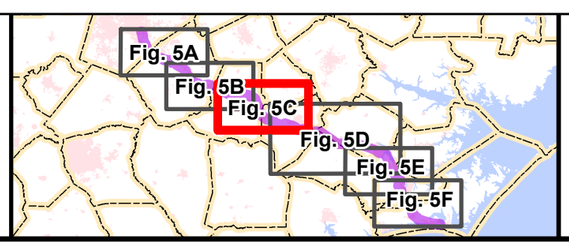
Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties

NC Railroads

- CSX Transportation
- Norfolk Southern
- NC DOT
- NC Railroad
- Sanderson Farms
- Railroad Outside of 2 Mile Radius



N

CORRIDOR P: RAILROAD DATA

FIGURE 5C: GOLDSBORO TO KINSTON

Only railroads within 2 mile radius of corridor shown. Operator and Owner can be found in Appendix A of the Transportation Facilities Tech Memo.

Kinston
New Bern
C-F-HARVEY-PKWY
PITT COUNTY
CRAVEN COUNTY
LENOIR COUNTY
JONES COUNTY
PAMLICO COUNTY
BEAUFORT COUNTY
DUPLIN COUNTY
11
148
118
BUS
17
42
BYP
70
55
43
258
58
241
41
0 3 6 12 Miles

NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

FEBRUARY 2022

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties

NC Railroads

- Norfolk Southern
- NC DOT
- NC Railroad
- Sanderson Farms
- Railroad Outside of 2 Mile Radius

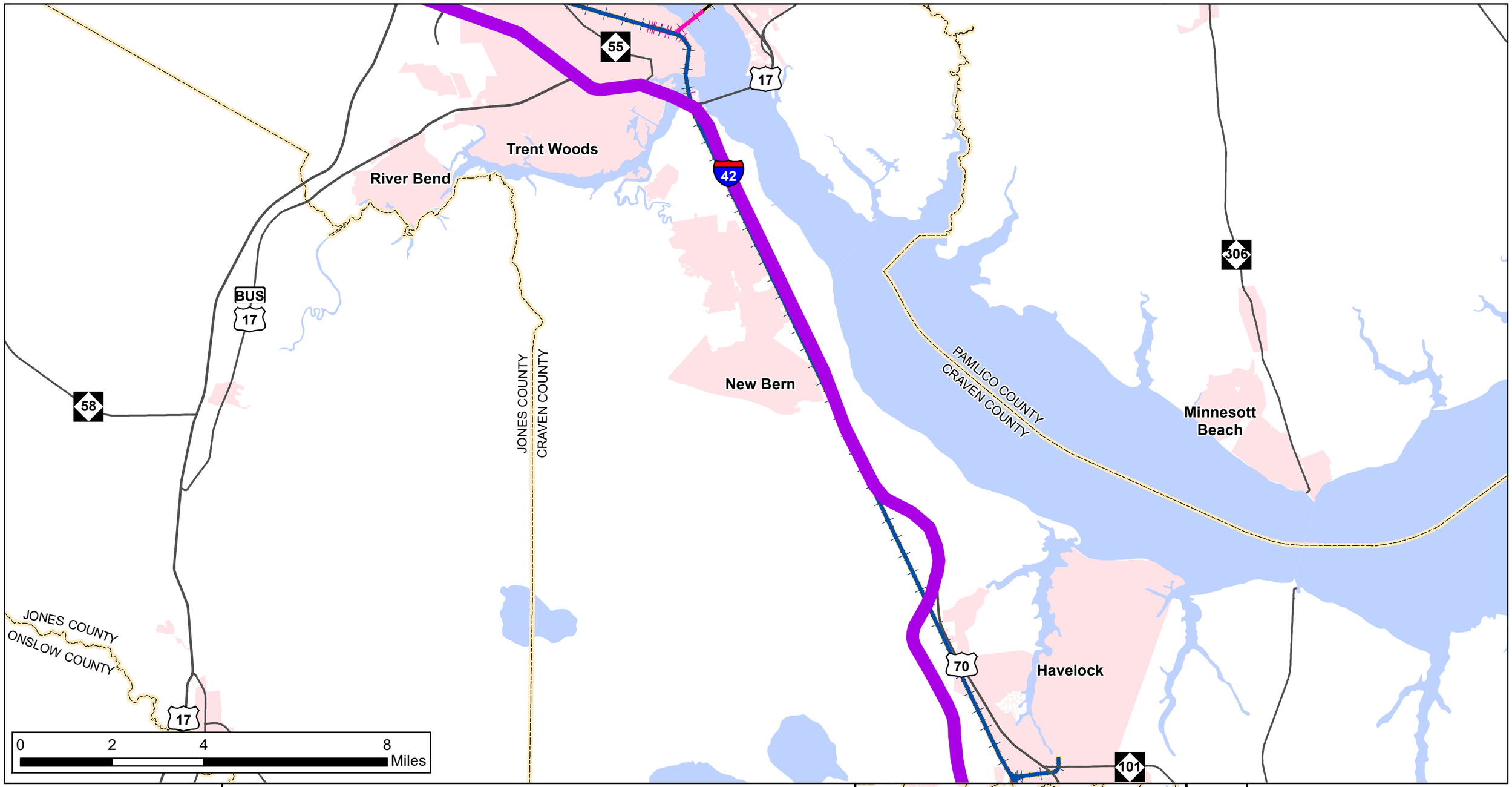
Fig. 5A
Fig. 5B
Fig. 5C
Fig. 5D
Fig. 5E
Fig. 5F

N

CORRIDOR P: RAILROAD DATA

FIGURE 5D: KINSTON TO NEW BERN

Only railroads within 2 mile radius of corridor shown. Operator and Owner can be found in Appendix A of the Transportation Facilities Tech Memo.



NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

FEBRUARY 2022

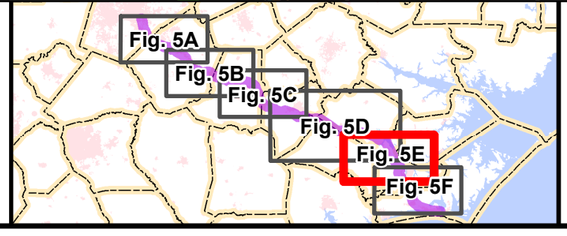
Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties

NC Railroads

- Camp Lejeune Railroad Company
- Norfolk Southern
- NC Railroad
- Railroad Outside of 2 Mile Radius

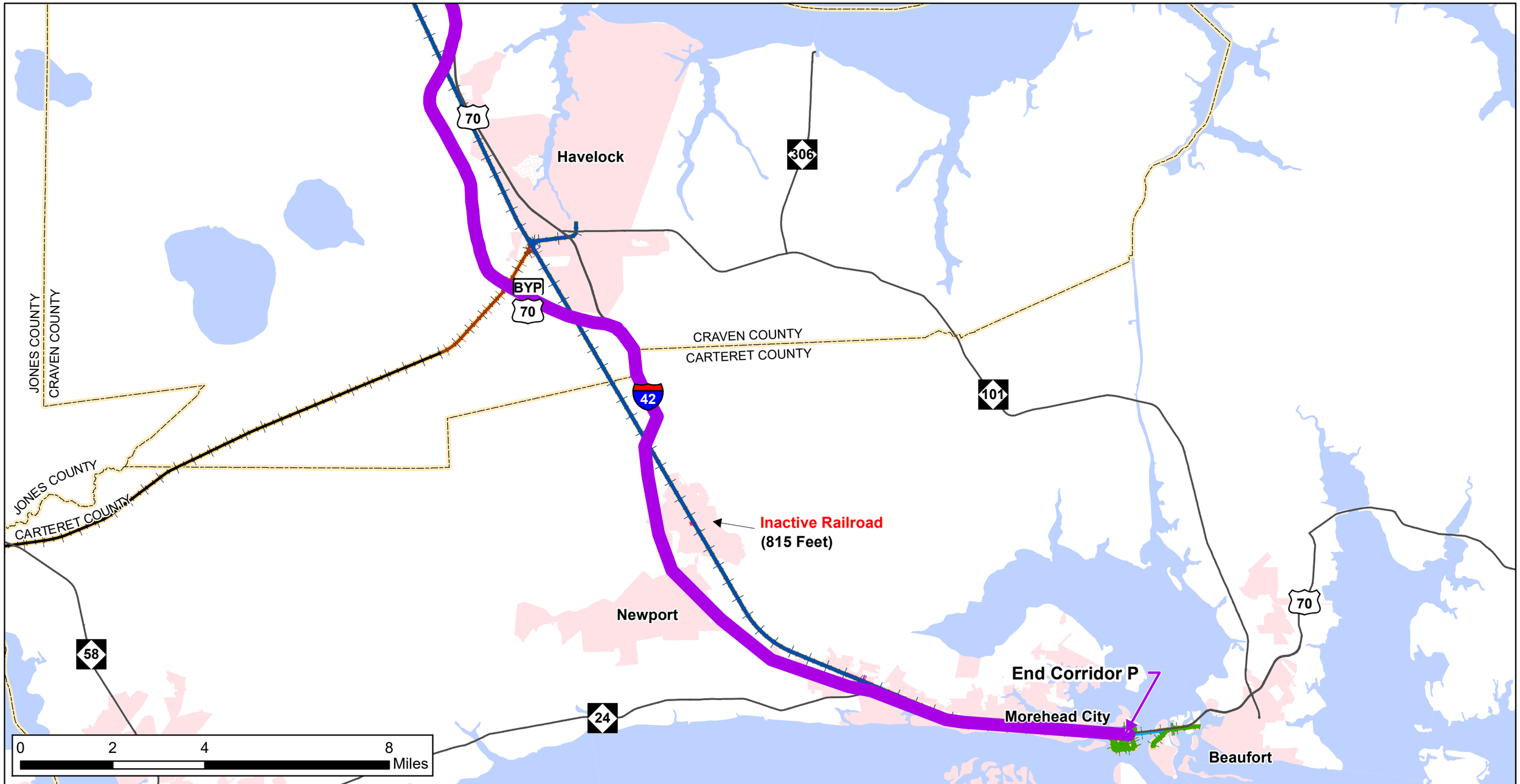


N

CORRIDOR P: RAILROAD DATA

FIGURE 5E: NEW BERN TO HAVELOCK

Only railroads within 2 mile radius of corridor shown. Operator and Owner can be found in Appendix A of the Transportation Facilities Tech Memo.



NC STRATEGIC TRANSPORTATION CORRIDOR P (STC)

FEBRUARY 2022

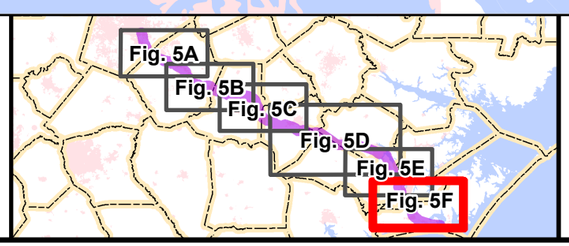
Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STC Highway Corridor P
- Rail
- Major Water Bodies
- Municipal Boundary
- Counties

NC Railroads

- Camp Lejeune Railroad Company
- Norfolk Southern
- NC DOT
- NC Railroad
- NC State Port
- Railroad Outside of 2 Mile Radius

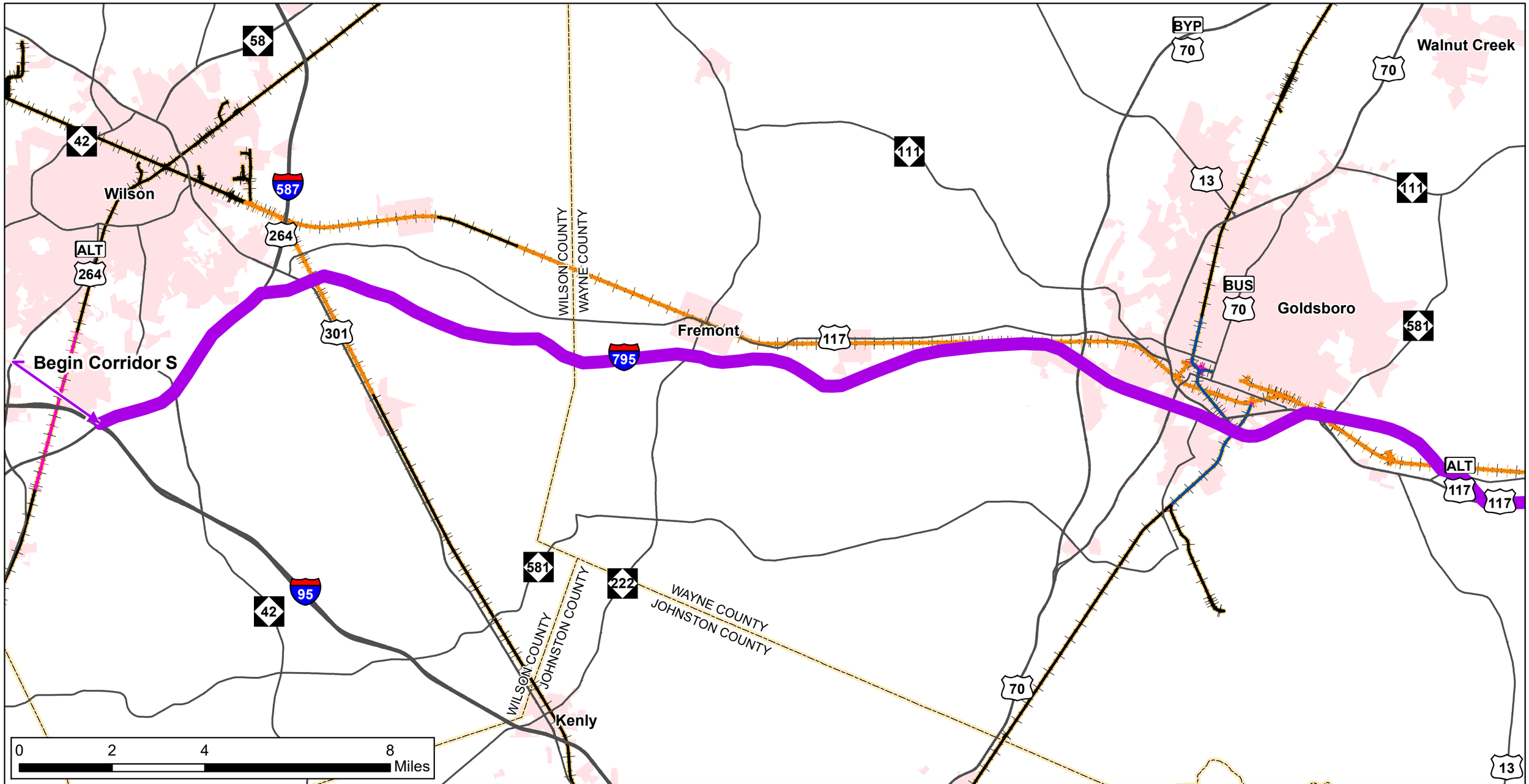


N

CORRIDOR P: RAILROAD DATA

FIGURE 5F: HAVELOCK TO MOREHEAD CITY

Only railroads within 2 mile radius of corridor shown. Operator and Owner can be found in Appendix A of the Transportation Facilities Tech Memo.



NC STRATEGIC TRANSPORTATION CORRIDOR S (STC)

FEBRUARY 2022

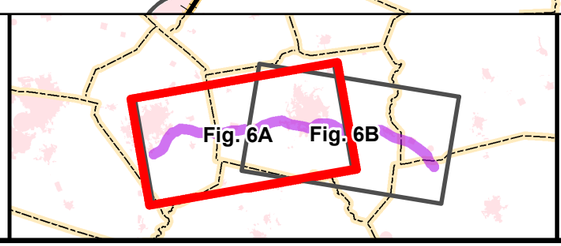
Source: NCOneMap, NCDOT GIS, ESRI

Legend

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

NC Railroads

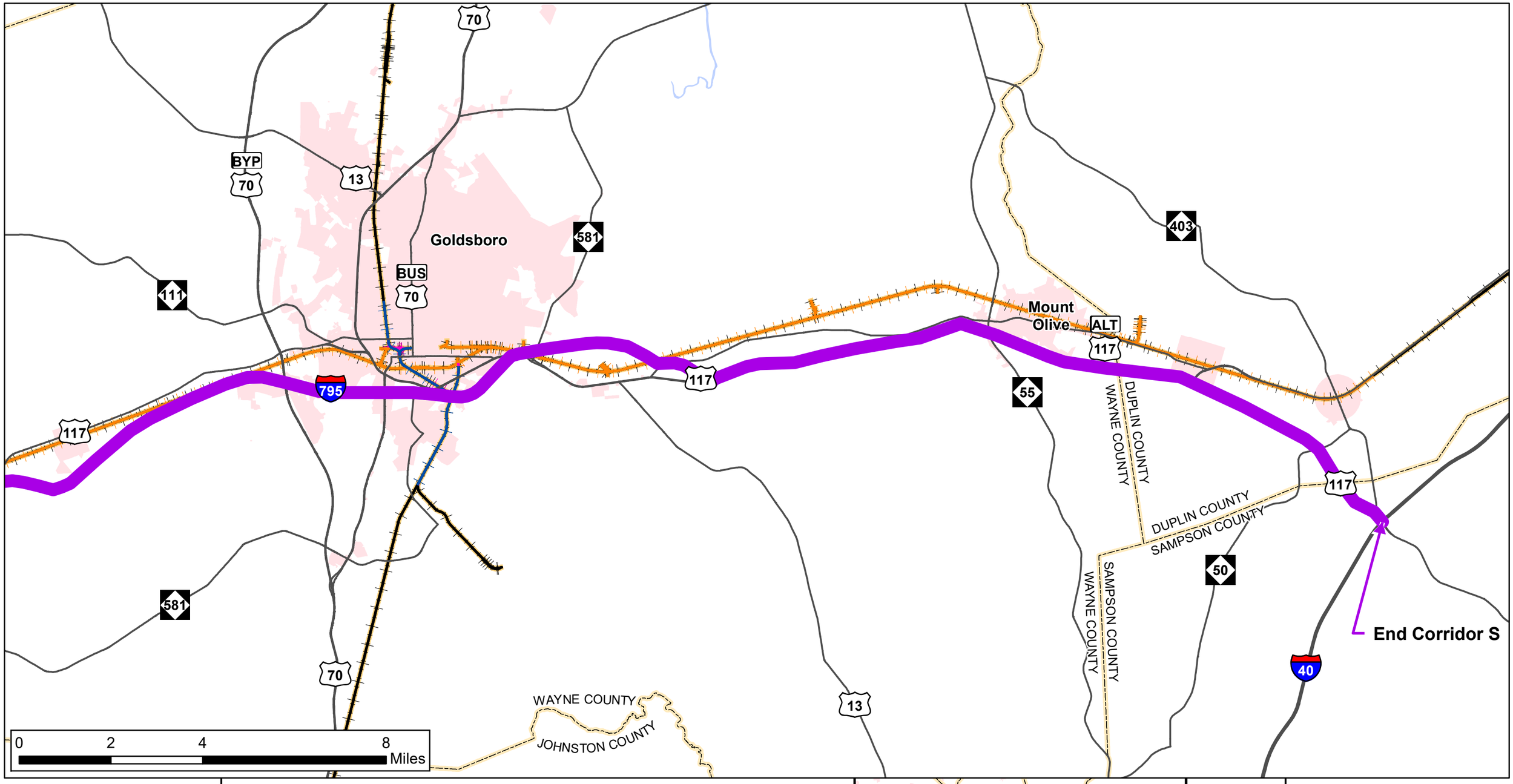
- CSX Transportation
- Norfolk Southern
- NC Railroad
- Railroad Outside of 2 Mile Radius



CORRIDOR S: RAILROAD DATA

FIGURE 6A: I-95/I-795 TO GOLDSBORO

Only railroads within 2 mile radius of corridor shown. Operator and Owner can be found in Appendix A of the Transportation Facilities Tech Memo.



NC STRATEGIC TRANSPORTATION CORRIDOR S (STC)

FEBRUARY 2022

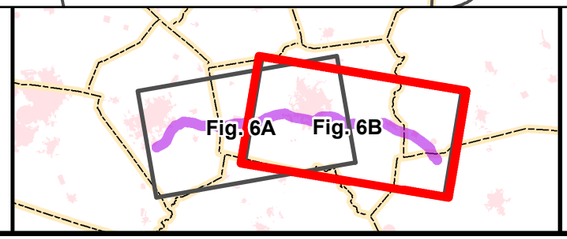
Source: NCOneMap, NCDOT GIS, ESRI

Legend

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

NC Railroads

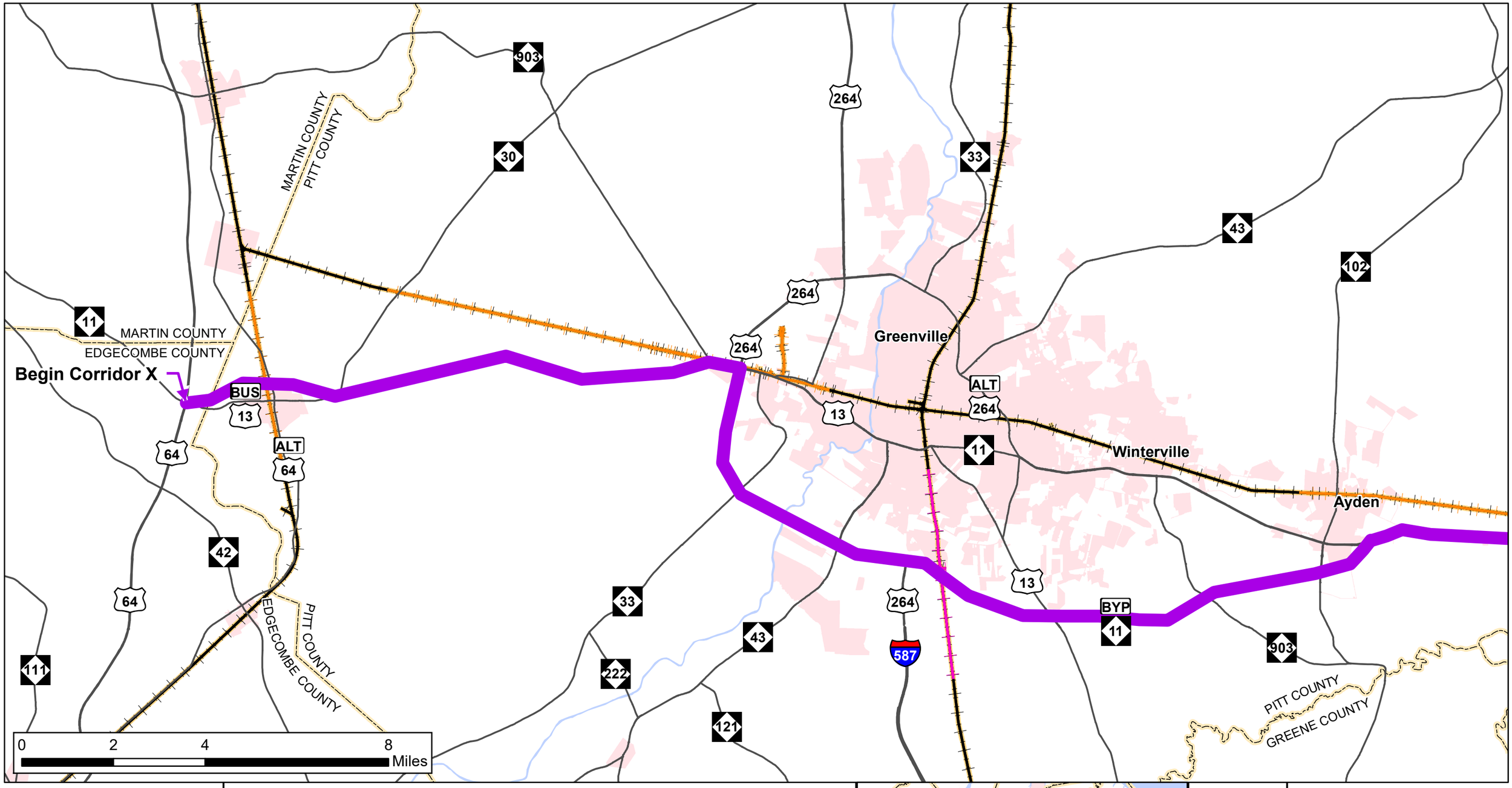
- CSX Transportation
- Norfolk Southern
- NC Railroad
- Railroad Outside of 2 Mile Radius



CORRIDOR S: RAILROAD DATA

FIGURE 6B: GOLDSBORO TO I-40

Only railroads within 2 mile radius of corridor shown. Operator and Owner can be found in Appendix A of the Transportation Facilities Tech Memo.



NC STRATEGIC TRANSPORTATION CORRIDOR X (STC)

FEBRUARY 2022

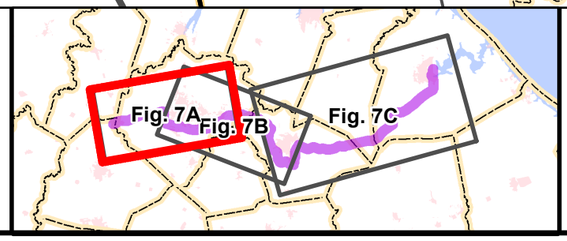
Source: NCOneMap, NCDOT GIS, ESRI

Legend

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

NC Railroads

- CSX Transportation
- Norfolk Southern
- Railroad Outisde of 2 Mile Radius



CORRIDOR X: RAILROAD DATA

FIGURE 7A: U.S. 13 TO GREENVILLE

Only railroads within 2 mile radius of corridor shown. Operator and Owner can be found in Appendix A of the Transportation Facilities Tech Memo.

Greenville
Winterville
Ayden
Kinston
CRAVEN COUNTY
LENOIR COUNTY
JONES COUNTY
PITT COUNTY
GREENE COUNTY
C.F. HARVEY PKWY
33
43
102
118
55
70
BYP
11
ALT
264
13
903
58
148
258
123
587
BUS
0 2 4 8 Miles

NC STRATEGIC TRANSPORTATION CORRIDOR X (STC)

FEBRUARY 2022

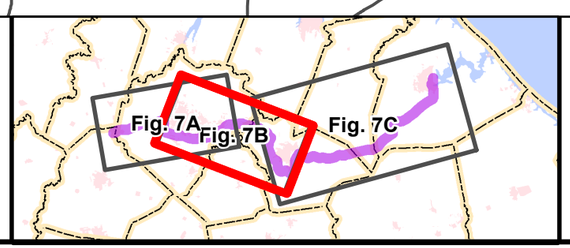
Source: NCOneMap, NCDOT GIS, ESRI

Legend

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

NC Railroads

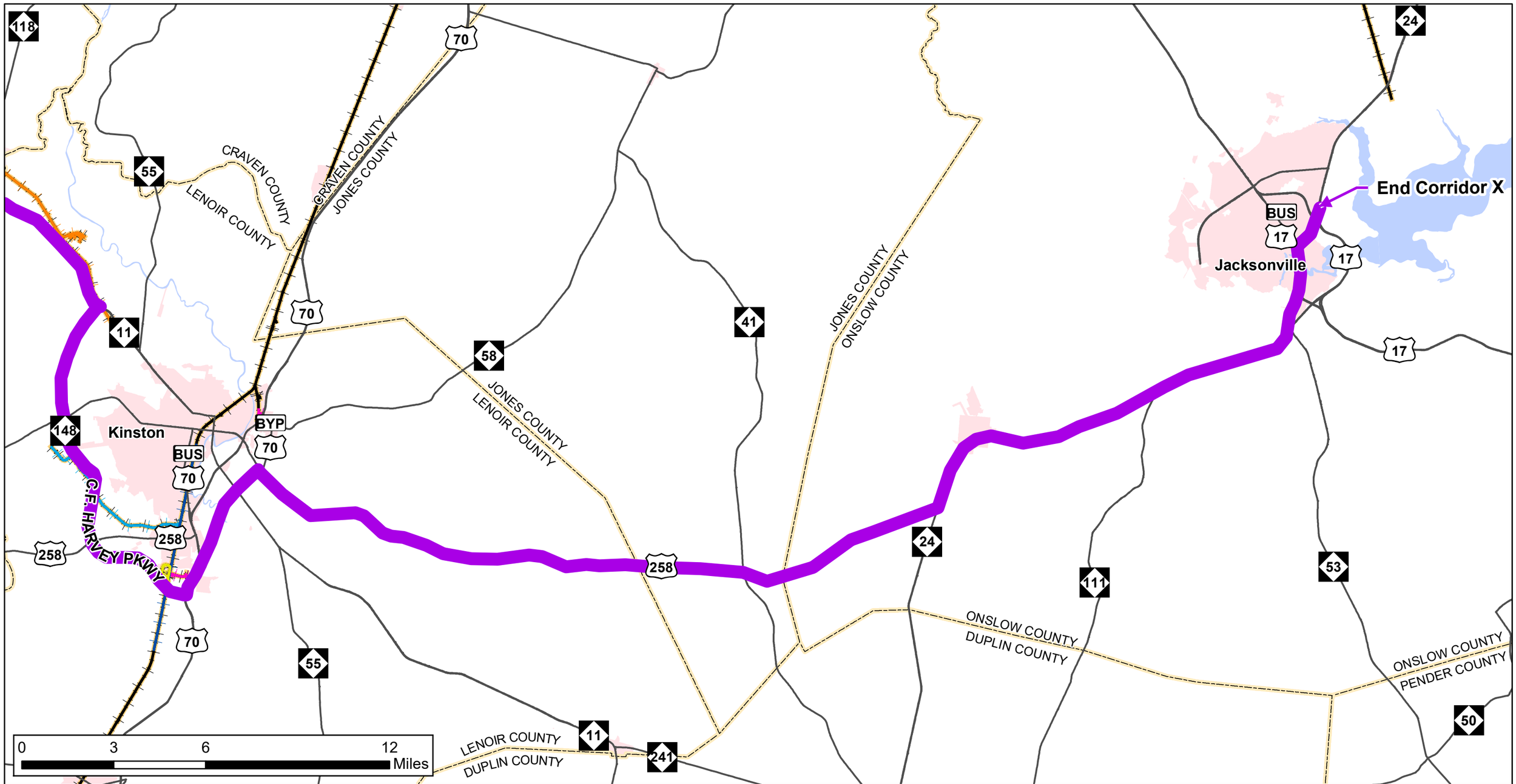
- CSX Transportation
- Norfolk Southern
- NC DOT
- NC Railroad
- Sanderson Farms
- Railroad Outisde of 2 Mile Radius



CORRIDOR X: RAILROAD DATA

FIGURE 7B: GREENVILLE TO KINSTON

Only railroads within 2 mile radius of corridor shown. Operator and Owner can be found in Appendix A of the Transportation Facilities Tech Memo.



NC STRATEGIC TRANSPORTATION CORRIDOR X (STC)

FEBRUARY 2022

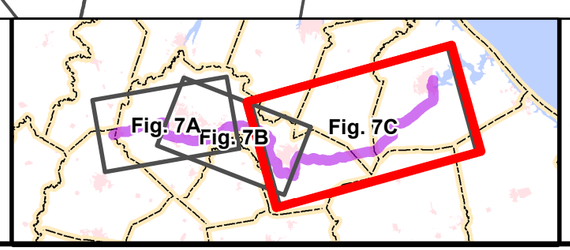
Source: NCOneMap, NCDOT GIS, ESRI

Legend

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

NC Railroads

- CSX Transportation
- Norfolk Southern
- NC DOT
- NC Railroad
- Sanderson Farms
- Railroad Outisde of 2 Mile Radius



N

CORRIDOR X: RAILROAD DATA

FIGURE 7C: KINSTON TO JACKSONVILLE

Only railroads within 2 mile radius of corridor shown. Operator and Owner can be found in Appendix A of the Transportation Facilities Tech Memo.

Appendix B. Transportation Facilities Inventory Terminology

Appendix B. Transportation Facilities Inventory Terminology

B.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 B-1**.

Table B-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

B.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 B-2** in order of mobility function.

Table B-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

B.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 B-3**.

Table B-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