Welcome and Introductions

- STC Master Plans Overview
- Study Area Descriptions
- Discussion by Discipline/Agency
- Public Outreach
- Next Steps
**Goals**

**System Connectivity:** Provide essential connections to national transportation networks critical to interstate commerce and national defense;

**Mobility:** Facilitate significant high-volume, inter-regional movements of people and goods across the state; and

**Economic Prosperity:** Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.

Note: Dashed lines indicate primary rail lines that combine with the primary highway to form the color-coded Strategic Transportation Corridor.
Corridor Steering Committee

• Discussion of the CSC
• Study Schedule
US 321 (Corridor D)
US 74 (Corridor U)
Future I-42 (Corridor P)
Future I-795 (Corridor S)
Jacksonville to Greenville (Corridor X)
## Corridor Profiles

**Corridor P:**
**Future I-42/US 70E/NCCR - I-440 in Wake County to Port of Morehead City**

### General Description
The 145-mile Corridor P serves Wake, Johnston, Wayne, Lenoir, Jones, Craven, and Carteret counties as a regional link across the Coastal Plains, linking the state capital and Research Triangle region and the central North Carolina coast, including the state port in Morehead City. The NCCR mainline follows along US 70 from the Port of Morehead City to the connection to Raleigh, connecting to CSX in Johnston County. US 70 carries high volumes of truck traffic from Wake County to Craven County with high passenger volumes through Johnston County. US 70 is also a major tourist route for those headed to the historic City of Beaufort, Cape Lookout Lighthouse on the Outer Banks, and the central North Carolina beach communities.

### Primary Facilities or Services
- **Primary Highway(s):** US 70
- **Other parallel statewide level highways:** I-40
- **Primary rail line:** NCCR
- **Passenger rail service:** None
- **Statewide or regional level airports:** Coastal Carolina Regional (New Bern)
- **Statewide or regional level ports:** Port of Morehead City, Global TransPark
- **Regional Transit:** GoRaleigh
- **State level ferries:** None; Cedar Island ferry to Ocracoke is further east on US 70
- **State level bike/pedestrian route:** None

### Identification Criteria Elements
<table>
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<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
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| STRAHNET: US 70 | US 70 carries high truck volumes from Wake County to Craven County | Statewide:  
- Port of Morehead City  
- Seymour Johnson Air Force Base  
- Global TransPark  
- Cherry Point Naval Air Station |
| STRAHNET: NCRR | US 70 carries high passenger traffic volumes through Johnston County | Regional:  
- Coastal Carolina Regional Airport |
| Primary rail line: NCCR from Raleigh to Morehead City port | None | |
| Interstate connections: None |

### Geographic Location

![Map of Corridor P](image-url)
Data Collection

- GIS layers
- Local transportation and land use plans
- Travel demand models
- Ports, airports, and transit inventory
- Bicycle inventory / Bike & ped plans
- Performance measures
- Travel markets and freight flows
Public Outreach

• Stakeholder Involvement Plan
• Public Engagement
MPO and RPO Meetings

• Kick-Off Meetings
  – March 5-7: Corridors D and U
  – March 13 and 15: Corridors P, S, and X

• Purpose
  – Reintroduce the STC Master Plan
  – Present initial information
  – Gather initial feedback
Corridor Inspections

• Inspection Dates
  – March 5-7: Corridors D and U
  – March 13, 15, 16: Corridors P, S, and X

• Areas of Focus
  – Travel experience
  – Major connections
  – Wayfinding
  – Major land uses
  – Physical/environmental (human and natural) constraints
  – Highlighted issues
U.S. 321 (Corridor D)

U.S. 321/CSX
- From South Carolina state line
- To Tennessee state line
U.S. 321 (Corridor D)

- Provides access to the northwest North Carolina mountains
- Part of a longer corridor providing access to external activity centers
- Carries high passenger and truck traffic between I-40 and I-85
U.S. 321 (Corridor D)

• Travel experience:
  – Local Road: Gastonia to SC and Boone to TN
  – Freeway: Gastonia to Hickory
  – Multi-lane Roadway (minimal control): Hickory to Boone

• Major connections: I-40 and I-85

• Physical constraints significant on mountain to Blowing Rock

• Highlighted issues include Hickory Riverwalk
U.S. 74 (Corridor U)

U.S. 74
• From I-26 in Polk Co.
• To Wilmington
U.S. 74 (Corridor U)

- Provides direct freight movement from the Port of Wilmington to Charlotte
- Major Connections to I-74, I-95, I-85, I-77, I-40
- Interstate, Freeway, Expressway, and Boulevard facility along the corridor
- Variety of land uses along the corridor
- Like-minded long-term vision for the corridor
Future I-42 (Corridor P)

Future I-42/ U.S. 70E/ NCRR

- From I-440 in Wake Co.
- To Port of Morehead City
Future I-42 (Corridor P)

- Most is limited access or interstate
- Provides access to economic centers and to tourists for coastal amenities
- Carries high truck volumes
- Abuts along North Carolina freight movement
Future I-42 (Corridor P)

- Major connections: I-95 and I-795
- Evacuation route
- Access to Croatan National Forest
Future I-795 (Corridor S)

I-795/U.S. 117
• In Wilson Co.
• To I-40 in Sampson Co.
Future I-795 (Corridor S)

• Interstate from Goldsboro to Wilson, carrying high truck traffic
• U.S. 117 from I-40 to Goldsboro is mostly limited access
• Shortcut between I-40 and I-95
Future I-795 (Corridor S)

- Major connections: US-70
- Access to Johnson Seymour Base
- Number of unincorporated areas – low income and low density
- Lack of economic activity
Jacksonville to Greenville (Corridor X)


- From US 17 in Onslow Co.
- To U.S. 64E in Edgecombe Co.
Jacksonville to Greenville (Corridor X)

- Mostly 2-lane, undivided road
- Uncontrolled intersections
- Connects Jacksonville, Kinston, and Greenville
Jacksonville to Greenville (Corridor X)

- Major connection: US 70
- Carries military traffic from Jacksonville to Camp Lejeune
- Mostly rural with clusters of urban area
Discussion by Discipline/Agency

- Traffic
- Safety
- Bicycle/Pedestrian
- Transit and Heavy Rail
- Aviation
Discussion by Discipline/Agency

- FHWA
- NCDOT Planning and Programming Division
- NCDOT Feasibility Studies Unit
- NCDOT Project Management Unit
Discussion by Discipline/Agency

• NCDOT Divisions
  – Corridor U: 3, 6, 8, 10, 12, 13, 14
  – Corridor D: 11, 12, 13
  – Corridor P: 2, 4, 5
  – Corridor S: 3, 4
  – Corridor X: 2, 3
Discussion by Discipline/Agency

• Planning Organizations
  – Gaston-Cleveland-Lincoln MPO
  – Wilmington Urban Area MPO
  – Rocky River RPO
  – Mid-Carolina RPO
  – Hickory MPO
  – Isothermal RPO
  – High Country RPO
  – Charlotte Regional TPO
  – Lumber River RPO
  – Cape Fear RPO
  – Capital Area MPO
  – Goldsboro MPO
  – New Bern Area MPO
  – Upper Coastal Plain RPO
  – Eastern Carolina RPO
  – Down East RPO
  – Mid-Carolina RPO
  – Greenville MPO
  – Jacksonville MPO
  – Mid-East RPO
Special Users

- Freight
- Ports
- Military Bases
- TransPark
Next Steps

• TAC and TCC Meetings – Summer 2018
• Data Collection – Summer/Fall 2018
• Stakeholder Surveys – Summer/Fall 2018
• Draft Plans – Winter 2019
• TAC and TCC Meetings – Winter 2019
Questions?