



NORTH CAROLINA
Department of Transportation



N.C. Strategic Transportation Corridors Master Plans Corridor Steering Committee

March 27, 2018

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

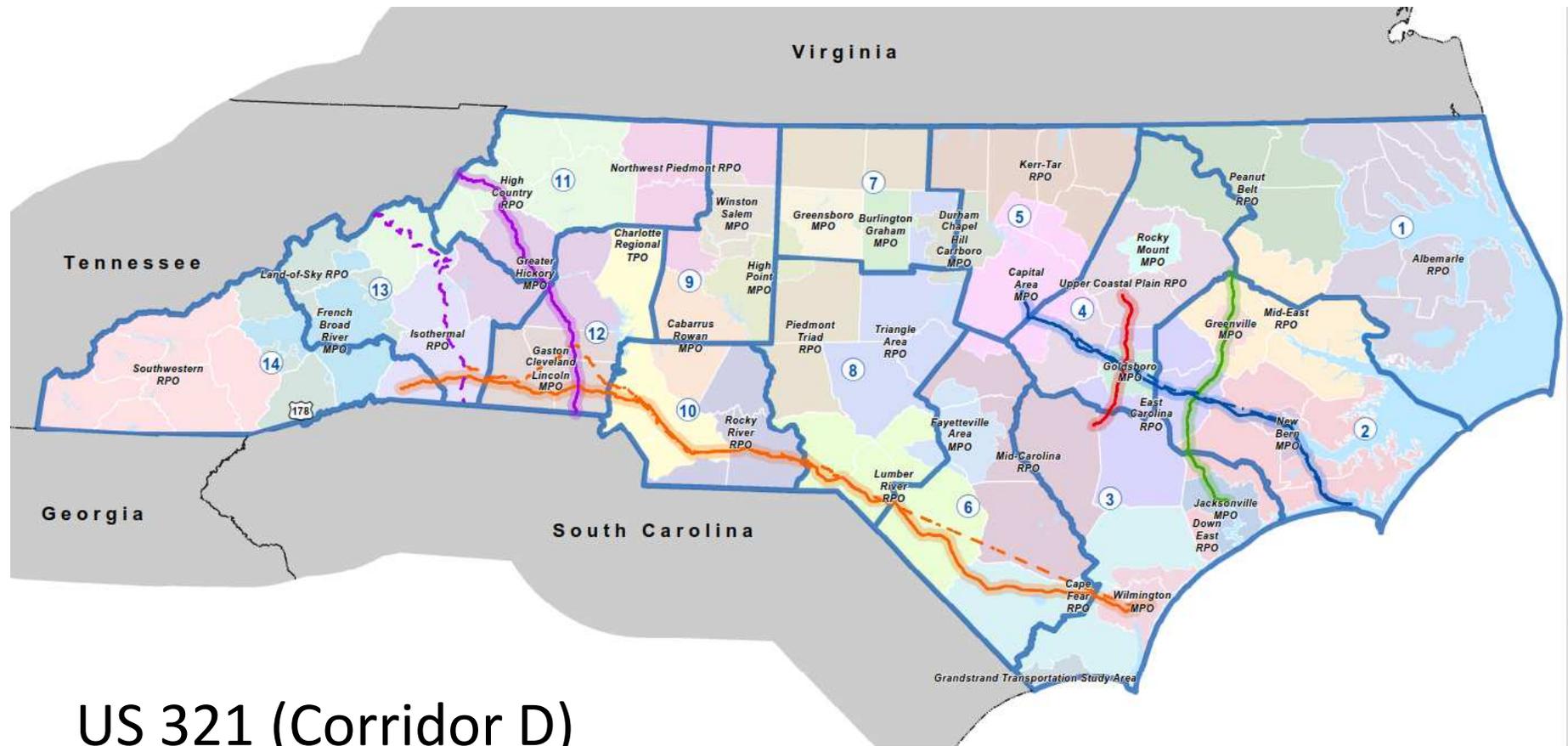
Economic Prosperity: Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.

STC Master Plans



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/NCRR – I-440 in Wake County to Port of Morehead City		
General Description		
<p>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 NCRR 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.</p>		
Primary Facilities or Services		
<p>Primary Highway(s): US 70 Other parallel statewide level highways: I-40 Primary rail line: NCRR Passenger rail service: None Statewide or regional level airports: Coastal Carolina Regional (New Bern)</p>	<p>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 routes: None</p>	
Identification Criteria Elements		
Connectivity	Passenger and Freight Mobility	Primary Activity Centers
<p>STRAHNET: US 70 STRACNET: NCRR Primary rail line: NCRR from Raleigh to Morehead City port Interstate connections: None</p>	<ul style="list-style-type: none"> US 70 carries high truck volumes from Wake County to Craven County US 70 carries high passenger traffic volumes through Johnston County 	<p>Statewide:</p> <ul style="list-style-type: none"> Port of Morehead City Seymour Johnson Air Force Base Global TransPark Cherry Point Naval Air Station <p>Regional:</p> <ul style="list-style-type: none"> Coastal Carolina Regional Airport
Geographic Location		

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

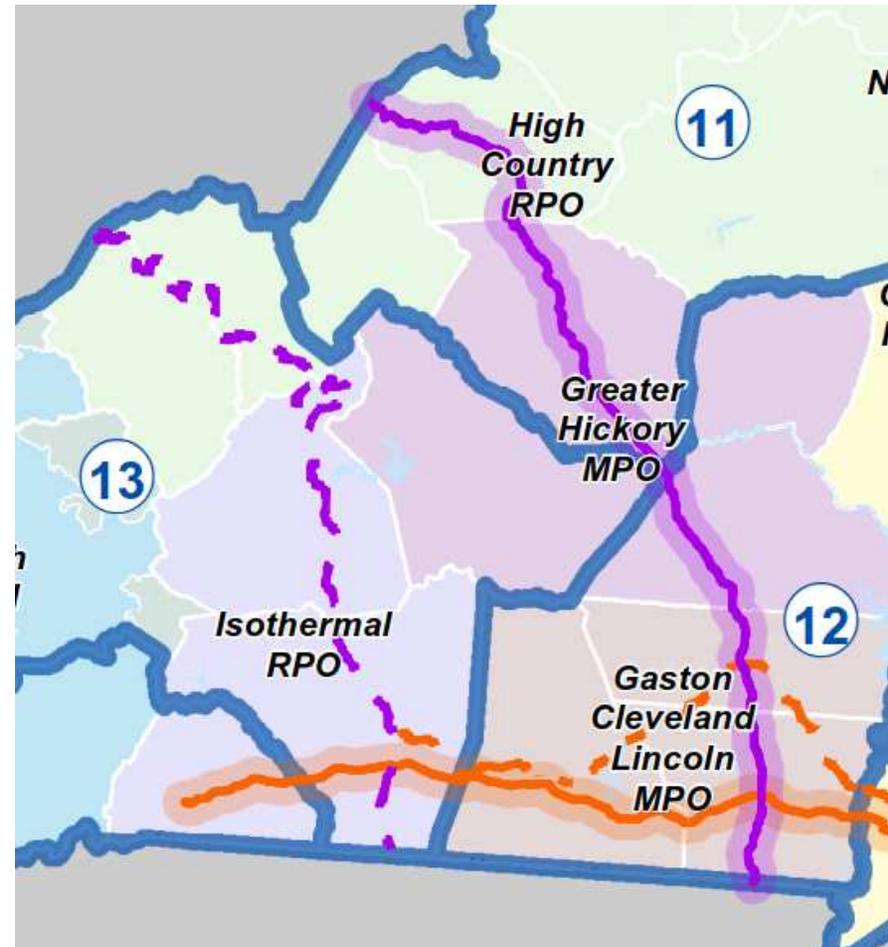
Corridor Inspections

- 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)

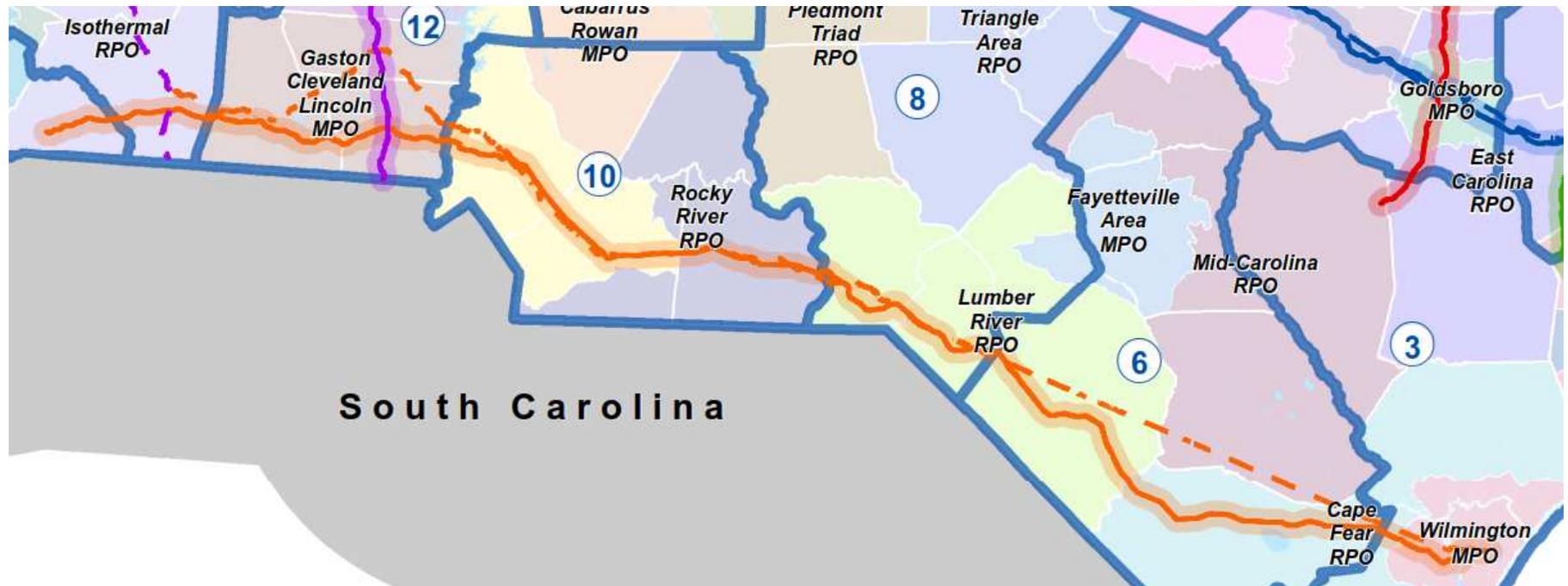
- Travel experience:
 - Local Road: Gastonia to SC and Boone to TN
 - Freeway : Gastonia to Hickory
 - Multi-lane Roadway (minimal control): Hickory to Boone
- Major connections: I-40 and I-85
- Physical constraints significant on mountain to Blowing Rock
- Highlighted issues include Hickory Riverwalk



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)

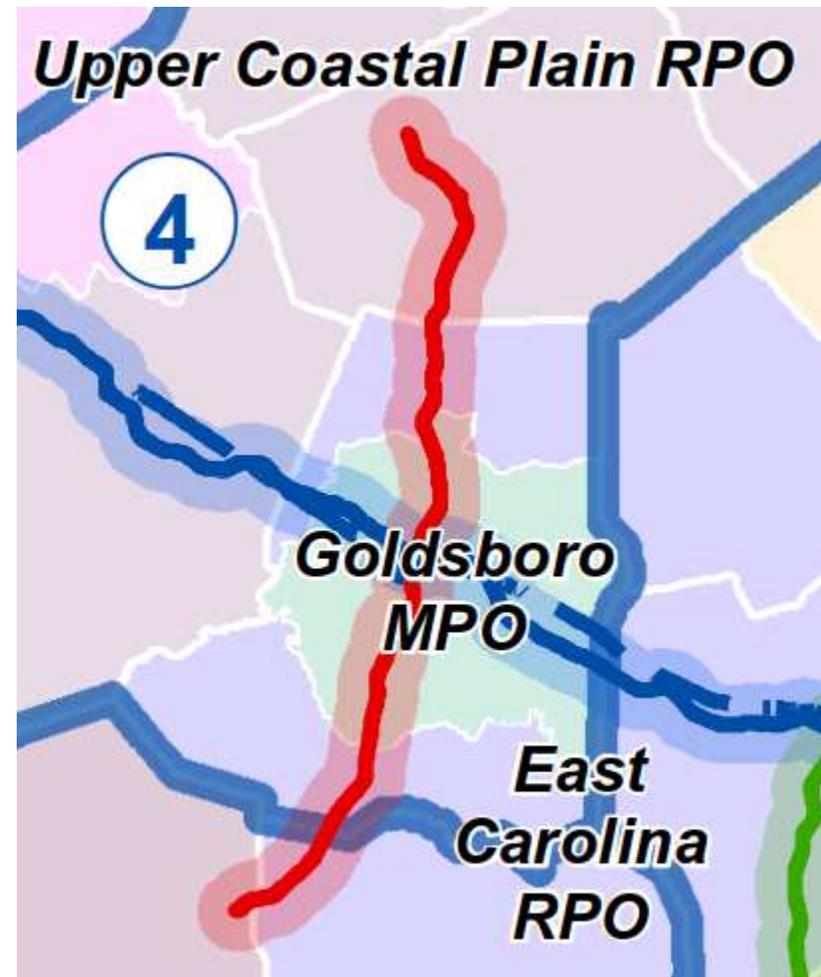
- Major connections: I-95 and I-795
- Evacuation route
- Access to Croatan National Forest



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)

U.S. 258/N.C. 11/U.S. 13

- 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?