Corridor A:  
US 74W – Tennessee state line to I-26 in Asheville

General Description

The 126-mile Corridor A serves southwestern North Carolina, including Buncombe, Haywood, Jackson, Swain, Macon, Graham, and Cherokee counties from southeast Tennessee to Asheville, and is the principal corridor for access to the tourism and agricultural centers of western North Carolina. This corridor overlaps with Corridor Q for 19 miles along I-40 west of Asheville to I-26. In connecting to Corridor C (I-26) in Asheville, the corridor provides linkage for western North Carolina to the southeast US region to the south and central Appalachia and the Ohio Valley to the north.

Primary Facilities or Services

Primary Highway(s): US 74, I-40
Other parallel statewide level highways: US 23, US 64
Primary rail line: None
Passenger rail service: None
Statewide or regional level airports: None
Statewide or regional level ports: None
Regional Transit: None
State level ferries: None
State level bike/pedestrian routes: Mountains to Sea-Bike Route 2

Identification Criteria Elements

Connectivity

Interstate Highways: I-40
STRAHNET: I-40; US 74
STRACNET: n/a

Passenger and Freight Mobility

• I-40/US 74 to I-26 carries high passenger traffic volumes for the entire length of the joint corridor
• I-40/US 74 to I-26 carries high truck traffic for the entire length of the joint corridor

Primary Activity Centers

Statewide:
• Asheville Village (logistics village)
• Swain County tourist center (Cherokee Reservation and Great Smoky Mountains National Park)
• Buncombe County/Asheville tourist center
• Chattanooga (external center)

Regional:
• Western Carolina University
• Mission Hospitals (Asheville)

Geographic Location
## Corridor A:
### US 74W – Tennessee state line to I-26 in Asheville

### Key Functions and Expectations
(Functions of corridor in context of STC goals and criteria)

- **Connectivity:** US 74 is a part of the STRAHHNET system and provides a major connection from Tennessee through western North Carolina to I-40 and I-26.
- **Mobility:** This corridor connects southeast Tennessee with I-40 and I-26 providing passenger and freight mobility through traffic access across southwestern North Carolina.
- **Economic Prosperity:** Corridor A provides access through western North Carolina to Swain County, one of the top tourism counties in North Carolina. In addition, it provides access to WNC’s major medical center, employment centers, national parks, and colleges.
- **Expectation:** Through improved access management, increased reliability for both passenger and freight movements, and safer corridors, Corridor A will improve regional access to promote tourism and regional agricultural markets.

### Corridor Planning or Programming Initiatives

- **2015 Rail Plan:** there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan:** look for opportunities for implementation of the Complete Streets Policy, address safety needs of different types of bicyclists, promote walking and bicycling as an amenity in NC using the Mountains-to-Sea Trail
- **2015 Aviation Plan:** there are no identified strategic aviation activities along this corridor
- **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrews to Murphy Rail Reactivation Study</td>
<td>• 2040 Metropolitan Transportation Plan (French Broad River MPO)</td>
</tr>
<tr>
<td>Reactivating freight and tourism service on the Andrews to Murphy rail line would provide an economic boost to Cherokee County.</td>
<td></td>
</tr>
</tbody>
</table>

### 2018-2027 State Transportation Improvement Projects

There are no mobility/capacity improvement projects along this corridor.

### Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Geometric improvements to address sight distance or stopping problems
- Capacity improvements to widen two lane sections, to improve reliability and address isolated congestion due to steep grades
- Park and Ride and Express Bus providing additional public transit options to address congestion
Corridor B: US 23/441 – Georgia state line to US 74 in Jackson County

General Description
The 32-mile Corridor B serves southwestern North Carolina, including Macon and Jackson counties, and extends from the Georgia state line to US 74. Corridor B provides connectivity to Georgia’s strategic corridor US 23/441, providing access to the Atlanta Metro Region and connection to Corridor A in Dillsboro, thus serving as the primary corridor for access between the Atlanta metro area and all of western North Carolina.

Primary Facilities or Services

Primary Highway(s): US 441/US 23
Other parallel statewide level highways: None
Primary rail line: None
Passenger rail service: None
Statewide or regional level airports: None
Statewide or regional level ports: None
Regional Transit: None
State level ferries: None
State level bike/pedestrian routes: None

Identification Criteria Elements

Connectivity
Interstate connections: to Georgia’s strategic corridor US 23/441

Passenger and Freight Mobility
This corridor does not meet the total passenger or freight volume criteria for strategic corridors.

Primary Activity Centers
Statewide:
• Atlanta Metro Region (external employment center)
• Hartsfield–Jackson Atlanta International Airport
• Great Smoky Mountains National Park
Regional:
• Western Carolina University

Geographic Location
Corridor B:
US 23/441 – Georgia state line to US 74 in Jackson County

**Key Functions and Expectations**
(Function of corridor in context of STC goals and criteria)

- **Connectivity**: US 441 provides connection to STRAHNET highway US 74 and Georgia strategic corridor US 23/441.
- **Economic Prosperity**: Corridor B provides access to multiple national parks as well as Western Carolina University, and is the primary access route from western North Carolina to the Atlanta Metro Region employment center and Hartsfield–Jackson Atlanta International Airport.
- **Expectation**: As western North Carolina continues to develop as an economic and tourism area, Corridor B must provide improved access and mobility reliability to the Atlanta region to allow access to jobs and to international markets and travel opportunities.

**Corridor Planning or Programming Initiatives**

- **2015 Rail Plan**: there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan**: look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan**: there are no identified strategic aviation activities along this corridor
- **2017 Freight Plan**: this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan**: developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are no Corridor Initiatives led by NCDOT or local entities for this STC.</td>
<td>There are no Metropolitan Transportation Plans within this STC.</td>
</tr>
</tbody>
</table>

**2018-2027 State Transportation Improvement Projects**

There are no mobility/capacity improvement projects along this corridor.

**Potential Improvement Strategies**
(Potential improvements to support better service of identified key functions and expectations)

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Capacity improvements to widen two lane sections or provide passing lanes, to improve reliability and address isolated congestion due to steep grades
- Geometric improvements to address sight distance or stopping problems
- Park and Ride and Express Bus providing additional public transit options to address congestion
Corridor C:
I-26 – South Carolina state line to Tennessee state line

General Description
The 71-mile Corridor C serves western North Carolina (including Polk, Henderson, Buncombe, and Madison counties) between South Carolina and Tennessee. I-26 is a route of national significance for the southern Atlantic coastal region, and serves as a connection between the port of Charleston, South Carolina, and the Appalachian region. I-26 in the principal north-south corridor through western North Carolina, and its connections to Corridor Q (I-40) and I-240 in Asheville and to Corridor A allows high level access and mobility to western North Carolina and eastern Tennessee. I-26 is a major route to national tourism destinations including Asheville and Biltmore Estate and to the Great Smoky Mountains National Park. South of the connection with I-40, I-26 carries high volumes of passenger and truck traffic to and from South Carolina.

Primary Facilities or Services

<table>
<thead>
<tr>
<th>Primary Highway(s):</th>
<th>I-26, US 74</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary rail line:</td>
<td>NS secondary mainline from Asheville to east Tennessee</td>
</tr>
<tr>
<td>Passenger rail service:</td>
<td>None</td>
</tr>
<tr>
<td>Statewide or regional level airports:</td>
<td>Asheville Regional</td>
</tr>
</tbody>
</table>

| Statewide or regional level ports: | None |
| Regional Transit: | Asheville Regional Transit (ART) |
| State level ferries: | None |
| State level bike/pedestrian routes: | None |

Identification Criteria Elements

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Highways: I-26</td>
<td>• I-26 carries high passenger volumes between I-40 and the South Carolina state line</td>
<td>Statewide:</td>
</tr>
<tr>
<td>STRAHNENT: I-26</td>
<td>• I-26 carries high truck traffic between I-40 and South Carolina</td>
<td>• Asheville Village logistics village</td>
</tr>
<tr>
<td>Interstate connections: to South Carolina’s designated I-26 strategic corridor</td>
<td></td>
<td>• Asheville employment center</td>
</tr>
</tbody>
</table>

Regional:
• Mission Hospitals
• Asheville–Buncombe Technical Community College
• Asheville Regional Airport

Geographic Location

[Map of Corridor C showing key locations and highways]
Corridor C:
I-26 – South Carolina state line to Tennessee state line

Key Functions and Expectations
(Functions of corridor in context of STC goals and criteria)

- **Connectivity**: Corridor C provides interstate connections to both South Carolina and Tennessee, and is on the STRAHNET highway network. The Norfolk Southern rail line from Asheville to Tennessee provides connection to the Ohio Valley.
- **Mobility**: Corridor C and I-26 is the most heavily traveled corridor in the rapidly growing Buncombe/Henderson County corridor, with increasing congestion and reliability issues due to traffic growth.
- **Economic Prosperity**: Corridor C provides access from the south to multiple Asheville area economic activity centers and critical external access to South Carolina ports and employment opportunities and to upper Midwest markets.
- **Expectation**: As the primary north-south corridor for western North Carolina, as well as the principal link to South Carolina and Tennessee markets, it is critical that Corridor C provide reliable intrastate mobility, including movement through the central Asheville area that now is indirect and increasingly unreliable. Increasing rapid growth of Asheville region is likely to require continuing effort to increase capacity to address safety, reliability, and travel speed needs.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan**: there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan**: there are no strategic bicycle or pedestrian activities along this corridor
- **2015 Aviation Plan**: established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
- **2017 Freight Plan**: this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan**: developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are no Corridor Initiatives led by NCDOT or local entities for this STC.</td>
<td>• 2040 Metropolitan Transportation Plan (French Broad River MPO)</td>
</tr>
</tbody>
</table>

2018-2027 State Transportation Improvement Projects
Add additional lanes from US 25 (Exit 54) to I-40 (Exit 31). Multi-lane freeway from Asheville to Tennessee state line. Asheville connector from I-26 to US 19/23/70.

Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Increase capacity to alleviate congestion between Asheville and the South Carolina state line
- Upgrade transition through core of Asheville to improve reliability and corridor consistency
- Park and Ride and Express Bus providing additional public transit options to address congestion
Corridor D:  
US 321/CSX – South Carolina state line to Tennessee state line

General Description
The 94-mile Corridor D provides access to the northwest North Carolina mountains around Boone from upper South Carolina, serving Gaston, Lincoln, Catawba, Caldwell, and Watauga counties, as part of a longer corridor providing access from external activity centers such as Columbia, South Carolina, Savannah, Georgia, and Johnson City, Tennessee. Corridor D carries high passenger and truck traffic between Corridor Q (I-40) in Hickory and Corridor I (I-85) in Gastonia. Corridor D also includes the CSX railroad that traverses the northern North Carolina mountains to the coal fields of the Appalachians. To the northwest the corridor overlaps Corridor E for 7 miles.

Primary Facilities or Services

| Primary Highway(s): | US 321 |
| Other parallel statewide level highways: | US 421 west of Boone |
| Primary rail line: | CSX |
| Passenger rail service: | None |
| Statewide or regional level airports: | None |
| Statewide or regional level ports: | None |
| Regional Transit: | Gastonia Transit, Greenway Public Transportation |
| State level ferries: | None |
| State level bike/pedestrian routes: | None |

Identification Criteria Elements

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
</table>
| Freight rail: CSX rail line from Tennessee to South Carolina. | • US 321 carries high passenger volumes between I-40 in Hickory and I-85 in Gastonia  
• US 321 carries high truck traffic from I-40 in Hickory to I-85 in Gastonia  
• CSX railroad is a high volume freight railroad through North Carolina carrying coal from Appalachian mines to South Carolina and the Southeast | Statewide: Appalachian State University |
| Regional: Johnson City, Tennessee employment center  
Watauga County tourism center  
Gaston County tourism center  
Gaston College (Dallas)  
CaroMont Regional Medical Center (Gastonia) |
Corridor D: US 321/CSX – South Carolina state line to Tennessee state line

Key Functions and Expectations
(Function of corridor in context of STC goals and criteria)

- **Connectivity:** Corridor D provides a connection to South Carolina strategic US 321 corridor and is the primary connection from the northern mountains into Tennessee. The CSX rail corridor is a primary coal route from Appalachian mines to North Carolina and South Carolina power plants.

- **Mobility:** The CSX rail line is a primary coal route for delivery of Appalachian coal to North Carolina electric generation plants; it also serves as a key, medium volume connector between the major east-west Corridors I (I-85) and Q (I-40).

- **Economic Prosperity:** Corridor D serves three of the state’s top tourism counties (Gaston, Catawba, and Watauga) and is a key access route to the primary academic center at Appalachian State University.

- **Expectation:** As the most direct route between the Charlotte/Gastonia region and the tourism-rich northern mountains Corridor D should provide safe, reliable travel for both passenger and freight movement, with reduced delays through intermediate communities along the corridor.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan:** there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan:** look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan:** there are no identified strategic aviation activities along this corridor
- **2017 Freight Plan:** portions of this corridor are included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>There are no Corridor Initiatives led by NCDOT or local entities for this STC.</td>
<td>• 2040 Long Range Plan (Greater Hickory MPO)</td>
</tr>
<tr>
<td></td>
<td>• the way forward 2040: Metropolitan Transportation Plan (Gaston-Cleveland-Lincoln MPO)</td>
</tr>
</tbody>
</table>

2018-2027 State Transportation Improvement Projects

Add additional lanes from US 421 to NC 105 Bypass in Boone, NC 268 to north of Blowing Rock and from US 70 to Southwest Boulevard in Hickory.

Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Increase capacity at key bottlenecks (e.g., at I-85 connection in Gaston County)
- Improve consistency of travel speeds through Hickory through access management strategies
  Apply access management strategies and spot widening or climbing lanes in mountains approaching Boone
- Park and Ride and Express Bus providing additional public transit options to address congestion
- Track improvements to facilitate rail freight flow based on rail and freight plans
## Corridor E:
### US 421W – Tennessee state line to I-40 in Forsyth County

### General Description
The 94-mile Corridor E is the primary corridor linking the state’s Piedmont Crescent to the northwest mountains, serving Watauga, Wilkes, Yadkin and Forsyth counties, and provides connection to northeast Tennessee (Bristol) and the I-81 corridor, passing through the Cherokee National Forest. Within North Carolina, US 421 provides access to the Yadkin Valley wine region, mountain Christmas tree farms, Appalachian State University, and major recreation/tourist ski areas. US 421 carries high freight and passenger traffic from the I-40 connection in Forsyth County to Yadkin County. The high truck traffic continues to I-77 while the passenger traffic drops just after the Yadkin County line.

### Primary Facilities or Services
- **Primary Highway(s):** US 421
- **Other parallel statewide level highways:** US 321
- **Primary rail line:** None
- **Passenger rail service:** None
- **Statewide or regional level airports:** None
- **Statewide or regional level ports:** None
- **Regional Transit:** AppalCART
- **State level ferries:** None
- **State level bike/pedestrian routes:** None

### Identification Criteria Elements

#### Connectivity
- **Interstate connections:** to Tennessee and to I-77 in North Carolina

#### Passenger and Freight Mobility
- US 421 carries high volumes of passenger traffic from I-40 in Forsyth County to Yadkin County
- US 421 carries high truck volumes from I-40 in Forsyth County to I-77 in Yadkin County

#### Primary Activity Centers
- **Statewide:**
  - Appalachian State University
  - Wake Forest University Baptist Medical Center
- **Regional:**
  - Wilkesboro/Wilkes County (logistics) Village
  - Watauga County tourism center
  - Johnson City, Tennessee medical center
  - Johnson City regional employment center

### Geographic Location
**Corridor E:**
US 421W – Tennessee state line to I-40 in Forsyth County

**Key Functions and Expectations**
(Function of corridor in context of STC goals and criteria)

- **Connectivity:** US 421 provides primary connection from central Piedmont region to Appalachian State University, Wilkes County Village, and several of the state’s top travel/tourism counties. It also provides access to several east Tennessee regional activity centers in Johnson City.

- **Mobility:** US 421 carries high volumes of truck traffic between I-77 and I-40 and high passenger volumes from Yadkin County to Forsyth County.

- **Economic Prosperity:** Corridor E is the principal travel corridor between the populous Piedmont region and the tourism-rich northern mountains, and is the primary access route to the academic center at Appalachian State University.

- **Expectation:** With the economic resurgence of the Yadkin River Valley as a wine-producing region of national significance, the growth of agriculture and continuing importance of tourism in the northern mountains, and the importance of the Boone area as a tourism and education center, Corridor E must provide a reliable, safe corridor to support those activities.

**Corridor Planning or Programming Initiatives**

- **2015 Rail Plan:** there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan:** look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan:** there are no identified strategic aviation activities along this corridor
- **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

**Corridor Initiatives**

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are no Corridor Initiatives led by NCDOT or local entities for this STC.</td>
<td>2035 Transportation Plan (Winston-Salem Urban Area MPO)</td>
</tr>
</tbody>
</table>

**2018-2027 State Transportation Improvement Projects**

Add additional lanes from US 321 to NC 105 Bypass in Boone, convert to superstreet from NC 16 to US 421 Bus. in Wilkesboro and construct Winston-Salem Northern Beltway from I-40 to US 52.

**Potential Improvement Strategies**
(Potential improvements to support better service of identified key functions and expectations)

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Improve corridor reliability by addressing congestion issues developing in the northwest Winston-Salem region.
- Upgrade connection to Tennessee, along either US 421 (Corridor E) or US 321 (Corridor D) alignments
- Park and Ride and Express Bus providing additional public transit options to address congestion
**Corridor F: I-73/Future I-73 – South Carolina state line to Virginia state line**

### General Description

The 129-mile Corridor F serves the central Piedmont region of the state from the South Carolina state line near Rockingham to the Virginia state line in Rockingham County, serving Richmond, Montgomery, Randolph, Guilford, and Rockingham counties. For approximately 18 miles from east of Rockingham on US 74 to US 220 in Rockingham and from there to the US 311 Bypass in Randleman, Corridor F overlaps with Corridor H (I-74). The US 74 section of Corridor F is also part of Corridor U (US 74). US 220 north of Rockingham and north of Greensboro is being upgraded to Interstate standards as future I-73. The corridor serves as a major freight route from Montgomery County near the Heart of North Carolina MegaPark (one of the states identified “mega-site” industrial locations) to the city of Greensboro.

### Primary Facilities or Services

<table>
<thead>
<tr>
<th>Primary Highway(s):</th>
<th>I-73, I-74, US 220</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other parallel statewide level highways:</td>
<td>None</td>
</tr>
<tr>
<td>Primary rail line:</td>
<td>None</td>
</tr>
<tr>
<td>Passenger rail service:</td>
<td>None</td>
</tr>
<tr>
<td>Statewide or regional level airports:</td>
<td>Piedmont Triad International</td>
</tr>
</tbody>
</table>

| Statewide or regional level ports: | None |
| Regional Transit: | Greensboro Transit Authority, Piedmont Area Regional Transit |
| State level ferries: | None |
| State level bike/pedestrian routes: | None |

### Identification Criteria Elements

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Highways: I-73 (existing and future), I-74 STRAIGHT: I-73, I-74 Interstate connections: to Virginia’s US 220 Corridor of Statewide Significance</td>
<td>• I-73 carries high truck volumes from I-40 in Guilford County to the Heart of NC Megasite in Moore/Montgomery counties • I-73 carries high passenger traffic volumes from I-40 in Guilford County to Asheboro</td>
<td>Statewide: • Aerotropolis (logistics) Village • Heart of NC Megasite logistics village • Piedmont Triad International Airport UNC-Greensboro Regional: • Moses Cone Hospital • Moore County tourism center • Danville, Virginia employment center</td>
</tr>
</tbody>
</table>

### Geographic Location
Corridor F:
I-73/Future I-73 – South Carolina state line to Virginia state line

Key Functions and Expectations
(Function of corridor in context of STC goals and criteria)

- **Connectivity**: Corridor F provides linkage to Virginia’s strategic US 220 corridor and to northern Virginia and West Virginia, and a more direct connection to I-95 in South Carolina and to the upper South Carolina coast.
- **Mobility**: I-73 carries high volumes of truck traffic from Moore/Montgomery counties to the I-40 connection in Greensboro.
- **Economic Prosperity**: Corridor F expands opportunities for the less-developed central Piedmont region by enhanced access to Piedmont Triad International Airport, the Aerotropolis Village, the Heart of NC Megasite, and many Greensboro area activity centers.
- **Expectation**: As the primary north-south corridor through central North Carolina, as well as the principal link to southern Virginia employment opportunities and for development of designated major economic development sites, it is critical that Corridor F provide reliable intrastate and interstate mobility, by completing needed facility upgrades to interstate highway standards.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan**: there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan**: there are no strategic bicycle or pedestrian activities along this corridor
- **2015 Aviation Plan**: established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
- **2017 Freight Plan**: this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan**: developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>The National I-73/I-74/I-75 Corridor Association</td>
<td>• 2040 Metropolitan Transportation Plan (Greensboro Urban Area MPO)</td>
</tr>
<tr>
<td>• is a membership organization committed to enhancing the economic success and quality of life in the six-state corridor, including North Carolina</td>
<td></td>
</tr>
<tr>
<td>• pursues the planning, permitting, funding, and construction of Interstate 73</td>
<td></td>
</tr>
<tr>
<td>• working to facilitate interstate commerce, reduce congestion and improve safety in an environmentally sound way</td>
<td></td>
</tr>
</tbody>
</table>

2018-2027 State Transportation Improvement Projects

Construct four-lane divided on new location around Rockingham and six-lane freeway on new location from NC 68 to Western Loop and I-85 to Lawndale Drive with additional lanes from Horsepen Creek Road to US 220 in Greensboro.

Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Upgrade remaining rural US 220 sections to Interstate highway standards
- Increase capacity and reliability through the Greensboro area by completion of Western Loop
- Coordinate with adjoining states to ensure consistency and accelerate development
- Park and Ride and Express Bus providing additional public transit options to address congestion
Corridor G:
I-77 – South Carolina state line to Virginia state line

General Description
The 105-mile Corridor G serves the western Piedmont region and northeast mountains between the South Carolina and Virginia state lines, serving Mecklenburg, Iredell, Yadkin, and Surry counties. At the Virginia line, Corridor G links with Virginia’s strategic Western Mountain Corridor and forms a key part of the longer eastern seaboard corridor from Columbia, South Carolina to Cleveland, Ohio. The route carries high freight volumes along its entire length across the state, and is also a critical commuter corridor from South Carolina and from north Mecklenburg County in the rapidly growing Charlotte region.

Primary Facilities or Services

<table>
<thead>
<tr>
<th>Primary Highway(s):</th>
<th>I-77</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other parallel statewide level highways:</td>
<td>US 21, US 601</td>
</tr>
<tr>
<td>Primary rail line:</td>
<td>None</td>
</tr>
<tr>
<td>Passenger rail service:</td>
<td>None</td>
</tr>
<tr>
<td>Statewide or regional level airports:</td>
<td>Charlotte/Douglas International</td>
</tr>
</tbody>
</table>

Statewide or regional level ports: None
Regional Transit: Charlotte Area Transit System
State level ferries: None
State level bike/pedestrian routes: None

Identification Criteria Elements

### Connectivity
**Interstate Highways:** I-77
**STRAHNET:** I-77

**Interstate connections:** to South Carolina’s I-77 corridor and Virginia’s I-77 Western Mountain Corridor of Statewide Significance

### Passenger and Freight Mobility
- I-77 carries high truck volumes across the state from South Carolina to Virginia
- I-77 carries high volumes of passenger traffic between the South Carolina state line and I-40 in Statesville

### Primary Activity Centers

**Statewide:**
- Charlotte regional employment centers
- Charlotte/Douglas International Airport and logistics village
- Carolinas Medical Center
- Mecklenburg County tourism center

**Regional:**
- Charlotte Inland Terminal
- Statesville airport logistics village
- Central Piedmont Community College
- Iredell County tourism center

### Geographic Location

![Map of Corridor G](image)
Corridor G:  
I-77 – South Carolina state line to Virginia state line

**Key Functions and Expectations**  
*Functions of corridor in context of STC goals and criteria*

- **Connectivity:** Corridor G serves as part of the major freight and general travel corridor from the southeast coastal region of the US to the upper Midwest. The corridor is also a part of the STRAHNET system and provides interstate connections to South Carolina and Virginia strategic corridors.

- **Mobility:** I-77 carries high volumes of truck traffic from South Carolina to Tennessee and high passenger volumes from South Carolina to Statesville.

- **Economic Prosperity:** As the principal north-south travel shed in the western Piedmont region, Corridor G provides critical access to the Charlotte region’s many, diverse activity centers and the rapidly growing corridor north to Statesville.  
**Expectation:** As growth in the Charlotte region continues, the primary expectation for Corridor G is that needed investments will be made to provide safe, reliable long-distance travel through that region, while also addressing the Charlotte region’s growing metropolitan congestion issues and maintaining needed upgrades to aging rural area infrastructure elements.

**Corridor Planning or Programming Initiatives**

- **2015 Rail Plan:** there are no identified strategic rail activities along this corridor

- **2013 Bicycle and Pedestrian Plan:** there are no strategic bicycle or pedestrian activities along this corridor

- **2015 Aviation Plan:** established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration

- **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network

- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

**Corridor Initiatives**

<table>
<thead>
<tr>
<th>I-77 Express Lanes/Fast Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Complete evaluation of the financial merits of managed lanes from Brookshire Freeway (Exit 11) to NC 150 (Exit 36) in Iredell County.</td>
</tr>
<tr>
<td>- Review of the express way project is underway and should be completed in summer 2017.</td>
</tr>
</tbody>
</table>

**Metropolitan Transportation Plans**

| 2040 Metropolitan Transportation Plan (Charlotte Regional Transportation Planning Organization) |

**2018-2027 State Transportation Improvement Projects**

Add additional lanes from I-77 (Exit 11) to I-40 (Exit 51). Add managed lanes from I-485 (Exit 1) to NC 16 (Exit 11) and add High Occupancy Toll (HOT) lanes from NC 16 (Exit 11) to West Catawba Avenue (Exit 28). Modify Interchange at I-40/I-77.

**Potential Improvement Strategies**

*Potential improvements to support better service of identified key functions and expectations*

- Increase capacity/widen through the Charlotte - Mecklenburg area and into Iredell County through focused and varied improvement strategies.

- Connection improvements to I-85 in Charlotte

- Reduce identified regional freight mobility bottlenecks

- Park and Ride and Express Bus providing additional public transit options to address congestion
Corridor H:
I-74/Future I-74 – South Carolina state line to I-77 in Surry County

General Description
The 290-mile Corridor H is the current and future I-74 corridor traversing North Carolina from the southeast coastal region, through the central Piedmont region of the state, and into the northern mountains, from South Carolina to the corridor’s connection to Corridor G (I-77) in Surry County. The corridor serves Brunswick, Columbus, Robeson, Scotland, Richmond, Montgomery, Randolph, Forsyth, and Surry counties and serves as a major freight corridor along its entire length. Completion of both Corridors H and F (future I-73) are critical to successful marketing of the Heart of NC Megasite and Aerotropolis Village economic development sites in Moore/Montgomery Counties and the Piedmont Triad, respectively. Plans for improvement include continuing to upgrade the US 74 and US 52 portions of the corridor to interstate highway standards.

Primary Facilities or Services

| Other parallel statewide level highways: None | Statewide level ports: None |
| Primary rail line: CSX Wilmington to Charlotte line (also element of Corridor U) | Regional Transit: Piedmont Area Regional Transit, Winston-Salem Transit, High Point Transit |
| Passenger rail service: None | State level ferries: None |
| | State level bike/pedestrian routes: None |

Identification Criteria Elements

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Highways: I-74, I-73</td>
<td>• Corridor carries high truck volumes from Columbus County to Richmond County, from the Heart of NC Megasite in Moore/Montgomery counties to Winston Salem, and from Winston-Salem to I-77 in Surry County</td>
<td>Statewide:</td>
</tr>
<tr>
<td>STRAHNET: I-74, I-73, I-77, US 74, US 17</td>
<td>• Corridor H carries high passenger volumes from I-77 in Surry County to Asheboro</td>
<td>• Heart of NC Megasite and Aerotropolis Village economic development sites</td>
</tr>
<tr>
<td>STRACNET: CSX (portion of Charlotte to Wilmington rail line)</td>
<td></td>
<td>• Piedmont Triad International Airport</td>
</tr>
<tr>
<td>Interstate connections: connects with South Carolina’s US 17 strategic corridor, to Myrtle Beach</td>
<td></td>
<td>• Wake Forest University and Baptist Medical Center</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Myrtle Beach employment center</td>
</tr>
</tbody>
</table>

Geographic Location

August 2017
Corridor H:  
I-74/Future I-74 – South Carolina state line to I-77 in Surry County

Key Functions and Expectations  
(Function of corridor in context of STC goals and criteria)

- **Connectivity**: As part of the expanding Interstate highway system, Corridor H is made up of multiple interstate system highways and is a major part of the STRAHNET system. The corridor provides a key link from central North Carolina to the Myrtle Beach area.

- **Mobility**: Corridor H provides a major freight connection from US 17 coming from Myrtle Beach to I-77 crossing into Virginia through the rapidly growing North Carolina Piedmont region.

- **Economic Prosperity**: Corridor H provides access to many statewide prosperity/activity centers including two international airports, the Heart of NC Megasite, and multiple activity centers in the Piedmont Triad region.

- **Expectation**: To complete the diagonal Interstate highway corridor vision from the Myrtle Beach region of South Carolina to the I-77 corridor linking to southwest Virginia, it is expected that remaining non-Interstate sections of Corridor H will be upgraded and a suitable, acceptable alignment from US 74 in Columbus and/or Brunswick County to Myrtle Beach will be identified.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan**: start of the Queen City Express freight intermodal service between Port of Wilmington and Charlotte.

- **2013 Bicycle and Pedestrian Plan**: there are no strategic bicycle or pedestrian activities along this corridor

- **2015 Aviation Plan**: established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration

- **2017 Freight Plan**: this corridor is included on the DRAFT NC Priority Highway Freight Network

- **2018 Public Transportation Plan**: developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>The National I-73/I-74/I-75 Corridor Association</td>
<td>• 2035 Transportation Plan (Winston-Salem Urban Area MPO)</td>
</tr>
<tr>
<td>• is a membership organization committed to enhancing the economic success and quality of life in the six-state corridor, including North Carolina</td>
<td></td>
</tr>
<tr>
<td>• pursues the planning, permitting, funding, and construction of Interstate 74</td>
<td></td>
</tr>
<tr>
<td>• working to facilitate interstate commerce, reduce congestion and improve safety in an environmentally sound way</td>
<td>• 2040 Metropolitan Plan (High-Point Urban Area MPO)</td>
</tr>
<tr>
<td></td>
<td>• 2040 Metropolitan Plan (Grand Strand Area Transportation Study)</td>
</tr>
</tbody>
</table>

2018-2027 State Transportation Improvement Projects

Construct four-lane divided roadway on new location around Rockingham and freeway on new location as part of the Winston-Salem Northern Beltway from US 311 to US 52.

**Potential Improvement Strategies**  
(Potential improvements to support better service of identified key functions and expectations)

- Upgrade US 52 portions to full interstate status as part of I-74

- Increase capacity on I-74 between Asheboro and Winston-Salem

- Establish consistent route continuity for improved freight operations

- Park and Ride and Express Bus providing additional public transit options to address congestion
Corridor I:
I-85/NCRR – South Carolina state line to Virginia state line through Piedmont Crescent
(with future I-285 spur to Winston-Salem)

General Description
The 258-mile Corridor I is part of one of the principal travel corridors of the southeast US, running from Montgomery, Alabama to Petersburg, Virginia; as such, it is one of the Southeast’s most important freight corridors. It serves as the transportation spine of the state’s Piedmont Crescent, the generally-recognized economic engine. Corridor I includes 23 miles of US 52 from Lexington to Winston-Salem, planned for conversion to I-285. The entire length of the corridor carries high freight volumes as I-85 passes through the state’s major metropolitan areas of Charlotte, Greensboro, and Durham. Passenger traffic is heavy throughout the corridor except for a short length from Granville County to the Virginia state line. From Charlotte to Durham, Corridor I includes the North Carolina Railroad, providing rail freight mainline service from Charlotte to Greensboro and passenger service from Charlotte to Durham and Raleigh.

Primary Facilities or Services
Primary Highway(s): I-85, I-40
Other parallel statewide level highways: US 74, US 70, US 1
Primary rail line: Norfolk Southern Crescent Corridor, NCRR
Passenger rail service: Amtrak Carolinian, Piedmont (on NCRR), Amtrak Crescent
State level ferries: None
State level bike/pedestrian routes: None
Statewide or regional level airports: Charlotte/Douglas International, Piedmont Triad International
Statewide or regional level ports: Piedmont Triad Inland Terminal
Regional Transit: Charlotte Area Transit System, Piedmont Area Regional Transit, Greensboro Transit Authority, Durham Area Transit Authority

Identification Criteria Elements
Connectivity
Interstate Highways: I-85, I-40, I-73
STRAHNET: I-85, I-40
STRACNET: NS Crescent Corridor, South Carolina state line to Greensboro; and NCRR, Greensboro to Durham
Interstate connections: Links to South Carolina’s I-85 strategic corridor.

Passenger and Freight Mobility
- I-85 carries high truck volumes the entire length of the corridor
- I-85 carries high passenger volumes from the South Carolina state line to Granville County
- NCRR carries high freight volumes from South Carolina to Virginia

Primary Activity Centers
Statewide:
- UNC Charlotte
- Charlotte/Douglas International Airport
- Greensboro regional employment ctrs
- Duke University
Regional:
- Caromont Regional Medical Center
- Carolinas Medical Center
- Gaston College
- NC A&T

Geographic Location
Corridor I:
I-85/NCRR – South Carolina state line to Virginia state line through Piedmont Crescent
(with future I-285 spur to Winston-Salem)

Key Functions and Expectations
(Functions of corridor in context of STC goals and criteria)

- **Connectivity:** Corridor I is part of an interstate highway connecting the southeast US from Alabama to Virginia. I-85 connects many major metropolitan areas across the Piedmont Crescent. The corridor is also a part of the STRAHNET and STRACNET systems.
- **Mobility:** Corridor I provides a major freight connection across the Piedmont Crescent of North Carolina both along I-85 and NCRR. The railroad also carries passenger traffic from Gastonia to Durham.
- **Economic Prosperity:** Corridor I provides connection to multiple important metropolitan areas including Greensboro, Charlotte, and Durham.
- **Expectation:** Corridor I, with the NS railroad and I-85, will continue to be a major route for shipping freight and a vital part of the military highway and rail networks, and is a critical element of the Charlotte, Piedmont Triad, and Research Triangle regional networks. As such, it is critical that the corridor provide the highest possible levels of highway and rail service.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan:** initiate a third *Piedmont* frequency between Raleigh and Charlotte including new stations in Lexington and Harrisburg with planning conducted for the Charlotte Gateway Station
- **2013 Bicycle and Pedestrian Plan:** there are no strategic bicycle or pedestrian activities along this corridor
- **2015 Aviation Plan:** established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
- **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are no Corridor Initiatives led by NCDOT or local entities for STC.</td>
<td>• The Way Forward 2040: Metropolitan Transportation Plan (Gaston-Cleveland-Lincoln MPO)</td>
</tr>
<tr>
<td></td>
<td>• 2040 Metropolitan Transportation Plan (Charlotte Regional Transportation Planning Organization)</td>
</tr>
<tr>
<td></td>
<td>• 2040 Metropolitan Transportation Plan (High-Point Urban Area MPO)</td>
</tr>
<tr>
<td></td>
<td>• 2040 Metropolitan Transportation Plan (Greensboro Urban Area MPO)</td>
</tr>
<tr>
<td></td>
<td>• 2040 Metropolitan Transportation Plan (Burlington-Graham MPO)</td>
</tr>
<tr>
<td></td>
<td>• 2040 Metropolitan Transportation Plan (Durham-Chapel Hill-Carrboro MPO)</td>
</tr>
</tbody>
</table>

2018-2027 State Transportation Improvement Projects

Add additional lanes from US 74 (Exit 10) to US 321 (Exit 10), widen to eight lanes from US 321 (Exit 10) to NC 273 (Exit 27), NC 73 (Exit 55) to US 601 (Exit 68). Restore double track along Piedmont corridor in Kannapolis and Harrisburg.

Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Increase capacity from Charlotte to Kannapolis
- Improvements to connections with other major interstates and highways such as I-77, I-40, US 70, and NC 147
- Park and Ride and Express Bus providing additional public transit options to address congestion
- Track improvements to facilitate rail freight/passenger flow based on rail and freight plans
Corridor J: US 29/NS – I-40 in Guilford County to Virginia state line

General Description

The 40-mile Corridor J serves as an important regional connector for highway traffic from its connection with Corridors I (I-85) and Q (I-40) in Greensboro to Danville, Virginia, serving Guilford, Rockingham, and Caswell counties. It also contains a portion of Norfolk Southern’s Crescent Corridor, one of the principal eastern US rail corridors. This corridor carries high freight volumes by truck and train from Greensboro into Virginia and is a primary corridor linking the manufacturing centers of the central Piedmont to markets and employment centers in central Virginia and the Northeast US. US 29 in Virginia is one of that state’s identified strategic corridors, the Seminole Corridor.

Primary Facilities or Services

- **Primary Highway(s):** US 29
- **Other parallel statewide level highways:** None
- **Primary rail line:** Norfolk Southern Crescent Corridor (also an element of Corridor I south of Greensboro)
- **Passenger rail service:** Amtrak Crescent
- **Statewide or regional level airports:** None
- **Statewide level ports:** None
- **Regional Transit:** Piedmont Area Regional Transit, Greensboro Transit Authority
- **State level ferries:** None
- **State level bike/pedestrian routes:** None

Identification Criteria Elements

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
</table>
| STRACNET: NS Crescent Corridor | - US 29 carries high truck volumes from Greensboro to the Virginia state line  
- US 29 carries high passenger volumes from Greensboro to Rockingham County  
- NS railroad carries high freight volumes from the connection to NCRR to Virginia | **Statewide:**  
- Guilford County tourism center  
- Greensboro employment center  

- **Regional:**  
  - Moses Cone Hospital  
  - NC A&T  
  - Danville, Virginia employment center

Geographic Location

[Map of Corridor J showing highways and cities such as Winston-Salem, Greensboro, Burlington, High Point, Durham, and Virginia state line]
Corridor J:
US 29/NS – I-40 in Guilford County to Virginia state line

Key Functions and Expectations
(Functions of corridor in context of STC goals and criteria)

- **Connectivity:** Corridor J connects Greensboro and Guilford County to Virginia’s US 29 strategic corridor. The NS rail line in this corridor is part of that railroad’s multistate Crescent Corridor and of the STRACNET military rail network.
- **Mobility:** US 29 and NS railroad carry heavy freight volumes from Greensboro to the Virginia state line.
- **Economic Prosperity:** Corridor J is a part of the Norfolk Southern mainline through North Carolina and connects Greensboro to Danville, Virginia.
- **Expectation:** Corridor J, while shorter than most, serves as a critical rail link and an important highway link for NE North Carolina counties to job opportunities in south-central Virginia. Highway improvements should focus on safety and reliability to enhance regional economic potential.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan:** there are no identified strategic rail activities along this corridor *(may need to ask again)*
- **2013 Bicycle and Pedestrian Plan:** look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan:** there are no identified strategic aviation activities along this corridor
- **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are no Corridor Initiatives led by NCDOT or local entities for this STC.</td>
<td>• 2040 Metropolitan Transportation Plan (Greensboro Urban Area MPO)</td>
</tr>
</tbody>
</table>

**2018-2027 State Transportation Improvement Projects**

There are no programmed mobility/capacity improvement projects along this corridor.

Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Increase highway capacity between Reidsville and Greensboro to preserve needed reliability
- Increase freight rail capacity
- Add passenger rail frequency
- Access management
- Park and Ride and Express Bus providing additional public transit options to address congestion
- Track improvements to facilitate rail freight/passenger flow based on rail and freight plans
Corridor K:
US 421/NC 87 – New Hanover County (US 117) to Guilford County (I-40)

General Description
The 175-mile Corridor K is an important regional connector serving the Piedmont and Coastal Plains regions from I-40 in Guilford County through Sanford in Lee County to US 117 in Wilmington and New Hanover County, linking the manufacturing centers of the Piedmont Triad region to export opportunities at the port in Wilmington. The corridor serves New Hanover, Brunswick, Bladen, Cumberland, Harnett, Lee, Chatham, and Guilford Counties and provides a crucial link between the Fort Bragg Army Base and the port at Wilmington and the Sunny Point Military Ocean Terminal. As Corridor K approaches the Wilmington area, it overlaps for 13 miles with Corridor U.

Primary Facilities or Services
<table>
<thead>
<tr>
<th>Primary Highway(s): US 421, NC 87</th>
<th>Statewide or regional level airports: Fayetteville Regional</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other parallel statewide level highways: US 74</td>
<td>Statewide level ports: Wilmington</td>
</tr>
<tr>
<td>Primary rail line: None</td>
<td>Regional Transit: Fayetteville Area Transit System</td>
</tr>
<tr>
<td>Passenger rail service: None</td>
<td>State level ferries: None</td>
</tr>
<tr>
<td></td>
<td>State level bike/pedestrian routes: None</td>
</tr>
</tbody>
</table>

Identification Criteria Elements
<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>STRAHNET: NC 87</td>
<td>• US 421 carries high truck volumes from Harnett County to Guilford County</td>
<td>Statewide:</td>
</tr>
<tr>
<td>Interstate connections: None</td>
<td></td>
<td>• Fort Bragg Army Base</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Port of Wilmington</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Sunny Point Army Military Ocean Terminal</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Regional:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Fayetteville Regional Airport (logistics village)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Fayetteville Technical Community College</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Sanford-Lee County Airport (logistics village)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Campbell University</td>
</tr>
</tbody>
</table>

Geographic Location

Corridor K:

August 2017
US 421/NC 87 – New Hanover County (US 117) to Guilford County (I-40)

Key Functions and Expectations

(Factors of corridor in context of STC goals and criteria)

- **Connectivity**: Corridor K provides an important route for freight movement between Wilmington port and central North Carolina manufacturing and distribution; NC 87 from Fayetteville to Brunswick County is a part of the STRAHERNET system.
- **Mobility**: US 421 serves as a principal truck route from the central Piedmont region to the Port at Morehead City, with highest truck volumes between Greensboro and Sanford.
- **Expectation**: As an important military corridor and freight access corridor to the Wilmington port, Corridor K must serve as a safe, reliable corridor. Measures to ensure safety and reliability should outweigh speed in considering future improvements.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan**: there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan**: look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan**: established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
- **2017 Freight Plan**: this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan**: developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
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</thead>
<tbody>
<tr>
<td>There are no Corridor Initiatives led by NCDOT or local entities for this STC.</td>
<td>• 2040 Metropolitan Transportation Plan (Greensboro Urban Area MPO)</td>
</tr>
<tr>
<td></td>
<td>• 2040 Metropolitan Transportation Plan (Fayetteville Area MPO)</td>
</tr>
<tr>
<td></td>
<td>• Cape Fear Transportation 2040 (Wilmington Urban Area MPO)</td>
</tr>
</tbody>
</table>

2018-2027 State Transportation Improvement Projects

Add additional lanes in Wilmington from US 76 (Cape Fear Memorial Bridge) to US 421 (Burnett Boulevard) and NC132 (South College Road) to Sanders Road. Construct freeway on new location as part of the Greensboro Western Loop from I-85 to Lawndale Drive.

Potential Improvement Strategies

(Potential improvements to support better service of identified key functions and expectations)

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Capacity improvements from Sanford to Guilford County
- Access management
- Park and Ride and Express Bus providing additional public transit options to address congestion
Corridor L:
US 1 – South Carolina state line to I-85 near Henderson

General Description
The 157-mile Corridor L is a principal regional connector traversing central North Carolina from South Carolina to the junction of US 1 with I-85 near Henderson. Serving Richmond, Moore, Lee, Chatham, Wake, Franklin, and Vance counties, it is mostly used for regional connectivity and tourism, as its role for interstate travel, freight movement, and commerce has been supplanted by the generally parallel I-95 and CSX A-Line through the entire state. US 1 parallels CSX railroad which serves as the route for Amtrak’s Silver Star from Raleigh to Columbia, South Carolina and on to Florida. From Raleigh, north to Henderson, the CSX rail line in Corridor L is the preferred alignment for future passenger rail planned from Raleigh to Richmond, Virginia and Washington, DC.

Primary Facilities or Services

<table>
<thead>
<tr>
<th>Primary Highway(s):</th>
<th>US 1, I-440</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other parallel statewide level highways:</td>
<td>US 501, US 401</td>
</tr>
<tr>
<td>Primary rail line:</td>
<td>none</td>
</tr>
<tr>
<td>Passenger rail service:</td>
<td>Amtrak Silver Star (CSX)</td>
</tr>
<tr>
<td>Statewide or regional level airports:</td>
<td>None</td>
</tr>
<tr>
<td>Statewide or regional level ports:</td>
<td>None</td>
</tr>
<tr>
<td>Regional Transit:</td>
<td>GoTriangle, GoRaleigh</td>
</tr>
<tr>
<td>State level ferries:</td>
<td>None</td>
</tr>
<tr>
<td>State level bike/pedestrian routes:</td>
<td>None</td>
</tr>
</tbody>
</table>

Identification Criteria Elements

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate rail passenger service: Corridor L provides existing Amtrak service and is favored route for new higher speed passenger connection to Amtrak’s Northeast Corridor, through Richmond.</td>
<td>• US 1 carries high truck volumes from Lee County to Wake County • US 1 carries high passenger volumes across Wake County</td>
<td>Statewide: • NC State University • Wake Med Health and Hospitals Regional: • Wake Technical Community College • Sanford Lee County Airport logistics village • Moore County tourism center</td>
</tr>
</tbody>
</table>

Geographic Location
Corridor L:
US 1 – South Carolina state line to I-85 near Henderson

Key Functions and Expectations
(Function of corridor in context of STC goals and criteria)

- **Connectivity**: Corridor L serves as a vital regional connector through North Carolina from the South Carolina to Virginia state border. The corridor will be critical to establishing high-speed, frequent rail passenger service from rapidly growing North Carolina Piedmont region to Richmond, Washington, DC, and northeastern US. From Raleigh, US 1 is the primary route for travel north to Virginia and the mid-Atlantic coast region.
- **Mobility**: With parallel I-95 carrying the bulk of long-distance traffic through this broad travel shed, Corridor L will continue to be more of a regional route, plus a principal commuter corridor in the Raleigh region.
- **Economic Prosperity**: Corridor L serves as a regional connector to major employment centers including Fort Bragg Army Base, NC State University, and the capital city of Raleigh.
- **Expectation**: Corridor L emphasis should focus primarily on safety and reliability, with assurance of adequate capacity within the Raleigh region to support its role as a major commuter corridor.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan**: pursue full implementation of the High-Speed Southeast Rail Corridor
- **2013 Bicycle and Pedestrian Plan**: look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan**: there are no identified strategic aviation activities along this corridor
- **2017 Freight Plan**: this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan**: developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 1 Corridor Study</td>
<td>• 2040 Metropolitan Transportation Plan (Capital Area MPO)</td>
</tr>
<tr>
<td>- From Interstate 540 to the Vance County line, the ultimate vision for the US 1 corridor is a freeway facility.</td>
<td></td>
</tr>
<tr>
<td>- All improvements will need to be coordinated with the Southeast High Speed Rail Corridor.</td>
<td></td>
</tr>
</tbody>
</table>

2018-2027 State Transportation Improvement Projects

Add additional lanes from SC state line to SR 1001 (Marston Road) and bypass on new location in Rockingham. Add additional lanes from SR 1313 (Walnut Street) to SR 1728 (Wade Avenue) in Raleigh and upgrade road to controlled access from I-540 to SR 1909 (Purnell Road) in Wake Forest.

Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Upgrade rural sections to a divided facility
- Access management and other spot improvement or consistency improvements to ensure improved reliability and safety
- Rail improvements to establish direct, higher speed passenger service to Richmond, with associated roadway improvements
- Park and Ride and Express Bus providing additional public transit options to address congestion
- Track improvements to facilitate rail freight/pasenger flow based on rail and freight plans
### Corridor M:
**Future I-87/US 64E – I-440 in Wake County to NC 12 in Dare County**

#### General Description
The 186-mile Corridor M serves as the primary travel corridor from the state capital and Research Triangle area to the state’s Outer Banks, traversing Wake, Nash, Edgecombe, Martin, Washington, Tyrrell, and Dare counties. From Raleigh east to I-95, US 64 has been designated as future I-87, establishing a direct Interstate highway connection from Raleigh to the I-95 corridor and markets of the heavily populated Northeast US. The corridor carries high traffic volumes from Wake County to Rocky Mount with high truck traffic continuing to the connection with US 17 in Martin County. Rocky Mount to Plymouth US 64 parallels a secondary CSX railroad carrying relatively lower volumes of freight.

#### Primary Facilities or Services

<table>
<thead>
<tr>
<th>Type of Facility</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Primary Highway(s):</strong></td>
<td>US 64, future I-87</td>
</tr>
<tr>
<td><strong>Other parallel statewide level highways:</strong></td>
<td>US 264</td>
</tr>
<tr>
<td><strong>Primary rail line:</strong></td>
<td>None (Secondary rail freight line from Rocky Mount to Plymouth)</td>
</tr>
<tr>
<td><strong>Passenger rail service:</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>Statewide or regional level airports:</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>Statewide or regional level ports:</strong></td>
<td>Wanchese Seaport Industrial Park</td>
</tr>
<tr>
<td><strong>Regional Transit:</strong></td>
<td>GoRaleigh</td>
</tr>
<tr>
<td><strong>State level ferries:</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>State level bike/pedestrian routes:</strong></td>
<td>None</td>
</tr>
</tbody>
</table>

#### Identification Criteria Elements

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Connectivity</strong></td>
<td>US 64 carries high truck volumes from Wake County to Martin County</td>
</tr>
<tr>
<td><strong>Passenger and Freight Mobility</strong></td>
<td>US 64 carries high passenger volumes from I-440 to Knightdale and around the connection to I-95 in Nash County</td>
</tr>
<tr>
<td><strong>Primary Activity Centers</strong></td>
<td>CSX secondary freight rail line provides needed access to manufacturing and natural resource markets in Eastern North Carolina</td>
</tr>
<tr>
<td><strong>Statewide:</strong></td>
<td>Dare County/Outer Banks tourism center</td>
</tr>
<tr>
<td><strong>Regional:</strong></td>
<td>Rocky Mount/Kingsboro-Rose Megasite logistics village</td>
</tr>
</tbody>
</table>

#### Geographic Location

![Map of Corridor M: Future I-87/US 64E – I-440 in Wake County to NC 12 in Dare County](image-url)
Corridor M:
Future I-87/US 64E – I-440 in Wake County to NC 12 in Dare County

Key Functions and Expectations
(Function of corridor in context of STC goals and criteria)

- **Connectivity:** Conversion of US 64 from Raleigh to I-95 is critical to continued Research Triangle regional growth, to offset continuing mobility issues in the US 1 corridor.
- **Mobility:** US 64 is a critical commuter route for the Raleigh urban area, a valuable connector as future I-87 to the I-95 eastern seaboard route, and major truck route for eastern North Carolina.
- **Economic Prosperity:** US 64 is the principle route linking the northeast North Carolina fishing and tourist areas to the population centers of the Piedmont region.
- **Expectation:** As a vital link from the Research Triangle region to I-95 and to US 17, for access to international markets through the Virginia ports, Corridor M highways should provide high speed, high capacity service to US 17. East of US 17, consistency of reliable travel to the high-volume tourist area of the NC Outer Banks is extremely important to the state and regional economy.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan:** CCX Intermodal Terminal Hub is being designed along this corridor providing rail movement of goods between Wilmington, Charlotte and other terminals along the east coast.
- **2013 Bicycle and Pedestrian Plan:** there are no strategic bicycle or pedestrian activities along this corridor.
- **2015 Aviation Plan:** there are no identified strategic aviation activities along this corridor.
- **2017 Freight Plan:** portions of this corridor are included on the DRAFT NC Priority Highway Freight Network.
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017.

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are no Corridor Initiatives led by NCDOT or local entities for this STC.</td>
<td>• 2040 Metropolitan Transportation Plan (Capital Area MPO)</td>
</tr>
<tr>
<td></td>
<td>• Metropolitan Transportation Plan 2040 (Rocky Mount MPO)</td>
</tr>
</tbody>
</table>

2018-2027 State Transportation Improvement Projects

There are no programed mobility/capacity improvement projects along this corridor.

Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Upgrade US 64 to ensure consistent, high speed travel for freight and tourists.
- Access management as short-term strategy prior to further capacity improvements.
- Park and Ride and Express Bus providing additional public transit options to address congestion.
- Track improvements to facilitate rail freight flow based on rail and freight plans.
The 47-mile Corridor N, serving Bertie, Hertford, and Gates counties acts as a regional connector for the coastal region of North Carolina from its junction with US 17 in Bertie County to Suffolk, Virginia. This has been identified as a Strategic Transportation Corridor primarily due to the designation of US 13 as a military strategic highway through STRAHNET and its connection in Virginia to that state’s Eastern Shore strategic corridor.

### Primary Facilities or Services

<table>
<thead>
<tr>
<th>Primary Highway(s)</th>
<th>US 13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other parallel statewide level highways</td>
<td>None</td>
</tr>
<tr>
<td>Primary rail line</td>
<td>None</td>
</tr>
<tr>
<td>Passenger rail service</td>
<td>None</td>
</tr>
<tr>
<td>Statewide or regional level airports</td>
<td>Pitt-Greenville</td>
</tr>
<tr>
<td>Statewide or regional level ports</td>
<td>None</td>
</tr>
<tr>
<td>Regional Transit</td>
<td>None</td>
</tr>
<tr>
<td>State level ferries</td>
<td>None</td>
</tr>
<tr>
<td>State level bike/pedestrian routes</td>
<td>None</td>
</tr>
</tbody>
</table>

### Identification Criteria Elements

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
</table>
| STRAHNET: US 13               | This corridor does not meet the total or freight or passenger volume criteria for strategic corridors. | Statewide:  
- With Corridor X, provides needed access to principle eastern North Carolina activity centers in Greenville for northeast North Carolina and to the Hampton Roads, Virginia ports, employment, and medical centers.  
  Regional:  
  None |

### Geographic Location

![Map of Corridor N](image)
### Corridor N:
**US 13 – US 17 in Bertie County to Virginia state line**

#### Key Functions and Expectations
(Function of corridor in context of STC goals and criteria)

- **Connectivity:** US 13 is part of the STRAHNET military highway system and connects North Carolina to the Virginia state line.
- **Expectation:** The focus of Corridor N improvements should be on preservation of the corridor’s designation as an element of the STRAHNET network; accordingly, investment should be on improvements that address any safety and spot reliability issues, rather than extensive capacity enhancements.

#### Corridor Planning or Programming Initiatives

- **2015 Rail Plan:** there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan:** look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan:** established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
- **2017 Freight Plan:** portions of this corridor are included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are no Corridor Initiatives led by NCDOT or local entities for this STC.</td>
<td>There are no Metropolitan Transportation Plans within STC Corridor N.</td>
</tr>
</tbody>
</table>

#### 2018-2027 State Transportation Improvement Projects

There are no mobility/capacity improvement projects along this corridor.

#### Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Access management
- Park and Ride and Express Bus providing additional public transit options to address congestion
**Corridor O:**
**US 17 – South Carolina state line to Virginia state line**

**General Description**
The 284-mile Corridor O is the primary north-south transportation corridor of North Carolina’s Coastal Plains region, traversing Brunswick, New Hanover, Pender, Onslow, Jones, Craven, Beaufort, Washington, Perquimans, Pasquotank, Camden, and Currituck counties. The corridor connects North Carolina to major economic development sites outside of the state including employment centers in Virginia’s Tidewater region and Myrtle Beach, South Carolina, deep sea ports in Charleston and Hampton Roads, and to the Norfolk International Airport. US 17 is part of the STRAHNET system connecting multiple major military bases including Camp Lejeune Marine Base, the Coast Guard Air Station in Elizabeth City, and the Sunny Point Military Ocean Terminal. Within North Carolina, US 17 serves the coastal counties as a regional connector to multiple regional airports and top tourism destinations. In Virginia, Corridor O links to that state’s Northern Neck Corridor of Strategic Significance.

**Primary Facilities or Services**

<table>
<thead>
<tr>
<th>Primary Highway(s):</th>
<th>US 17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other parallel statewide level highways:</td>
<td>US 13, US 421</td>
</tr>
<tr>
<td>Primary rail line:</td>
<td>None</td>
</tr>
<tr>
<td>Passenger rail service:</td>
<td>None</td>
</tr>
<tr>
<td>Statewide or regional level airports:</td>
<td>Wilmington International, Coastal Carolina Regional (New Bern), Albert Ellis</td>
</tr>
<tr>
<td>Statewide or regional level ports:</td>
<td>Port of Wilmington</td>
</tr>
<tr>
<td>Regional Transit:</td>
<td>Wave Transit</td>
</tr>
<tr>
<td>State level ferries:</td>
<td>None</td>
</tr>
<tr>
<td>State level bike/pedestrian routes:</td>
<td>None</td>
</tr>
</tbody>
</table>

**Identification Criteria Elements**

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
</table>
| STRAHNET: US 17 | This corridor does not meet the total or freight or passenger volume criteria for strategic corridors. | Statewide:  
  • Port of Wilmington  
  • Camp Lejeune Marine Base  
  • Hampton Roads port and employment centers  
  • Multiple major employment centers and major tourism areas  
| Interstate connections: | Connection to Virginia’s Northern Neck Corridor of Statewide Significance | Regional:  
  • Elizabeth City Coast Guard Air Station  
  • Albert Ellis Airport logistics village  
  • Coastal Carolina Regional Airport |

**Geographic Location**

[Map showing the Corridor O route from South Carolina to Virginia state line]
**Corridor O:**
**US 17 – South Carolina state line to Virginia state line**

### Key Functions and Expectations
*Functions of corridor in context of STC goals and criteria*

- **Connectivity:** US 17 is a part of the STRAHNET network connecting multiple major military bases. The corridor also connects North Carolina to the South Carolina and Virginia state borders, providing the only continuous north-south route east of I-95. It provides primary access to international air service from Norfolk airports.

- **Economic Prosperity:** US 17 connects northeast North Carolina markets to the ports in Norfolk and workers to major employment opportunities in southeast Virginia. It serves as a major route from eastern North Carolina agricultural activities to international markets through North Carolina, Virginia, and South Carolina ports and provides primary access to critical military installations in the region, for both employment and mission-critical military activities.

- **Expectation:** As a critical transportation corridor for the economically sensitive eastern North Carolina region, Corridor O should continue to be improved to ensure safe, reliable, high speed access to Virginia ports and reliable levels of service throughout the southern portion of the corridor.

### Corridor Planning or Programming Initiatives

- **2015 Rail Plan:** there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan:** look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan:** established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
- **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

### Corridor Initiatives

- **Highway 17 Association** is focused on making US 17 four lanes in North Carolina.
- US 17 Corridor Study recommends further study of two alternatives for US 17 in Brunswick County: Superstreet Alternative and a Freeway Alternative
- Camp Lejeune Railroad Commercial Freight Study evaluated the feasibility and advisability of establishing commercial freight rail service.

### 2018-2027 State Transportation Improvement Projects

Add additional lanes from NC 171 to Williamston, NC 43 to SR 1438 (Spruill Town Road), Jacksonville to New Bern Bypass (bypasses of Belgrade, Maysville, and Pollocksville on new locations). Construct new location sections from south of NC 87 in Brunswick County to I-40, around Hampstead and in Jacksonville.

### Potential Improvement Strategies
*(Potential improvements to support better service of identified key functions and expectations)*

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Continued upgrade of US 17 to freeway standards
- Access management
- Park and Ride and Express Bus providing additional public transit options to address congestion
Corridor P: Future I-42/US 70E/NCRR – 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 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.

Primary Facilities or Services

<table>
<thead>
<tr>
<th>Primary Highway(s):</th>
<th>US 70</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other parallel statewide level highways:</td>
<td>I-40</td>
</tr>
<tr>
<td>Primary rail line:</td>
<td>NCRR</td>
</tr>
<tr>
<td>Passenger rail service:</td>
<td>None</td>
</tr>
<tr>
<td>Statewide or regional level airports:</td>
<td>Coastal Carolina Regional (New Bern)</td>
</tr>
<tr>
<td>Statewide or regional level ports:</td>
<td>Port of Morehead City, Global TransPark</td>
</tr>
<tr>
<td>Regional Transit:</td>
<td>GoRaleigh</td>
</tr>
<tr>
<td>State level ferries:</td>
<td>None; Cedar Island ferry to Ocracoke is further east on US 70</td>
</tr>
<tr>
<td>State level bike/pedestrian routes:</td>
<td>None</td>
</tr>
</tbody>
</table>

Identification Criteria Elements

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

Geographic Location

[Map of Corridor P showing routes and locations]
Corridor P:
Future I-42/US 70E/NCRR – I-440 in Wake County to Port of Morehead City

### Key Functions and Expectations
(Functions of corridor in context of STC goals and criteria)

- **Connectivity**: Corridor P contains two major military corridors including US 70 as a part of the STRAHNET system and NCRR as a part of the STRACNET system.
- **Mobility**: Corridor P is the principal freight route from the Morehead City port to the state’s Piedmont region, served by both highway and rail, and is a vital trucking route for intermediate cities along the corridor.
- **Economic Prosperity**: US 70 is critical to eastern North Carolina prosperity, linking major economic activity centers of the Research Triangle region to principal eastern North Carolina activity centers in Kinston, Goldsboro, New Bern, and the Port at Morehead City.
- **Expectation**: Safe, reliable freight service and tourism traffic will depend highly on provision of reliable, uninterrupted highway and rail service along the entire length of Corridor P. In addition, the critical mission of NCRR in providing rail service to the Morehead City port calls for continued efforts to upgrade that rail line.

### Corridor Planning or Programming Initiatives

- **2015 Rail Plan**: there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan**: there are no strategic bicycle or pedestrian activities along this corridor
- **2015 Aviation Plan**: established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
- **2017 Freight Plan**: this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan**: developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

### Corridor Initiatives

<table>
<thead>
<tr>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 2040 Metropolitan Transportation Plan (Capital Area MPO)</td>
</tr>
<tr>
<td>• 2040 Goldsboro Urban Area Metropolitan Transportation Plan (Goldsboro MPO)</td>
</tr>
</tbody>
</table>

### Corridor Initiatives

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 70 Corridor Commission support US 70 as an Interstate Corridor to promote economic opportunity</td>
</tr>
<tr>
<td>US 70 Corridor Improvements are working to improve passenger and freight movements along the corridor from Raleigh to the state Port of Morehead City; designated as future interstate 42</td>
</tr>
<tr>
<td>US 70 Economic Assessment found that upgrading US 70 to fully controlled access highway could provide thousands of jobs per year and hundreds of millions of dollars in economic benefit</td>
</tr>
<tr>
<td>Track Relocation Feasibility Study (Havelock to Morehead City) calls for relocating the railroad while serving the Morehead City Port Terminal</td>
</tr>
</tbody>
</table>

### 2018-2027 State Transportation Improvement Projects

Construct the Havelock Bypass, a multi-lane facility on new location, from Pine Grove to Carteret County line. Upgrade roadway to a freeway from Lagrange to Dover and from SR 1124 (Grantham Road) to Neuse River Bridge. Replacement of the Gallant’s Channel Bridge, part on new location and widen Newport River Bridge.

### Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Upgrade US 70 to freeway standards
- Establish consistent route continuity for improved freight operations
- Access management
- Park and Ride and Express Bus providing additional public transit options to address congestion
- Track improvements to facilitate rail freight/passenger flow based on rail and freight plans
Corridor Q:
I-40/NCRR/NS – Tennessee state line to US 117 in Wilmington

General Description
The 417-mile Corridor Q is the longest STC, traversing 17 counties from the Tennessee state line in Haywood County to New Hanover County, linking each of the state’s three geographic regions and serving a high percentage of the state’s population, three of the state’s four international airports, major universities, major tourist areas of the NC mountains and southern coast, and the state capital. The primary facility, I-40, is part of a major interstate route across the country from California to North Carolina, serving as a major transcontinental travel and shipping route. Corridor Q includes Norfolk Southern Railroad from Salisbury through Asheville to Tennessee and the NCRR from Salisbury through Greensboro to Raleigh.

Primary Facilities or Services
Primary Highway(s): I-40, I-85
Other parallel statewide level highways: US 70, US 64, US 421, US 117
Primary rail line: Norfolk Southern and NCRR
Passenger rail service: Amtrak (on NCRR), Greensboro to Raleigh
Statewide or regional level airports: Piedmont Triad International, Raleigh-Durham International, Wilmington International
Statewide or regional level ports: Port of Wilmington
Regional Transit: ART, WSTA, PART, GTA, GoRaleigh, Wave Transit
State level ferries: None
State level bike/pedestrian routes: None

Identification Criteria Elements
Connectivity
Interstate: I-40
STRAHNET: I-40
STRACNET: NCRR, Greensboro to Raleigh
Freight Rail: NCRR; secondary NS line from Salisbury through Asheville to Tennessee
Passenger Rail: Existing Amtrak service; planned route along Norfolk Southern Railroad from Asheville to Salisbury.
Interstate connections: to I-40 in eastern Tennessee

Passenger and Freight Mobility
• I-40 carries high passenger traffic volumes from Buncombe County to Johnston County
• I-40 carries high truck volumes from the Tennessee state line to the Port of Wilmington

Primary Activity Centers
Statewide:
• Raleigh-Durham International Airport
• Piedmont Triad International Airport
• Wilmington International Airport
• Research Triangle Park
• NC State University
• Port of Wilmington
• Wake Forest University Baptist Medical Cntr
Regional:
• Burlington Alamance Airport logistics village
• Wake Technical Community College
• Asheville-Buncombe Community College

Geographic Location

August 2017
### Corridor Q:
I-40/NCRR/NS – Tennessee state line to US 117 in Wilmington

#### Key Functions and Expectations
(Function of corridor in context of STC goals and criteria)

- **Mobility:** Corridor Q is the state’s most important cross-state corridor, linking all three regions and more activity centers than any other. Together with Corridor I (I-85), it is a major truck route across North Carolina and the US. It carries high truck and passenger volumes through the core of the state.
- **Economic Prosperity:** The corridor connects multiple major metropolitan areas with numerous economic prosperity and employment centers.
- **Expectation:** High-speed, safe, highly reliable service within Corridor Q is needed to continue to grow in North Carolina and the rest of the country as the prosperity centers it connects continue to grow.

#### Corridor Planning or Programming Initiatives

- **2015 Rail Plan:** initiate a third *Piedmont* frequency between Raleigh and Charlotte
- **2013 Bicycle and Pedestrian Plan:** there are no strategic bicycle or pedestrian activities along this corridor
- **2015 Aviation Plan:** established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
- **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

#### Corridor Initiatives

- **Express Lanes** from I-85 to Wade Avenue
  - Study looks at incorporating one or two managed lanes in each direction
  - Consideration of future transit options, including Bus Rapid Transit (BRT) and Light Rail.
- **2040 Metropolitan Transportation Plan** (French Broad River MPO)
- **2040 Long Range Plan** (Greater Hickory MPO)
- **2035 Transportation Plan** (Winston-Salem Urban Area MPO)
- **2040 Metropolitan Transportation Plan** (High-Point Urban Area MPO)
- **2040 Metropolitan Transportation Plan** (Greensboro Urban Area MPO)
- **2040 Metropolitan Transportation Plan** (Burlington-Graham MPO)
- **2040 Metropolitan Transportation Plan** (Durham-Chapel Hill-Carrboro MPO)
- **2040 Metropolitan Transportation Plan** (Capital Area MPO)
- **Cape Fear Transportation 2040** (Wilmington Urban Area MPO)

#### 2018-2027 State Transportation Improvement Projects

Add additional lanes from NC 801 to SR 1122 (Jonestown Road) in Forsyth County, I-85 to NC 147 in Durham County, US 64 (Exit 301) to NC 42 (Exit 312) in Johnston County, and US 1 (Exit 293) to Lake Wheeler Road (Exit 297) in Wake County. Construct auxiliary lanes in both directions from SR 1002 (Aviation Parkway) to SR 1652 (Harrison Avenue) and westbound from NC 55 to NC 147. Various track improvements along the NS/NCRR rail line. Modify Interchange at I-40/I-77.

#### Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Addition of HOT lanes from RDU to the City of Raleigh
- Widening through Wake, Durham, and Guilford counties
- Park and Ride and Express Bus providing additional public transit options to address congestion
- Track improvements to facilitate rail freight/passenger flow based on rail and freight plans
Corridor R:
US 64W/NC 49/ACWR – I-85 in Mecklenburg County to I-40 in Wake County

**General Description**
The 127-mile Corridor R serves as a regional connector serving the heart of the Piedmont from Mecklenburg County to Wake County, traversing Mecklenburg, Cabarrus, Stanley, Davidson, Randolph, Chatham, and Wake counties. The corridor also includes the ACWR, a secondary freight railroad connecting Mecklenburg County to Sanford and Lee County. The shortest route between the state’s two dominant metropolitan regions of Charlotte and the Research Triangle, Corridor R is a significant reliever route for I-85.

**Primary Facilities or Services**
- **Primary Highway(s):** US 64 and NC 49
- **Other parallel statewide level highways:** I-85, NC 24, US 1
- **Primary rail line:** Secondary rail freight line (ACWR) from Charlotte to Sanford
- **Passenger rail service:** None
- **Statewide or regional level airports:** None
- **Statewide or regional level ports:** None
- **State level ferries:** None
- **State level bike/pedestrian routes:** None
- **Regional Transit:** CATS, GoRaleigh

**Identification Criteria Elements**
<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
</table>
| This corridor does not meet the connectivity requirements for strategic corridors. | - US 64 carries high passenger volumes from Wake County into Chatham County | Statewide:  
  - UNC – Charlotte  
  - NC Zoological Park  
| Regional: None |

**Geographic Location**

![Corridor R Map](image-url)
# Corridor R:
**US 64W/NC 49/ACWR – I-85 in Mecklenburg County to I-40 in Wake County**

## Key Functions and Expectations
*(Functions of corridor in context of STC goals and criteria)*

- **Mobility:** Several sections of Corridor R carry higher volumes of passenger traffic to major employment centers across county lines.
- **Economic Prosperity:** Corridor R connects rural areas to major employment centers and provides an important alternative corridor to the congested I-85 corridor.
- **Expectation:** As an important regional corridor linking the Charlotte and Raleigh regions, Corridor R improvements should focus on safety and reliability of both highway and rail elements, with spot capacity enhancements as needed to ensure safety and reliability.

## Corridor Planning or Programming Initiatives

- **2015 Rail Plan:** planning is underway for realignment of a portion of the Aberdeen Carolina & Western Railway
- **2013 Bicycle and Pedestrian Plan:** look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan:** there are no identified strategic aviation activities along this corridor
- **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 64-NC 49 Corridor Study Phase I</td>
<td>• 2040 Metropolitan Transportation Plan (Charlotte Regional Transportation Planning Organization)</td>
</tr>
<tr>
<td>• Provides a problem statement for the corridor, a consensus-based vision, land use policy guidelines, and potential corridor preservation methods</td>
<td>• 2040 Metropolitan Transportation Plan (Capital Area MPO)</td>
</tr>
<tr>
<td>US 64 Corridor Study Phase IIA</td>
<td>• 2040 Metropolitan Transportation Plan (Capital Area MPO)</td>
</tr>
<tr>
<td>• Develops a master plan to preserve and enhance mobility and safety along US 64, while balancing community access and interests</td>
<td></td>
</tr>
</tbody>
</table>

## 2018-2027 State Transportation Improvement Projects

Add additional lanes from SR 1308 (Laura Duncan Road) to US 1 in Cary. Construct a new location four-lane freeway to the south around Asheboro. Modify interchange at I-440/US 64.

## Potential Improvement Strategies
*(Potential improvements to support better service of identified key functions and expectations)*

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Possible bypasses around small towns along US 64 to improve travel speed and reduce delay and local congestion
- Upgrade US 64 and NC 49 to four lane divided sections
- Access management
- Park and Ride and Express Bus providing additional public transit options to address congestion
- Track improvements to facilitate rail freight/passenger flow based on rail and freight plans
Corridor S:
I-795/US 117 – I-95 in Wilson County to I-40 in Sampson County

General Description

The 50-mile Corridor S is a regional connector serving Sampson, Duplin, Wayne, and Wilson Counties. The corridor is primarily used to transfer freight from Goldsboro to I-95 in Wilson County, serving as a short reliever to I-95, but is also an important part of the STRAHNET system as it connects Seymour-Johnson Air Force Base to I-95.

Primary Facilities or Services

<table>
<thead>
<tr>
<th>Primary Highway(s):</th>
<th>I-795, US 117</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other parallel statewide level highways:</td>
<td>US 13</td>
</tr>
<tr>
<td>Primary rail line:</td>
<td>None</td>
</tr>
<tr>
<td>Passenger rail service:</td>
<td>None</td>
</tr>
<tr>
<td>Statewide or regional level airports:</td>
<td>None</td>
</tr>
</tbody>
</table>

Statewide or regional level ports: None
Regional Transit: None
State level ferries: None
State level bike/pedestrian routes: None

Identification Criteria Elements

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate: I-795</td>
<td>I-795 carries high truck volumes from Goldsboro to I-95 in Wilson County</td>
<td>Statewide: Seymour Johnson Air Force Base</td>
</tr>
<tr>
<td>STRAHNET: I-795</td>
<td></td>
<td>Regional: None</td>
</tr>
<tr>
<td>Interstate connections: None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Geographic Location

[Map of Corridor S showing major highways and locations such as Goldsboro, Wilson, and New Bern]
## Corridor S:
**I-795/US 117 – I-95 in Wilson County to I-40 in Sampson County**

### Key Functions and Expectations
(Functions of corridor in context of STC goals and criteria)

- **Connectivity:** I-795 is an interstate highway that is part of the STRAHNET system to connect Seymour Johnson Air Force Base to I-95.
- **Mobility:** I-795 carries high truck volumes from Goldsboro to the I-95 connection in Wilson County.
- **Expectation:** Corridor S, as a priority military route for Seymour Johnson AFB, should afford safe, reliable travel along US 117 consistent with service provided by I-795, with emphasis on needed safety improvements.

### Corridor Planning or Programming Initiatives

- **2015 Rail Plan:** there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan:** there are no strategic bicycle or pedestrian activities along this corridor
- **2015 Aviation Plan:** there are no identified strategic aviation activities along this corridor
- **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-795/US 117 South Feasibility Study</td>
<td>• 2040 Goldsboro Urban Area Metropolitan Transportation Plan (Goldboro MPO)</td>
</tr>
<tr>
<td>• Complete a missing freeway link on the I-795 corridor</td>
<td></td>
</tr>
<tr>
<td>• Connect cities and industrial centers important to national defense and economic growth</td>
<td></td>
</tr>
</tbody>
</table>

### 2018-2027 State Transportation Improvement Projects
Add additional lanes from US 70 Bypass to SR 1306 (Fedelon Trail) in Goldsboro.

### Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Access management along US 117
- Upgrade intersections at US 13 and NC 55
- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Park and Ride and Express Bus providing additional public transit options to address congestion
Corridor T:
I-95/CSX – South Carolina state line to Virginia state line

**General Description**
The 181-mile Corridor T in North Carolina is a part of the primary east coast shipping and travel route from Miami, FL to New Brunswick in Canada. Within the corridor, I-95 parallels the CSX mainline which carries passenger rail and high freight volumes along the East Coast. In North Carolina, I-95 connects important regional employment centers across the Coastal Plains region such as Fayetteville, Wilson, Rocky Mount, and Roanoke Rapids. The corridor is a popular tourism route providing out of state connections to major US tourism destinations including Washington, DC, Richmond, Virginia, Savannah, Georgia, and Florida’s east coast.

**Primary Facilities or Services**

<table>
<thead>
<tr>
<th>Primary Highway(s): I-95</th>
<th>Statewide or regional level ports: None</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other parallel statewide level highways: US 1</td>
<td>Regional Transit: FAST (Fayetteville)</td>
</tr>
<tr>
<td>Primary rail line: CSX A Line mainline</td>
<td>State level ferries: None</td>
</tr>
<tr>
<td>Passenger rail service: Amtrak Silver Meteor and Palmetto</td>
<td>State level bike/pedestrian routes: None</td>
</tr>
<tr>
<td>Statewide or regional level airports: Fayetteville Regional</td>
<td></td>
</tr>
</tbody>
</table>

**Identification Criteria Elements**

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Highways: I-95</td>
<td>• I-95 carries high truck volumes from the South Carolina state line to the Virginia state line</td>
<td></td>
</tr>
<tr>
<td>STRAHHNET: I-95</td>
<td>• I-95 carries high passenger volumes intermittently from the South Carolina state line to the Virginia state line</td>
<td></td>
</tr>
<tr>
<td>STRACNET: CSX A-Line, South Carolina to Virginia state lines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate connections: to Virginia’s I-95 Corridor of Strategic Significance and South Carolina’s strategic I-95 corridor</td>
<td></td>
<td>• Ft. Bragg Army Base</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Seymour Johnson Air Force Base</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Fayetteville Regional Airport</td>
</tr>
</tbody>
</table>

**Geographic Location**

[Map of Corridor T: I-95/CSX – South Carolina state line to Virginia state line]
Corridor T:
I-95/CSX – South Carolina state line to Virginia state line

Key Functions and Expectations
(Factors of corridor in context of STC goals and criteria)

- **Connectivity**: Both the highway and rail elements of Corridor T are vital to national economic interests, serving highway and rail freight movement and important rail passenger services. It is a part of the STRAHNET system along most the east coast. The corridor also connects multiple major US cities across the country.

- **Mobility**: Corridor T is a major shipping and travel route for many ports and companies along the east coast. The CSX mainline is one of that company’s most heavily used corridors.

- **Expectation**: Corridor T must be maintained at the highest possible levels of service to provide continued high quality interstate commerce for both highway and rail elements; aging highway infrastructure is a threat to both safety and reliability, with remedy threatened by ongoing funding challenges. Perhaps more than any other NC STC, Corridor T performance will impact economic performance of the entire SE region of the US.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan**: CCX Intermodal Terminal Hub is being designed along this corridor providing rail movement of goods between Wilmington, Charlotte and other terminals along the east coast; conduct CSX capacity studies in Eastern NC for freight movement and passenger interoperability

- **2013 Bicycle and Pedestrian Plan**: there are no strategic bicycle or pedestrian activities along this corridor

- **2015 Aviation Plan**: established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration

- **2017 Freight Plan**: waiting on coordination with TPB

- **2018 Public Transportation Plan**: developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-95 Corridor Planning and Finance Study</td>
<td>• 2040 Metropolitan Transportation Plan (Fayetteville Area MPO)</td>
</tr>
<tr>
<td>• Performs planning, engineering, and financial analyses on I95 in North Carolina.</td>
<td>• Metropolitan Transportation Plan 2040 (Rocky Mount MPO)</td>
</tr>
<tr>
<td>• Identify the improvement needs, evaluate alternatives, and assess funding and financing options.</td>
<td></td>
</tr>
</tbody>
</table>

2018-2027 State Transportation improvement Projects

Construct Freight Rail and Intermodal Terminal infrastructure (CCX) along National Gateway Corridor.

Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Widening to address recurring congestion, particularly during holiday travel seasons
- Pavement replacement
- Structures rehabilitation and replacement of deficient structures
- Park and Ride and Express Bus providing additional public transit options to address congestion
- Track improvements to facilitate rail freight/passenger flow based on rail and freight plans

Corridor U:
US 74W/US 74E/ I-74 – I-26 in Polk County to US 117 in Wilmington

General Description

The 278-mile Corridor U serves southwest North Carolina from I-26 in Polk County to US 117 in Wilmington, the primary access to the Port at Wilmington, traversing the state’s southern tier counties and the Charlotte metropolitan area. US 74 carries high truck volumes for the entire length of the corridor and high passenger volumes from Shelby to Monroe. Corridor U overlaps Corridor H (Future I-74) for 91 miles from Rockingham to Columbus County. The corridor includes the CSX rail line from the state port at Wilmington through Charlotte to its junction with Corridor D in Rutherford County. The corridor is used as both a regional and statewide connection to major employment centers, airports, and health centers.

Primary Facilities or Services

| Primary Highway(s): US 74, I-85, I-74 |
| Other parallel statewide level highways: I-85, I-485 |
| Primary rail line: CSX (also an element of Corridor H) |
| Passenger rail service: None |
| Statewide or regional level airports: Charlotte Douglas International, Wilmington International |

| Statewide or regional level ports: Port of Wilmington, Charlotte Inland Terminal |
| Regional Transit: None |
| State level ferries: None |
| State level bike/pedestrian routes: None |

Identification Criteria Elements

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate: Portion of I-85, Future I-74</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STRAHNET: US 74</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STRACNET: CSX (Charlotte to Wilmington)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate connections: None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 74 carries high truck volumes along the entire length of the corridor.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 74 carries high passenger volumes from Shelby to Monroe.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The CSX mainline carries high freight volumes from Monroe to Lumberton.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Statewide:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charlotte Douglas International Airport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wilmington International Airport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port of Wilmington</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charlotte region employment centers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UNC-Charlotte</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UNC-Pembroke</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UNC-Wilmington</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Hanover Regional Medical Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charlotte Inland Terminal</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Geographic Location
Corridor U:
US 74W/US 74E/I-74 – I-26 in Polk County to US 117 in Wilmington

Key Functions and Expectations
(Function of corridor in context of STC goals and criteria)

- **Connectivity**: Corridor U is a part of the STRAHNET and STRACNET military networks and is becoming part of the interstate system from Richmond County to Columbus County.
- **Mobility**: US 74 is a major route for truck and rail transport across the state’s southern tier. The CSX line from Hamlet to Charlotte and on to Tennessee is a critical element of the national rail network, with clearance for double-stack freight operations.
- **Economic Prosperity**: US 74 connects multiple statewide economic resources including two international airports, Carolinas Medical Center, and the Port of Wilmington.
- **Expectation**: Corridor U is expected to remain the principal east-west corridor through NC’s southern tier of counties. The principal mobility expectations are safe, reliable transition through the greater Charlotte region and consistent, high speed travel from the Port at Wilmington to the Charlotte metro region, in support of high level economic activities.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan**: Queen City Express freight intermodal service between Port of Wilmington and Charlotte.
- **2013 Bicycle and Pedestrian Plan**: look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan**: established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
- **2017 Freight Plan**: this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan**: developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>The National I-73/I-74/I-75 Corridor Association</td>
<td>• the way forward 2040: Metropolitan Transportation Plan (Gaston-Cleveland-Lincoln MPO)</td>
</tr>
<tr>
<td>- a membership organization committed to enhancing the economic success and quality of life in the six-state corridor, including North Carolina</td>
<td>• 2040 Metropolitan Transportation Plan (Charlotte Regional Transportation Planning Organization)</td>
</tr>
<tr>
<td>- pursues the planning, permitting, funding, and construction of Interstate 74</td>
<td>• Cape Fear Transportation 2040 (Wilmington Urban Area MPO)</td>
</tr>
<tr>
<td>- working to facilitate interstate commerce, reduce congestion and improve safety in an environmentally sound way</td>
<td></td>
</tr>
</tbody>
</table>

2018-2027 State Transportation Improvement Projects

Construct Shelby Bypass, four-lane divided freeway on new location. Construct Monroe Bypass, multi-lane freeway on new location from I-485 to US 74. Add additional lanes from SR 1472 (Village Road) to US 421/NC133, Hanover Drive to SR 1007 (Rocky River Road), and eastbound lane from SR 2200 (Cox Road) to Lineberger Road. Construct managed lanes from I-485 to Idlewild Road.

Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Complete high-capacity, high-speed improvements for improved route continuity
- Increase reliability and capacity from Shelby to Monroe
- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Establish consistent route continuity for improved freight operations
- Park and Ride and Express Bus providing additional public transit options to address congestion
- Track improvements to facilitate rail freight/passenger flow based on rail and freight plans

August 2017
Corridor V:
US 264E – US64E in Wake County to US 17 in Beaufort County

General Description
The 84-mile Corridor V serves eastern North Carolina as a regional connector from US 64 in Wake County to US 17 in Beaufort County, traversing Wake, Nash, Wilson, Pitt, and Washington counties. The corridor provides rural connectivity between statewide employment centers in Wilson and Pitt counties and is the primary highway connection to East Carolina University.

Primary Facilities or Services
- **Primary Highway(s):** US 264, I-795
- **Other parallel statewide level highways:** US 64
- **Primary rail line:** None
- **Passenger rail service:** None
- **Statewide or regional level airports:** Pitt-Greenville
- **Statewide or regional level ports:** None
- **Regional Transit:** None
- **State level ferries:** None
- **State level bike/pedestrian routes:** None

Identification Criteria Elements
- **Connectivity**
  - This corridor does not meet the connectivity criteria for strategic corridors.
- **Passenger and Freight Mobility**
  - US 264 carries high truck volumes from Wake County to Pitt County
- **Primary Activity Centers**
  - **Statewide:**
    - East Carolina University
    - University Health Systems of Eastern Carolina
  - **Regional:**
    - Pitt-Greenville Airport
    - Pitt Community College

Geographic Location

[Map of Corridor V showing major highways and cities like Raleigh, Rocky Mount, Wilson, Greenville, and US routes US 264E and US 64E in Wake County to US 17 in Beaufort County.]
Corridor V:
US 264E – US 64E in Wake County to US 17 in Beaufort County

Key Functions and Expectations
(Function of corridor in context of STC goals and criteria)

• **Economic Development:** Corridor V provides rural connectivity to major employment centers in eastern North Carolina.
• **Expectation:** Corridor V will continue to grow as an intermediate shipping route from Wake County to the coastal area in Beaufort County. The expectation is that improvement investments will focus on safety and spot reliability and congestion issues rather than extensive corridor upgrades.

Corridor Planning or Programming Initiatives

• **2015 Rail Plan:** there are no identified strategic rail activities along this corridor
• **2013 Bicycle and Pedestrian Plan:** look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
• **2015 Aviation Plan:** established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
• **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network
• **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
</table>
| There are no Corridor Initiatives led by NCDOT or local entities for this STC. | • 2040 Metropolitan Transportation Plan (Capital Area MPO)  
• 2014-2040 Metropolitan Transportation Plan (Greenville Urban Area MPO) |

2018-2027 State Transportation Improvement Projects

There are no programed mobility/capacity improvement projects along this corridor.

Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

• Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
• Connection improvements to bypass Greenville
• Localized congestion improvements from Greenville to Washington
• Access management
• Park and Ride and Express Bus providing additional public transit options to address congestion
**Corridor W:**
**US 401/NC 24/US 258 – I-74 in Scotland County to Port at Morehead City**

### General Description

The 185-mile Corridor W is a regional connector serving the southeastern Coastal Plains of North Carolina and is a direction connection between Fort Bragg Army Base and Camp Lejeune. US 401 from I-74 in Scotland County to Fayetteville provides regional connectivity to employment centers. From Ft. Bragg to Camp Lejeune, NC 24 is an important STAHNET link connecting critical military bases. From Camp Lejeune to Morehead City, NC 24 is a major tourism route serving the central North Carolina coastal communities and military link to the Morehead City port.

### Primary Facilities or Services

- **Primary Highway(s):** US 401, US 258
- **Other parallel statewide level highways:** US 74, NC 24
- **Primary rail line:** None
- **Passenger rail service:** None
- **Statewide or regional level airports:** Fayetteville Regional, Albert J. Ellis (Jacksonville)
- **Statewide or regional level ports:** Port of Morehead City
- **Regional Transit:** FAST
- **State level ferries:** None
- **State level bike/pedestrian routes:** None

### Identification Criteria Elements

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
</table>
| STRAHNET: NC 24 | This corridor does not meet the total passenger or freight volume criteria for strategic corridors. | **Statewide:**  
  • Fort Bragg Army Base  
  • Camp Lejeune Marine Base  
  • New River Marine Corps Air Station  
  • Port of Morehead City  
| Interstate connections: None | | **Regional:**  
  • Laurinburg-Maxton Airport logistics village  
  • Albert J. Ellis Airport logistics village |

### Geographic Location

![Map of Corridor W](image)
**Corridor W:**
US 401/NC 24/US 258 – I-74 in Scotland County to Port at Morehead City

**Key Functions and Expectations**
*(Functions of corridor in context of STC goals and criteria)*

- **Connectivity:** Linking Fort Bragg to the Port of Morehead City though Jacksonville and Camp Lejeune, Corridor W is a critical element of the STRAHNET system. The rail line from Camp Lejeune to the port is part of the STRACNET system.
- **Economic Development:** Corridor W provides regional connectivity to employment centers, military bases, tourist attractions and the Port of Morehead City.
- **Expectation:** Corridor W will remain a vital link in the STRAHNET and STRACNET systems as it connects multiple major military facilities in the eastern part of the state. As such, investment and improvement focus should be on safety and reliability improvements.

**Corridor Planning or Programming Initiatives**

- **2015 Rail Plan:** there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan:** look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan:** established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
- **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

**Corridor Initiatives**

<table>
<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>NC 24 Corridor Study</td>
<td>• 2040 Metropolitan Transportation Plan (Fayetteville Area MPO)</td>
</tr>
<tr>
<td>• Comprehensive Analysis that outlines detailed transportation recommendations for the corridor in the City of Jacksonville.</td>
<td>• 2040 Long Range Transportation Plan (Jacksonville Urban Area MPO)</td>
</tr>
<tr>
<td>• Corridor serves as a regional commuter route and local east-west connector, provides access to commercial centers and is the direct access to Camp Lejeune.</td>
<td></td>
</tr>
</tbody>
</table>

**2018-2027 State Transportation Improvement Projects**

Improve NC 24, part on new location to four-lane divided from SR 1006 (Maxwell Road) in Cumberland County to I-40 in Duplin County.

**Potential Improvement Strategies**
*(Potential improvements to support better service of identified key functions and expectations)*

- Safety upgrades on rural, uncontrolled access sections to address high crash sections or hot spots
- Bypass of Raeford
- Access management
- Park and Ride and Express Bus providing additional public transit options to address congestion
Corridor X:  
US 258/NC 11/US 13 – US 17 in Onslow County to US 64E in Edgecombe County

General Description
The 90-mile Corridor X serves Onslow, Jones, Lenoir, and Pitt counties in eastern North Carolina. The corridor provides rural connection to economic development centers in Jacksonville, Kinston, and Greenville, including Camp Lejeune, Global TransPark, and East Carolina University.

Primary Facilities or Services

<table>
<thead>
<tr>
<th>Primary Highway(s): US 258, NC 11, US 13</th>
<th>Statewide or regional level ports: Global TransPark</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other parallel statewide level highways: NC 24, US 17, I-795</td>
<td>Regional Transit: None</td>
</tr>
<tr>
<td>Primary rail line: None</td>
<td>State level ferries: None</td>
</tr>
<tr>
<td>Passenger rail service: None</td>
<td>State level bike/pedestrian routes: None</td>
</tr>
<tr>
<td>Statewide or regional level airports: Albert J. Ellis (Jacksonville)</td>
<td></td>
</tr>
</tbody>
</table>

Identification Criteria Elements

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
</table>
| This corridor does not meet the connectivity criteria for strategic corridors. | This corridor does not meet the total passenger or freight volume criteria for strategic corridors. | Statewide:  
- Camp Lejeune Marine Base  
- Global TransPark  
- East Carolina University  
- University Health Systems of Eastern Carolina |
| | | Regional:  
- Albert J. Ellis Airport and logistics village |

Geographic Location

[Map of Corridor X showing major highways and key locations such as Jacksonville, Kinston, and Greenville.]
Corridor X:
US 258/NC 11/US 13 – US 17 in Onslow County to US 64E in Edgecombe County

Key Functions and Expectations
(Function of corridor in context of STC goals and criteria)

- **Economic Development**: Corridor X provides east-central North Carolina regional connection to employment centers, regional airports, and a major university.
- **Expectation**: As an important regional corridor in central eastern North Carolina, Corridor X is vital to providing safe, reliable access to multiple Greenville activity centers. Corridor improvement investments should focus on ensuring safe, reliable travel within the region.

Corridor Planning or Programming Initiatives

- **2015 Rail Plan**: there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan**: look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan**: established performance measures and system objectives; each airport is currently developing a Master Plan with the Federal Aviation Administration
- **2017 Freight Plan**: this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan**: developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

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<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>NC 11 Corridor Study identifies conceptual improvements to convert existing NC 11 between Ayden and Kinston to an interstate grade, fully controlled facility.</td>
<td>• 2040 Long Range Transportation Plan (Jacksonville Urban Area MPO)</td>
</tr>
<tr>
<td></td>
<td>• 2014-2040 Metropolitan Transportation Plan (Greenville Urban Area MPO)</td>
</tr>
</tbody>
</table>

2018-2027 State Transportation Improvement Projects

Construct four-lane divided facility on new location with bypass of Winterville from NC 11 to US 264.

Potential Improvement Strategies
(Potential improvements to support better service of identified key functions and expectations)

- Safety upgrades on rural, uncontrolled access sections to address any identified high crash sections or hot spots
- Spot capacity or operational improvements to improve reliability
- Access management
- Park and Ride and Express Bus providing additional public transit options to address congestion
# Corridor Y:
**US 158 – I-85 in Vance County to US 64 in Dare County**

## General Description
The 192-mile Corridor Y serves Vance, Warren, Halifax, North Hampton, Hertford, Gates, Pasquotank, and Dare counties across northeastern North Carolina. US 158 provides rural access to employment centers in Henderson, Roanoke Rapids, and Murfreesboro and is a critical element of these Tier 1 economically depressed counties to advance economic development and jobs creation efforts. At its eastern end, Corridor Y serves as the principal access route to the Outer Banks from southeast Virginia.

## Primary Facilities or Services

<table>
<thead>
<tr>
<th>Primary Highway(s): US 158</th>
<th>Statewide or regional level ports:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other parallel statewide level highways: US 64 (Corridor M)</td>
<td>Wanchese Seafood Industrial Park</td>
</tr>
<tr>
<td>Primary rail line: None</td>
<td>Regional Transit: None</td>
</tr>
<tr>
<td>Passenger rail service: None</td>
<td>State level ferries: None</td>
</tr>
<tr>
<td>Statewide or regional level airports: None</td>
<td>State level bike/pedestrian routes: None</td>
</tr>
</tbody>
</table>

## Identification Criteria Elements

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<tr>
<th>Connectivity</th>
<th>Passenger and Freight Mobility</th>
<th>Primary Activity Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>This corridor does not meet the connectivity criteria for strategic corridors.</td>
<td>This corridor does not meet the total passenger or freight volume criteria for strategic corridors.</td>
<td><strong>Statewide:</strong>&lt;br&gt;• Triangle North/Warren County development site&lt;br&gt;• Dare County beaches&lt;br&gt;<strong>Regional:</strong>&lt;br&gt;• Halifax Regional Medical Center&lt;br&gt;• Chowan University&lt;br&gt;• Wanchese Seafood Industrial Park</td>
</tr>
</tbody>
</table>

## Geographic Location

![Map of Corridor Y](image)
### Corridor Y:  
**US 158 – I-85 in Vance County to US 64 in Dare County**

#### Key Functions and Expectations  
*Functions of corridor in context of STC goals and criteria*

- **Economic Development:** Corridor Y provides regional connection to employment centers in the northeast counties of North Carolina and is the primary access route from SE Virginia to the northeast North Carolina coastal communities and is critical to providing jobs in these Tier 1 economically depressed counties, to advance economic development and jobs creation efforts.
- **Expectation:** The importance of Corridor Y is primarily in its support of economic development initiatives; as such, corridor improvement investments should focus on improvements to safety and reliability rather than major capacity enhancements.

#### Corridor Planning or Programming Initiatives

- **2015 Rail Plan:** there are no identified strategic rail activities along this corridor
- **2013 Bicycle and Pedestrian Plan:** look for opportunities for implementation of the Complete Streets Policy, develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects, address safety needs of different types of bicyclists.
- **2015 Aviation Plan:** there are no identified strategic aviation activities along this corridor
- **2017 Freight Plan:** this corridor is included on the DRAFT NC Priority Highway Freight Network
- **2018 Public Transportation Plan:** developing statewide strategic plan including corridors of significance that will become the statewide transit network to accommodate future delivery of service needs, wider shoulders, transit hubs and park and ride facilities; draft recommendations are expected in late 2017

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<thead>
<tr>
<th>Corridor Initiatives</th>
<th>Metropolitan Transportation Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are no Corridor Initiatives led by NCDOT or local entities for this STC.</td>
<td>There are no Metropolitan Transportation Plans within STC Y.</td>
</tr>
</tbody>
</table>

#### 2018-2027 State Transportation Improvement Projects

Add additional lanes from I-95 to SR 1333 (Mt. Carmel Church Road) and upgrade roadway from Seaboard to Hertford County line. Construct Mid-Currituck Bridge over Currituck Sound.

#### Potential Improvement Strategies  
*Potential improvements to support better service of identified key functions and expectations*

- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Spot capacity or operational improvements to improve reliability
- Access management
- Park and Ride and Express Bus providing additional public transit options to address congestion