



NORTH CAROLINA

Department of Transportation



Strategic Transportation Corridors

U.S. 321 and U.S. 74

External Steering Committee

Nastasha Earle-Young, NCDOT

June 10, 2020

Meeting Objectives

- Provide Update on Stakeholder Engagement
- Provide Recommended Corridor Vision
- Discuss Areas Identified for Additional Study
- Review Next Steps

Agenda

U.S. 321

- Public Survey Results
- Recommended Corridor Vision
- Mobility Analysis
- Areas for Further Study

U.S. 74

- Public Survey Results
 - Recommended Corridor Vision
 - Mobility Analysis
 - Areas for Further Study
-
- Next Steps for U.S. 321 and U.S. 74

U.S. 321 – Public Survey Results

Views 609	Participants 253	Responses 3,734	Comments 44
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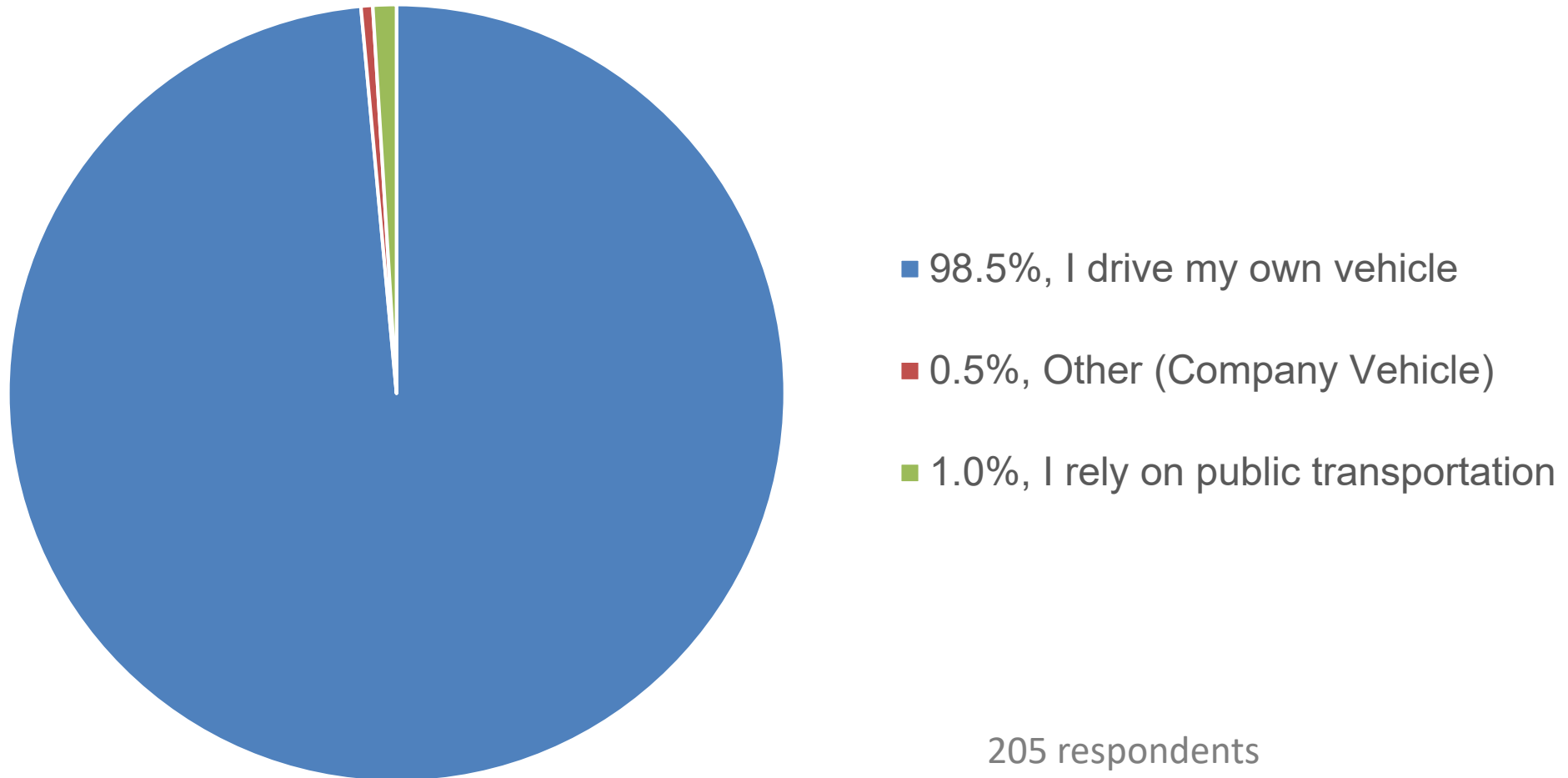
U.S. 321 – Public Survey Results

Gastonia, Hickory Area	Boone Area	Durham Area	Asheville Area
86%	8%	2%	2%

- Percentage of respondents providing zip codes
- 132 respondents provided zip codes

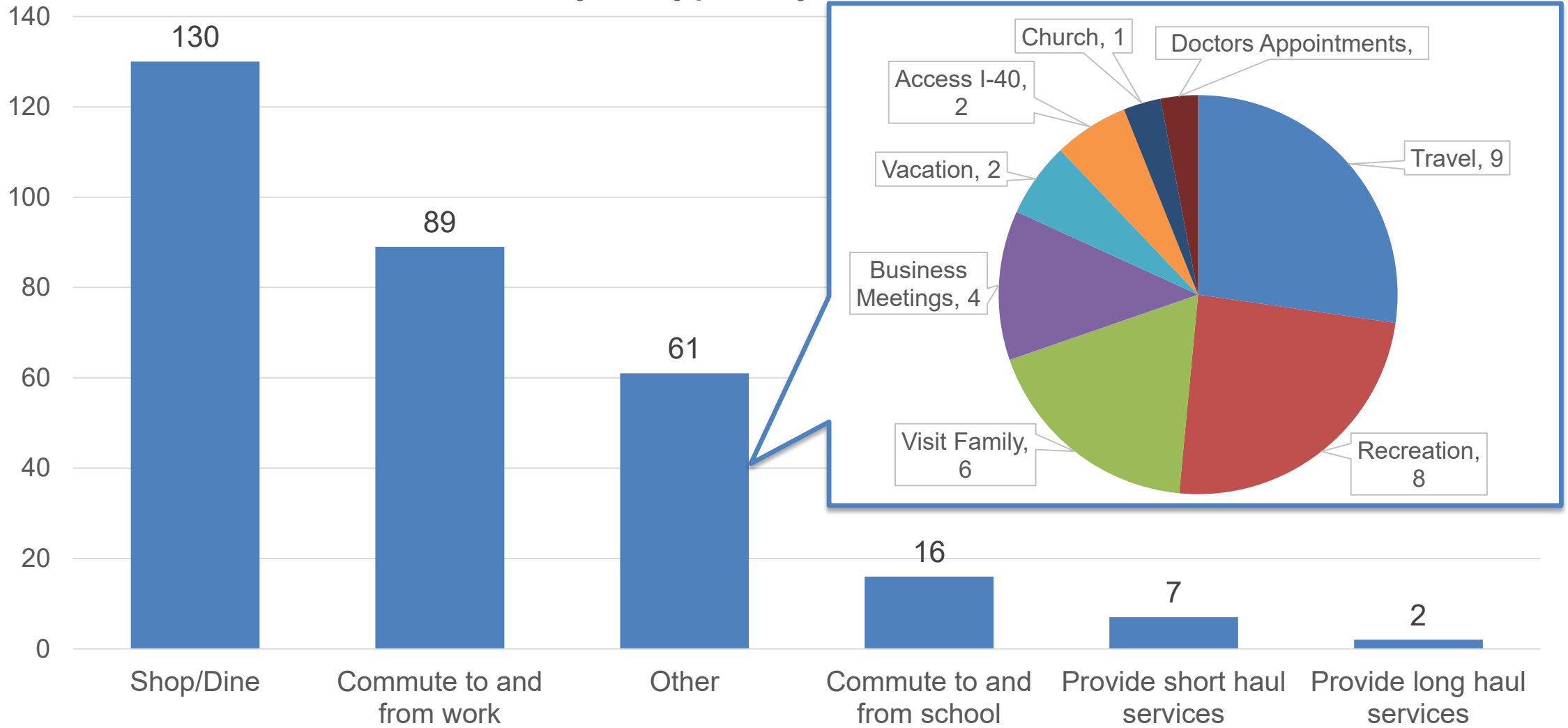
U.S. 321 – Public Survey Results

What is your primary mode of transportation?



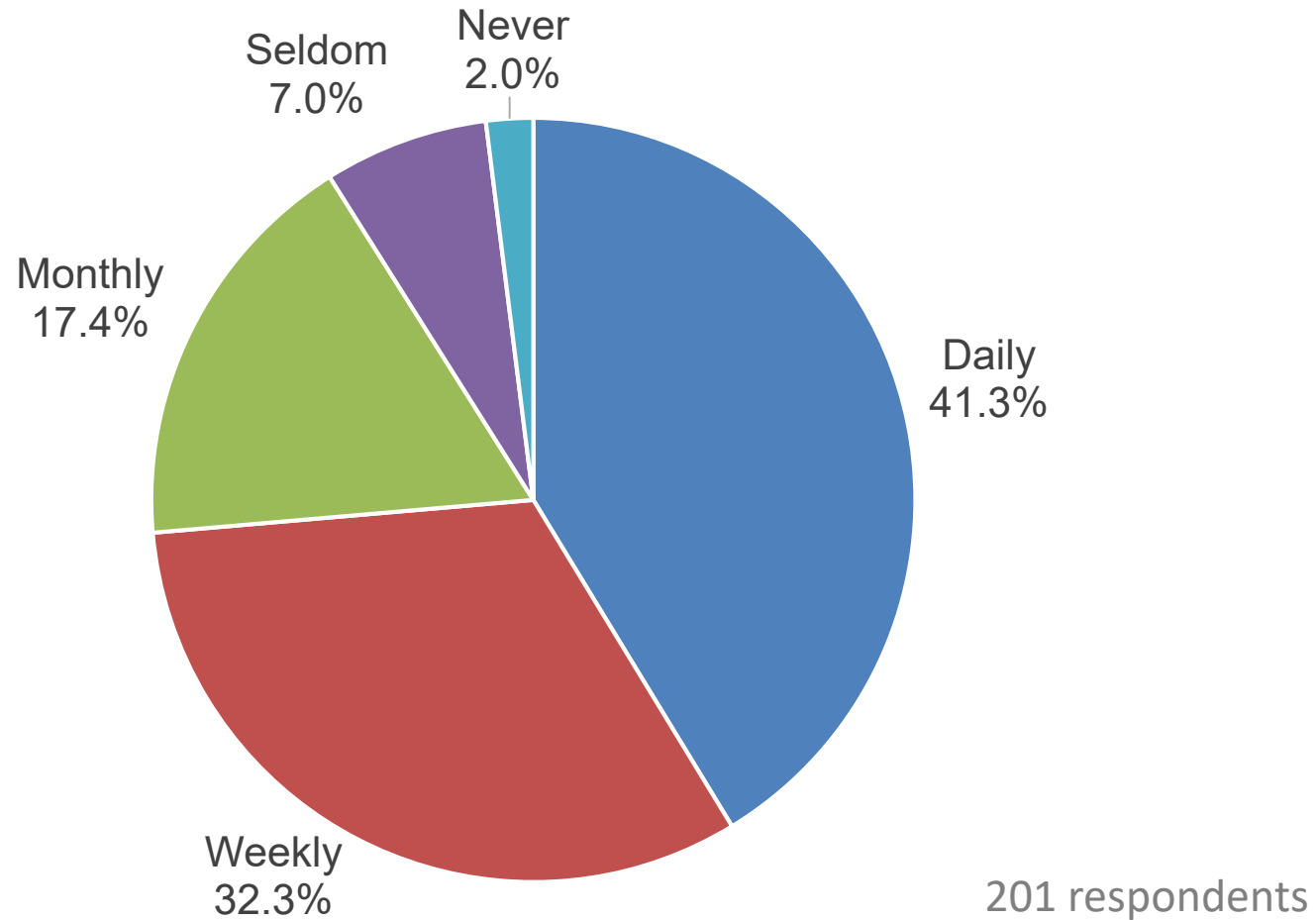
U.S. 321 – Public Survey Results

How do you typically use U.S. 321?



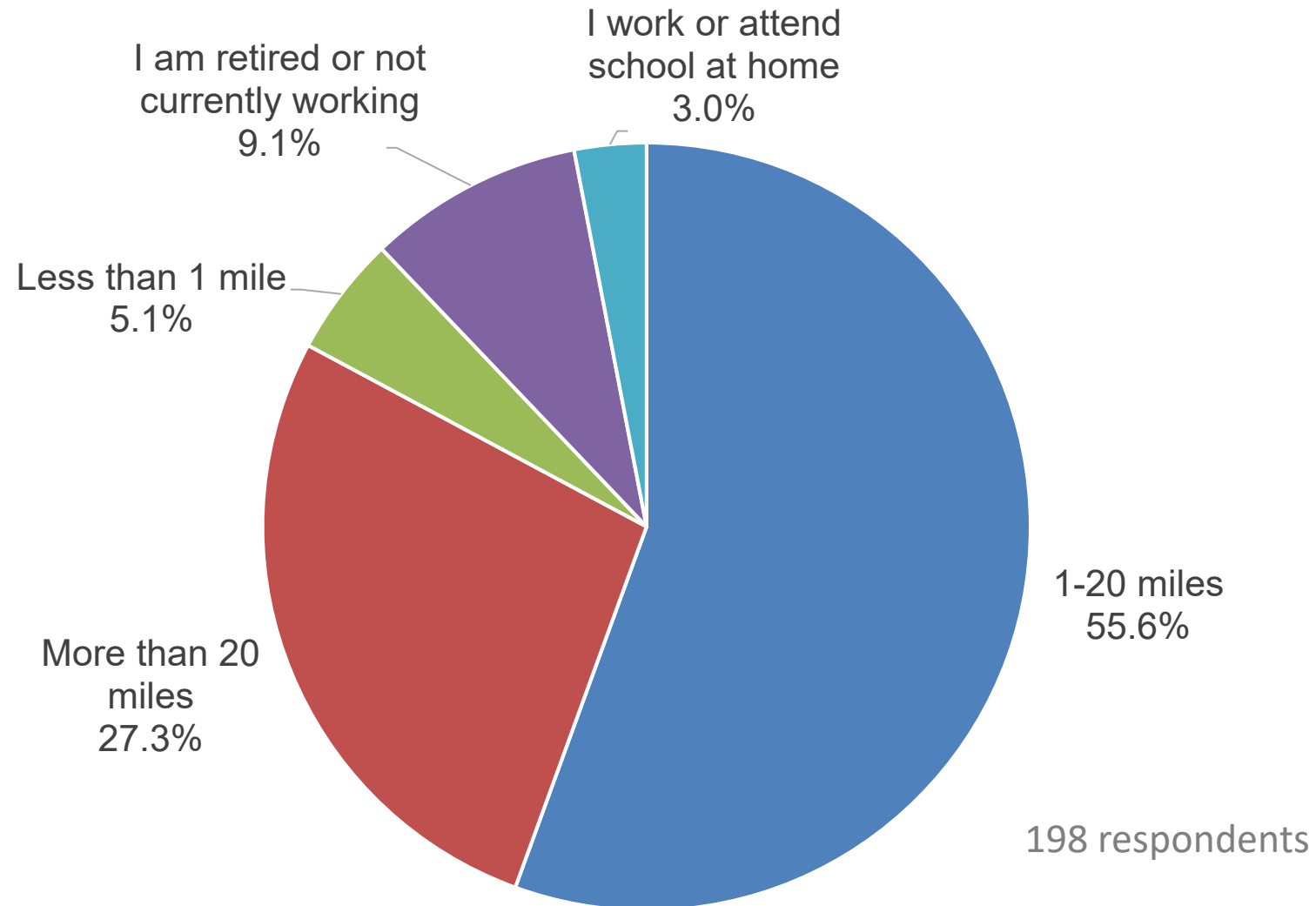
U.S. 321 – Public Survey Results

How often do you typically use U.S. 321?



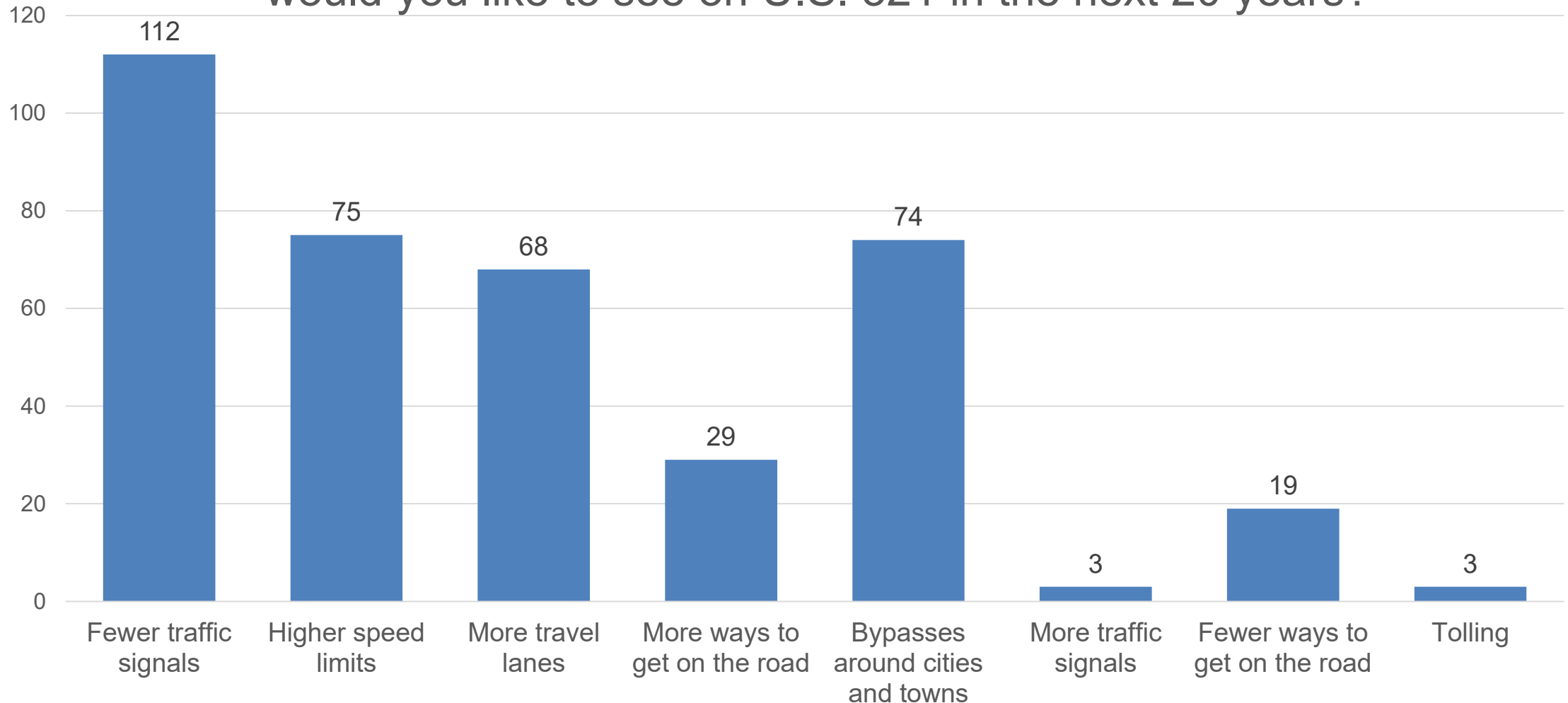
U.S. 321 – Public Survey Results

How far do you typically commute to your place of work or school?



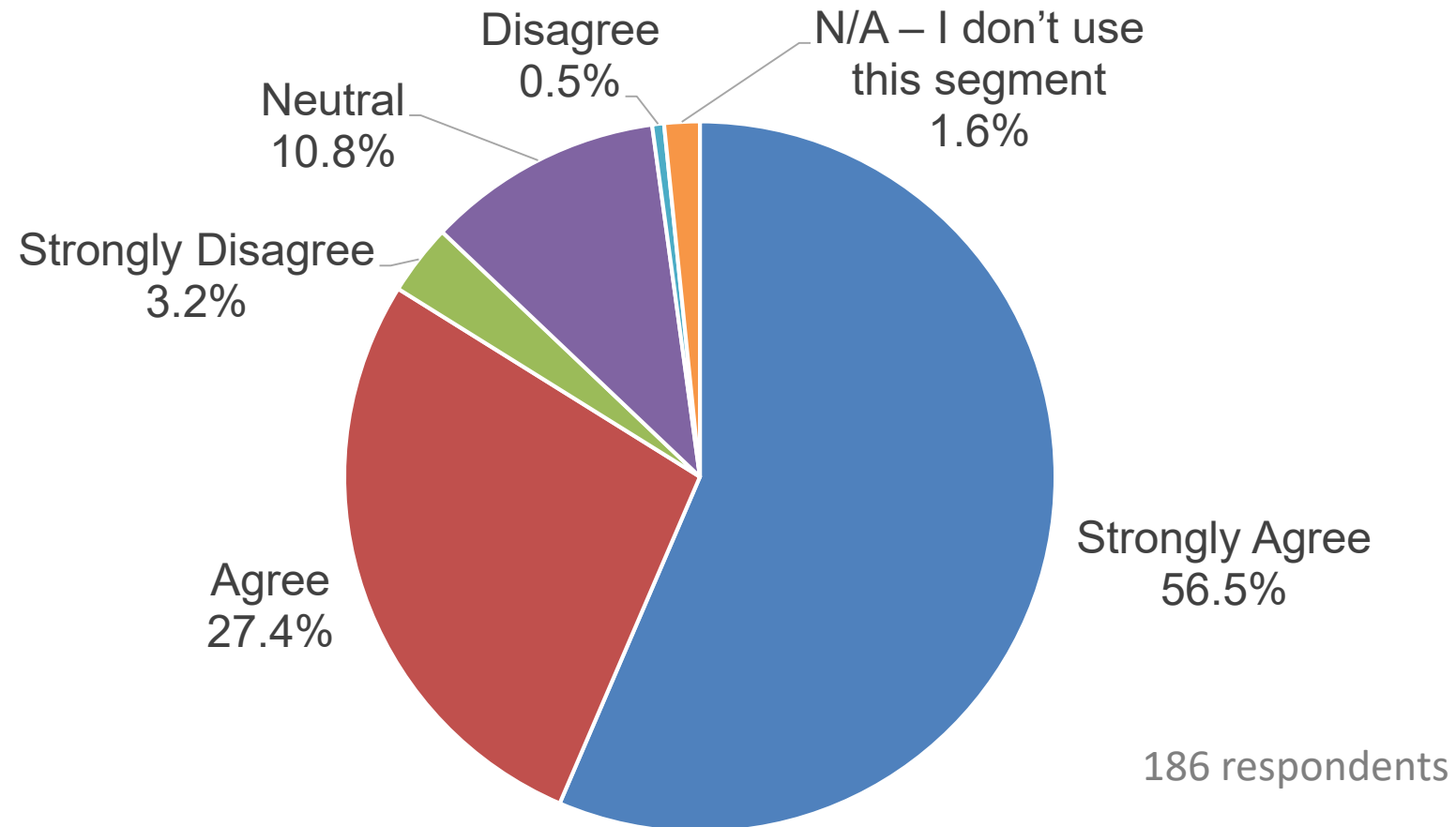
U.S. 321 – Public Survey Results

From the **South Carolina state line to Hickory**, what changes would you like to see on U.S. 321 in the next 20 years?



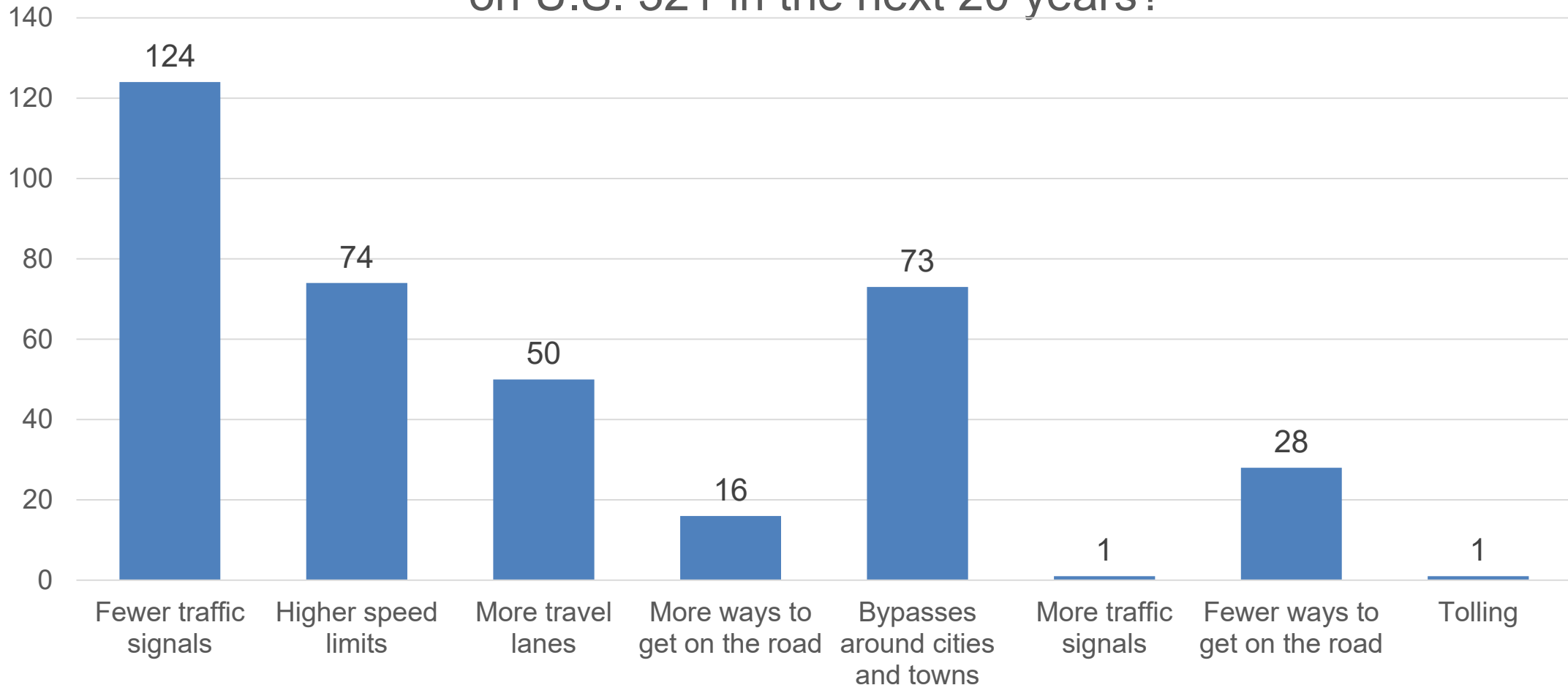
U.S. 321 – Public Survey Results

From the **South Carolina state line to Hickory**, do you support the preliminary vision of a freeway (access only at interchanges/ramps, speed limit 55 or greater, no traffic signals)?



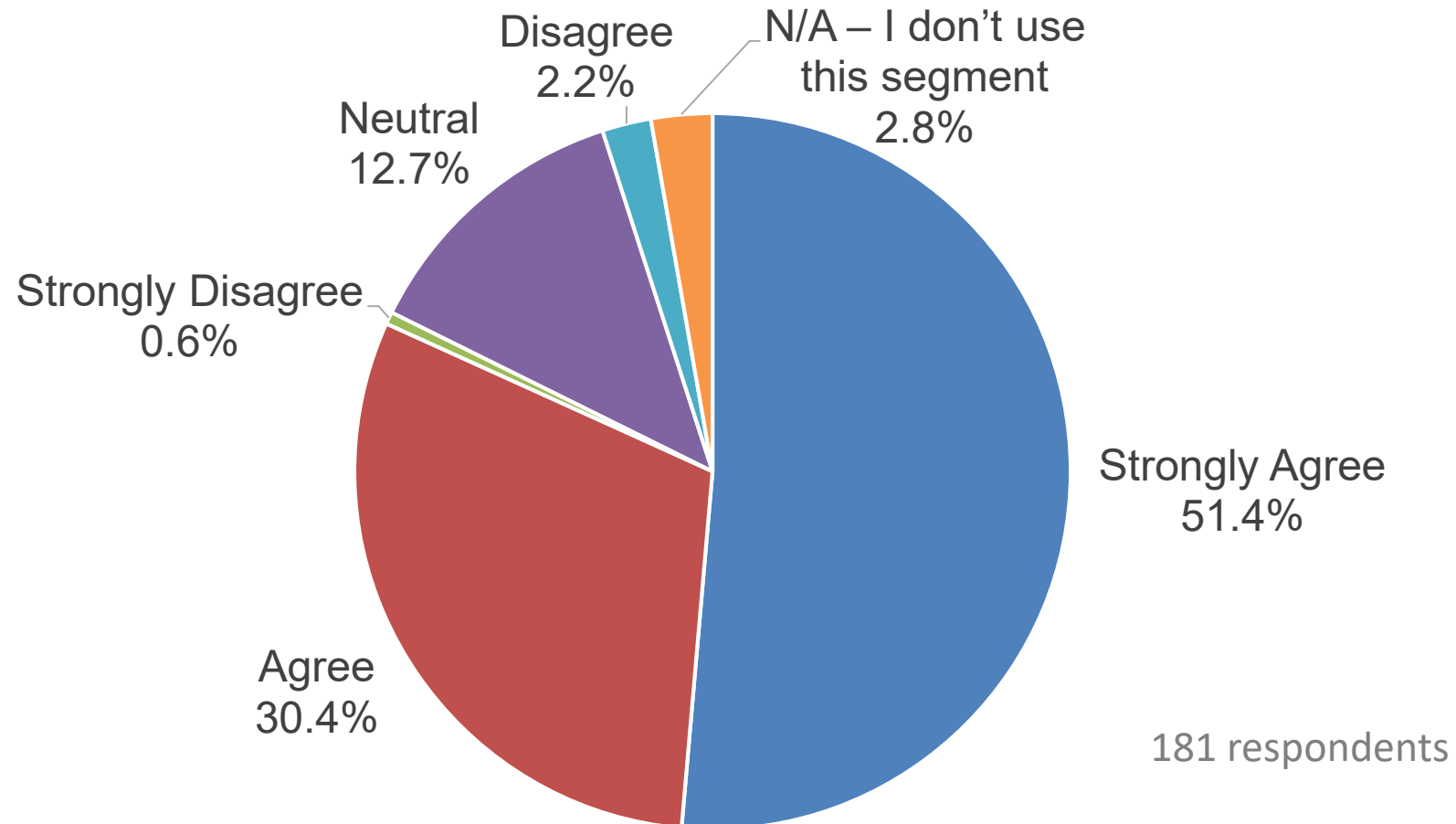
U.S. 321 – Public Survey Results

From the **Hickory to Boone**, what changes would you like to see on U.S. 321 in the next 20 years?



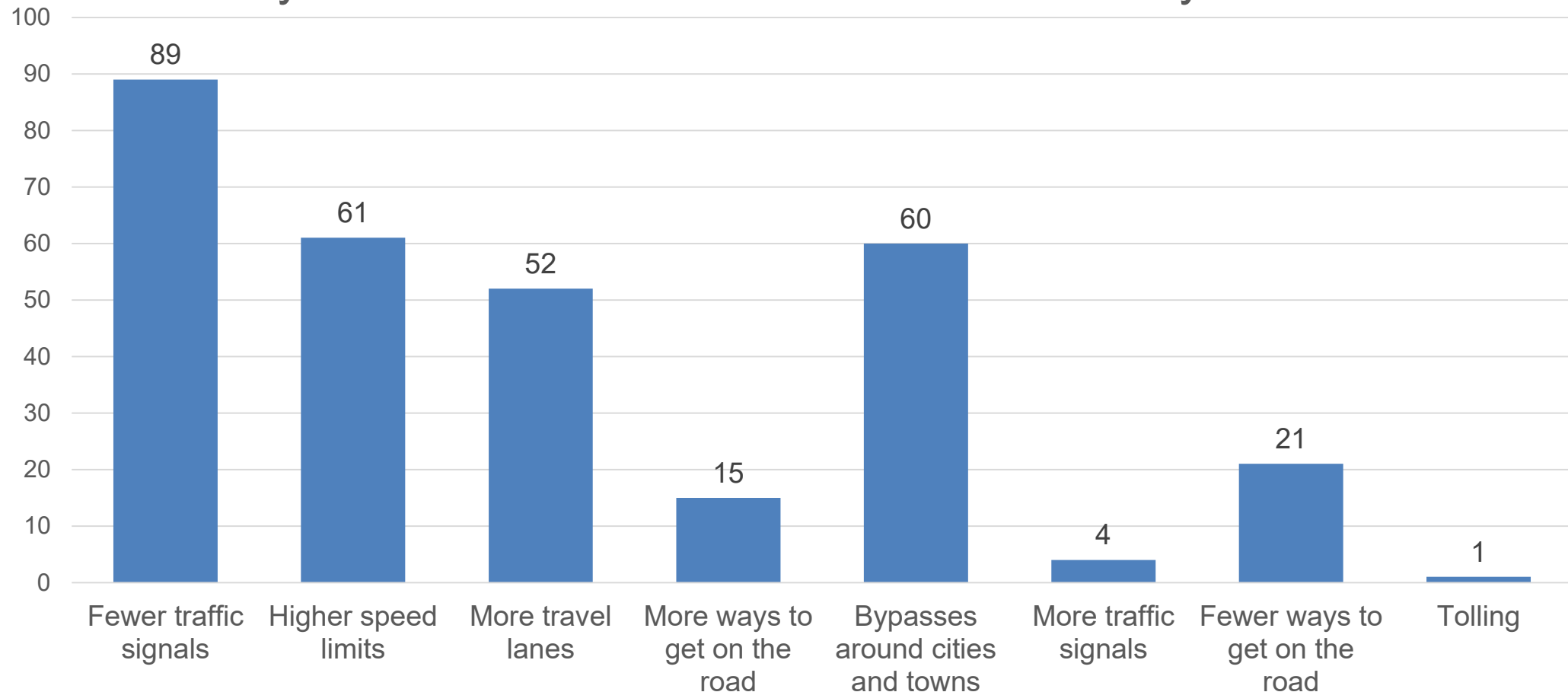
U.S. 321 – Public Survey Results

From **Hickory to Boone**, do you support the preliminary vision of an expressway (access at interchanges for major cross streets and at-grade intersections at minor cross streets, speed limit 45 to 60 mph, no traffic signals)?



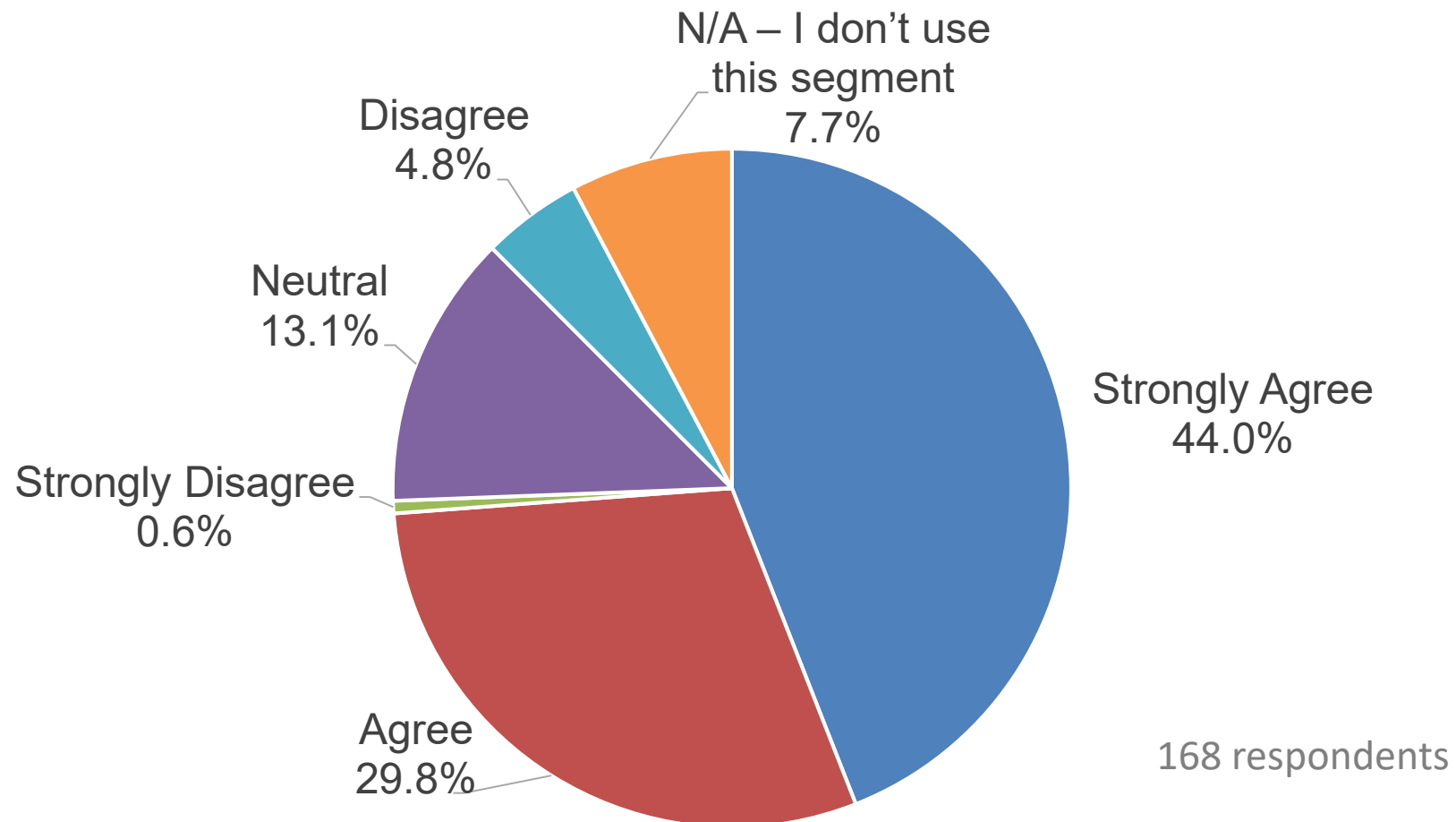
U.S. 321 – Public Survey Results

From **Boone to the Tennessee state line**, what changes would you like to see on U.S. 321 in the next 20 years?



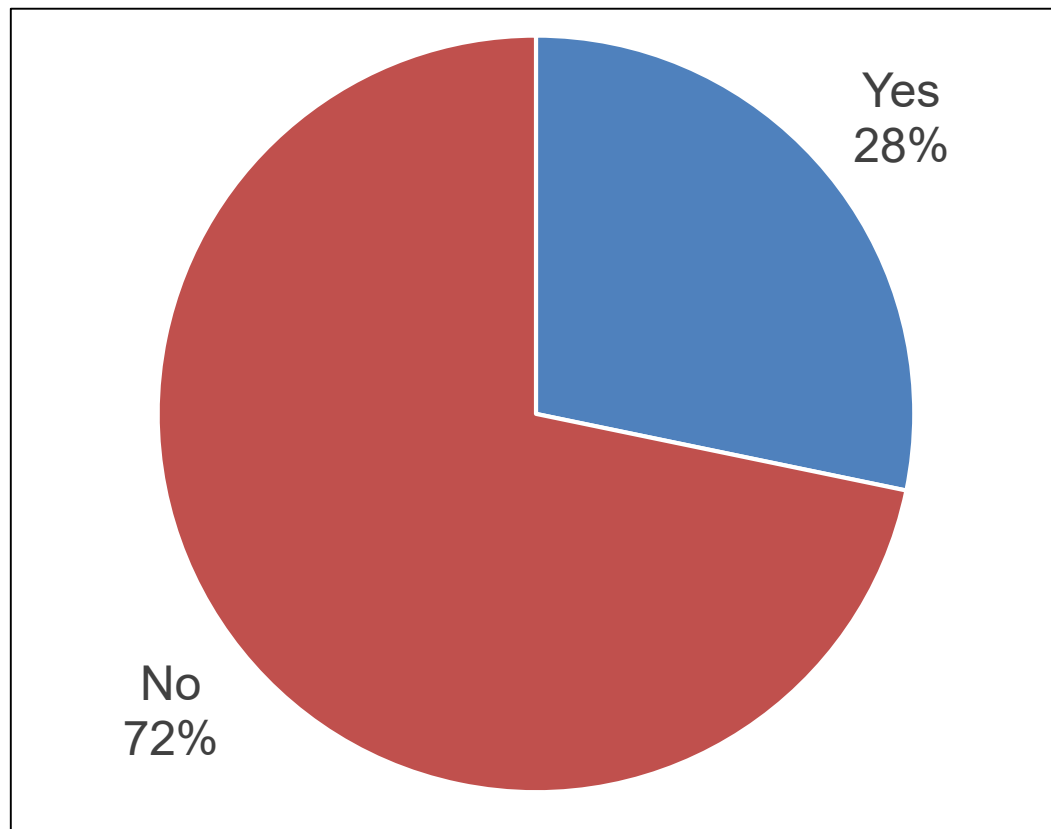
U.S. 321 – Public Survey Results

From **Boone to Tennessee state line**, do you support the preliminary vision of an expressway (access at interchanges for major cross streets and at-grade intersections at minor cross streets, speed limit 45 to 60 mph, no traffic signals)?



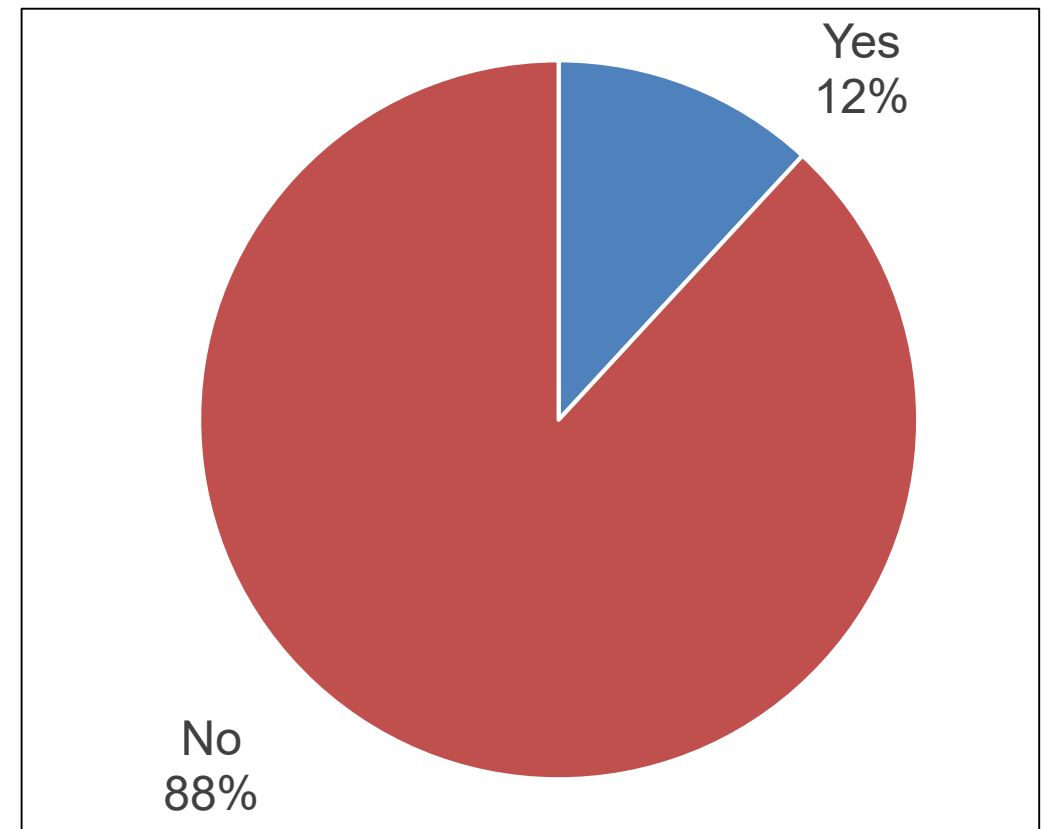
U.S. 321 – Public Survey Results

Have you ever been impacted by rockslides/mudslides on U.S. 321?



177 respondents

Have you ever been impacted by flooding on U.S. 321?



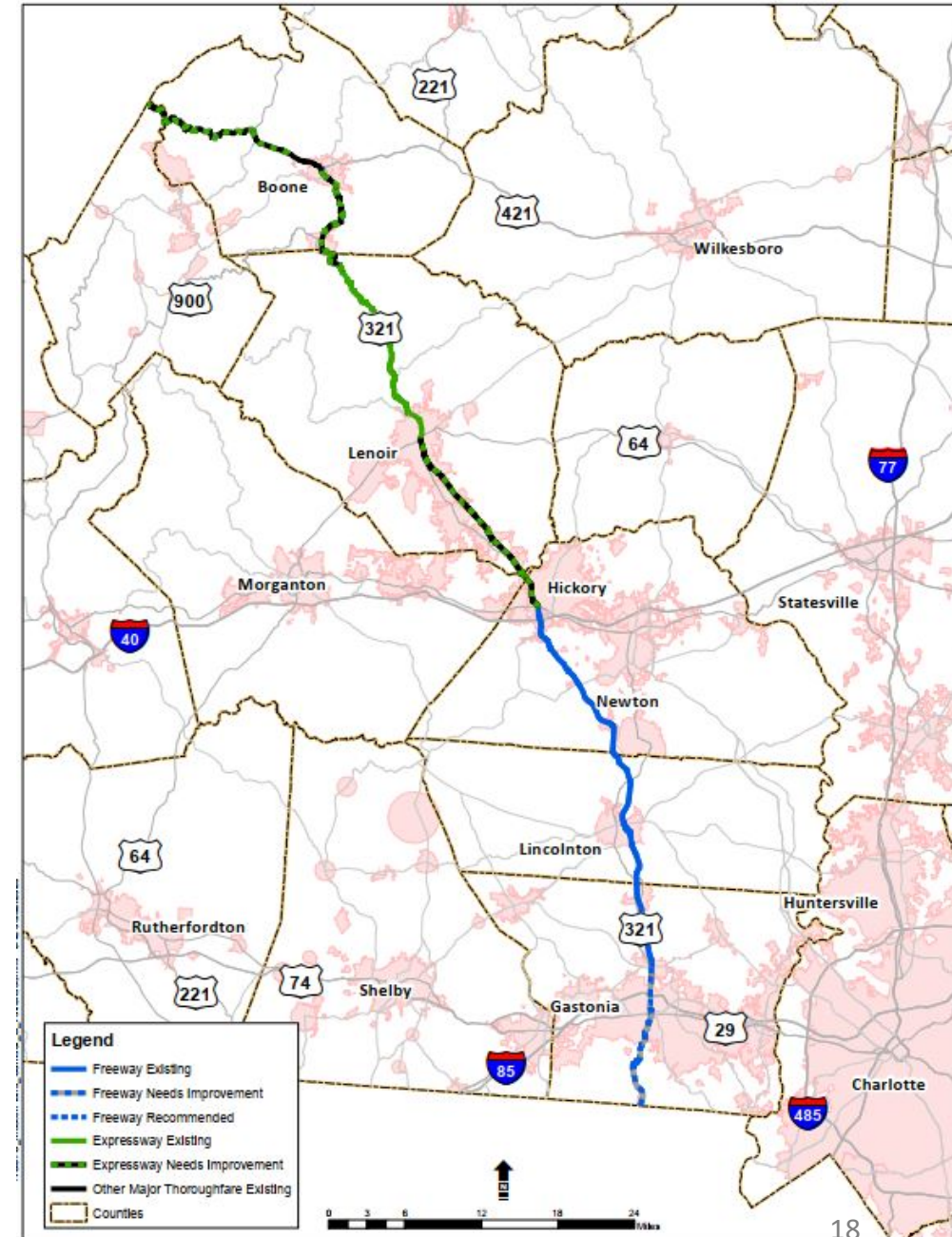
177 respondents

U.S. 321 – Public Survey Comments

- Maintain local connections across U.S. 321
- Consider a U.S. 321 bypass around Gastonia
- Pavement rehabilitation and roadside environmental activities
- Less traffic signal between Hickory and Blowing Rock
- Possibly add rest stop

U.S. 321 – Recommended Vision

- Freeway: South Carolina state line to U.S. 70 in Hickory
- Expressway: U.S. 70 in Hickory to Tennessee the Tennessee state line



U.S. 321 - Mobility Analysis

HIGHWAY MOBILITY BENEFITS

STC CORRIDOR D

US 321 – FROM SOUTH CAROLINA STATE LINE TO
TENNESSEE STATE LINE

AVERAGE
TRAVEL SPEED

47

2018
EXISTING

45

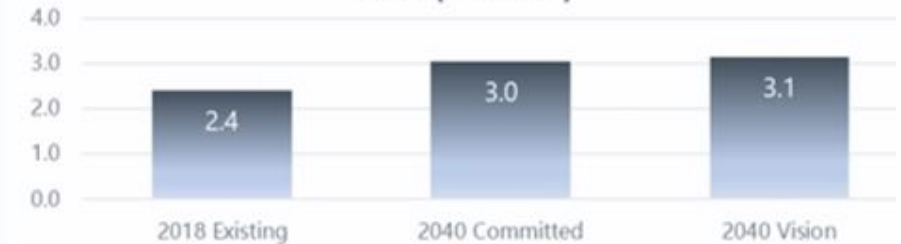
2040
COMMITTED

57

2040
VISION

VEHICLE-MILES
TRAVELED

VMT (Millions)



RECOMMENDED PROJECTS REDUCE FUTURE
TRAVEL DELAY BY OVER **80%**

AVERAGE CORRIDOR TRAVEL TIME (HOURS)

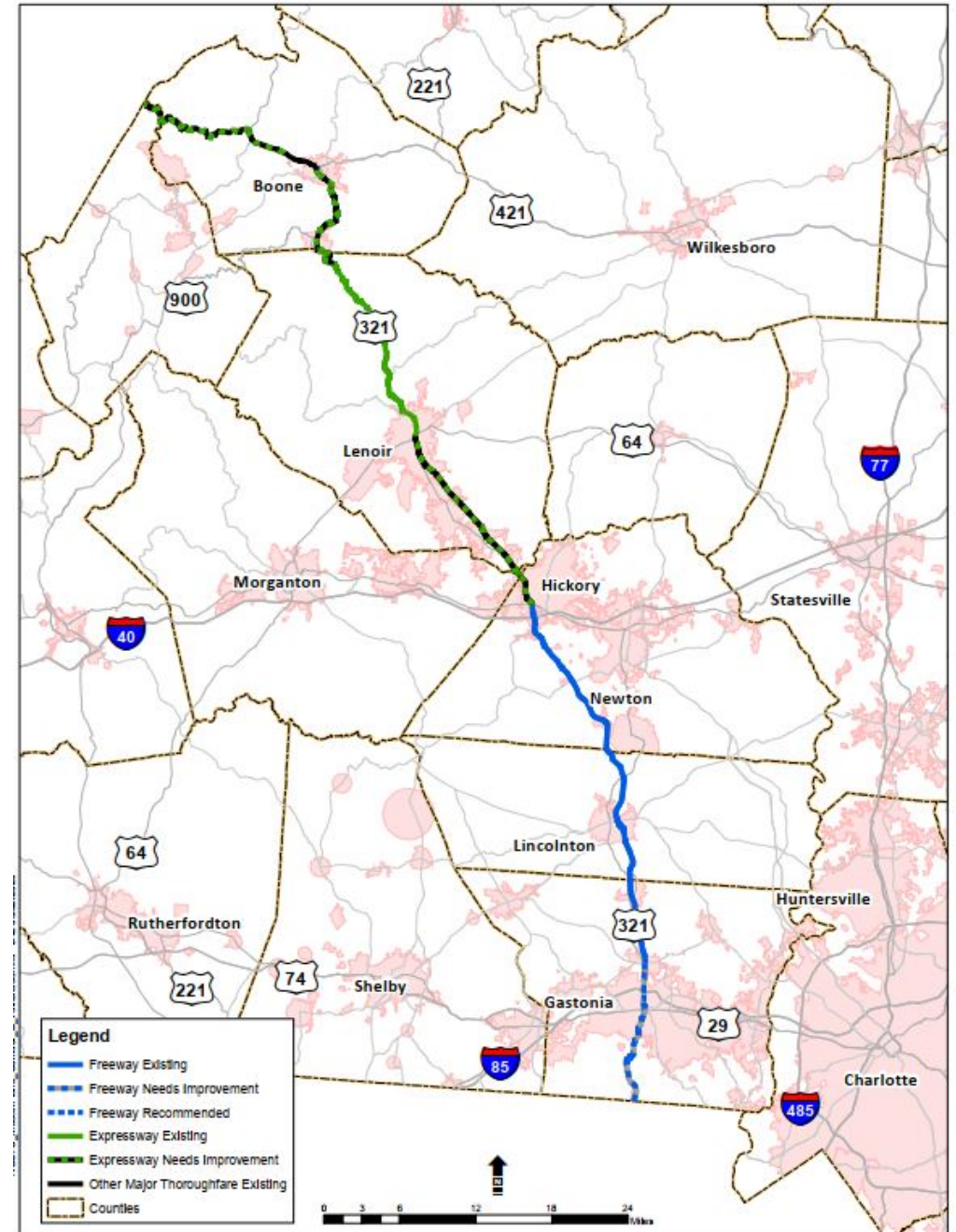


Increases the average corridor travel speed by 12mph

U.S. 321 – Identified for Further Study

- Expressway improvements northwest of Boone and the connection at the Tennessee state line
- Boone Bypass
- Expressway Improvements between Boone and Blowing Rock
- Freeway Improvements in Gastonia
- Freeway Improvements south of Gastonia and the connection at the South Carolina state line
- Multimodal connections
- Resiliency Assessment

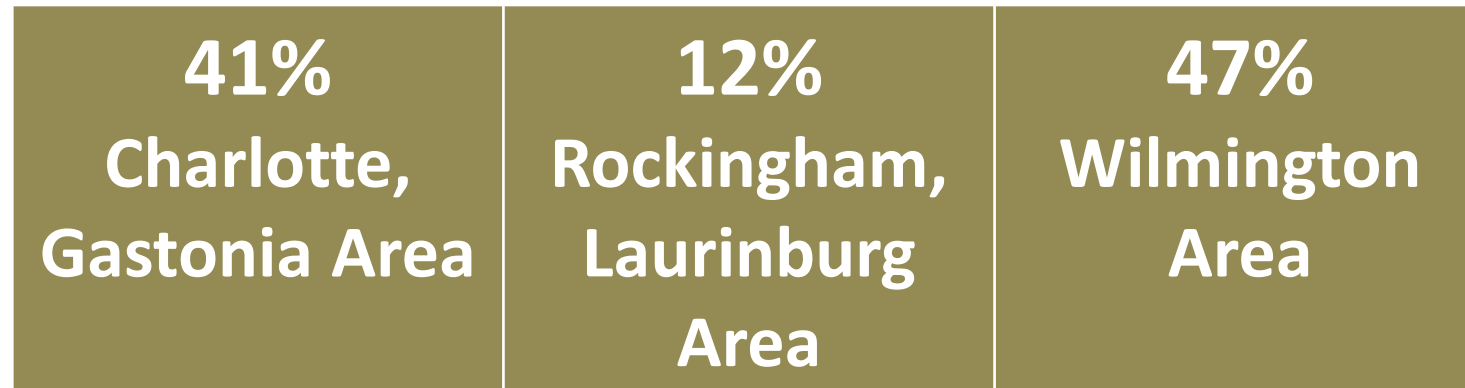
U.S. 321 Questions?



U.S. 74 – Public Survey Results

Views 1,524	Participants 638	Responses 8,260	Comments 155
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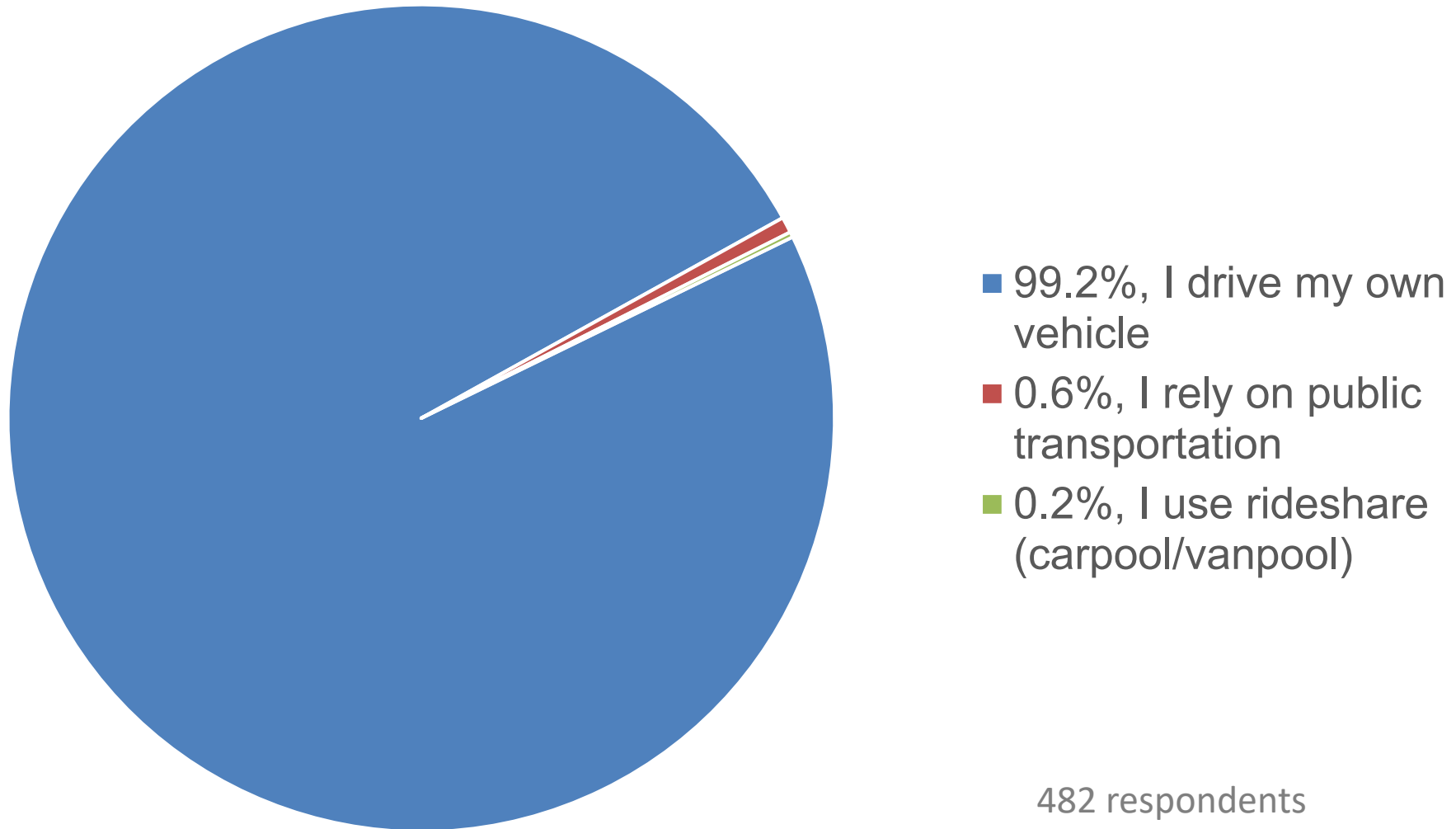
U.S. 74 – Public Survey Results



- Percentage of respondents providing zip codes
- 344 respondents provided zip codes

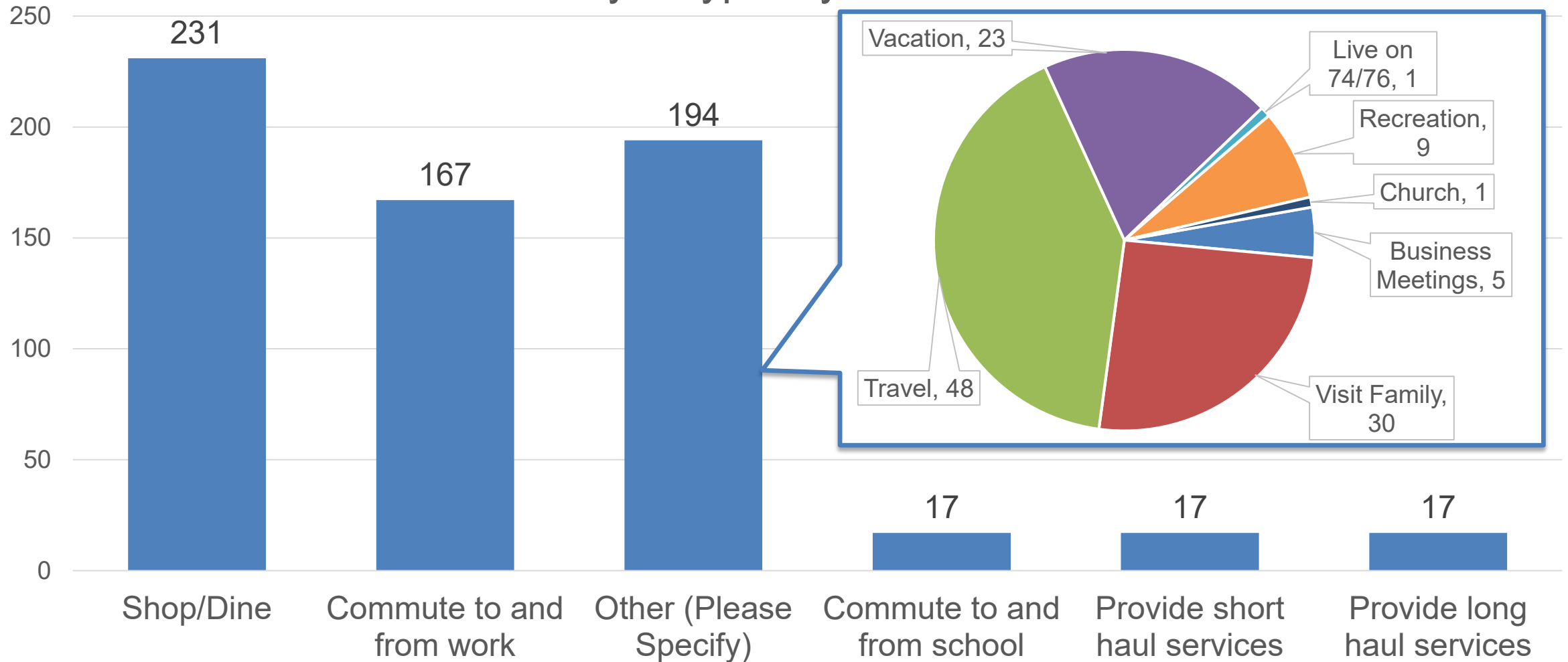
U.S. 74 – Public Survey Results

What is your primary mode of transportation?



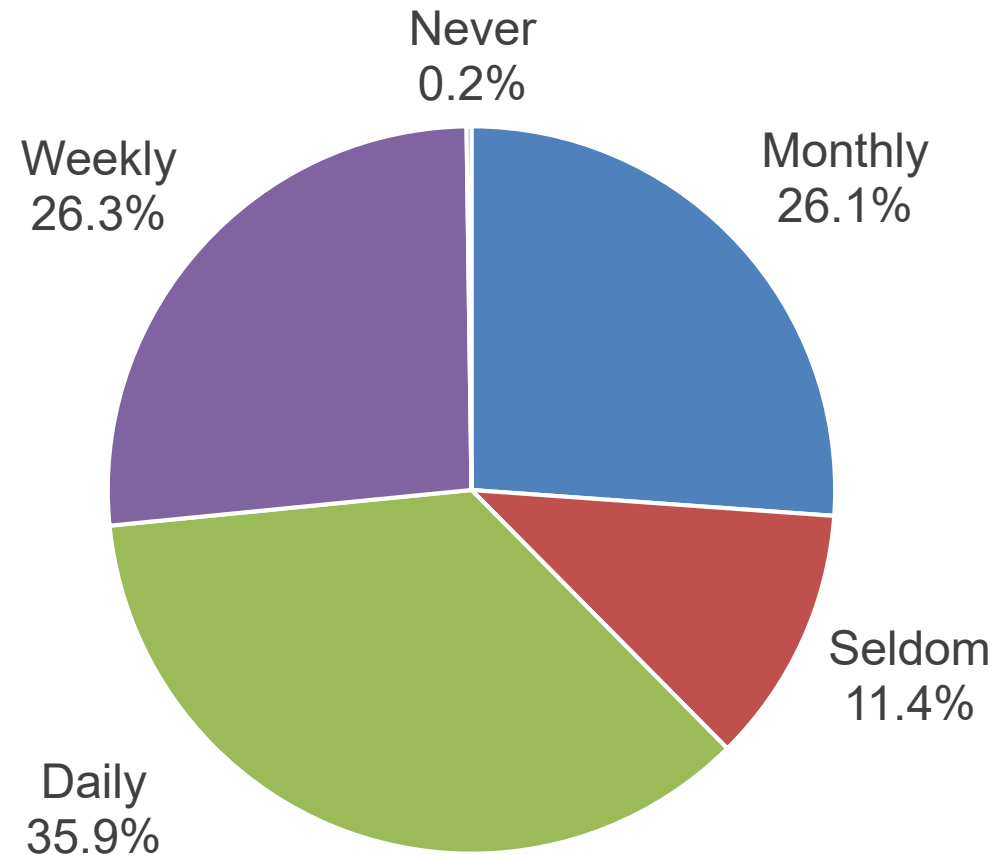
U.S. 74 – Public Survey Results

How do you typically use U.S. 74?



U.S. 74 – Public Survey Results

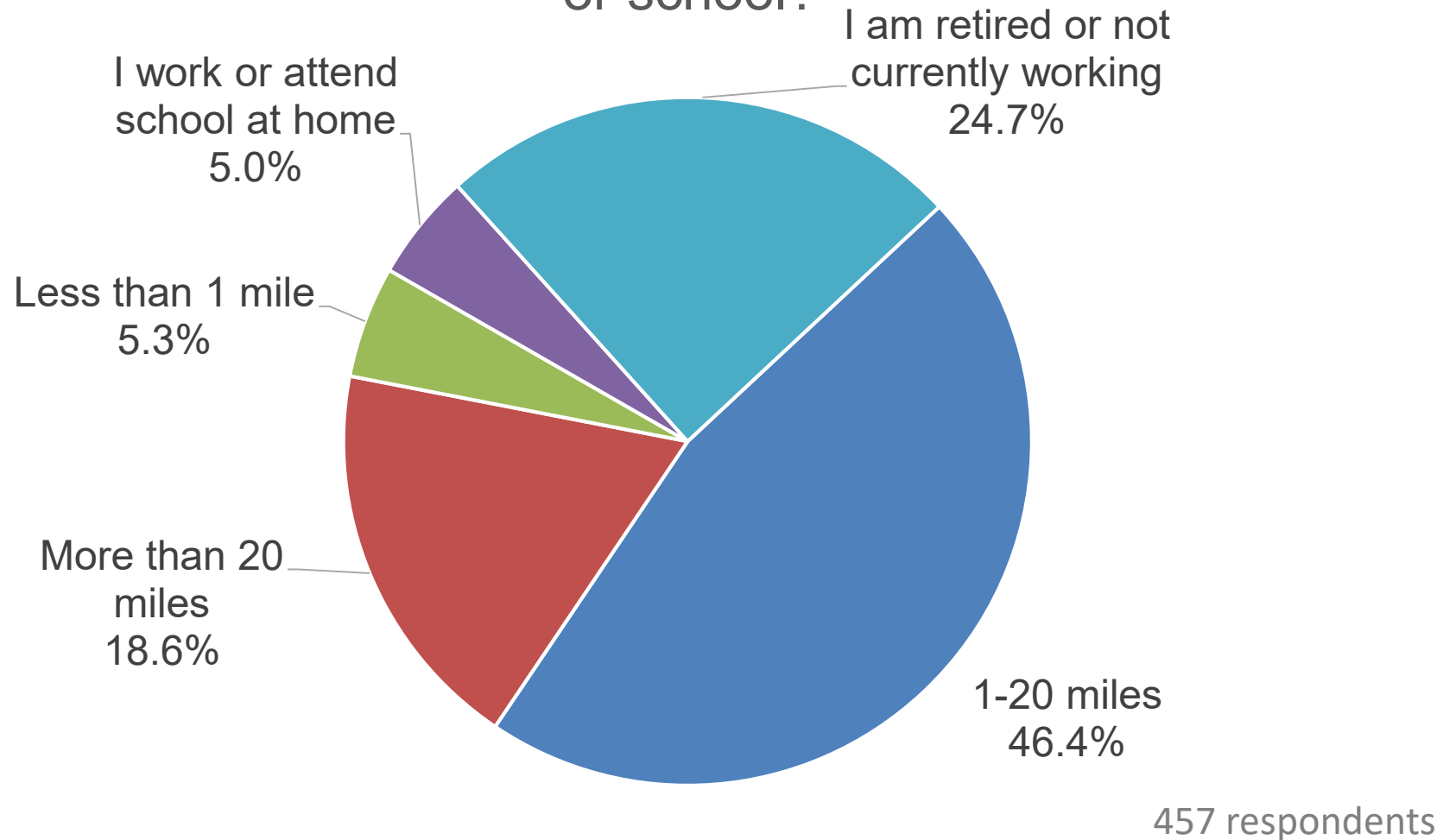
How often do you typically use U.S. 74?



463 respondents

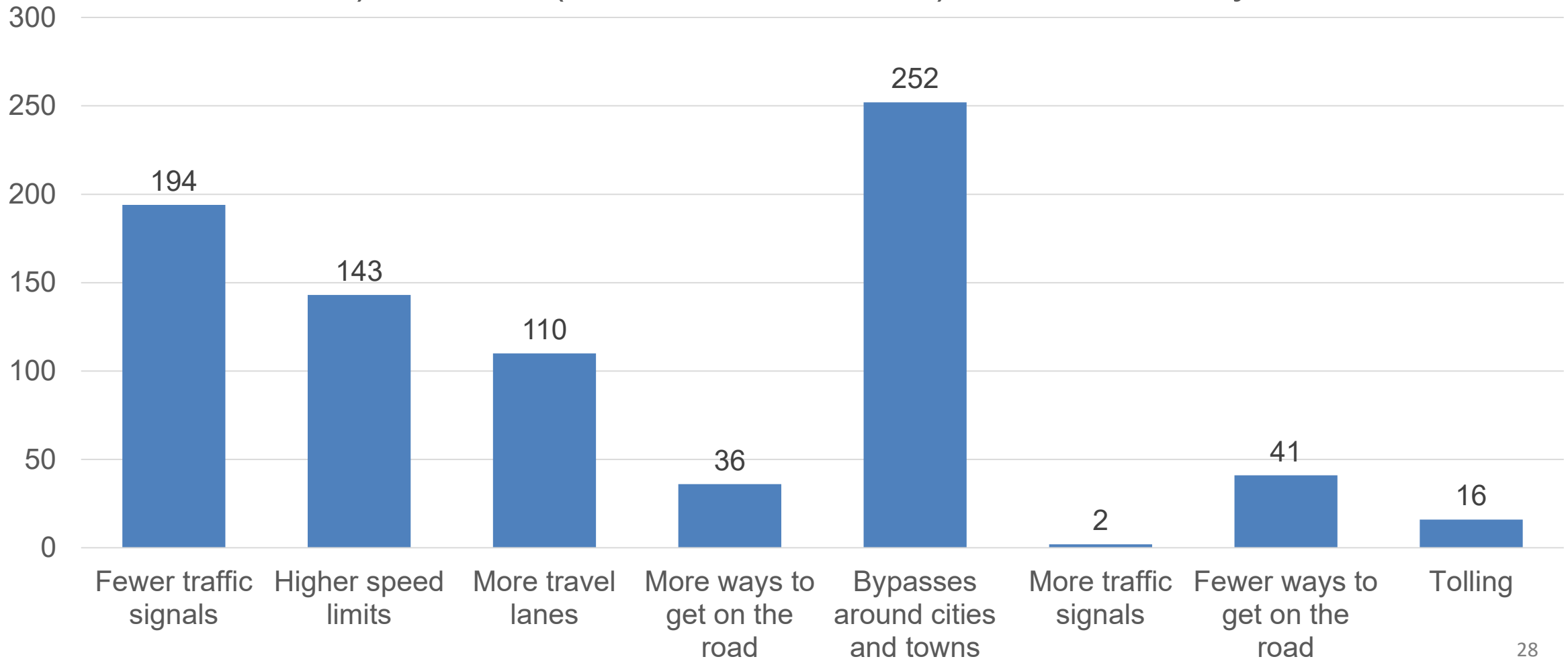
U.S. 74 – Public Survey Results

How far do you typically commute to your place of work or school?



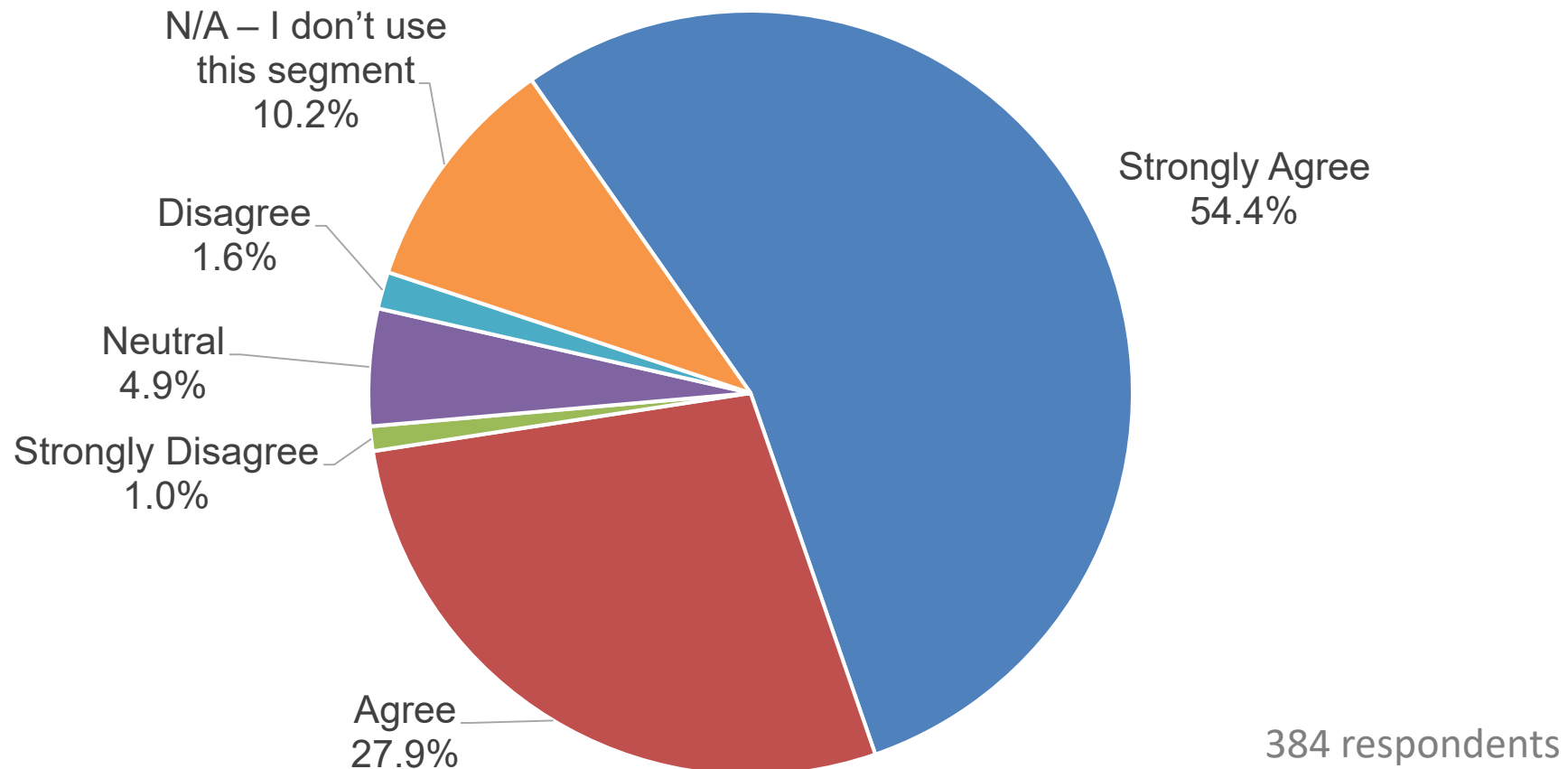
U.S. 74 – Public Survey Results

From I-26 to Gastonia, what changes would you like to see on U.S. 74 (I-26 to I-85) and I-85 (U.S. 74 to U.S. 321) in the next 20 years?



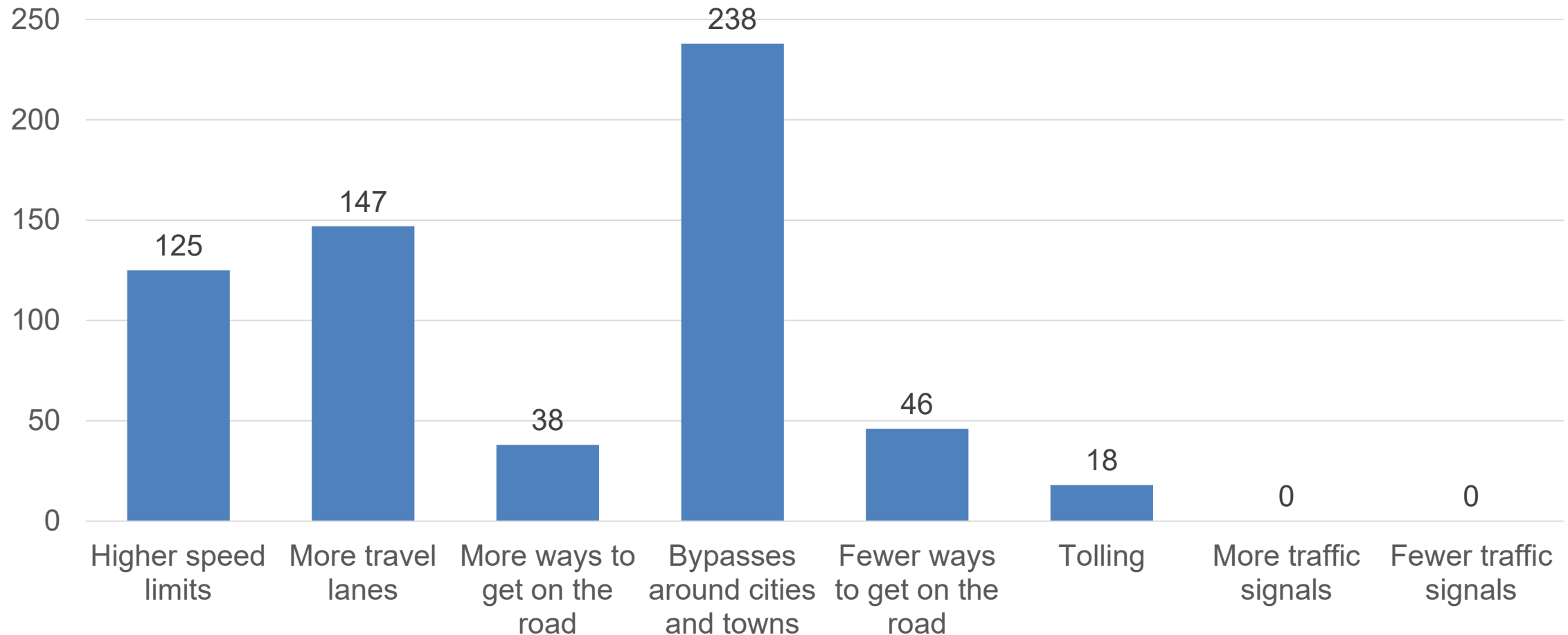
U.S. 74 – Public Survey Results

From I-26 to Gastonia, do you support the preliminary vision of a freeway (access only at interchanges/ramps, speed limit 55 or greater, no traffic signals) on U.S. 74 (I-26 to I-85) and I-85 (U.S. 74 to U.S. 321)?



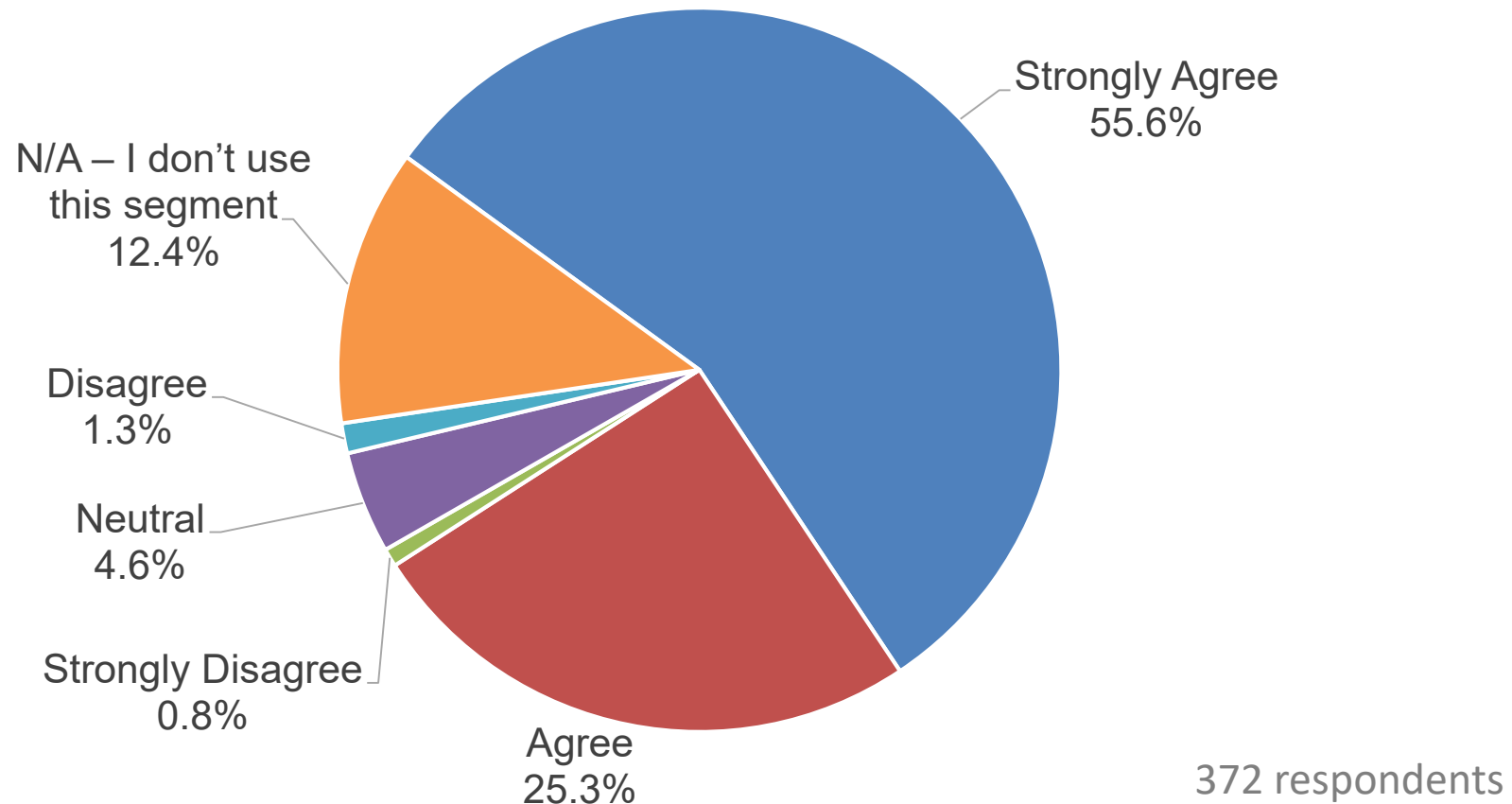
U.S. 74 – Public Survey Results

From Gastonia to Monroe, what changes would you like to see on the corridor I-85 (U.S. 321 to I-485) and I-485 (I-85 to U.S. 74) in the next 20 years?



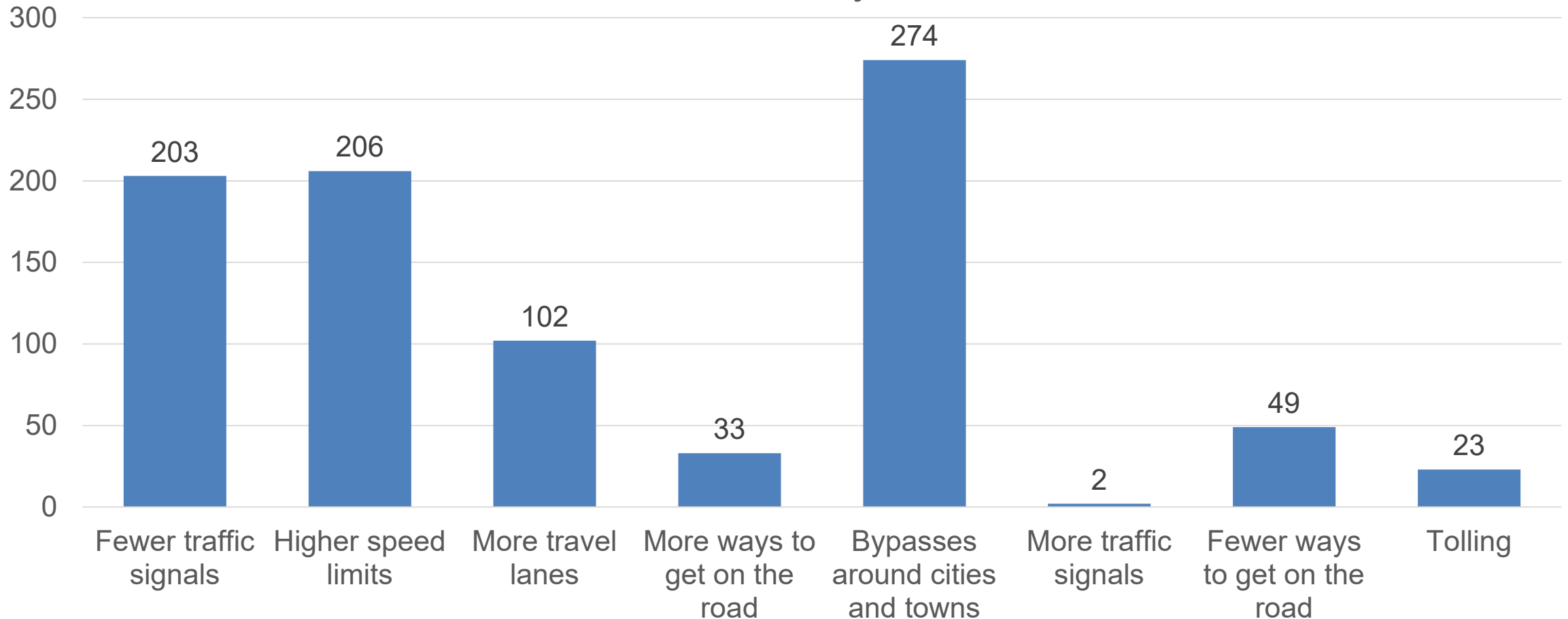
U.S. 74 – Public Survey Results

From Gastonia to Monroe, do you support the preliminary vision of a freeway (access only at interchanges/ramps, speed limit 55 or greater, no traffic signals) on I-85 (U.S. 321 to I-485) and I-485 (I-85 to U.S. 74)?



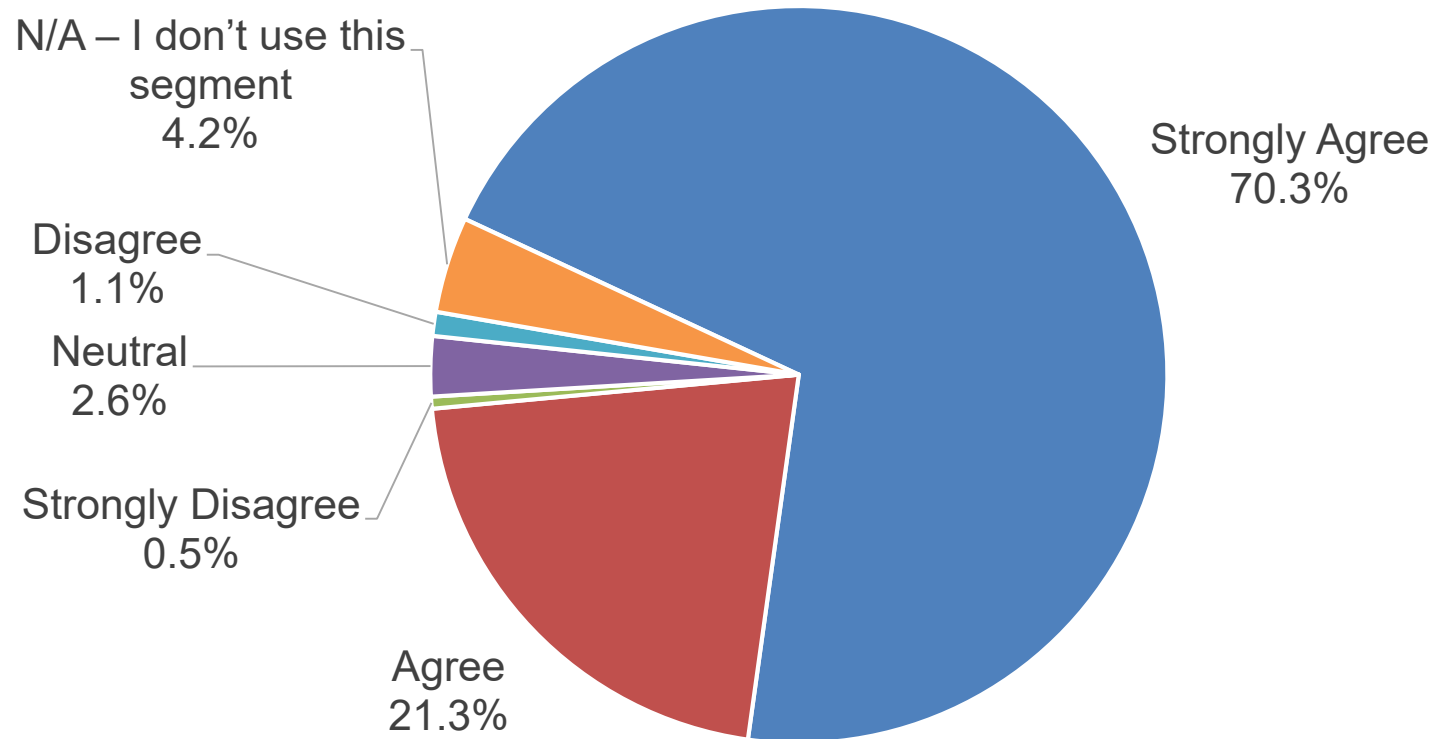
U.S. 74 – Public Survey Results

From Monroe to Wilmington, what changes would you like to see on U.S. 74 in the next 20 years?



U.S. 74 – Public Survey Results

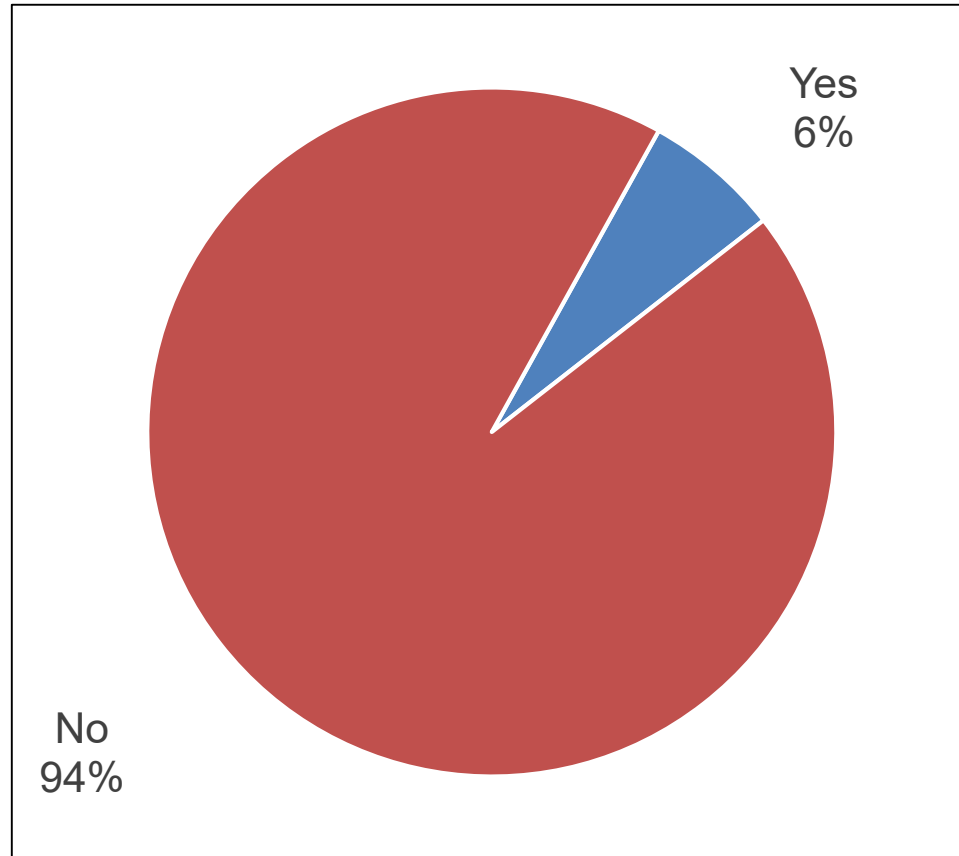
From Monroe to Wilmington, do you support the preliminary vision of a freeway (access only at interchanges/ramps, speed limit 55 mph or greater, no traffic signals)?



380 respondents

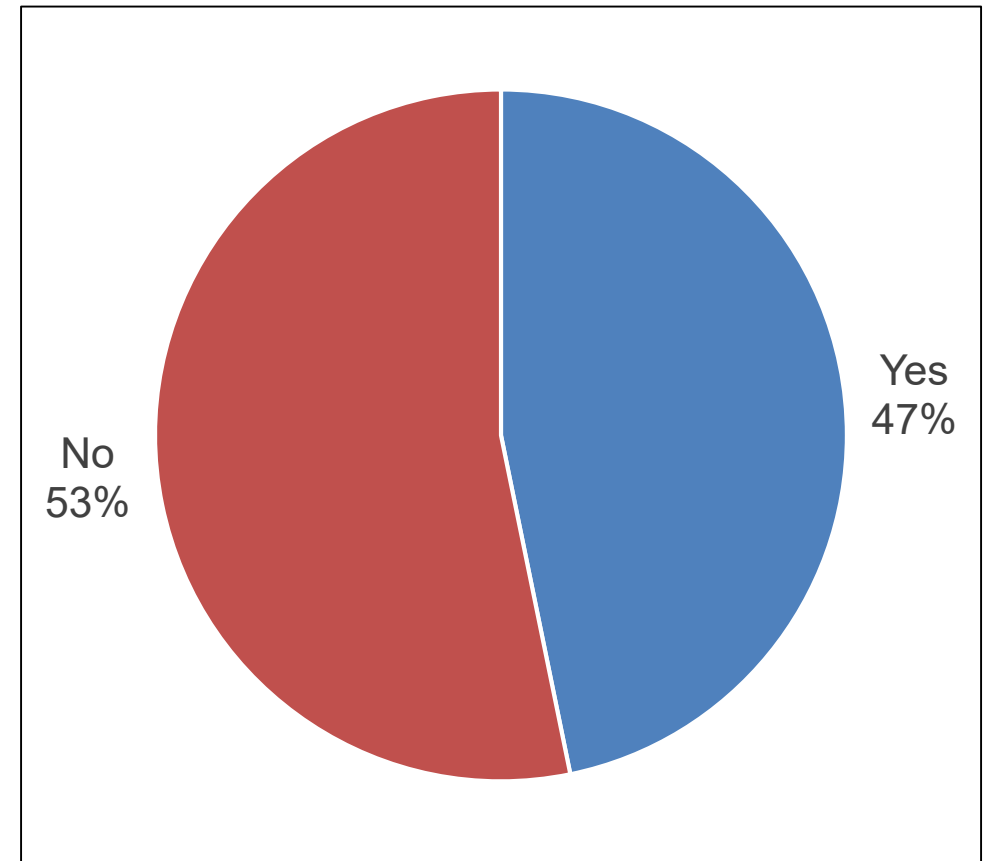
U.S. 74 – Public Survey Results

Have you ever been impacted by rockslides/mudslides on U.S. 74?



390 respondents

Have you ever been impacted by flooding on U.S. 74?



389 respondents

U.S. 74 – Public Survey Comments

- Additional lanes between Riegelwood and Wilmington
- Designate an interstate from Charlotte to Wilmington
- Complete connection with Carolina Bays Parkway
- Improve local connection access
- New facility paralleling existing U.S. 74 to the south around Charlotte

U.S. 74 – Public Survey Comments

- Improve existing at-grade connections
- Need consistent speed limits
- Fix the flooding of the Lumber River and Briar Creek
- Local bypasses are needed
- Reversible lanes for hurricane evacuation

U.S. 74 – Recommended Vision



- Freeway: I-26 in Polk County to I-40 in New Hanover County

U.S. 74 - Mobility Analysis

HIGHWAY MOBILITY BENEFITS

STC CORRIDOR U

U.S. 74 – FROM I-26 IN POLK COUNTY TO

I-40 IN WILMINGTON

AVERAGE
TRAVEL SPEED

44

2018
EXISTING

40

2040
COMMITTED

61

2040
VISION

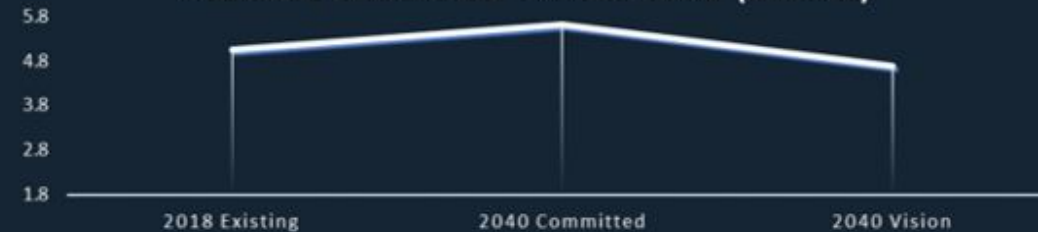
VEHICLE-MILES
TRAVELED

VMT (Millions)



210 ADDITIONAL MILES OF FREEWAY PROVIDE FASTER TRAVEL TIMES WITH SUBSTANTIAL INCREASE IN TRAFFIC

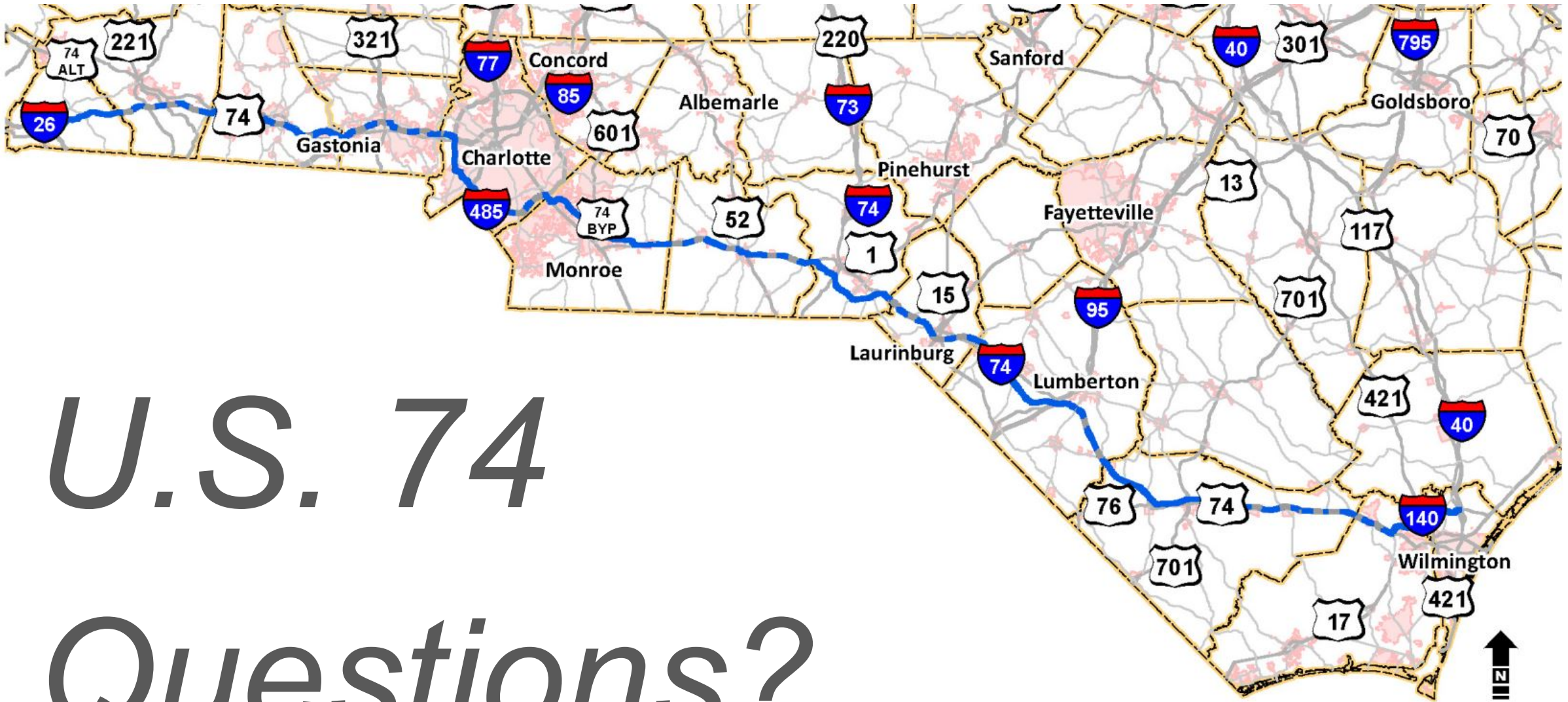
AVERAGE CORRIDOR TRAVEL TIME (HOURS)



Increases the average corridor travel speed by 21mph

U.S. 74 – Identified for Further Study

- Marshville Bypass
- Wadesboro Bypass
- Military Connections
- Delco area in Columbus County
- Multimodal connections
- Resiliency Assessment



U.S. 74 Questions?

Next Steps

- Public Survey Summary
- 2-page Vision Statement
- Resource Agency Engagement
- Resolutions of Adoption
- Final STC Vision Report

2-page Vision Statement

- General Description
- Geographic Location
- Vision Plan Specifics
- Areas Identified for Additional Study
- Key Functions and Expectations
- Cross-Section
- Facility Information

Corridor Resolutions

A RESOLUTION
SUPPORTING THE U.S. 321 MASTER PLAN,
FROM SOUTH CAROLINA STATE LINE TO TENNESSEE STATE LINE,
CORRIDOR D
OF THE STRATEGIC TRANSPORTATION CORRIDORS NETWORK

Resolution No.: _____

WHEREAS, the N.C. Department of Transportation adopted the Strategic Transportation Corridors (STC) Network in 2015 to establish a multimodal, high-priority system of highways, rail lines, ports, and airports to support smart planning, help set long-term investment decisions, and ensure that North Carolina's economic prosperity goals are achieved; and

WHEREAS, the *North Carolina Transportation Network and Strategic Transportation Corridors Framework* calls for the development of individual strategic corridor master plans in each of the 25 designated corridors with a buffer of 20 miles on either side of each facility; and

WHEREAS, the corridor master plan for U.S. 321, from the South Carolina state line to the Tennessee state line, identified as Corridor D in the STC Framework, is being advanced from its more general network-level identification to a corridor-specific master plan vision built upon a common technical framework; and

WHEREAS, the intent of the Corridor D Master Plan is to develop a consistent transportation vision for the corridor, based on stakeholder input and sound technical assessment, that recognizes statewide economic development objectives, advances subsequent regional planning and corridor project development activities, and can serve to streamline the project development process; and

WHEREAS, it is the intent of the N.C. Department of Transportation to expand and maintain Corridor D as a freeway from the South Carolina state line to I-40 in Hickory and as an expressway from I-40 in Hickory to the Tennessee state line; and

WHEREAS, the _____ (MPO or RPO) represents the _____ area of the facility; and

WHEREAS, (insert local MPO/RPO language preference).

NOW, THEREFORE, BE IT RESOLVED THIS ____ DAY OF _____ 2020, that the (Name of RPO or MPO), does hereby adopt this resolution supporting the N.C. Department of Transportation master plan vision for Corridor D, from (insert beginning and ending point in the PO).

A RESOLUTION
SUPPORTING THE U.S. 74 MASTER PLAN VISION,
FROM I-26 IN POLK COUNTY TO U.S. 117 WILMINGTON,
CORRIDOR U
OF THE STRATEGIC TRANSPORTATION CORRIDORS NETWORK

Resolution No.: _____

WHEREAS, the N.C. Department of Transportation adopted the Strategic Transportation Corridors (STC) Network in 2015 to establish a multimodal, high-priority system of highways, rail lines, ports, and airports to support smart planning, help set long-term investment decisions, and ensure that North Carolina's economic prosperity goals are achieved; and

WHEREAS, the *North Carolina Transportation Network and Strategic Transportation Corridors Framework* calls for the development of individual strategic corridor master plans in each of the 25 designated corridors with a buffer of 20 miles on either side of each facility; and

WHEREAS, the corridor master plan for U.S. 74, from I-26 in Polk County to I-40 in Wilmington, identified as Corridor U in the STC Framework, is being advanced from its more general network-level identification to a corridor-specific master plan vision built upon a common technical framework; and

WHEREAS, the intent of the Corridor U Master Plan is to develop a consistent transportation vision for the corridor, based on stakeholder input and sound technical assessment, that recognizes statewide economic development objectives, advances subsequent regional planning and corridor project development activities, and can serve to streamline the project development process; and

WHEREAS, it is the intent of the N.C. Department of Transportation to expand and maintain Corridor U as a freeway from I-26 in Polk County to I-40 in Wilmington; and

WHEREAS, the _____ (MPO or RPO) represents the _____ area of the facility; and

WHEREAS, (insert local MPO/RPO language preference).

NOW, THEREFORE, BE IT RESOLVED THIS ____ DAY OF _____ 2020, that the (Name of RPO or MPO), does hereby adopt this resolution supporting the N.C. Department of Transportation master plan vision for Corridor U from (insert beginning and ending point in the PO).

Contact Information

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