



North Carolina Transportation Network  
Chatham County Board of Commissioners

November 17, 2014

# PRESENTATION OBJECTIVE

To give an overview on a proposed network of  
Strategic Transportation Corridors



# WHAT ARE STRATEGIC CORRIDORS?

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- The backbone of the state's transportation system, a critical network of multimodal corridors that:
  - Move high volumes of freight and intercity travel within the state
  - Form our primary links to interstate and international markets
  - Link critical centers of economic activity and our international air and sea ports
- Cornerstone of NCDOT's updated NC Transportation Network
- An updating of current Strategic Highway Corridors

## HOW WILL STCs BE USED?

STCs are a planning tool, supporting multiple NCDOT activities:

- Comprehensive Transportation Plans, by defining corridors with the highest levels of statewide interest
- Project development, by providing system-level input to purpose & need
- Access management, by establishing corridors needing high levels of access control

## WHY UPDATE SHC?

- To respond to 2040 Plan directive
- To consider multimodal opportunities
- To create a data-driven corridor identification basis
- To focus on high-priority corridors



*SHCs - "A set of existing highways vital to moving people and goods within and just outside North Carolina"*

# STRATEGIC CORRIDOR VISION & GOALS

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Strategic Corridors framework defines:

1. Vision
2. Corridor goals
  - Provide system connectivity
  - Provide reliable, higher-speed mobility
  - Promote economic prosperity



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  - Promote economic prosperity

## STC Vision and Goals

**Strategic Corridors Vision:** to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities that connect statewide and regional activity centers, to enhance economic development, promote highly-reliable, efficient mobility and connectivity, and support good decision-making.

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## STC Vision and Goals

### Strategic Corridor Goals:

- *System connectivity*: Provide essential links as part of defined Interstate highway, defense, and freight networks for movement of people and goods.
- *Mobility*: Facilitate significant movements of people and goods across the state.
- *Economic prosperity*: invest NC's transportation resources to maximize economic opportunity.

# NC TRANSPORTATION NETWORK UPDATE REGIONAL MEETINGS

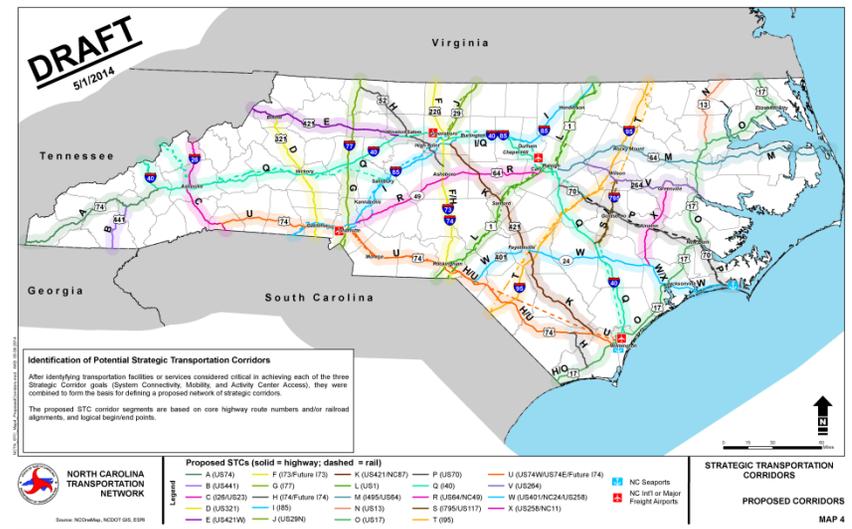
## Regional Meetings:

- May 7: Edenton & Kinston
- May 12: Kernersville & Kannapolis
- May 13: Wake Forest & Lumberton
- May 19: Sylva
- May 20: Morganton
- June 10: Webinar



# RANGE OF COMMENTS

- Comments generally covered following topics:
  - Missing corridors (50)
  - Methodology (25)
  - General comments (17)
  - Requests for information/further detail (16)
  - Corridor removal (5)



## COMMENT RESPONSE

- Corridor ranking and stratification into either regional or statewide significance has been removed
- System connectivity, mobility and economic prosperity map criteria has been updated to incorporate missing elements, such as railroad lines as an element of freight mobility, the port at Greer, SC, and major industrial developments and to recognize the importance considering transportation investment needs in the state's more economically depressed Tier 1 counties
- As a result of adjusting the economic prosperity criteria and the criteria application, US 158 in northeast North Carolina has been added; the Jacksonville to Greenville corridor has been extended along NC 11 north to US 64; and US 321 corridor extended in Ashe County into eastern Tennessee

# STRATEGIC CORRIDORS IDENTIFICATION

# STC IDENTIFICATION PROCESS

STC objectives and criteria were applied to the transportation system to define a network of strategic corridors

Process:

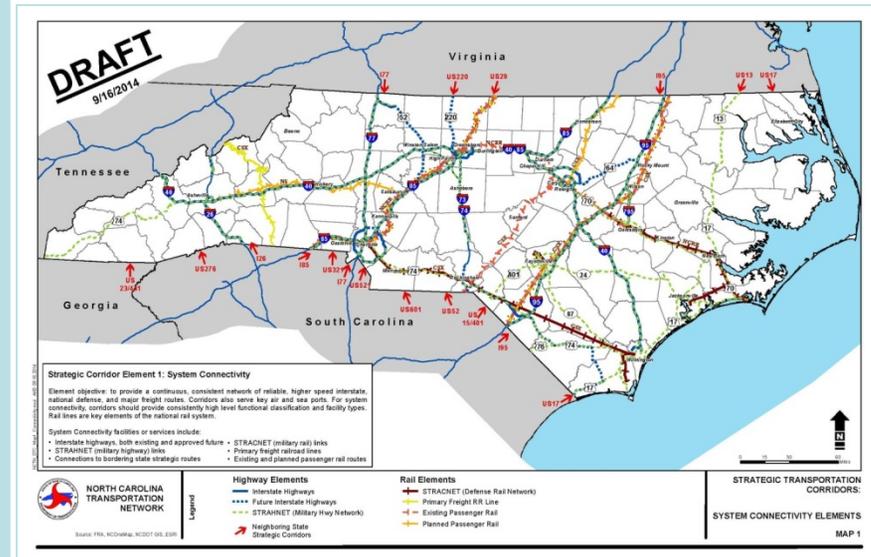
1. Defined criteria to reflect STC Goals
2. Applied criteria to identify candidate corridor elements
3. Identified corridors based on how well criteria were satisfied
  - a. Prepared composite map
  - b. Reviewed coverage
  - c. Proposed end-to-end candidate corridors

# SYSTEM CONNECTIVITY OBJECTIVE

## Objective

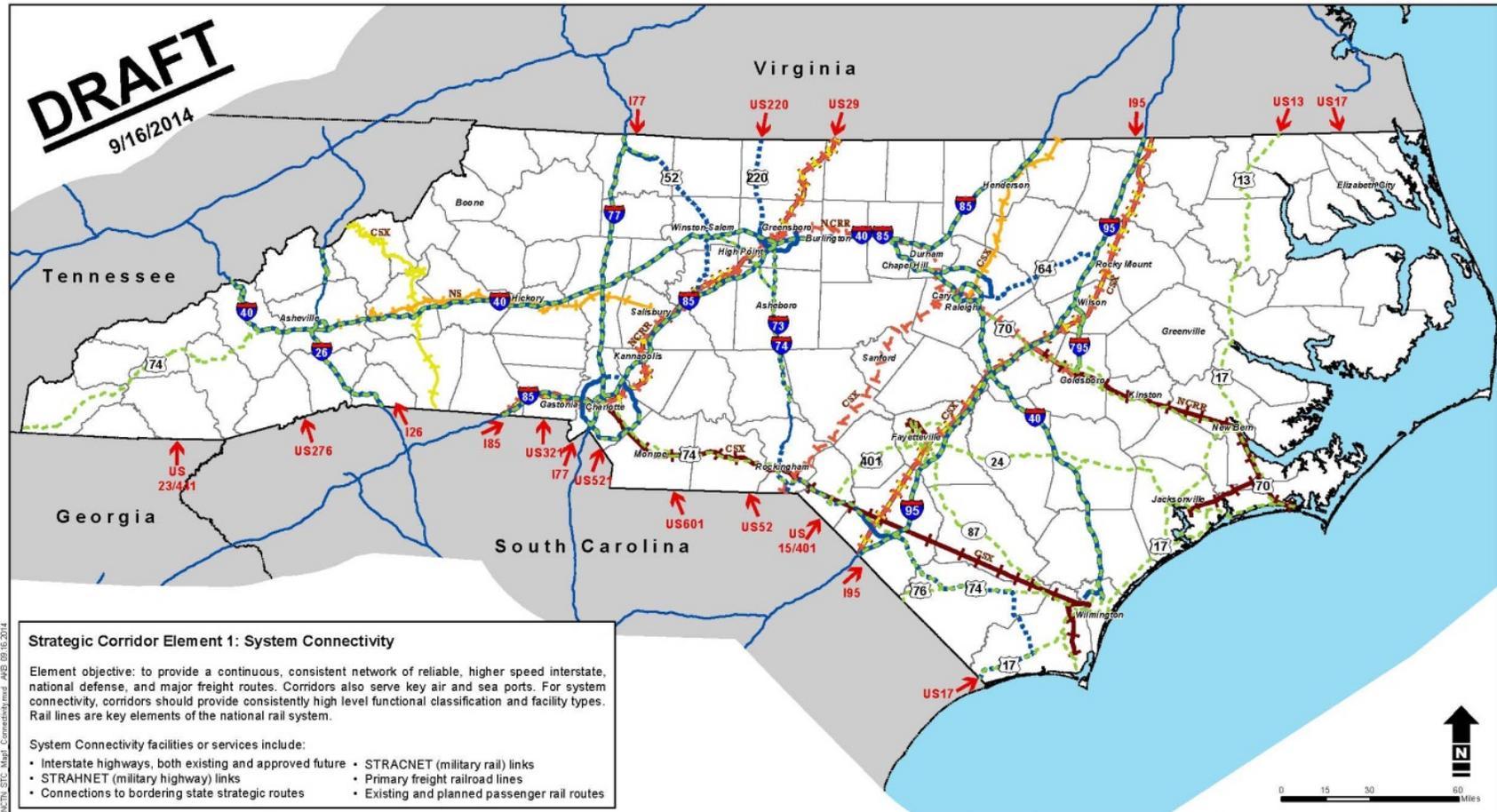
Provide a continuous, consistent network of **reliable, higher speed interstate, defense, and major freight routes**.

For system connectivity, identified statewide corridors should provide functional classification and facility type consistent with those attributes; corridors should have high capacity consistent with speed and reliability objectives.



# SYSTEM CONNECTIVITY

**DRAFT**  
9/16/2014



**Strategic Corridor Element 1: System Connectivity**

Element objective: to provide a continuous, consistent network of reliable, higher speed interstate, national defense, and major freight routes. Corridors also serve key air and sea ports. For system connectivity, corridors should provide consistently high level functional classification and facility types. Rail lines are key elements of the national rail system.

System Connectivity facilities or services include:

- Interstate highways, both existing and approved future
- STRAHNET (military highway) links
- Connections to bordering state strategic routes
- STRACNET (military rail) links
- Primary freight railroad lines
- Existing and planned passenger rail routes



**NORTH CAROLINA  
TRANSPORTATION  
NETWORK**

Source: FRA, NCOneMap, NCDOT GIS, ESRI

**Legend**

**Highway Elements**

- Interstate Highways
- Future Interstate Highways
- STRAHNET (Military Hwy Network)
- ↗ Neighboring State Strategic Corridors

**Rail Elements**

- STRACNET (Defense Rail Network)
- Primary Freight RR Line
- Existing Passenger Rail
- Planned Passenger Rail

**STRATEGIC TRANSPORTATION  
CORRIDORS:**

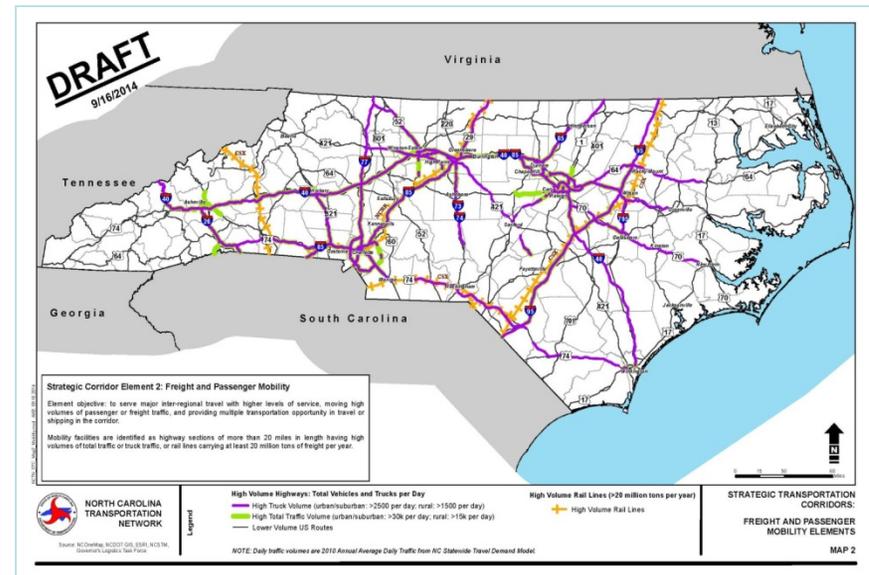
**SYSTEM CONNECTIVITY ELEMENTS**

MAP 1

# MOBILITY OBJECTIVE

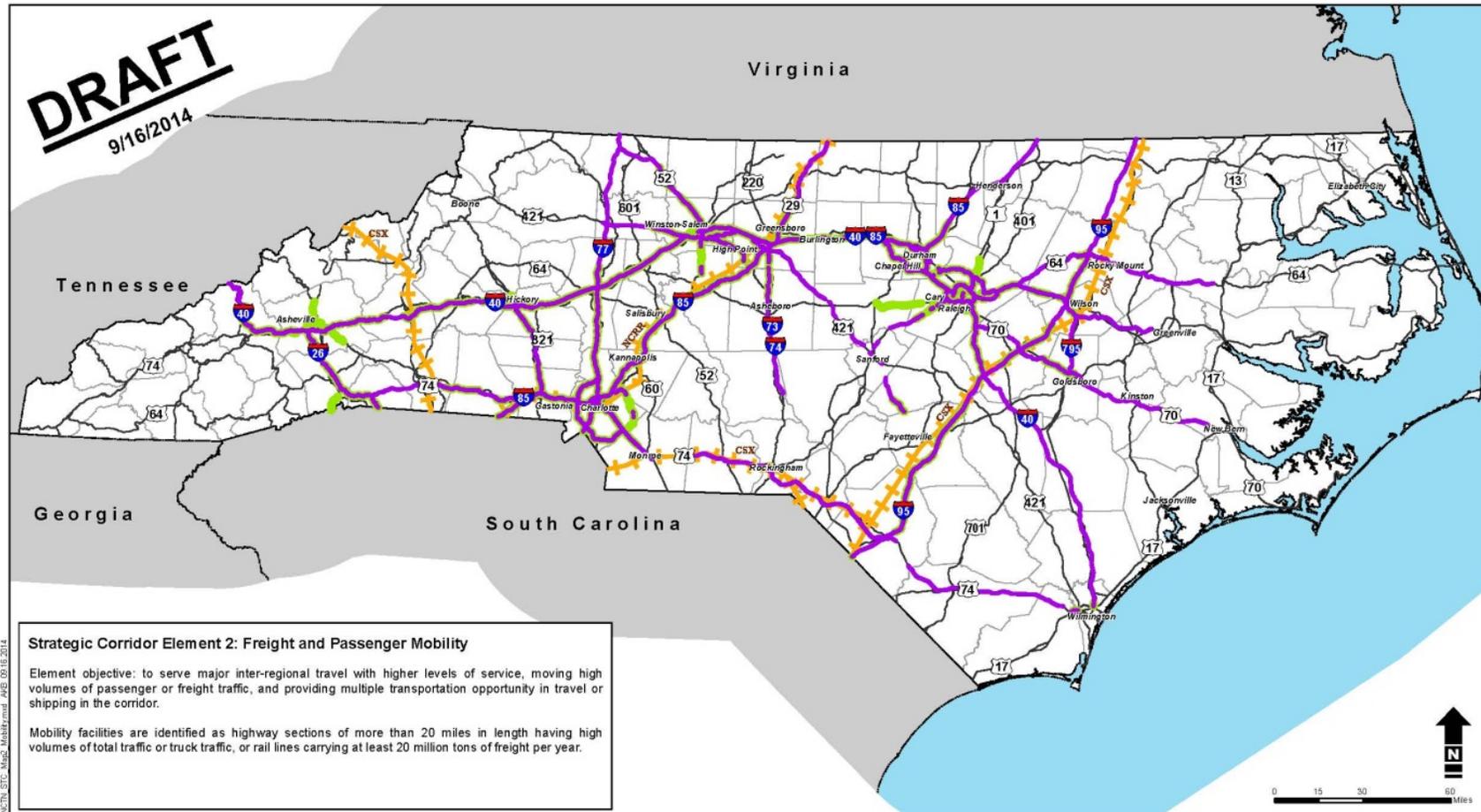
## Objective

Serve longer-distance and/or major commuter travel with high levels of service, moving higher volumes of existing passenger or freight traffic, and provide multiple transportation modes or routes for the opportunity of choice and flexibility in travel or shipping in the corridor.



# MOBILITY

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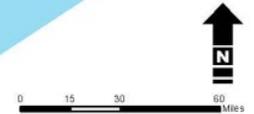


**Strategic Corridor Element 2: Freight and Passenger Mobility**

Element objective: to serve major inter-regional travel with higher levels of service, moving high volumes of passenger or freight traffic, and providing multiple transportation opportunity in travel or shipping in the corridor.

Mobility facilities are identified as highway sections of more than 20 miles in length having high volumes of total traffic or truck traffic, or rail lines carrying at least 20 million tons of freight per year.

NCTD ETC Map Webform JAE 09/16/2014



**NORTH CAROLINA  
TRANSPORTATION  
NETWORK**

Source: NC OneMap, NCDOT GIS, ESRI, NCSTM,  
Governor's Logistics Task Force

**Legend**

**High Volume Highways: Total Vehicles and Trucks per Day**

- High Truck Volume (urban/suburban: >2500 per day; rural: >1500 per day)
- High Total Traffic Volume (urban/suburban: >30k per day; rural: >15k per day)
- Lower Volume US Routes

**High Volume Rail Lines (>20 million tons per year)**

- High Volume Rail Lines

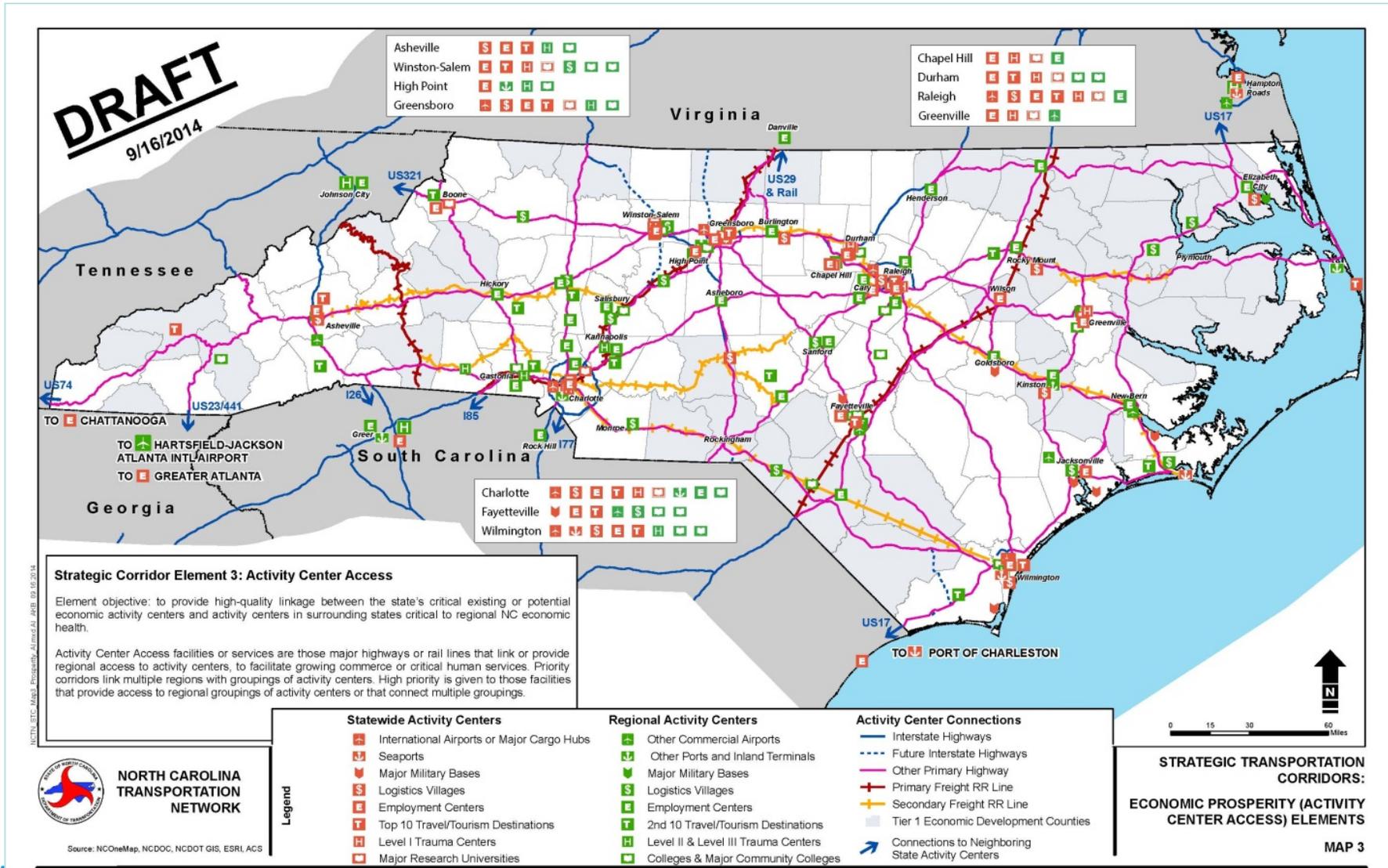
*NOTE: Daily traffic volumes are 2010 Annual Average Daily Traffic from NC Statewide Travel Demand Model.*

**STRATEGIC TRANSPORTATION  
CORRIDORS:  
FREIGHT AND PASSENGER  
MOBILITY ELEMENTS**

MAP 2



# ACTIVITY CENTER ACCESS





# FRAMEWORK REPORT SUMMARY

## Strategic Transportation Corridors and Policy

- 25 STC of varying length, responding to regional and statewide issues and opportunities.

| Corridor | Name                      | Limits   |
|----------|---------------------------|--|
| A        | US 74W                    | TN State Line in Cherokee County to I-26 in Asheville                              |
| B        | US 441                    | GA State Line to US 74 in Jackson County   |
| C        | I-26/US 23 W              | GA State Line to TN State Line   |
| D        | US 321/CSX Main Line      | SC State Line to TN State Line   |
| E        | US 421 W                  | TN State Line to I-40 in Forsythe County   |
| F        | I-73/Future I-73          | SC State Line to VA State Line   |
| G        | I-77                      | SC State Line to VA State Line   |
| H        | I-74/Future I-74          | SC State Line to VA State Line   |
| I        | I-85                      | SC State Line to VA State Line through the Piedmont Crescent                       |
| J        | US 29/NS Main Line        | Guilford County to VA State line   |
| K        | US 421/NC 87              | Brunswick County to Guilford County  |
| L        | US 1                      | SC State Line to VA State Line   |
| M        | I-495/US 64E              | Wake County to Dare County   |
| N        | US 13                     | US 17 in Bertie County to VA State Line  |
| O        | US 17                     | SC State Line to VA State Line   |
| P        | US 70E/NCRR               | Wake County to Port at Morehead City   |
| Q        | I-40                      | TN State Line to Research Triangle and Port at Wilmington                          |
| R        | US 64W/NC 49/ACWR         | Mecklenburg County to Wake County  |
| S        | I-795/US 117              | I-95 in Wilson County to I-40 in Sampson County                                    |
| T        | I-95/CSC Main Line        | SC State Line to VA State Line   |
| U        | US 74W/US 74E/Future I-74 | I-26 in Polk County to Mecklenburg County and to SC State Line in Brunswick County |
| V        | US 264E                   | US 64E in Wake County to US 17 in Beaufort County                                  |
| W        | US 401/NC 24/US 258       | I-74 in Scotland County to Cumberland County to Port at Morehead City              |
| X        | US 258/NC 11/US 13        | US 17 in Onslow County to Pitt County to US 64E in Edgecombe County                |
| Y        | US 158                    | I-85 in Vance County to US 17 in Pasquotank County                                 |

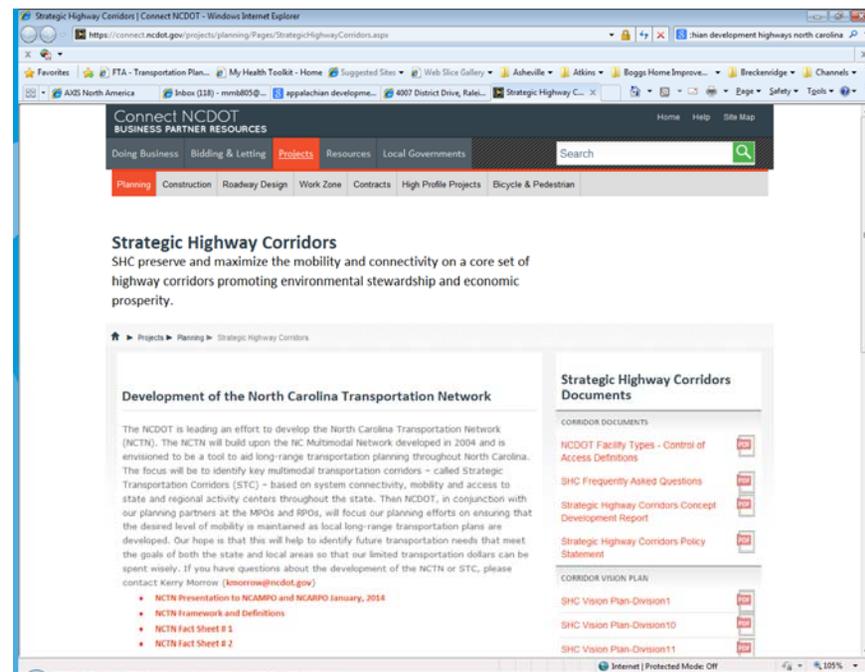
## RELATIONSHIP TO GOVERNOR MCCRORY'S 25-YEAR VISION

- 25-Year Vision
  - Reviews importance of each region of NC and identifies unique challenges
  - Explains what will happen if no action is taken, and lays out solutions to better leverage transportation infrastructure
- STC Network
  - Identifies network of high-priority, integrated multimodal transportation corridors that interconnect statewide and regional activity centers to enhance economic development, and promote efficient mobility and accessibility.

# COMMENTS

- Public comment period began October 3, 2014 and will close on December 2, 2014.
- You may email your comments to Kerry Morrow, [kmorrow@ncdot.gov](mailto:kmorrow@ncdot.gov).

For more information, see <https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx>



# Thank you. Further Questions?

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