Strategic Highway Corridors

Mobility and Connectivity

Economic Prosperity

Environmental Stewardship
Mobility

The ability to move unimpeded, safely, and efficiently using a reliable transportation system
Connectivity

The ability to travel to desired destinations (Activity Centers)
Foster Economic Prosperity

The ability to move people and goods efficiently making for a more competitive business climate, while providing a good quality of life for those employed.
Foster Economic Prosperity
Environmental Stewardship

Striving to preserve and enhance our natural and cultural resources by maximizing the use of the existing transportation infrastructure with the support of compatible land uses.
Strategic Highway Corridors??

“A set of Existing Highways Vital to Moving People and Goods within and just outside North Carolina”
Create a Network of High-Speed, Safe, and Reliable Highways

- Develop an Up Front Vision for each Corridor
- Affect Long-Term Decision Making
  - Funding
  - Project Planning & Design
  - Driveway Permits & Traffic Signals
  - Local Land Use
Transportation Benefits of SHC

- Safer and more Reliable Transportation System
- Higher Capacity
- More Efficient Movement of Vehicles

Access Management is a Critical Tool to help Achieve these Goals
Corridor Selection

How Did We Identify these Roads (Corridors)?

- Objective Criteria
- Public Involvement (Fall/Winter 2003/2004)
- Level of Subjectivity (Common Sense)
Objective Criteria

1. Mobility: Significant Traffic Volumes and Vital to the State's and/or Region's Interest

2. Connectivity: Provides a Connection between Activity Centers

3. Interstate Connectivity: Provides a Connection between Existing and/or Planned Interstates

4. Interstate Reliever: Currently Serves or has Potential to Serve as a Reliever Route to an Existing Interstate Facility
Other Factors

- Hurricane Evacuation Route
- Part of a National, Statewide, Economic, or Military Highway System (ex. NHS or STRAHNET)
Activity Centers

Activity Centers Include:

- 17 MPOs
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- Other Cities with at least 20,000 people
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- Other Cities with at least 20,000 people
- Major Military Bases (7)
Activity Centers

- 17 MPOs
- Other
- Major Military Bases (5)
- Major Airports (6), Seaports (2), Intermodal Terminals (3)
Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people
- Major Military Bases (5)
- Major Airports (6), Seaports (2), Intermodal Terminals (3)
- UNC System Universities (16)
Activity Centers

Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people
- Major Military Bases (5)
- Major Airports (6), Seaports (2), Intermodal Terminals (3)
- UNC System Universities (16)
- Major Tourist Destinations
Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people
- Major Military Bases (5)
- Major Airports (6), Seaports (2), Intermodal Terminals (3)
- UNC System Universities (16)
- Major Tourist Destinations
- Trauma Centers (11)
Selected Corridors
Adopted by the North Carolina Board of Transportation
Plan Date: September 2, 2004

Legend
- **Strategic Highway Corridors**
  - Existing
  - Currently Planned on New Location
- Interstate
- US/Other Route

- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features

Base Map Date: March 20, 2004
Facility Types

Developed Definitions of Different Facility Types for all Strategic Highway Corridors

Primarily Based on Level of Access, Median, Driveways, and Traffic Signals

- Freeways
- Expressways
- Boulevards
- Thoroughfares
Freeways

- 55mph or Greater
- Minimum 4 Lanes with Median
- Access only Provided at Interchanges
- All Cross Streets are Grade-Separated
- No Traffic Signals
- No Driveways
- Examples: I-40, I-95, US 264 between Wilson and Greenville, US 70 between Dover and New Bern
Expressways

- Speed Limit: 45 to 60 mph
- Minimum 4 Lanes with Median
- Access at Interchanges for Major Cross Streets, At-Grade Intersections for Minor Cross Streets
- No Traffic Signals
- Limited/No Driveway Access Encouraged
- Median breaks for U-turns or Left-overs
- Use of Accel. & Decel. Lanes
Boulevards

- Speed Limit: 30 mph to 55 mph
- Minimum 2 Lanes with Median
- At-Grade Access at Major and Minor Cross Streets
- Traffic Signals Allowed
- Limited Driveways Allowed but Access may be Restricted to Right-in/Right-out; Major Driveways may be Allowed Full Movements
- Some Mid-block U-turns
- Examples: US 70 between Clayton and Goldsboro, US 19/23 (Patton Ave) in Asheville, NC 55 (Holly Springs Bypass)
Thoroughfares

- Speed Limit: 25 to 55 mph
- Minimum 2 Lanes; No Median
- Uncontrolled Access onto facility
- Traffic Signals Allowed
- Driveways with Full Movements
- Continuous Left Turn Lanes optional
- 2, 3, 4, 5, and 7 Lane Facilities
Notes
1. Proposed Interstate Route. This Route Has NOT been Officially Approved by The Federal Highway Administration and The Proposed Interstate Number has NOT been Officially Approved by AASHO at this time.
2. I-440 to be Extended as I-440 upon Completion to I-40 near Garner, Destined An Interstate Loop that Connects to an Interstate Facility at Each End.

Vision Plan
Triangle Area
Adopted by the North Carolina Board of Transportation
Plan Date: September 2, 2004
SHC Facts

- Total Miles: 5,378 (78,000+ Miles Statewide)
- Total Miles of Proposed Freeways: 3,149
- Total Miles of Proposed Expressways: 1,189
- Total Miles of Proposed Boulevards: 839
- Total Miles of Proposed Thoroughfares: 201

Strategic Highway Corridors account for 7% of the State's Highway System, yet carry 45% of the Traffic!
SHC Adoption

BOT Adopted SHC Concept as part of new Statewide Transportation Plan in Sept. 2004

Charting a New Direction for NCDOT
North Carolina’s
Long-Range Statewide Multimodal Transportation Plan

September 2004
Tri-Agency Policy Statement
Signed by DOC, DENR, & DOT in Dec. 2004

PROMISES
Promote statewide economic prosperity and support the department’s environmental stewardship goals
Protect North Carolina’s taxpayer investment in critical highway corridors
Enhance major corridor mobility within and to destinations just outside North Carolina
Enhance connectivity of intra-state and interstate travel
Partner with stakeholders and all vested Agencies to create an up front vision for each Corridor
Identify a desired facility type for each Corridor as Freeway, Expressway, Boulevard, or Thoroughfare
Influence Systems Planning, Funding, Project Planning, Design, Access Management, and Local Land Use decisions along Corridors to achieve broader goals

OVERVIEW

POLICY

It is the policy of the North Carolina Department of Transportation (NCDOT), in partnership with the North Carolina Department of Commerce and the North Carolina Department of Environment and Natural Resources, to recognize and further study a set of Strategic Highway Corridors. These Corridors, as identified and described in the Strategic Highway Corridors Concept Report, articulate a new planning focus for North Carolina. They represent a tool to enhance the mobility functions of critical highway facilities and provide an opportunity for each Agency to proactively partner with stakeholders and the public to consider long-term vision, consistency in decision-making, land use partnerships, and overarching design and operational improvements.

The Strategic Highway Corridors Concept represents the first major implementation step to be advanced under the update of North Carolina’s Long-Range Statewide Multimodal Transportation Plan. Consistent with the Plan’s 25-year investment direction, Strategic Highway Corridors recognize the need to improve and maximize the use of a distinct set of existing highways. These Corridors are critical to statewide mobility and connectivity and promote a vision of modern, efficient transportation supportive of economic opportunity and environmental excellence.

Adopted by the North Carolina Board of Transportation September 2, 2004
Implementation

Multi-Agency Partnership Focus Areas

- Education
- Long-Range Planning
- Project Planning and Design
- Land Use
- Corridor Protection
- Corridor Access
Education

➢ Collectively Develop Outreach Plan

➢ Continuous

➢ Sensitive to unique cultures of all partners
Long-Range Planning

- Develop/Define Corridor Studies
- Partners should be involved from Beginning
- Study Outcomes to Future Projects
Corridor Studies

A "Master Plan" for the Entire Corridor
Project Planning and Design

- Support Goals of SHC concept
- Purpose & Need includes importance of the Highway as a Strategic Highway Corridor
- Alternatives Analysis includes Proposed Vision
Incorporate SHC Vision into Planning and Design Processes (TIP Projects, Transportation Plans)

Ex: If Project Involves Connection of 2 Strategic Highway Corridors, Consider Higher-Speed Interchange Designs
Land Use

- Consistent and Compatible Decisions
- Indirect and Cumulative Impacts Analysis
- State and Local Agreements
Corridor Protection

- Needed to Help Achieve Corridor Vision
- Develop Tools, Techniques, & Strategies
Corridor Access

- Closer inspection of Driveway Permits

- Closer inspection of Traffic Signals (Look for Alternative Solutions)

Recommend Up-front Coordination with Local Area and Developers to Discuss Access Prior to Site Development
Disclaimer: These renderings are for illustrative purposes only. Actual placement of design elements may vary according to the NCDOT and Federal Guidelines.
Corridor Access

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Corridor Access
Current Activities (TIP)

SHC Projects are noted in 2006-12 TIP

Reviewed TIP Projects to see how to best achieve the SHC Vision (193 projects). Included Examining:

- Interchange Configurations
- Control of Access
- Medians/Crossover Movements
- Traffic Signals
- Driveways
Current Activities

- Working with Partner Agencies on implementation
- Beginning Education Process
- Completed Corridor Studies on:
  - US 64-NC 49 (Central NC)
  - US 17 (Brunswick County)
  - NC 73 (Cabarrus and Mecklenburg Counties)
- Completed SHC Concept Development Report
- Completed Land Use Guidelines for Mobility Protection
The Future?

Notice Anything Missing??
The Future?
The Future?
The Strategic Highway Corridors (SHC) initiative represents a timely effort to preserve and maximize the mobility and connectivity on a core set of highway corridors, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods. The initiative offers NCDOT and its stakeholders an opportunity to consider a long-term vision when making land use decisions and design and operational decisions on the highway system.
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(scroll down for site updates)
Questions?