



# Process to Modify the Strategic Highway Corridors Vision Plan

*Revised July 2008*

The Strategic Highway Corridors (SHC) initiative represents a timely effort to protect 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 the North Carolina Department of Transportation (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. This vision is accomplished through the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare) for each corridor.

The primary purpose of the SHC initiative is to provide a safe, reliable, and high-speed network of highways that connect travel destinations throughout and just outside North Carolina. The network will be developed by planning and implementing improvements that maintain and increase statewide and regional mobility and connectivity.

The SHC Vision Plan (Vision Plan), developed as a part of the SHC initiative, is similar to other plans and needs to be updated on occasion. NCDOT will consider requests submitted only by a Metropolitan Planning Organization (MPO), a Rural Planning Organization (RPO), or an internal business unit to revise the Vision Plan using the process below.

Revision requests may fall in one of the following categories:

- Addition of a new Strategic Highway Corridor (Corridor)
- Modification of an existing Corridor
- Partial or full deletion of an existing Corridor
- Changes to a proposed facility type

## Addition of a New Corridor

An addition is defined as a new Corridor that is currently not designated as a Strategic Highway Corridor. Requests for new a Corridor designation must include:

- Route name/number(s)
- Begin location (activity center and route)
- End Location (activity center and route)
- Corridor length (miles)
- Traffic volumes (most recent year available)
- Existing facility type(s) and cross-section
- Proposed facility type(s) with justification

- Cost of achieving proposed facility type (must include construction, right-of-way, and utility relocation estimates)
- Justification for addition of corridor (to include description of how the Corridor is consistent with the criteria below)
- Current tier

A new Corridor added to SHC Vision Plan **must** meet the following three criteria:

- The Corridor serves statewide and/or regional travel
- The Corridor connects two or more activity centers (as defined in SHC Concept Development Report)
- The Corridor is a logical addition to the SHC network (i.e., does not parallel existing/nearby designated Corridors)

Additional criteria to include in the request, if applicable:

- The Corridor provides a connection between existing and/or planned interstates
- The Corridor currently serves, or has the potential to serve, as a reliever route to an existing interstate facility
- The Corridor is identified as a major hurricane evacuation route
- The Corridor is designated as part of national, statewide, or military highway system

“Spurs” of a Corridor can also be added to the SHC Vision Plan. Spurs include interstate loops and spurs, business interstates, and other major facilities that connect the “parent” corridor to the activity center or destination. This includes connections to the central business districts of major cities, airports, military bases, and state ports. Spurs **must** meet the following criteria:

- The Spur is a logical addition to the SHC network
- The Spur provides a connection from the parent Corridor to a major activity center
- The Spur is an existing or proposed Freeway or Expressway
- The Spur must connect to a Corridor on at least one end

Requests for new a Spur must include the same information as required for a new Corridor (see above).

## Modification of an Existing Corridor

The modification of an existing Corridor (or Spur) is defined as a change in the routing of the Corridor where the Activity Centers at the beginning and end of the Corridor remain unchanged. The modification to the Corridor can involve a segment or the entire route. For example, this may include a new route providing access to a state port, which replaces an existing route.

A request to modify the routing of a corridor must include:

- Corridor number
- Route name/number(s)
- Begin location (activity center and route)
- End location (activity center and route)
- Net change in length (miles)
- Routing change requested and justification
- Current tier

- Recommended tier designation of proposed segment to be removed from the Corridor (i.e. the segment to be bypassed)

A modification of an existing corridor also includes new location segments (i.e. a bypass) identified as part of a planning study (i.e. a corridor study or a comprehensive transportation planning study), which will function as part of the Corridor in the future. Only segments recommended from a Department-sponsored study will be considered.

Also note that an existing segment of a Corridor which is proposed to be bypassed (and the bypass has been approved by the BOT), will be considered to function as part of the Corridor until the bypass is open to traffic.

## Partial or Full Deletion of an Existing Corridor

A deletion is defined as the removal of a Corridor (or Spur) from the SHC Vision Plan. A request to remove a designated Corridor must include:

- Corridor number
- Route name/number(s)
- Begin location (activity center and route)
- End location (activity center and route)
- Justification for removal
- How travel between the activity centers will be served in lieu of the Corridor
- Recommended tier designation of proposed Corridor or segment to be removed
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## Changes to a Proposed Facility Type

A change to the proposed facility type for a Corridor (or Spur) is defined as a change from the designated facility type (Freeway, Expressway, Boulevard, or Thoroughfare) to another facility type. A request to change the proposed facility type for a Corridor must include:

- Corridor number
- Route name/number(s)
- Begin location (activity center and route)
- End location (activity center and route)
- Existing facility type(s)
- Currently proposed facility type(s)
- New proposed facility type(s) with justification for change
- Cost implications of proposed facility type change

## Other

Future updates to the Vision Plan will automatically reflect the following changes:

- “Recommended” or proposed new location facilities which have been constructed

- Facilities which need to be upgraded or improved (to either meet the desired facility type and/or to enhance mobility) and have been improved
- Facilities which need to be upgraded or improved as identified as part of a planning study, such as corridor study or a comprehensive transportation planning study, which will function as part of the Corridor in the future. Only segments recommended from a Department-sponsored study will be considered.
- New interstate routes approved by Congress, which are not already designated Corridors (all interstate routes are designated as Corridors)
- New routes added to the North Carolina Intrastate System or changes to the routing of Intrastate System routes (all Intrastate System routes are designated as Corridors)

Each update of the SHC Vision Plan will include a *complete* list of all changes from the previous version.

## Revision Request Procedures

A MPO, RPO, or internal business unit desiring a SHC Vision Plan revision (“the requestor”) should obtain the SHC Revision Request Form (Form). The Form is available on the SHC website ([www.ncdot.org/~shc](http://www.ncdot.org/~shc)) on the Questions and Comments page, or by contacting the engineer responsible for coordinating the SHC initiative (SHC Engineer). The requestor should complete the Form and submit it as indicated, along with any resolutions supporting the requested revision (see contact at end).

Requestors must understand the importance of a Corridor designation. With a Corridor designation, NCDOT will closely monitor access to the corridor and may limit future driveway connections and traffic signals in order to maintain and/or enhance mobility along the facility.

Upon receipt of the Form, the SHC Engineer will document the revision request and write a letter to the requestor indicating receipt of the request. This letter will state that the request will be given full consideration at a future NCDOT Strategic Management Committee (SMC) meeting. Prior to the SMC meeting at which the request will be discussed, the SHC Engineer will thoroughly review the request with other NCDOT staff (including Division Engineers) and provide a staff-level recommendation. The SMC will then make a recommendation as to whether to approve or deny the request. If approved, the request will be provided to the BOT Statewide Plan Committee for consideration. If approved by the BOT Statewide Plan Committee, the request will then be submitted to the BOT for approval. If the BOT approves the request, the change will then be reflected in the next revision of the SHC Vision Plan. The SMC, BOT Statewide Plan Committee, and the BOT can each deny a request, while only the BOT can provide official approval.

The SHC Engineer will maintain a complete list of all requests and will respond to the requestor as to whether the request has been approved or denied.

All questions or comments about the SHC Vision Plan revision process should be directed to the SHC Engineer, listed below:

David Wasserman, P.E.  
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1501 Mail Service Center  
Raleigh, NC 27699-1501  
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## Terms

**Strategic Highway Corridors initiative (SHC initiative):** The overarching umbrella of activities and documents related to Strategic Highway Corridors. The SHC initiative was created during the update of the Statewide Transportation Plan between 2002 and 2004.

**Strategic Highway Corridors Vision Plan (SHC Vision Plan):** The official map adopted by the Board of Transportation as a part of the Statewide Transportation Plan in September 2004. This map illustrates the designated Strategic Highway Corridors and the proposed facility type for each.

**Strategic Highway Corridor (Corridor):** A highway corridor, designated by the Board of Transportation, that exemplifies the long-term potential to serve passenger and freight movement in a high-speed manner, primarily between Activity Centers.

**Recommended by the Senior Management Team: February 13, 2007**

**Recommended by the Statewide Plan Committee: February 28, 2007**

**Approval by the Board of Transportation: March 1, 2007**

**Revised by the Board of Transportation: July 10, 2008**