



# Vision Plan Revision

For Consideration by the Board of Transportation

**Previously Approved Strategic Highway Corridors Miles: \* 5,462.70**

## New Additions

Route	From	To	Division(s)	Proposed Facility Type	Length (miles*)	Notes
NC 12	Hatteras Ferry Terminal (Dare County)	US 70 near Cedar Island (Carteret County)	1, 2	Thoroughfare	25.68	1, 2
US 70	NC 12 near Cedar Island (Carteret County)	US 70 at the State Port at Morehead City (Carteret County)	2	Thoroughfare	25.68	1
NC 132	US 17 Business (New Hanover County)	US 421 (New Hanover County)	3	Boulevard	7.54	3
US 421	NC 132 (New Hanover County)	Fort Fischer/Southport Ferry Terminal (New Hanover County)	3	Boulevard, Thoroughfare	13.89	3, 4
NC 211	NC 87 (Brunswick County)	Southport/Fort Fisher Ferry Terminal (Brunswick County)	3	Thoroughfare	2.82	4, 5
NC 24	I-95 Business (Cumberland County)	NC 87 (Cumberland County)	6	Boulevard	1.70	6
Rocky Mount Northern Connector	US 64 (Nash County)	US 301 (Nash County)	4	Boulevard	5.19	7

**Total Miles\* of Additions: 82.50**

### Notes

1. This segment will be added as an extension of Corridor #55.
2. This segment connects two Statewide Tier Ferry Routes (via Ocracoke Island).
3. This segment will be added as a spur of Corridor #6.
4. This segment connects to a Statewide Tier Ferry Route.
5. This segment will be added as an extension of the Corridor #51A spur.
6. This segment will be added as an extension of Corridor #47.
7. This segment will be added as a spur of Corridor #44.

## Modifications

<b>Corridor #</b>	<b>Modification</b>	<b>Division(s)</b>	<b>Proposed Facility Type</b>	<b>Net Length Change (miles*)</b>
42	The Corridor will follow US 401 from Lillington to I-295 in Fayetteville, instead of NC 210 and NC 87	6	Boulevard	-0.31
14	The Corridor will follow NC 180 around Shelby instead of NC 18.	12	Boulevard	-1.52
53	The Corridor will follow the proposed NC 11 Bypass on the east side of Kinston, as shown in the adopted Kinston CTP, instead of following NC 11 through downtown	2	Freeway	-1.70
17	The Corridor will follow the proposed NC 150 Bypass on the south side of Cherryville, as shown in the adopted Cherryville Thoroughfare Plan, instead of following NC 150 through downtown	12	Boulevard	+1.26
22	The Corridor will follow SR 1223 (U-3412), as shown on the Mecklenburg-Union Thoroughfare Plan, instead of following NC 75 through downtown	10	Boulevard	+0.61
56	The Corridor will follow the proposed US 401 Bypass on the east side of Warrenton, as shown on the Warrenton CTP, instead of following US 401 through downtown	5	Boulevard	+0.06
37	The Corridor will follow the proposed US 158 Bypass on the south side of Stokesdale, as shown on the Greensboro Urban Area MPO CTP, instead of following US 158 through downtown	7	Boulevard	-0.23
40	The Corridor will follow Murchison Road from I-295 to Bragg Boulevard, as a result of the planned closure of Bragg Boulevard through Fort Bragg	6	Expressway	+0.06
34	The Corridor will now include the segment of US 1 from the South Carolina State Line to the US 1 Rockingham Bypass as a result of Corridor # 32 (I-73) shifting to the east.	8	Expressway	8.89

**Total Net Length\* Change in Modifications: 7.12**

## Deletions

Corridor #	Route	From	To	Division(s)	Length (miles*)
35A	US 401	Peace Street (Wake County)	I-440 (Wake County)	5	3.28

**Total Miles\* of Deletions: -3.28**

## Changes to Proposed Facility Type

Corridor #	Route	From	To	Division(s)	Current Proposed Facility Type	New Proposed Facility Type
18	NC 16	I-485	I-40	10, 12	Boulevard	Expressway
1	US 74	Bryson City Bypass	Sylva Bypass	14	Expressway	Freeway
1	US 74	Sylva Bypass	Waynesville Bypass	14	Expressway	Freeway
37	US 158	US 220 (Future I-73)	US 29 (Future I-785)	7	Boulevard	Expressway
2	NC 280	I-26	Western end of Proposed Sylvan Valley Parkway	14	Boulevard	Expressway
26, 27	US 64	Proposed NC 540	Proposed Asheboro Bypass	5, 8	Expressway	Freeway, with Expressway across Jordan Lake

**Total Net Length\* from other Alignment Adjustments (based on updated data): 8.96**

**Total Miles\* of All Changes: 95.30**

**Total Miles\* of Strategic Highway Corridors with Changes: 5,558.00**

\*Actual mileage is based on a Geographic Information System (GIS) Shapefile, and is a combination of existing and proposed segments, which are subject to change due to the National Environmental Policy Act (NEPA) process.

**Recommended by the Leadership Team: April 16, 2008**

**Recommended by the Statewide Plan Committee: June 4, 2008**

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