Highway Category Descriptions

Highways divided by a center median

FREEWAY
This roadway has high traffic volumes moving at high speeds. The intent is to move people and goods over long distances without interruption. Access to this roadway is only allowed at interchanges.
Examples: I-77, I-40

EXPRESSWAY
This roadway has high traffic volumes moving at medium to high speeds (45-60 mph). Access is allowed to the highway at limited locations. There are no traffic signals, and median openings are limited. U-turns may be allowed at some locations.
Examples: US 321

BOULEVARD
This roadway moves traffic at lower speeds (30-55 mph) to allow access to developed land. Traffic signals and driveway access are allowed.
Examples: US 74 through Monroe

Undivided Highways

OTHER MAJOR THOROUGHFARE
Roadways that have more than three lanes for travel are in this category. This category includes all undivided US and NC routes, regardless of number of lanes. These roads are to provide access to local development.
Examples: NC 73, NC 16, NC 150

MINOR THOROUGHFARE
Undivided roadways that have three lanes or less for travel and do not meet the criteria for Other Major Thoroughfares are included in this category.
Examples: Old Mountain Road, Old Mocksville Road

Local TIP projects

R-2911
US 70, Statesville to Salisbury, Widen to multi-lanes

I-4730
I-40, Asheville to Winston-Salem, Study for future improvements

I-4750
I-77, NC 73 to I-40, Widen to multi-lanes

Frequently Asked Questions

What is a Comprehensive Transportation Plan?

The Comprehensive Transportation Plan (CTP) was created in response to a new law that requires transportation planning to be multi-modal and in coordination with local land development planning. The CTP is a set of five maps that provides coordinated planning between all modes of transportation in the area. Independently the highway map, public transportation and rail map, and bicycle map offer insight into the future modal elements for an area. Together, the maps form an all-inclusive look at the transportation system.

What is Transportation Planning?

Transportation planning is the process of developing a long-range plan of action for roadway systems in an area. The main purpose of this plan is to ensure that the roadway system will be able to meet the needs of a community or region with development of land and increases in traffic volumes. It is a tool used by the local government to plan for future transportation needs, while keeping negative impacts to a minimum. By planning now for future transportation needs, transportation planning can reduce unnecessary costs and disruption to citizens, business, and environment, while improving traveler safety.

What is plan implementation?

Implementation is an important part of the transportation planning process. Iredell County should use their CTP as technical support when requesting projects from the Board of Transportation, the Division Engineer, or the Transportation Improvement Program (TIP). These plans should be used when developing land use, park and recreation, or area comprehensive plans, or when making policy decisions to ensure compatibility of proposed developments with the proposed CTP.

What is a Rural Planning Organization (RPO)?

RPOs are made of 3-15 counties and must have at least 50,000 population. The Lake Norman RPO contains Iredell County, Cleveland County, Lincoln County, and the north part of Gaston County and includes each municipality within those counties. The purpose of an RPO is to work cooperatively with NCDOT to plan rural transportation systems and to advise NCDOT on rural transportation policy.