



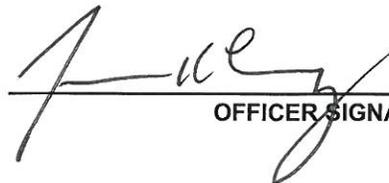
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

P.O. BOX 25201, RALEIGH, NC 27611-5201

CERTIFICATION OF RULEMAKING

|  |                                     |          |                          |        |
|--|-------------------------------------|----------|--------------------------|--------|
| <b>Certifying Agency:</b><br>Department of Transportation  |                                     |          |                          |        |
| <b>Action:</b>   | <input checked="" type="checkbox"/> | Adoption | <input type="checkbox"/> | Repeal |
| <b>Statutory Authority:</b><br>20-115.1 (f), 136-54, 136-30, 20-115.1 (a, b), 20-141.                                |                                     |          |                          |        |
| <b>Public Hearing Not Required For This Action Under:</b><br>GS 150A-1, 20-1.  |                                     |          |                          |        |
| <b>Rule Summary:</b><br>Rural Speed Zones, Route Changes, STAA Reasonable Access (All), STAA National Truck Network. |                                     |          |                          |        |
| <b>Circumstances Requiring Rule Adoption, Repeal:</b><br>Necessary for public safety and welfare.                    |                                     |          |                          |        |
| <b>Effective Date:</b><br>October 04, 2012   |                                     |          |                          |        |

October 04, 2012  
DATE

  
OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



STATE OF NORTH CAROLINA  
**DEPARTMENT OF TRANSPORTATION**

P.O. BOX 25201, RALEIGH, NC 27611-5201

## CERTIFICATION OF RULEMAKING

|  |                                     |          |                          |                                     |        |
|--|-------------------------------------|----------|--------------------------|-------------------------------------|--------|
| <b>Certifying Agency:</b><br>Department of Transportation  |                                     |          |                          |                                     |        |
| <b>Action:</b>   | <input checked="" type="checkbox"/> | Adoption | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Repeal |
| <b>Statutory Authority:</b><br>20-115.1 (f), 136-54, 136-30, 20-115.1 (a, b), 20-141.                                |                                     |          |                          |                                     |        |
| <b>Public Hearing Not Required For This Action Under:</b><br>GS 150A-1, 20-1.  |                                     |          |                          |                                     |        |
| <b>Rule Summary:</b><br>Rural Speed Zones, Route Changes, STAA Reasonable Access (All), STAA National Truck Network. |                                     |          |                          |                                     |        |
| <b>Circumstances Requiring Rule Adoption, Repeal:</b><br>Necessary for public safety and welfare.                    |                                     |          |                          |                                     |        |
| <b>Effective Date:</b><br>October 04, 2012   |                                     |          |                          |                                     |        |

October 04, 2012

DATE

OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

## Rural Speed Zones

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-141.

**COUNTY** GUILFORD **DIVISION** 7

**RESCIND THE FOLLOWING**

| County / Municipality | Ordinance Number | Route  | Car Spd Lmt | Trk Spd Lmt | Description   |
|-----------------------|------------------|--------|-------------|-------------|---|
| GUILFORD              | 1063065          | US 311 | 60          | 60          | I 74/US 311 from a point 0.817 mile north of SR 1158 (Jackson Lake Road) to the Forsyth County Line.  |
| GUILFORD              | 1063066          | US 311 | 65          | 65          | I 74/US 311 from the Randolph County Line to a point 0.817 mile north of SR 1158 (Jackson Lake Road). |

**COUNTY** RANDOLPH **DIVISION** 8

**DECLARE THE FOLLOWING**

| County / Municipality | Ordinance Number | Route | Car Spd Lmt | Trk Spd Lmt | Description                                |
|-----------------------|------------------|-------|-------------|-------------|--|
| RANDOLPH              | 1065834          | I 74  | 65          | 65          | Between I-73 and the Guilford County Line. |

**RESCIND THE FOLLOWING**

| County / Municipality | Ordinance Number | Route | Car Spd Lmt | Trk Spd Lmt | Description   |
|-----------------------|------------------|-------|-------------|-------------|---|
| RANDOLPH              | 1062420          | I 74  | 65          | 65          | I-74/US 311 from 0.73 mile north of SR 1928, northward to the Guilford County line. |

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COUNTY FORSYTH

DIVISION 9

**DECLARE THE FOLLOWING**

| County / Municipality    | Ordinance Number | Route | Car Spd Lmt | Trk Spd Lmt | Description                                |
|--------------------------|------------------|-------|-------------|-------------|--|
| FORSYTH<br>WINSTON-SALEM | 1065880          | I 74  | 65          | 65          | Between the Guilford County line and I 40. |

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**RESCIND THE FOLLOWING**

| County / Municipality | Ordinance Number | Route  | Car Spd Lmt | Trk Spd Lmt | Description                                      |
|-----------------------|------------------|--------|-------------|-------------|--|
| FORSYTH               | 1016514          | US 311 | 65          | 65          | From the Guilford County Line northward to I-40. |

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## STAA Reasonable Access (All)

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-115.1 (f).

**COUNTY** GUILFORD                      **DIVISION** 7

### RESCIND THE FOLLOWING

| County   | Ordinance Number | Route  | Long Description   |
|----------|------------------|--------|--|
| GUILFORD | 1065396          | US 311 | Between I 85 Business, US 29, US 70 and the Forsyth County line. Application 2074-2. |

**COUNTY** FORSYTH                      **DIVISION** 9

### RESCIND THE FOLLOWING

| County  | Ordinance Number | Route   | Long Description   |
|---------|------------------|---------|--|
| FORSYTH | 1065394          | US 311  | Between I 40 (Exit 196) and SR 2643 (Union Cross Road). Application 2074-1.  |
| FORSYTH | 1065395          | SR 2643 | Between US 311 and the Dell truck entrance (located approximately 0.09 mile southwest of SR 2682, Loradale Drive). Application 2074-1. |
| FORSYTH | 1065397          | US 311  | Between the Guilford County line and SR 2643 (Union Cross Road). Application 2074-2.   |
| FORSYTH | 1065398          | SR 2643 | Between US 311 and the Dell truck entrance (located approximately 0.09 mile southwest of SR 2682, Loradale Drive). Application 2074-2. |
| FORSYTH | 1065416          | SR 2643 | Between I 40 and SR 2691 (Wallburg Road). Application 2066-1.  |
| FORSYTH | 1065417          | SR 2691 | Between SR 2643 (Union Cross Road) and Business Park Drive. Application 2066-1.  |
| FORSYTH | 1065418          | US 311  | Between I 40 (Exit 196) and SR 2643 (Union Cross Road). Application 2066-2.  |
| FORSYTH | 1065419          | SR 2643 | Between US 311 and SR 2691 (Wallburg Road). Application 2066-2.  |

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| County  | Ordinance Number | Route   | Long Description  |
|---------|------------------|---------|---|
| FORSYTH | 1065420          | SR 2691 | Between SR 2643 (Union Cross Road) and Business Park Drive. Application 2066-2. |

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## STAA National Truck Network

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-115.1 (a, b).

**COUNTY** GUILFORD **DIVISION** 7

### DECLARE THE FOLLOWING

| County   | Ordinance Number | Route  | Long Description  |
|----------|------------------|--------|---|
| GUILFORD | 1065876          | I 74   | National Network between the Randolph County line and the Forsyth County line.                  |
| GUILFORD | 1065877          | US 311 | Non-Network, concurrent with I 74 between the Randolph County line and the Forsyth County line. |

**COUNTY** RANDOLPH **DIVISION** 8

### DECLARE THE FOLLOWING

| County   | Ordinance Number | Route  | Long Description  |
|----------|------------------|--------|---|
| RANDOLPH | 1065878          | I 74   | National Network between SR 1928 (Cedar Square Road) and the Guilford County line.                  |
| RANDOLPH | 1065879          | US 311 | Non-Network, concurrent with I 74 between SR 1928 (Cedar Square Road) and the Guilford County line. |

**COUNTY** FORSYTH **DIVISION** 9

### DECLARE THE FOLLOWING

| County  | Ordinance Number | Route  | Long Description   |
|---------|------------------|--------|--|
| FORSYTH | 1065881          | I 74   | National Network between the Guilford County line and I 40.                  |
| FORSYTH | 1065882          | US 311 | Non-Network, concurrent with I 74 between the Guilford County line and I 40. |

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| County | Ordinance<br>Number | Route | Long Description |
|--------|---------------------|-------|------------------|
|--------|---------------------|-------|------------------|

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The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (20-115.1 (f), 136-54, 136-30, 20-115.1 (a, b), 20-141).

**All the actions to the Highway Traffic Ordinances herein adopted are effective October 04, 2012 and are identified as follows:**

| <b>ORDINANCE TYPE</b>        | <b>ADOPT</b> | <b>REPEAL</b> |
|------------------------------|--------------|---------------|
| Rural Speed Zones            | 2            | 4             |
| Route Changes                | 3            | 0             |
| STAA Reasonable Access (All) | 0            | 10            |
| STAA National Truck Network  | 6            | 0             |
| <b>Total</b>                 | <b>11</b>    | <b>14</b>     |

The Division Engineer for each affected Division shall cause to be erected appropriate signs indicating the action of the State Traffic Engineer and these ordinances shall be in full force and effect from and after the erection of such signs.

October 04, 2012

\_\_\_\_\_  
**DATE**

\_\_\_\_\_  
**OFFICER SIGNATURE**

James. K. Lacy, P.E.

\_\_\_\_\_  
**TYPED NAME**

State Traffic Engineer

\_\_\_\_\_  
**TITLE**

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (20-115.1 (f), 136-54, 136-30, 20-115.1 (a, b), 20-141).

All the actions to the Highway Traffic Ordinances herein adopted are effective October 04, 2012 and are identified as follows:

| ORDINANCE TYPE               | ADOPT     | REPEAL    |
|------------------------------|-----------|-----------|
| Rural Speed Zones            | 2         | 4         |
| Route Changes                | 3         | 0         |
| STAA Reasonable Access (All) | 0         | 10        |
| STAA National Truck Network  | 6         | 0         |
| <b>Total</b>                 | <b>11</b> | <b>14</b> |

The Division Engineer for each affected Division shall cause to be erected appropriate signs indicating the action of the State Traffic Engineer and these ordinances shall be in full force and effect from and after the erection of such signs.

October 04, 2012

DATE

OFFICER SIGNATURE



James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Office of the Administrator

*Kevin*  
1200 New Jersey Ave., SE  
Washington, D.C. 20590

**RECEIVED**

October 4, 2012

In Reply Refer To:  
HEPH-20

OCT 15 2012

**Chief Engineer's Office  
NC Department of Transportation**

Terry R. Gibson, P.E.  
State Highway Administrator  
North Carolina Department  
of Transportation  
Raleigh, NC 27699-1536

Through: *J.F. Sullivan III*  
Mr. John F. Sullivan III  
Division Administrator  
Raleigh, NC

Dear Mr. Gibson:

Thank you for your letter requesting that U.S. 311, (High Point East Belt) from S.R. 1993 (Old U.S. 311 Business) near Forsyth/Guilford County line to U.S. 311/S.R. 1928 (Cedar Square Road), be added to the Interstate System as I-74. In addition, you requested U.S. 311 from I-40 to S.R. 1993 be added as a future Interstate route. Both segments are part of the I-73/74 corridor that was designated a future part of the Interstate System by Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended.

Our North Carolina Division Office confirms U.S. 311 from I-40 to S.R. 1993 and from S.R. 1993 to U.S. 311/S.R. 1928 has been completed to Interstate standards and meets a statutory requirement by connecting to existing I-40. They also confirm U.S. 311 from S.R. 1993 to U.S. 311/S.R. 1928 has been completed to Interstate standards and meets a statutory requirement by connecting to existing I-85. I find the requirements of Section 1105(e)(5)(A) have been satisfied and hereby approve the addition of the combined 22.05-mile segment to the Interstate System as follows:

I-74 from I-40 to U.S. 311/S.R. 1928

The route numbering of this future Interstate corridor was established by Section 1105(c)(5) as I-74. Under 23 U.S.C. 119(a)(1)(C), this segment becomes eligible for Interstate Maintenance (IM) funds, and under 23 U.S.C. 104(b)(4), its lane miles and vehicle miles traveled will become eligible for inclusion in the IM funds apportionment formulas.

Sincerely,

*Victor M. Mendez*

Victor M. Mendez  
Administrator

## Jaeger, Jeff

---

**From:** Roach, Renee B  
**Sent:** Thursday, October 11, 2012 11:39 AM  
**To:** Jaeger, Jeff; Avery, Lisa N; Sheldon, Tim M; Wyatt, Anthony D; Embry, Vickie L  
**Cc:** Lacy, Kevin  
**Subject:** FW: I-74(NC) from I-40 to US 311 Designation  
**Attachments:** image2012-10-04-135923.pdf

Jeff- Please see attached approval for I-74. Please process and post on web.

Thanks

Renee

Renee B. Roach, PE, CPM  
Division Staff Engineer  
NCDOT- Transportation Mobility and Safety Division  
Phone: 919-771-2741

---

**From:** [Bill.Marley@dot.gov](mailto:Bill.Marley@dot.gov) [<mailto:Bill.Marley@dot.gov>]  
**Sent:** Tuesday, October 09, 2012 9:55 AM  
**To:** Lacy, Kevin; Roach, Renee B  
**Cc:** [Bradley.Hibbs@dot.gov](mailto:Bradley.Hibbs@dot.gov); [Unwanna.Dabney@dot.gov](mailto:Unwanna.Dabney@dot.gov)  
**Subject:** FW: I-74(NC) from I-40 to US 311 Designation

Kevin and Renee,

Please see the attachment. Our Headquarters Office finally approved the I-74 corridor from I-40 to US 220 south of Greensboro to the Interstate Highway System. Let me know if you have any questions or concerns. Thank you,

Bill Marley  
FHWA – NC Division  
919-747-7028

---

**From:** Adderly, Kevin (FHWA)  
**Sent:** Thursday, October 04, 2012 5:43 PM  
**To:** Marley, Bill (FHWA)  
**Subject:** I-74(NC) from I-40 to US 311 Designation

Bill

Please find attached the signed designation. I will also be send a copy to AASHTO's route numbering committee for their records. Please let me know if you have any questions.

Kevin D. Adderly  
[kevin.adderly@dot.gov](mailto:kevin.adderly@dot.gov)  
National Systems and Economic Development Team  
Federal Highway Administration  
202-366-5006  
202-366-3409 (fax)

---

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

May 4, 2012

Mr. John F. Sullivan, III  
Division Administrator  
Federal Highway Administration  
310 New Bern Avenue  
Suite 410  
Raleigh, North Carolina 27601-1418

Dear John:

This letter is in reference to the previous submittal dated January 6, 2011 concerning the addition of High Point East Belt to the Interstate System at I-74 and future I-74 in Guilford, Forsyth and Randolph Counties.

The requested sections of I-74 were built to Interstate standards during the time of construction. The Department was requested on January 23, 2012 to provide additional information to determine whether the above referenced section met current Interstate standards. In order to expedite the review of this outstanding request, the Department completed an investigation utilizing the January 2005 edition of AASHTO's "A Policy on Design Standards Interstate System".

The submission of the original request for Interstate Route 74 was approved by the U.S. Congress as a High Priority Corridor with the National Highway System Act of 1995. In addition, the North Carolina Department of Transportation (NCDOT) received approval from AASHTO for I-74 route number designation along with designation by the U.S. Congress as a future part of the Interstate System under Section 332(a)(2) of the NHS Designation Act of 1995.

The Department has received verbal approval from FHWA for the segment of High Point East Belt from SR 1993 to I-40 and will be signed as a Future Interstate once coordination occurs with our Division staff.

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATOR  
1536 MAIL SERVICE CENTER  
RALEIGH NC 27699-1536

TELEPHONE: 919-733-7384  
FAX: 919-733-9428

WEBSITE: [WWW.DOH.DOT.STATE.NC.US](http://WWW.DOH.DOT.STATE.NC.US)

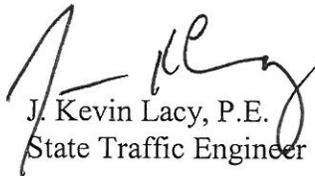
**LOCATION:**  
TRANSPORTATION BUILDING  
1 SOUTH WILMINGTON STREET  
RALEIGH NC

Mr. John F. Sullivan, III  
May 4, 2012  
Page 2

We request Federal Highway Administration approval for the addition of the High Point East Belt from SR 1993 (Old US 311 Bus) near Forsyth/Guilford County line to US 311/SR 1928 (Cedar Square Rd) in Randolph County to the Interstate system under Section 1105(e) of ISTEA a total distance of 11.88 miles and verification that this high priority segment will be eligible for Interstate Maintenance funding. We are requesting approval retroactively in order for the mileage to be included in the FFY 13 calculations and distribution of IM funds. We would appreciate your favorable consideration of this request and prompt submission to your Washington office.

Please let me know if you need any additional information.

Sincerely,



J. Kevin Lacy, P.E.  
State Traffic Engineer

JKL:rbr

cc: Terry R. Gibson, P.E.  
Jon G. Nance, P.E., Chief Engineer – Operations  
Deborah M. Barbour, P.E., Director of Preconstruction  
M. Mills, P.E., Division Engineer  
Renee B. Roach, P.E., Mobility and Safety Staff Engineer  
A. Wyatt, P.E., Central Regional Field Operations  
Vickie Embry, P.E., Triad Region Traffic Engineer  
Bradley Hibbs, P.E, FHWA  
Uwanna Dabney, FHWA  
Bill Marley, FHWA  
Erin Harrington, FHWA



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

March 15, 2012

Mr. John F. Sullivan, III  
Division Administrator  
Federal Highway Administration  
310 New Bern Avenue  
Suite 410  
Raleigh, North Carolina 27601-1418

Dear John:

This letter is in reference to the previous submittal dated January 6, 2011 concerning the addition of High Point East Belt to the Interstate System at I-74 and future I-74 in Guilford, Forsyth and Randolph Counties.

The requested sections of I-74 were built to Interstate standards during the time of construction. The Interstate design standards have changed since these projects were completed and eligible to submit for inclusion to the Interstate system.

The Department was requested on January 23, 2012 to provide additional information to determine whether the above referenced section met current Interstate standards. In order to expedite the review of this outstanding request, the Department completed an investigation utilizing the January 2005 edition of AASHTO's "A Policy on Design Standards Interstate System".

Each of the 13 point criteria has been answered on the attached document labeled 13 Point Criteria for Interstate, along with additional information requested concerning a crash analysis. The crash analysis revealed this requested section of I-74 maintains critical crash rates well below the statewide averages for similar roadway facilities.

Documentation and an investigation concerning the cross section elements revealed the majority of the requested section maintains design criteria of 70 mph. The portions of roadway that do not meet this design speed are notated with a shaded area in the supporting documentation labeled "Design Criteria for 70 mph". Information gathered pertaining to main line structures also revealed that the majority of these structures met current design standards with the exception of the following structures:

| Structure Number | Comment                        |
|------------------|--------------------------------|
| 400759           | Shoulder width 6 foot          |
| 400760           | Shoulder width 6 foot          |
| 400857           | Lane width equal to 11.75 feet |
| 400858           | Shoulder width 7 foot          |

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATOR  
1536 MAIL SERVICE CENTER  
RALEIGH NC 27699-1536

TELEPHONE: 919-733-7384  
FAX: 919-733-9428

WEBSITE: [WWW.DOH.DOT.STATE.NC.US](http://WWW.DOH.DOT.STATE.NC.US)

LOCATION:  
TRANSPORTATION BUILDING  
1 SOUTH WILMINGTON STREET  
RALEIGH NC

Mr. John F. Sullivan, III

March 15, 2012

Page 2

For the purpose of Interstate designation, we request design exception for the four structures listed and the indicated horizontal and vertical curves shown on the attachment. The vast majority of these curves are within 5% of the minimum values. As mentioned previously the attached safety studies indicate these sections have crash rates below the statewide rates.

The Department has also received verbal reference from NC Division of FHWA concerning the need of a design exception for the portions of the request area where truck traffic exceeds 250 DDHV. As indicated in the January 2005 edition of AASHTO's "A Policy on Design Standards Interstate System", "where truck traffic exceeds 250 DDHV, a paved width of 12 ft. should be considered". This policy indicates that 12 foot shoulders should be considered not required. The roadway shoulders outside of the above referenced structure design exceptions meet the minimum standards for shoulder widths; therefore, the Department has met the standards and does not require a design exception for this item.

As indicated in the previous correspondence, the submission of the original request Interstate Route 74 was approved by the U.S. Congress as a High Priority Corridor with the National Highway System Act of 1995. In addition, the North Carolina Department of Transportation (NCDOT) received approval from AASHTO for I-74 route number designation along with designation by the U.S. Congress as a future part of the Interstate System under Section 332(a)(2) of the NHS Designation Act of 1995.

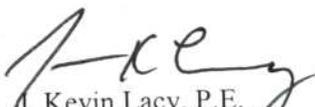
This information supports our previously submitted request for Federal Highway Administration approval for the addition of the High Point East Belt (I-74) from SR 1993 (Old US 311 Bus) near Forsyth/Guilford County line to US 311/SR 1928(Cedar Square Rd) in Randolph County to the Interstate system under Section 1105(e) of ISTEA a total distance of 11.88 miles and verification that this high priority segment will be eligible for Interstate Maintenance funding. Due to the delay in this request and recognition that the Department has lost several million dollars in Interstate Maintenance funding, the Department is requesting approval retroactively so the mileage will be included in the FFY 13 calculations and distribution of IM funds.

The Department also requested the segment of High Point East Belt from SR 1993 to I-40 be added to the Interstate system as a Future Interstate, a distance of 10.17 miles in previous correspondence dated January 6, 2011. We request Federal Highway Administration to provide a formal approval for the portion of Future Interstate.

We appreciate your favorable consideration of this request.

Please let me know if you need any additional information.

Sincerely,

  
J. Kevin Lacy, P.E.  
State Traffic Engineer

TRG:JKL:rbr

Attachments

Mr. John F. Sullivan, III

March 15, 2012

Page 3

cc: Terry R. Gibson, P.E., w/attachments  
Jon G. Nance, P.E., Chief Engineer – Operations, w/attachments  
Deborah M. Barbour, P.E., Director of Preconstruction, w/attachments  
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachments  
M. Mills, P.E., Division Engineer, w/attachments  
Renee B. Roach, P.E., Mobility and Safety Staff Engineer, w/attachments  
A. Wyatt, P.E., Central Regional Field Operations, w/attachments  
Vickie Embry, P.E., Triad Region Traffic Engineer, w/attachments  
Bradley Hibbs, P.E, FHWA, w/attachments  
Uwanna Dabney, FHWA, w/attachments  
Bill Marley, FHWA, w/attachments  
Erin Harrington, FHWA, w/attachments

Renee Roach  
Traffic



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

January 6, 2011

Mr. John F. Sullivan, III  
Division Administrator  
Federal Highway Administration  
310 New Bern Avenue  
Suite 410  
Raleigh, North Carolina 27601-1418

Dear John:

This letter is a request for addition of the High Point East Belt to the Interstate System at I-74 and future I-74 in Guilford, Randolph and Forsyth Counties. The recently constructed segments in Guilford and Randolph Counties have been constructed to Interstate design standards and are open to traffic.

Interstate Route 74 was approved by the U.S. Congress as a High Priority Corridor with the National Highway System Act of 1995. In addition, the North Carolina Department of Transportation (NCDOT) received approval from AASHTO for I-74 route number designation along with designation by the U.S. Congress as a future part of the Interstate System under Section 332(a)(2) of the NHS Designation Act of 1995.

The portion of the proposed I-74 in Guilford and Randolph County from US29/70 south of High Point to US 311/SR 1928 (Cedar Square Rd) in Randolph County was recently completed to Interstate standards and open to traffic. The proposed I-74 route is a controlled access, divided, multi-lane freeway on new location.

We request Federal Highway Administration approval for the addition of the High Point East Belt from SR 1993 (Old US 311 Bus) near Forsyth/Guilford County line to US 311/SR 1928(Cedar Square Rd) in Randolph County to the Interstate system under Section 1105(e) of ISTEA a total distance of 11.88 miles and verification that this high priority segment will be eligible for Interstate Maintenance funding. We also request the segment of High Point East Belt from SR 1993 to I-40 be added to the Interstate system as a Future Interstate, a distance of 10.17 miles.

We would appreciate your favorable consideration of this request and prompt submission to your Washington office. We plan to submit an application to the American Association of State and Transportation Officials (AASHTO) Route Numbering Committee for the relocation of US 311 to coincide with the proposed I-74 from US 29/70 to SR 1928.

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATOR  
1536 MAIL SERVICE CENTER  
RALEIGH NC 27699-1536

TELEPHONE: 919-733-7384  
FAX: 919-733-9428

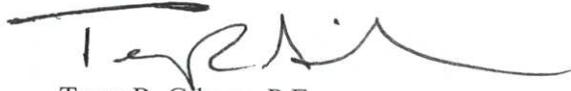
WEBSITE: [WWW.DOH.DOT.STATE.NC.US](http://WWW.DOH.DOT.STATE.NC.US)

**LOCATION:**  
TRANSPORTATION BUILDING  
1 SOUTH WILMINGTON STREET  
RALEIGH NC

Mr. John F. Sullivan, III  
January 6, 2011  
Page 2

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Terry R. Gibson', with a long horizontal flourish extending to the right.

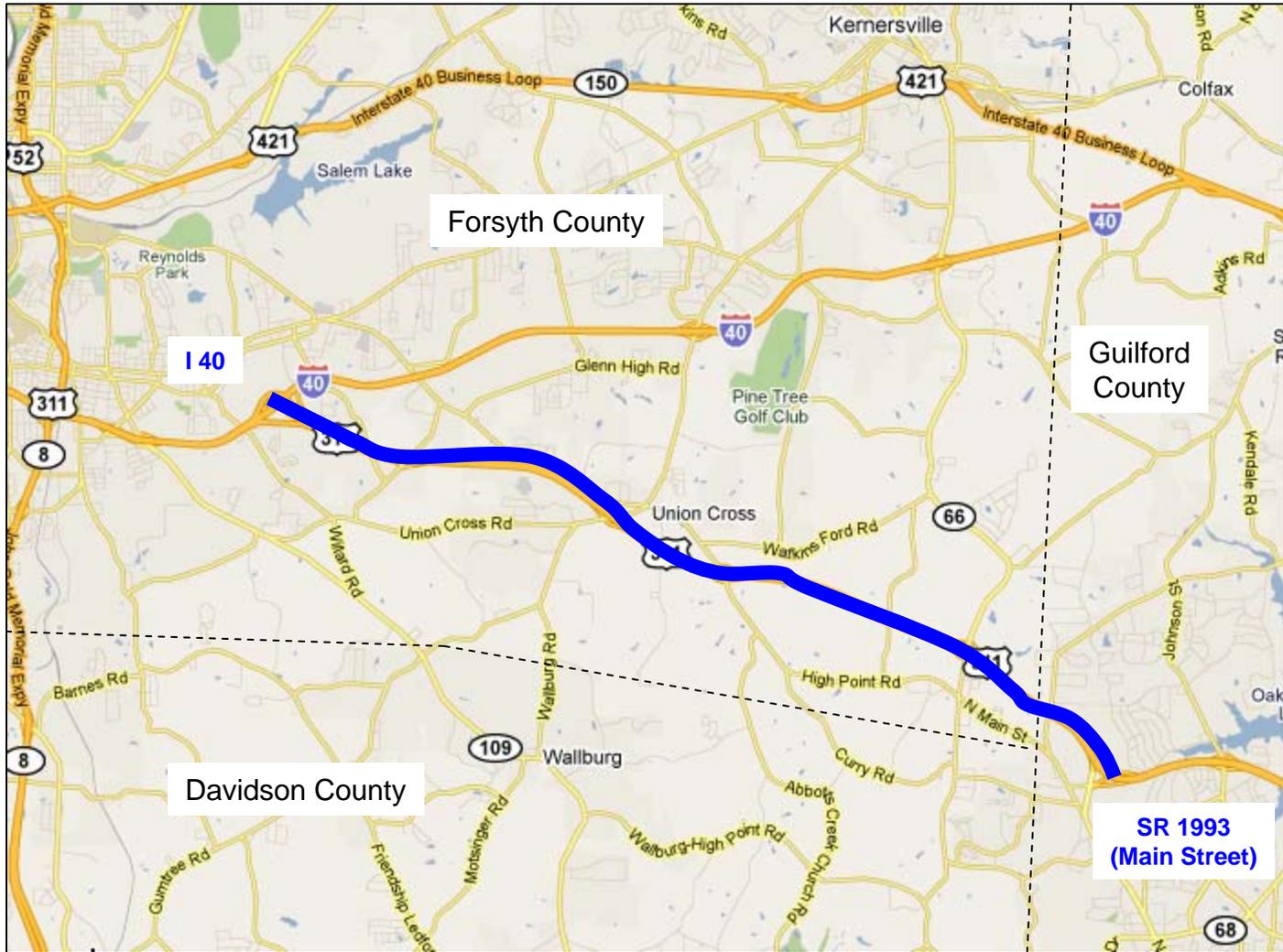
Terry R. Gibson, P.E.  
State Highway Administrator

TRG:JKL:rbr

Attachments

cc: Secretary Eugene A. Conti, Jr., w/attachments  
Jon G. Nance, P.E., Chief Engineer – Operations, w/attachments  
Deborah M. Barbour, P.E., Director of Preconstruction, w/attachments  
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachments  
M. Mills, P.E., Division Engineer, w/attachments  
Renee B. Roach, P.E., Mobility and Safety Staff Engineer  
A. Wyatt, P.E., Central Regional Field Operations  
Vickie Embry, P.E., Triad Region Traffic Engineer

# Forsyth and Guilford Counties, North Carolina – I 74 (future) – 10.17 Miles





Critical Crash Rate for I-74/US 311 from SR 1993/Main/Exit 65 to US 29/US 70/I-85Bus

| Rate             | Crashes | Crashes per 100 MVM | Statewide Rate <sup>1</sup> | Critical Rate <sup>2</sup> |
|------------------|---------|---------------------|-----------------------------|----------------------------|
| Total            | 108     | 32.69               | 63.05                       | 70.39                      |
| Fatal            | 0       | 0.00                | 0.43                        | 1.17                       |
| Non-Fatal Injury | 28      | 8.48                | 16.73                       | 20.58                      |
| Night            | 47      | 14.23               | 19.81                       | 23.99                      |
| Wet              | 27      | 8.17                | 16.06                       | 19.84                      |

<sup>1</sup> 2008-2010 statewide crash rate for Rural Interstate routes in North Carolina.

<sup>2</sup> Based on the statewide crash rate (95% level of confidence) used in rural locations

|          |        |
|----------|--------|
| Miles:   | 7.480  |
| AADT:    | 24,200 |
| Years:   | 5.000  |
| 100 MVM: | 3.304  |
| MVM:     | 330.35 |

Critical Crash Rate for I-74 from US 29/US 70/I-85Bus to SR 2198/Cedar Square Road

| Rate             | Crashes | Crashes per 100 MVM | Statewide Rate <sup>1</sup> | Critical Rate <sup>2</sup> |
|------------------|---------|---------------------|-----------------------------|----------------------------|
| Total            | 21      | 7.29                | 63.05                       | 70.92                      |
| Fatal            | 0       | 0.00                | 0.43                        | 1.24                       |
| Non-Fatal Injury | 4       | 1.39                | 16.73                       | 20.87                      |
| Night            | 10      | 3.47                | 19.81                       | 24.30                      |
| Wet              | 7       | 2.43                | 16.06                       | 20.12                      |

<sup>1</sup> 2008-2010 statewide crash rate for Rural Interstate routes in North Carolina.

<sup>2</sup> Based on the statewide crash rate (95% level of confidence) used in rural locations

|          |        |
|----------|--------|
| Miles:   | 7.176  |
| AADT:    | 22,000 |
| Years:   | 5.000  |
| 100 MVM: | 2.881  |
| MVM:     | 288.12 |

## Design Criteria for 70 mph

| Minimum Curve Data    |  | Minimum Paved Shoulder Width |     |        |        |     |
|-----------------------|--|------------------------------|-----|--------|--------|-----|
| Ls = 205'             |  |                              | LT  | Median | Median | RT  |
| R = 1810'             |  | Arterial                     | 10' | 4'     | 4'     | 10' |
|                       |  | Freeway                      | 10' | 4'     | 4'     | 10' |
| Does not meet 70mph = |  | DDHV>250veh/h                | 12' | 4'     | 4'     | 12' |
| Does not meet 65mph = |  |                              |     |        |        |     |

### R-609 D

| Curve Data |         |      |        | Vertical Data |        |     |      |        |              |
|------------|---------|------|--------|---------------|--------|-----|------|--------|--------------|
| Sheet      | Station | Ls   | R      | Sheet         | PI     | L   | A    | K      | Design Speed |
| 4          | 12+22   | 200' | 7639'  | -L- Extension |        |     |      |        |              |
| 6          | 27+70   | 300' |        | 21            | 14+00  | 200 | 0.06 | 3527.3 | 80+          |
| 7          | 33+42   |      | 2865'  |               | 19+50  | 180 | 0.35 | 518.13 | 80+          |
|            | 38+87   | 200' |        |               | 22+50  | 160 | 0.50 | 319.94 | 76           |
|            | 45+67   |      | 11459' | -L-           |        |     |      |        |              |
|            | 51+93   | 200' |        | 22            | 17+00  | 400 | 0.76 | 526.32 | 80+          |
|            | 55+84   | 300' |        |               | 21+50  | 200 | 0.39 | 512.82 | 80+          |
| 8          | 65+22   |      | 1909'  |               | 26+50  | 800 | 0.21 | 3809.5 | 80+          |
|            | 73+58   | 200' |        |               | 31+00  | 200 | 0.30 | 666.67 | 80+          |
| 9          | 80+43   |      | 2864'  |               | 36+00  | 300 | 0.30 | 1000   | 80+          |
|            | 87+40   | 400' |        |               | 39+50  | 300 | 0.50 | 600    | 80+          |
| 10         | 126+14  | 200' | 7639'  | 23            | 42+50  | 100 | 0.20 | 500    | 80+          |
| 14         | 186+97  | 200' | 5729'  |               | 64+00  | 500 | 0.50 | 1000   | 80+          |
|            |         |      |        | 24            | 80+00  | 500 | 0.70 | 714.29 | 80+          |
|            |         |      |        | 25            | 94+35  | 630 | 2.10 | 300    | 74           |
|            |         |      |        |               | 107+50 | 900 | 2.10 | 428.57 | 80+          |
|            |         |      |        | 26            | 120+50 | 100 | 0.61 | 163.93 | 62           |

|    |        |      |      |        |     |
|----|--------|------|------|--------|-----|
|    | 138+50 | 1000 | 0.70 | 1428.6 | 80+ |
| 27 | 157+00 | 950  | 4.00 | 237.5  | 69  |
|    | 167+00 | 700  | 3.50 | 200    | 74  |

**Typical Shoulder**

|                    | LT  | Median | Median | RT  |              |
|--------------------|-----|--------|--------|-----|--------------|
| Total Shld         | 12' | 12'    | 12'    | 12' | 10+00-165+80 |
| Thin Depth-PV Shld | 10' | 2'     | 2'     | 10' | 10+00-52+00  |
| FD-PV Shld         | 12' | 12'    | 12'    | 12' | 52+00-165+80 |

**R-609 EA**

**Curve Data**

| Sheet | Station | Ls   | R     |
|-------|---------|------|-------|
| 4     | 168+77  | 200' |       |
|       | 186+87  |      | 5730' |
| 5     | 203+95  | 200' |       |

**Vertical Data**

| Sheet | PI     | L    | A    | K      | Design Speed |
|-------|--------|------|------|--------|--------------|
| 8     | 157+00 | 1250 | 4.01 | 311.44 | 75           |
|       | 167+00 | 600  | 3.54 | 169.37 | 68           |
| 9     | 176+00 | 500  | 1.45 | 344.88 | 77           |
|       | 181+00 | 300  | 1.81 | 165.40 | 67           |
| 10    | 208+35 | 1000 | 2.02 | 496.03 | 80+          |

**Typical Shoulder**

|            | LT  | Median      | Median      | RT  |
|------------|-----|-------------|-------------|-----|
| Total Shld | 12' | 12'         | 12'         | 12' |
| FD-PV Shld | 10' | 4'-10' var. | 4'-10' var. | 10' |

**R-609 EB & FA**

**Curve Data**

| Sheet | Station | Ls | R |
|-------|---------|----|---|
|-------|---------|----|---|

**Vertical Data**

| Sheet | PI | L | A | K | Design Speed |
|-------|----|---|---|---|--------------|
|-------|----|---|---|---|--------------|

|       |        |      |       |
|-------|--------|------|-------|
| 6 & 7 | 223+30 | 300' |       |
|       | 232+45 |      | 5730' |
|       | 241+42 | 300' |       |

|        |        |      |              |
|--------|--------|------|--------------|
| 9 & 10 | 269+35 | 300' |              |
| 10     | 273+32 |      | 1432'(63mph) |
|        | 277+41 | 300' |              |
|        | 286+38 |      | 5730'        |
|        | 294+15 | 200' |              |

|    |        |      |      |        |     |
|----|--------|------|------|--------|-----|
| 35 | 243+35 | 1000 | 2.62 | 382.26 | 80+ |
| 36 | 270+00 | 500  | 0.64 | 783.45 | 80+ |
|    | 285+00 | 300  | 1.04 | 288.96 | 80+ |
| 37 | 295+00 | 1400 | 4.38 | 319.98 | 76  |
|    | 312+00 | 750  | 4.60 | 162.97 | 66  |
| 38 | 322+00 | 300  | 1.75 | 171.33 | 68  |
|    | 332+00 | 1550 | 4.93 | 314.11 | 75  |
| 39 | 345+00 | 650  | 1.54 | 421.15 | 80+ |
|    | 375+00 | 600  | 1.50 | 400.00 | 80+ |
| 40 | 395+00 | 650  | 3.88 | 167.56 | 66  |
|    | 404+50 | 1150 | 3.18 | 361.74 | 78  |
| 42 | 441+00 | 400  | 0.65 | 615.29 | 80+ |

**Typical Shoulder**

|            | LT  | Median      | Median      | RT  |
|------------|-----|-------------|-------------|-----|
| Total Shld | 12' | 12'         | 12'         | 12' |
| FD-PV Shld | 10' | 4'-10' var. | 4'-10' var. | 10' |

**R-609 FB & H**

| Curve Data |         |      |       |
|------------|---------|------|-------|
| Sheet      | Station | Ls   | R     |
| 12         | 328+63  | 200' |       |
|            | 331+21  |      | 5730' |
|            | 333+79  | 200' |       |
| 13         | 334+29  | 300' |       |
|            | 358+04  |      | 7639' |
|            | 363+82  | 300' |       |

| Vertical Data |        |       |              |
|---------------|--------|-------|--------------|
| Sheet         | PI     | K     | Design Speed |
| 18            | 208+35 | 496   | 80+          |
| 19            | 243+35 | 382.3 | 80+          |
| 20            | 270+00 | 783.5 | 80+          |
|               | 285+00 | 289   | 80+          |
| 21            | 295+00 | 320   | 76           |
|               | 312+00 | 162.9 | 66           |
| 22            | 322+00 | 171   | 68           |

|           |        |      |       |
|-----------|--------|------|-------|
| 15,16, 17 | 382+47 | 300' |       |
|           | 415+88 |      | 5130' |
|           | 441+83 | 200' |       |

|    |        |       |     |
|----|--------|-------|-----|
| 23 | 332+00 | 314   | 75  |
|    | 345+00 | 421   | 80+ |
| 24 | 375+00 | 400   | 80+ |
| 25 | 395+00 | 167.6 | 67  |
|    | 404+50 | 361.7 | 78  |
| 27 | 441+00 | 615.4 | 80+ |

**Typical Shoulder**

|            | LT  | Median      | Median      | RT  |
|------------|-----|-------------|-------------|-----|
| Total Shld | 12' | 12'         | 12'         | 12' |
| FD-PV Shld | 10' | 4'-10' var. | 4'-10' var. | 10' |

K values are listed on Profile Sheet

**R-609 IA**

**Curve Data**

|       |         | METRIC |     | ENGLISH |      |  |
|-------|---------|--------|-----|---------|------|--|
| Sheet | Station | Ls     | R   | Ls      | R    |  |
| 2-L   | 14+48   | 115    |     | 377     |      |  |
|       | 15+23   |        | 700 |         | 2297 |  |
|       | 15+98   | 115    |     | 377     |      |  |
|       |         |        |     |         |      |  |
|       | 17+52   | 115    |     | 377     |      |  |
|       | 20+58   |        | 700 |         | 2297 |  |
|       | 23+41   | 115    |     | 377     |      |  |
|       |         |        |     |         |      |  |
|       | 34+33   | 95     |     |         | 312  |  |

**Vertical Data**

| Sheet | PI    | K   | Desigh Speed |
|-------|-------|-----|--------------|
| 39    | 17+22 | 145 | 130(>75mph)  |
| 40    | 25+23 | 60  | 120(>74mph)  |
| 41    | 32+17 | 61  | 120(>74mph)  |
| 42    | 38+47 | 181 | 130(>75mph)  |
| 43    | 46+84 | 74  | 110(>68mph)  |
|       | 50+95 | 55  | 110(>68mph)  |
| 44    | 59+54 | 136 | 130(>75mph)  |

K values are listed on Profile Sheet

| MPH | KM/H  |
|-----|-------|
| 1   | 1.609 |

|       |    |      |     |       |
|-------|----|------|-----|-------|
| 38+86 |    | 1165 |     | 3822  |
| 42+99 | 60 |      | 197 |       |
| 51+30 |    | 3490 |     | 11451 |
| 59+11 | 35 |      | 115 |       |

|       |       |
|-------|-------|
| Meter | FT    |
| 1     | 3.281 |

**Typical Shoulder**

|                   | LT        | Median    | Median    | RT        |
|-------------------|-----------|-----------|-----------|-----------|
| <b>Total Shld</b> |           |           |           |           |
| Metric            | 3.6       | 3.6       | 3.6       | 3.6       |
| <b>FEET</b>       | <b>12</b> | <b>12</b> | <b>12</b> | <b>12</b> |

| <b>FD-PV Shld</b> |           |          |          |           |
|-------------------|-----------|----------|----------|-----------|
| Metric            | 3         | 1.2      | 1.2      | 3         |
| <b>FEET</b>       | <b>10</b> | <b>4</b> | <b>4</b> | <b>10</b> |

**R-609 IB**

**Curve Data**

|       |         | METRIC |      | ENGLISH |         |
|-------|---------|--------|------|---------|---------|
| Sheet | Station | Ls     | R    | Ls      | R       |
| 4     | 61+37   | 54     |      | 177     |         |
|       | 62+86   |        | 2000 |         | 6562    |
| 5     | 64+35   | 54     |      | 177     |         |
| 6     | 67+50   | 90     |      | 295     |         |
|       | 70+87   |        | 1400 |         | 4593    |
| 7     | 74+14   | 90     |      | 295     |         |
| 11    | 86+32   | 172    |      | 564     |         |
|       | 87+74   |        | 490  | 1608    | (67mph) |

**Vertical Data**

| Sheet | PI    | K   | Design Speed  |
|-------|-------|-----|---------------|
| 18    | 63+23 | 139 | 130+( >75mph) |
|       | 69+50 | 152 | 130+( >75mph) |
| 19    | 75+00 | 199 | 130+( >75mph) |
| 20    | 81+00 | 288 | 130+( >75mph) |
| 21    | 86+69 | 183 | 130+( >75mph) |

K values are listed on Profile Sheet

| MPH   | KM/H  |
|-------|-------|
| 1     | 1.609 |
| Meter | FT    |

**Typical Shoulder**

|                   | LT        | Median    | Median    | RT        |
|-------------------|-----------|-----------|-----------|-----------|
| <b>Total Shld</b> |           |           |           |           |
| Metric            | 3.6       | 3.6       | 3.6       | 3.6       |
| <b>FEET</b>       | <b>12</b> | <b>12</b> | <b>12</b> | <b>12</b> |

**FD-PV Shld**

|             |           |          |          |           |
|-------------|-----------|----------|----------|-----------|
| Metric      | 3         | 1.2      | 1.2      | 3         |
| <b>FEET</b> | <b>10</b> | <b>4</b> | <b>4</b> | <b>10</b> |

**R-2606 A**

**Curve Data**

| Sheet      | Station | Ls   | R      |
|------------|---------|------|--------|
| 4          | 11+33   | 200' |        |
| 4 & 5      | 22+50   |      | 3800'  |
| 6, 7, 8, 9 | 59+01   |      | 6300'  |
| 9, 10      | 83+36   | 200' |        |
| 11-A       | 103+21  |      | 16500' |
|            | 117+17  |      | 16500' |

**Vertical Data**

| Sheet | PI     | K   | Design Speed |
|-------|--------|-----|--------------|
| 16    | 23+60  | 220 | 78           |
| 17    | 43+00  | 524 | 80+          |
| 18    | 75+50  | 538 | 80+          |
| 19    | 85+60  | 210 | 76           |
|       | 95+00  | 535 | 80+          |
|       | 112+00 | 221 | 78           |
| 20    | 126+70 | 460 | 80+          |
|       |        |     |              |

K values are listed on Profile Sheet

**Typical Shoulder**

|            | LT  | Median | Median | RT  |
|------------|-----|--------|--------|-----|
| Total Shld | 12' | 12'    | 12'    | 12' |
| FD-PV Shld | 10' | 4'     | 4'     | 10' |

**Structures along Proposed I 74 between SR 1993 (Main Street) in Guilford County (High Point) and SR 1928 (Cedar Square Road) in Randolph County**

**Structures Carrying US 311:**

| Number | County   | Facility Carried    | Features Intersected                    | Milepost | Length | Long Bridge? | Vertical Clearance |        | Cross Section                        |                                       |                 |                       |                        |                                   | Structural Capacity |      | Rail Type |  |
|--------|----------|---------------------|---|----------|--------|--------------|--------------------|--------|--------------------------------------|---------------------------------------|-----------------|-----------------------|------------------------|-----------------------------------|---------------------|------|-----------|--|
|        |          |                     |   |          |        |              | Feet               | Inches | Approach Roadway Width (w/shoulders) | Approach Travelway Width (lanes only) | Number of Lanes | Shoulder Width (left) | Shoulder Width (right) | Bridge Total Horizontal Clearance | HS Operating Rating | Left | Right     |  |
| 400759 | GUILFORD | US311 SBL           | SHADYBROOK DRIVE                        | 10.154   | 152    | No           | 99                 | 99     | 63.0                                 | 48.0                                  | 4               | 6                     | 6                      | 36.0                              | 42                  | 041  | 041       |  |
| 400760 | GUILFORD | US311 NBL           | SHADYBROOK DRIVE                        | 10.154   | 166    | No           | 99                 | 99     | 50.0                                 | 36.0                                  | 3               | 6                     | 6                      | 36.0                              | 43                  | 041  | 041       |  |
| 400763 | GUILFORD | US311 SBL           | OAK HOLLOW LAKE                         | 8.551    | 802    | Yes          | 99                 | 99     | 42.0                                 | 24.0                                  | 2               | 6                     | 6                      | 40.0                              | 39                  | 041  | 041       |  |
| 400764 | GUILFORD | US311 NBL           | OAK HOLLOW LAKE                         | 8.551    | 750    | Yes          | 99                 | 99     | 39.0                                 | 24.0                                  | 2               | 4                     | 12                     | 48.0                              | 46                  | 041  | 041       |  |
| 400857 | GUILFORD | US311 NBL           | US29,70/I85 BUS SBL COLLECTOR           | 3.960    | 128    | No           | 99                 | 99     | 38.0                                 | 23.5                                  | 2               | 4.5                   | 11                     | 38.0                              | 55                  | 041  | 041       |  |
| 400858 | GUILFORD | US311 SBL           | US29,70/I85 BUS SBL COLLECTOR           | 3.960    | 128    | No           | 99                 | 99     | 46.0                                 | 36.0                                  | 2               | 4.5                   | 7                      | 46.0                              | 55                  | 041  | 041       |  |
| 400859 | GUILFORD | US311 NBL           | US29,70/I85 BUS & I85 BUS NBL COLLECTOR | 3.883    | 519    | Yes          | 99                 | 99     | 24.0                                 | 24.0                                  | 2               | 4.5                   | 11                     | 38.0                              | 43                  | 041  | 041       |  |
| 400860 | GUILFORD | US311 SBL           | US29,70/I85 BUS & I85 BUS NBL COLLECTOR | 3.883    | 519    | Yes          | 99                 | 99     | 24.0                                 | 24.0                                  | 2               | 4.5                   | 7                      | 46.0                              | 31                  | 041  | 041       |  |
| 400978 | GUILFORD | US311 SBL RAMP      | I85                                     | 1.137    | 531    | Yes          | 99                 | 99     | 39.0                                 | 24.0                                  | 2               |                       |                        | 39.3                              | 55                  | 041  | 041       |  |
| 401021 | GUILFORD | US311 NBL           | SR1113 & N.S.R.R.                       | 5.383    | 314    | Yes          | 99                 | 99     | 68.0                                 | 37.0                                  | 3               | 10                    | 10                     | 68.0                              | 55                  | 041  | 041       |  |
| 401022 | GUILFORD | US311 SBL           | SR1113 & N.S.R.R.                       | 5.383    | 314    | Yes          | 99                 | 99     | 68.0                                 | 37.0                                  | 3               | 10                    | 10                     | 68.0                              | 55                  | 041  | 041       |  |
| 401094 | GUILFORD | US311 NBL COLLECTOR | I85 BUS / US 29/ US 70                  | 3.900    | 194    | No           | 99                 | 99     | 42.0                                 | 36.0                                  | 3               | 5                     | 6                      | 46.0                              | 53                  | 041  | 041       |  |
| 401095 | GUILFORD | US311 SBL COLLECTOR | I85 BUS / US 29/ US 70                  | 3.900    | 194    | No           | 99                 | 99     | 42.0                                 | 36.0                                  | 3               | 4                     | 5                      | 46.0                              | 53                  | 041  | 041       |  |
| 750516 | RANDOLPH | US311 SBL           | MUDDY CREEK                             | 9.024    | 160    | No           | 99                 | 99     | 44.0                                 | 24.0                                  | 2               | 6                     | 11                     | 40.0                              | 55                  | 041  | 041       |  |
| 750517 | RANDOLPH | US311 NBL           | MUDDY CREEK                             | 9.024    | 160    | No           | 99                 | 99     | 44.0                                 | 24.0                                  | 2               | 6                     | 11                     | 40.0                              | 55                  | 041  | 041       |  |

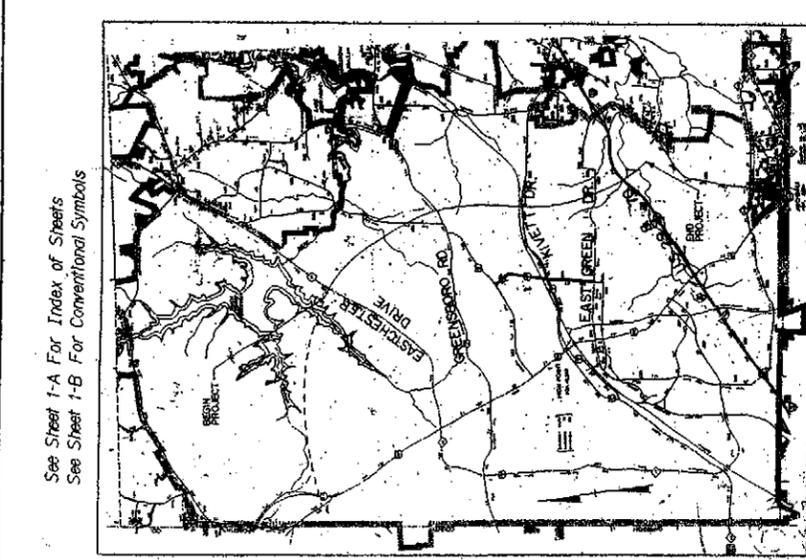
**Structures Over US 311:**

| Number | County   | Facility Carried  | Features Intersected | Milepost | Vertical Clearance |        |
|--------|----------|-------------------|----------------------|----------|--------------------|--------|
|        |          |                   |                      |          | Feet               | Inches |
| 400055 | GUILFORD | SR1158            | US311                | 2.583    | 18                 | 6      |
| 400080 | GUILFORD | SR1820            | US311                | 11.540   | 16                 | 6      |
| 400757 | GUILFORD | SR1993 NBL        | US311                | 11.280   | 16                 | 10     |
| 400758 | GUILFORD | US311 NBL RAMP    | US311                | 10.940   | 17                 | 0      |
| 400761 | GUILFORD | JOHNSON STREET    | US311                | 9.362    | 17                 | 0      |
| 400762 | GUILFORD | OAKVIEW ROAD      | US311                | 8.929    | 16                 | 11     |
| 400778 | GUILFORD | OVERHEAD SIGN     | US311 SBL            | 11.280   | 18                 | 4      |
| 400779 | GUILFORD | OVERHEAD SIGN     | US311                | 10.102   | 18                 | 6      |
| 400780 | GUILFORD | OVERHEAD SIGN     | US311                | 9.652    | 18                 | 6      |
| 400839 | GUILFORD | SR1486            | US311                | 6.501    | 16                 | 9      |
| 400840 | GUILFORD | SR1300            | US311                | 4.561    | 17                 | 3      |
| 400841 | GUILFORD | CEDROW DRIVE      | US311                | 5.801    | 17                 | 0      |
| 400855 | GUILFORD | US311 NBL RAMP    | US311 NBL COLLECTOR  | 4.100    | 18                 | 2      |
| 400856 | GUILFORD | US311 SBL RAMP    | US311 SBL COLLECTOR  | 4.100    | 16                 | 6      |
| 400892 | GUILFORD | NC62              | US311                | 0.345    | 17                 | 10     |
| 400971 | GUILFORD | SR1193            | US311                | 3.551    | 17                 | 5      |
| 400972 | GUILFORD | SR1154            | US311                | 1.975    | 17                 | 7      |
| 400973 | GUILFORD | I85 SBL COLLECTOR | US311                | 1.045    | 19                 | 7      |
| 400974 | GUILFORD | I85 SBL           | US311                | 1.045    | 18                 | 3      |
| 400975 | GUILFORD | I85 NBL           | US311                | 1.045    | 19                 | 7      |
| 400976 | GUILFORD | I85 NBL COLLECTOR | US311                | 1.045    | 17                 | 3      |

| Number | County   | Facility Carried | Features Intersected | Milepost | Vertical Clearance |        |
|--------|----------|------------------|----------------------|----------|--------------------|--------|
|        |          |                  |                      |          | Feet               | Inches |
| 400977 | GUILFORD | US311 SBL RAMP   | US311                | 2.975    | 23                 | 6      |
| 401031 | GUILFORD | NC68             | US311                | 8.202    | 16                 | 9      |
| 401032 | GUILFORD | SR1523           | US311                | 6.893    | 16                 | 11     |
| 401076 | GUILFORD | CANTILEVER SIGN  | US311 NBL            | 4.400    | 19                 | 0      |
| 401077 | GUILFORD | OVERHEAD SIGN    | US311                | 4.761    | 17                 | 9      |
| 401078 | GUILFORD | OVERHEAD SIGN    | US311 NBL            | 4.161    | 18                 | 0      |
| 401079 | GUILFORD | CANTILEVER SIGN  | US311 NBL            | 4.983    | 19                 | 1      |
| 401080 | GUILFORD | OVERHEAD SIGN    | US311 NBL            | 4.583    | 18                 | 1      |
| 401081 | GUILFORD | CANTILEVER SIGN  | US311 NBL            | 7.193    | 20                 | 0      |
| 401082 | GUILFORD | OVERHEAD SIGN    | US311 NBL            | 7.693    | 17                 | 7      |
| 401083 | GUILFORD | OVERHEAD SIGN    | US311 SBL            | 8.562    | 17                 | 3      |
| 401084 | GUILFORD | CANTILEVER SIGN  | US311 SBL            | 7.402    | 17                 | 9      |
| 401085 | GUILFORD | OVERHEAD SIGN    | US311 SBL            | 6.793    | 19                 | 2      |
| 401086 | GUILFORD | CANTILEVER SIGN  | US311 SBL            | 6.001    | 18                 | 11     |
| 401087 | GUILFORD | OVERHEAD SIGN    | US311 SBL            | 5.402    | 17                 | 8      |
| 401088 | GUILFORD | OVERHEAD SIGN    | US311 SBL            | 5.583    | 21                 | 0      |
| 401089 | GUILFORD | OVERHEAD SIGN    | US311 SBL            | 4.661    | 19                 | 0      |
| 401090 | GUILFORD | OVERHEAD SIGN    | US311 SBL            | 4.061    | 20                 | 6      |
| 750515 | RANDOLPH | SR1920           | US311                | 9.696    | 17                 | 8      |
| 750518 | RANDOLPH | SR1919           | US311                | 8.779    | 17                 | 0      |
| 750519 | RANDOLPH | SR1928           | US311                | 7.279    | 17                 | 4      |

Note: Structure numbers 400978, 401094, 401095 are not considered Main Line Structures (not required to review in accordance with the 2005 AASHTO Design Standards); therefore shown for information purposes only





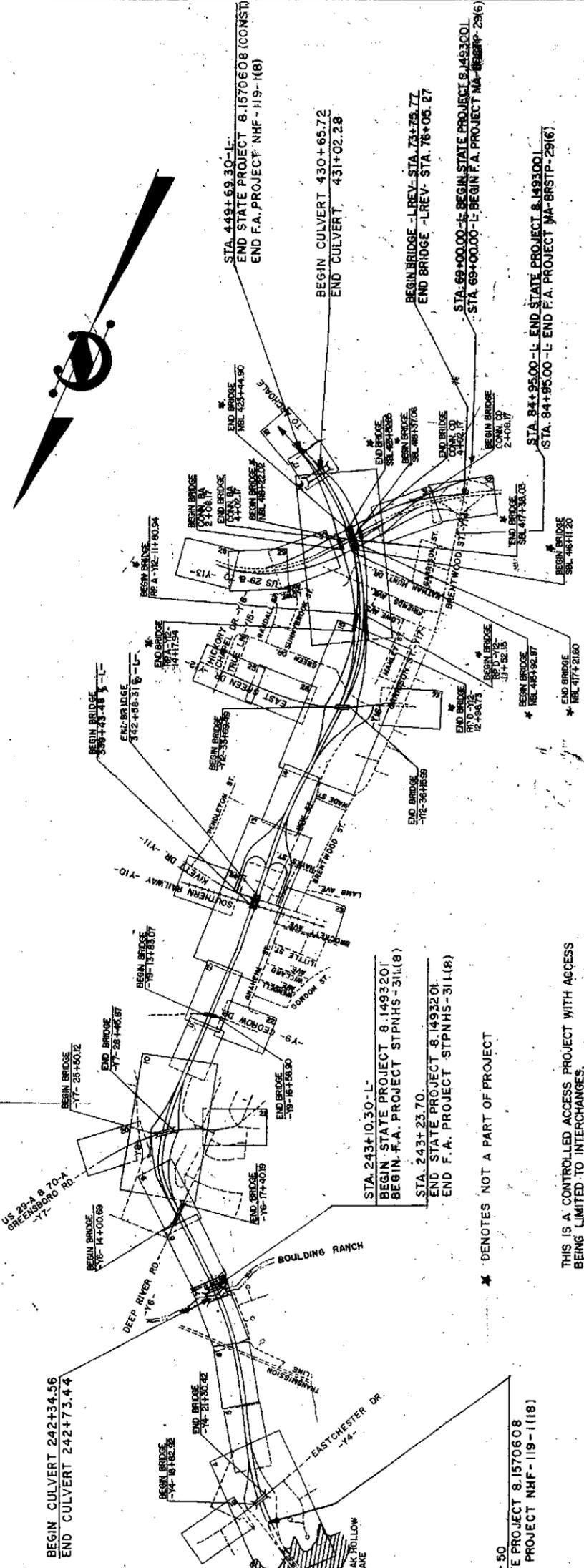
See Sheet 1-A For Index of Sheets  
See Sheet 1-B For Conventional Symbols

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
**GUILFORD COUNTY**

LOCATION: US 311 HIGH POINT EAST BELT FROM 580'+/-  
WEST OF NC 68 (EASTCHESTER DR.) TO  
APPROXIMATELY 3000' EAST OF US 29-70

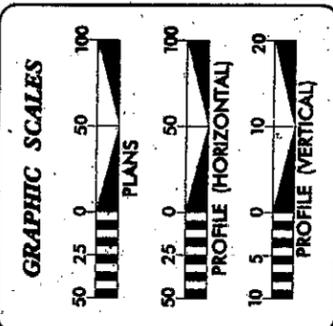
TYPE OF WORK: GRADING, DRAINAGE, PAVING, CULVERTS, STRUCTURES, THERMOPLASTIC PAVEMENT MARKINGS, RAISED PAVEMENT MARKERS, AND SIGNALS

|         |                   |                |                |           |   |              |     |
|---------|-------------------|----------------|----------------|-----------|---|--------------|-----|
| STATE   | N.C.              | PROJECT NUMBER | 8.15/0608      | SHEET NO. | 1 | TOTAL SHEETS | 416 |
| PROJECT | R-609EB & R-609FA | DESCRIPTION    | P. E.          |           |   |              |     |
| DATE    | 8.15.70           | DESIGNER       | F-119-10       |           |   |              |     |
|         | 8.15.70           | CONTRACTOR     | F-119-15       |           |   |              |     |
|         | 8.15.70           | INSPECTOR      | F-119-18       |           |   |              |     |
|         | 8.15.70           | APPROVER       | NHF-119-18     |           |   |              |     |
|         | 8.15.70           | DATE           | STPNHS-311(8)  |           |   |              |     |
|         | 8.15.70           | PROJECT        | MA-BRSTP-29(6) |           |   |              |     |



\* DENOTES NOT A PART OF PROJECT

THIS IS A CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.



DESIGN DATA

|          |                 |
|----------|-----------------|
| ADT 1994 | = 20,300-28,300 |
| ADT 2014 | = 36,800-52,100 |
| DHY      | = 10%           |
| D        | = 60%           |
| T        | = 15%           |
| V        | = 60 MPH        |

PROJECT LENGTH

|  |          |
|--|----------|
| LENGTH ROADWAY F.A. PROJECT NHF-119-1(8)                   | 4.768 mi |
| LENGTH STRUCTURE F.A. PROJECT NHF-119-1(8)                 | 0.074 mi |
| TOTAL LENGTH STATE F.A. PROJECT 8.15/0608                  | 4.842 mi |
| LENGTH STRUCTURE PROJECT STPNHS-311(8)                     | 0.003 mi |
| TOTAL LENGTH STATE PROJECT 8.1493201                       | 0.003 mi |
| LENGTH ROADWAY F.A. PROJECT MA-BRSTP-29(6)                 | 0.282 mi |
| LENGTH STRUCTURE F.A. PROJECT MA-BRSTP-29(6)               | 0.050 mi |
| TOTAL LENGTH STATE PROJECT 8.1493001                       | 0.302 mi |
| TOTAL LENGTH STATE PROJECT 8.1570608, 8.1493201, 8.1493001 | 5.147 mi |

Prepared in the Office of

**DIVISION OF HIGHWAYS**

RIGHT OF WAY DATE:  
R609E = 6/4/70  
R609F = 9/30/91  
LETTING DATE:  
MAY 15, 1996

JIMMY GOODNIGHT  
PROJECT MANAGER

L.T. OLIVER  
PROJECT DESIGN ENGINEER

SEAL OF THE STATE ENGINEER

STATE ENGINEER

STATE ROADWAY ENGINEER - DESIGN

ROADWAY DESIGN

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

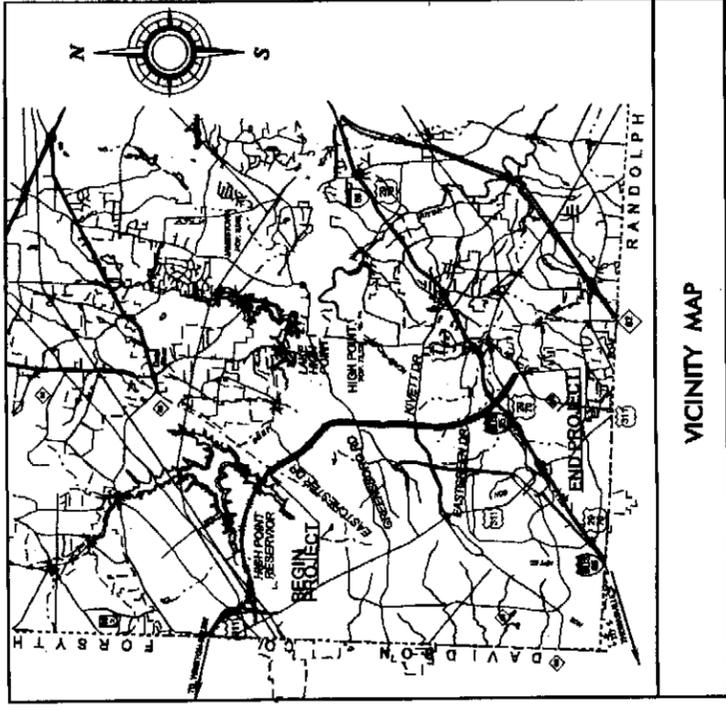
FEDERAL HIGHWAY ADMINISTRATION

DATE

# PROJECT: 8.1494102

## R-0609FB&R-0609H

See Sheet 1-A For Index of Sheets  
See Sheet 1-B For Conventional Symbols



# STATE OF NORTH CAROLINA

## DIVISION OF HIGHWAYS

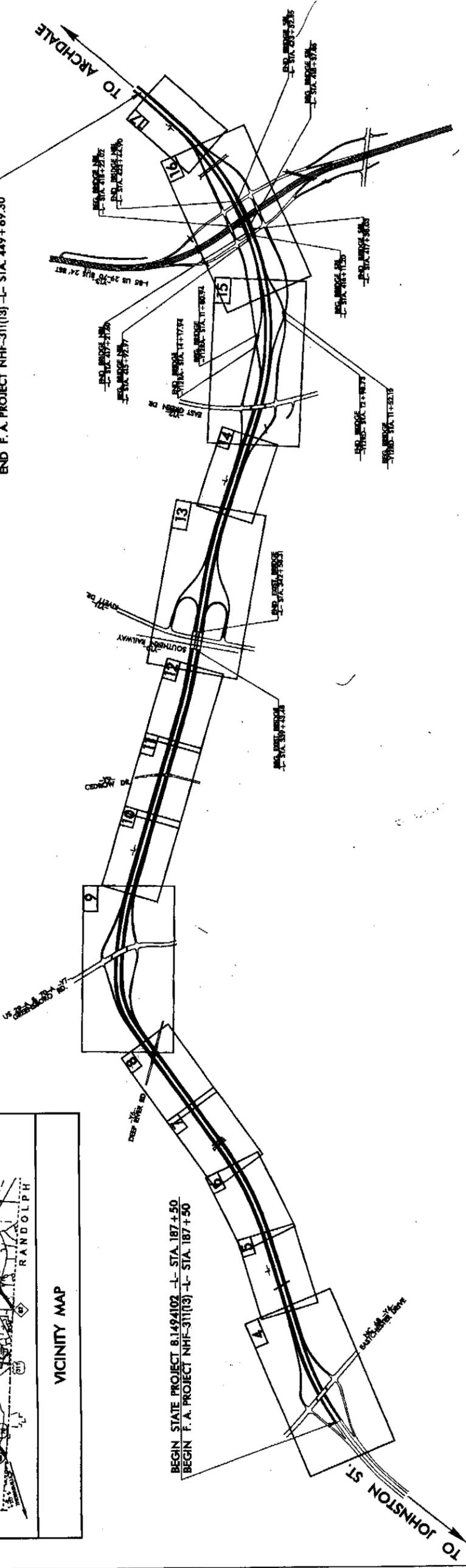
### GUILFORD COUNTY

**LOCATION: US 311 - HIGH POINT EAST BELT FROM APPROXIMATELY 580' FROM NC 68, EASTCHESTER DR. TO 3000' EAST OF US 29-70**

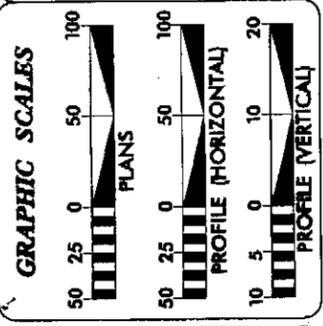
**TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES, SIGNING AND SIGNALS**

|                             |                   |             |
|-----------------------------|-------------------|-------------|
| STATE PROJECT REFERENCE NO. | STATE PROJECT NO. | PROJECT NO. |
| N.C. R-0609FB&R-0609H       | 1                 |             |
| STATE ROAD NO.              | F.A. PROJECT NO.  | DESCRIPTION |
| 8.15706401                  | MAF-F-119-1(1)    | PE          |
| 8.1494102                   | NHF-311(13)       | CONST.      |

END STATE PROJECT 8.1494102 -L- STA. 449+69.30  
END F.A. PROJECT NHF-311(13) -L- STA. 449+69.30



THIS IS A CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES



| DESIGN DATA         |
|---------------------|
| ADT 2000 = 30,600   |
| ADT 2025 = 59,700   |
| DIV = 10 %          |
| D = 55 %            |
| T = 15 % *          |
| V = 60 MPH          |
| * TTST 9 % DUAL 6 % |

| PROJECT LENGTH   |
|--|
| LENGTH ROADWAY F.A. PROJECT NHF-311(13) = 4.824 mi.    |
| LENGTH STRUCTURES F.A. PROJECT NHF-311(13) = 0.142 mi. |
| TOTAL LENGTH STATE PROJECT 8.1494102 = 4.966 mi.       |

|  |                     |
|--|---------------------|
| Prepared in the Office of:   |                     |
| <b>DIVISION OF HIGHWAYS</b><br>1000 Birch Ridge Dr., Raleigh, NC 27610 |                     |
| RIGHT OF WAY DATE:   | N/A                 |
| LETTING DATE:  | NOVEMBER 20, 2001   |
| PROJECT ENGINEER:  | JIMMY GOODNIGHT, PE |
| PROJECT ADMINISTRATOR:   | L. T. OLIVER        |

EXPIRES 12-31-02

EXPIRES 12-31-02

ROADWAY DESIGN ENGINEER

APPROVED: *[Signature]* PROJECT ADMINISTRATOR

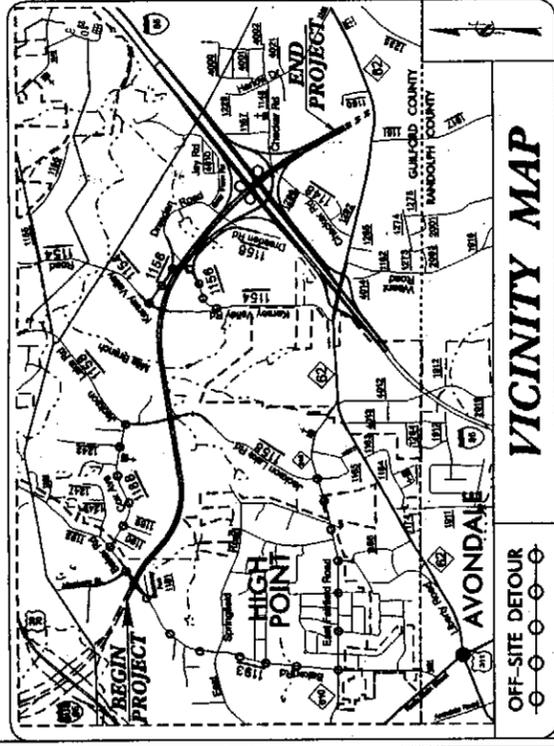
DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA

*[Signature]*  
STATE DESIGN ENGINEER

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: *[Signature]* PROJECT ADMINISTRATOR

See Sheet 1-A For Index of Sheets



**VICINITY MAP**

OFF-SITE DETOUR

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
**GUILFORD COUNTY**

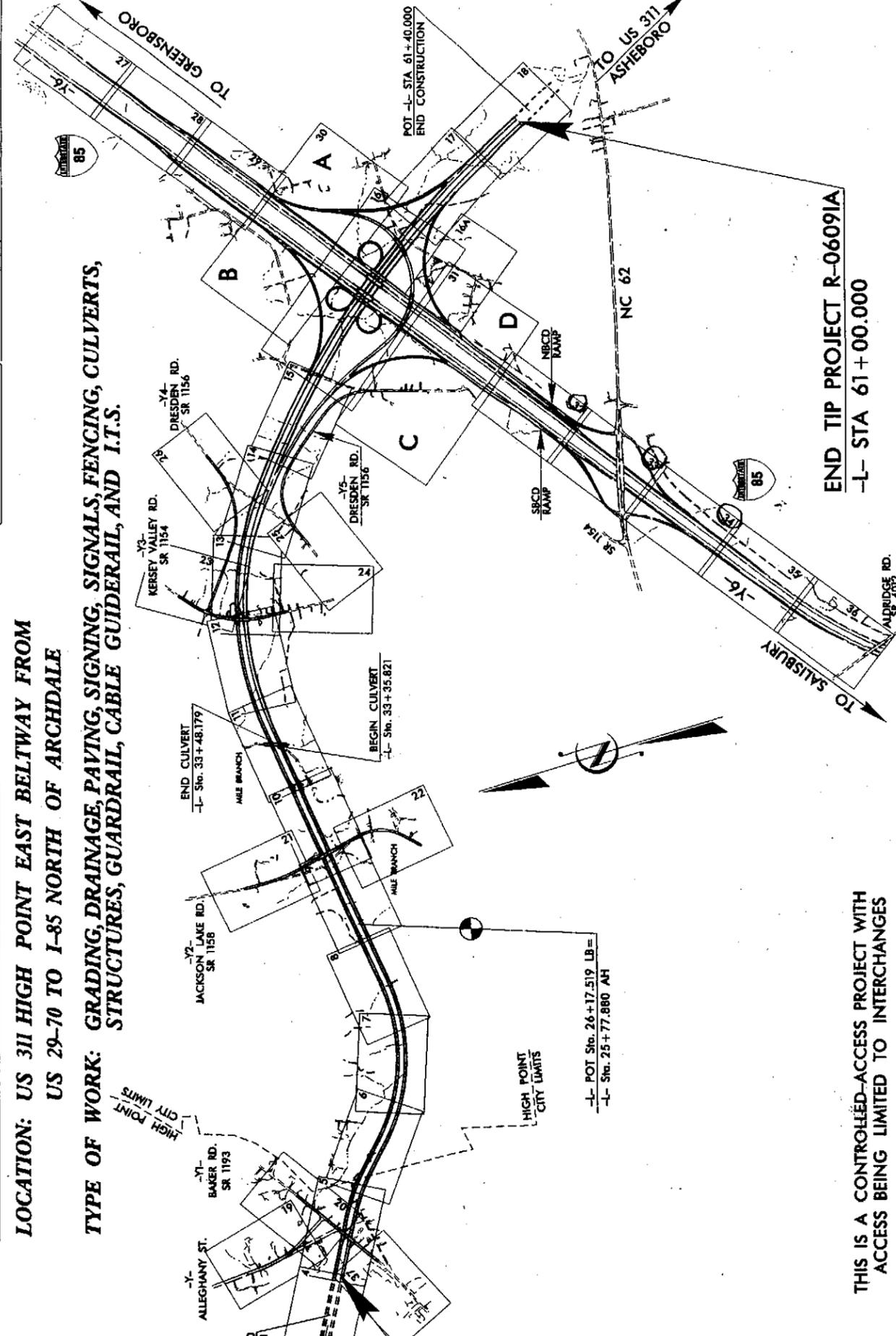
LOCATION: US 311 HIGH POINT EAST BELTWAY FROM  
US 29-70 TO I-85 NORTH OF ARCHDALE

TYPE OF WORK: GRADING, DRAINAGE, PAVING, SIGNING, FENCING, CULVERTS,  
STRUCTURES, GUARDRAIL, CABLE GUIDERAIL, AND I.T.S.

|                             |            |                             |                 |                 |              |
|-----------------------------|------------|-----------------------------|-----------------|-----------------|--------------|
| STATE PROJECT REFERENCE NO. | R-06091A   | SHEET NO.                   | 1               | TOTAL SHEETS    | 1            |
| STATE                       | N.C.       | STATE PROJECT REFERENCE NO. | R-06091A        | DESCRIPTION     | PE           |
| STATE PROJECT REFERENCE NO. | 34345.1.1  | F.A. PROGRAM                | MAF-E-119-(1)   | ROW & UTILITIES | CONSTRUCTION |
| STATE PROJECT REFERENCE NO. | 34345.2.7  | F.A. PROGRAM                | STP-NHF-119-(1) | ROW & UTILITIES | CONSTRUCTION |
| STATE PROJECT REFERENCE NO. | 34345.3.15 | F.A. PROGRAM                | STP-NHF-119-(1) | ROW & UTILITIES | CONSTRUCTION |



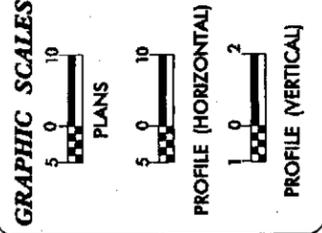
ALL DIMENSIONS IN THESE PLANS ARE IN METERS



BEGIN TIP PROJECT R-06091A  
-L- STA 11+98.805

END TIP PROJECT R-06091A  
-L- STA 61+00.000

THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES



**DESIGN DATA**

|                      |   |          |
|----------------------|---|----------|
| ADT 2005             | = | 27,000   |
| ADT 2025             | = | 39,000   |
| DHV                  | = | 10 %     |
| D                    | = | 60 %     |
| T                    | = | 13 % *   |
| V                    | = | 110 km/h |
| * TTST 7 % DUAL 6 %  |   |          |
| FUNC CLASS - FREEWAY |   |          |

**PROJECT LENGTH**

|                                       |   |          |
|---------------------------------------|---|----------|
| LENGTH ROADWAY TIP PROJECT R-06091A   | = | 4.929 KM |
| LENGTH STRUCTURE TIP PROJECT R-06091A | = | 0.012 KM |
| TOTAL LENGTH TIP PROJECT R-06091A     | = | 4.941 KM |

Prepared in the Office of:

**DIVISION OF HIGHWAYS**  
1800 Birch Ridge Dr., Raleigh, NC 27618

2002 STANDARD SPECIFICATIONS

**RIGHT OF WAY DATE:**  
SEPTEMBER, 2003

**LETTING DATE:**  
APRIL 17, 2007

**J. S. GOODNIGHT, PE**  
PROJECT ENGINEER

**S. D. KENDALL**  
PROJECT DESIGN ENGINEER

**HYDRAULICS ENGINEER**

**ROADWAY DESIGN ENGINEER**

**STATE DESIGN ENGINEER**

**APPROVED DIVISION ADMINISTRATOR**

**DIVISION OF HIGHWAYS**  
STATE OF NORTH CAROLINA

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL HIGHWAY ADMINISTRATION

**CONTRACT: C201275**

**TIP: R-06091A**



