



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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

CERTIFICATION OF RULEMAKING

Certifying Agency: Department of Transportation					
Action:	<input checked="" type="checkbox"/>	Adoption		<input checked="" type="checkbox"/>	Repeal
Statutory Authority: 20-141, 20-141 (i), 20-116 (h), 20-115.1 (f), 20-121 (i), 136-18 (5), 136-30, 20-141, 136-54.					
Public Hearing Not Required For This Action Under: GS 150A-1, 20-1.					
Rule Summary: Municipal Speed Zones, Rural Speed Zones, Truck Routes, Route Changes, STAA Reasonable Access (All), STAA Reasonable Access (Twins Only).					
Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare.					
Effective Date: January 22, 2013					

January 22, 2013

DATE


OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



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Municipal 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 ROCKINGHAM **DIVISION** 7

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
ROCKINGHAM EDEN	1066125	US 311	45	45	US 311, NC 14, 87, 770 from the intersection of US 311 and NC 14, northward to the intersection of SR 3003 (Meadow Road W).
ROCKINGHAM EDEN	1066126	NC 14	45	45	NC 14/87 from SR 3003 (Meadow Road W) to a point 0.2 mile north of SR 1714 (Aiken Road).
ROCKINGHAM EDEN	1066128	US 311	45	45	US 311, NC 770 from NC 700 (Fieldcrest Road)/SR 1714 (Summit Street) eastward to 0.88 mile east of SR 1714.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
ROCKINGHAM EDEN	1038879	NC 770	45	45	NC 770 (Meadow Road) from NC 700 (Fieldcrest Road)-SR 1714 (Summit Street) eastward to a point 0.88 mile east of SR 1714 (Summit Street) in Eden.
ROCKINGHAM EDEN	1038883	NC 700	45	45	NC 700-770 (Meadow Road) from SR 1962 (Pierce Road) eastward to NC 700 (Fieldcrest Road)-SR 1714 (Summit Street).

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
ROCKINGHAM EDEN	1053461	NC 14	45	45	From a point 0.14 mile north of SR 1533 (Harrington Highway), northward to a point 0.20 mile north of SR 1714 (Aiken Road) in Eden.

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 ROCKINGHAM **DIVISION** 7

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
ROCKINGHAM	1066130	US 311	45	45	US 311, NC 770 from a point 0.23 mile east of SR 1741 (Cascade Avenue) to a point 0.55 mile east of SR 1743 (Gant Road).

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
ROCKINGHAM	1062083	NC 770	45	45	From a point 0.23 mile east of SR 1741 (Cascade Avenue) to a point 0.55 mile east of SR 1743 (Gant Road).

Truck Routes

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 (i), 20-121 (i), 20-116 (h), 136-18 (5), 136-30, 136-54.

COUNTY ROCKINGHAM DIVISION 7

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
ROCKINGHAM	1066124	US 311	All thru trucks and other vehicles with an axle load limit in excess of 13,000 lbs. shall be restricted from all other state maintained roads within the corporate limits of Eden.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
ROCKINGHAM	1050900	NC 700	NOW, THEREFORE, BE IT HEREBY ORDAINED that from NC 14, eastward to SR 1733 (Summit Road). BE IT FURTHER ORDAINEDthat all thru trucks and other vehicles with an axle load limit in excess of 13,000 lbs. shall be restricted from all other state maintainedroads within the corporate limits of Eden.

Route Changes

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 136-30, 136-54.

COUNTY ROCKINGHAM **DIVISION** 7

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
ROCKINGHAM	1066053	US 311	Add US 311 along existing alignment of NC 14, NC 87, NC 770 (Van Buren Road) between NC 14, Harrington Highway and NC 14, NC 87, NC 700, NC 770, SR 3003 (Meadow Road).
ROCKINGHAM	1066054	US 311	Add US 311 along existing alignment of NC 700, NC 770 (Meadow Road) between NC 14, NC 87, NC 770, SR 3003 (Van Buren Road, Meadow Road) and NC 700, SR 1737 (Main Street, Fieldcrest Road).
ROCKINGHAM	1066056	US 311	Add US 311 along existing alignment of NC 770 between NC 700, SR 1737 (Main Street, Fieldcrest Road) and the Virginia State line.

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 ROCKINGHAM **DIVISION** 7

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
ROCKINGHAM	1066051	SR 1714	Between US 311, NC 700, NC 770, SR 3005 (Meadow Road, Fieldcrest Road) and SR 1798 (Industrial Drive). Application 2095-1.
ROCKINGHAM	1066052	US 311	Between NC 14, NC 87, NC 770, SR 1533 (Harrington Highway, Van Buren) and SR 1714, SR 3005 (Summit Road, Fieldcrest Road). Application 2095-1.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
ROCKINGHAM	1063700	NC 14	Between US 311/NC 87/NC 770 (Harrington Highway) and NC 87/NC 700/NC 770/SR 3003 (Meadow Road). Application 2095-1.
ROCKINGHAM	1063702	NC 700	Between 0.3 mile southwest of of SR 1962 and SR 1733. Application 2095-1.
ROCKINGHAM	1063705	SR 1714	Between NC 700/NC 770/SR 3005 (Meadow Road/Fieldcrest Road) and SR 1798 (Industrial Drive). Application 2095-1.

STAA Reasonable Access (Twins Only)

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COUNTY ROCKINGHAM **DIVISION** 7

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
ROCKINGHAM	1066145	US 311	Between US 311, NC 14 and SR 1747 (Stadium Drive). Application Number 085-1.
ROCKINGHAM	1066146	SR 1747	Between US 311, NC 14, NC 87, NC 770 (Van Buren Road) and the Yellow Freight System Terminal (Located at 326 E. Stadium Drive). Application Number 085-1.
ROCKINGHAM	1066147	NC 14	Between NC 87, SR 1605 and US 311, NC 700, NC 770, SR 3003 (Meadow Drive). Application 085-2.
ROCKINGHAM	1066148	US 311	Between NC 700, NC 770, SR 3003 (Meadow Drive) and SR 1747 (Stadium Drive). Application 085-2.
ROCKINGHAM	1066149	SR 1747	Between US 311, NC 14, NC 87, NC 770 (Van Buren Road) and the Yellow Freight System terminal located at 326 E. Stadium Drive (approximately 0.1 mile northeast of SR 1962). Application 085-2.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
ROCKINGHAM	1064094	NC 14	Between US 311 and SR 1747 (Stadium Drive). Application Number 085-1.
ROCKINGHAM	1064095	SR 1747	Between NC 14 (Van Buren) and the Yellow Freight System Terminal (Located at 326 E. Stadium Drive). Application Number 085-1
ROCKINGHAM	1064097	NC 14	Between NC 87, SR 1605 and SR 1747 (Stadium Drive). Application Number 085-2

County	Ordinance Number	Route	Long Description
ROCKINGHAM	1064098	SR 1747	Between NC 14 and the Yellow Freight System terminal (located at 326 E. Stadium Drive). Application 085-2

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (20-141, 20-141 (i), 20-116 (h), 20-115.1 (f), 20-121 (i), 136-18 (5), 136-30, 20-141, 136-54).

All the actions to the Highway Traffic Ordinances herein adopted are effective January 22, 2013 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
Municipal Speed Zones	3	3
Rural Speed Zones	1	1
Truck Routes	1	1
Route Changes	3	0
STAA Reasonable Access (All)	2	3
STAA Reasonable Access (Twins Only)	5	4
Total	15	12

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.

January 22, 2013

DATE

OFFICER SIGNATURE

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January 22, 2013

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SCOH Report

From

Special Committee on U.S. Route Numbering Annual Meeting

Friday, November 16, 2012

Meeting Minutes

The Special Committee on U.S. Route Numbering and U.S. Bicycle Route Systems (USRN) convened at 6:32 PM at the David L. Lawrence Convention Center, Pittsburgh, PA. Present were Ken Sweeney, ME (Chair), Greg Johnson, MI, Mark McConnell, MS, Cathy Nelson, OR and Marty Vitale, AASHTO (Secretary). Also present were members of AASHTO from Wisconsin.

The committee discussed the enclosed letter received on November 15 at 4:00PM from FHWA's Shari Schafflein, Director, Office of Human Environment that addressed 11 interstate route applications from several member departments. It was unanimously decided by the committee to send a letter to each member department (Alabama, Illinois, Indiana, Maryland, Minnesota, Texas, and Wisconsin) informing them that although, AASHTO USRN conditionally approves their applications they must first satisfy the FHWA conditions described in the letter and that FHWA makes the ultimate decisions on all interstate routes.

This report contains the results to the ballot titled *RN-12-02 Special Committee on U.S. Route Numbering Annual Meeting Ballot*. The USRN reviewed all applications prior to meeting on November 15 to discuss and reconcile their decisions. The committee received 23 applications from 12 states.

One application was disapproved, 12 approved, and 10 approved with conditions.

TEXAS	Establishment of Interstate Route (#TBD)	Route will begin at 0.5 mile west of the U.S. 83/Showers Road junction in Palmview, TX. Route will extend 46.8 miles to the east. Existing facility is a four-lane to six-lane divided, controlled access route. Route will travel west to east. Mission, McAllen, Pharr, and Harlingen are four focal point cities. Route will extend 46.8 miles. Route will end at the junction of U.S. 77 in Harlingen, TX.	Disapproved Application incomplete without an interstate number and Texas needs to provide a map showing that interstate routes are interconnected.
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DOT	Route	Description	Decision
ALABAMA	Establishment Interstate I-22	Route begins at intersection of I-65 at mile marker 96.22 in Birmingham, AL westerly to the Mississippi State Line over an existing Future I-22/US 78 west to Jasper, AL for a total of 96.22 miles and ending at MI State Line at mile marker 0.00. A letter is included from John R. Cooper, AL Transportation Director to Mark D. Bartlett FHWA Montgomery, AL dated September 5, 2012. A letter is being sent to FHWA headquarters from AASHTO informing FHWA of the application. This is in accordance with MAP-21: Section 1104 - NHS.	Conditional Approval Mississippi needs to submit an application. Pending FHWA approval from Victor Mendez, FHWA Administrator
ARIZONA	Establishment US Truck Routed 95 (category added by Arizona)	A new US 95 Truck Route [sic] is proposed to be established in San Luis, Arizona, extending from an intersection with US 95 south and east along existing streets 0.5 mile to the Port of Entry at the international boundary. AASHTO's policy does not include U.S. truck routes. See AASHTO Policy Statements: Purpose & Policy Statement HO1 and Purpose & Policy Statement HO2 (Retention of HO1). The FHWA contact on the subject of truck and freight is Ed Strocko 202-366-2997 Ed.Strocko@dot.gov and for AASHTO Leo Penne 202-624-5800 lpenne@ashto.org.	Approved
ARIZONA	Relocation of U.S. 93	US 93 is requested to be relocated over a new alignment, from the north side of Wickenburg, AZ 1.2 miles to the south to a new junction and terminus with US 60 on the east side of Wickenburg, AZ.	Approved
ARIZONA	Relocation of U.S. 93	US 93 will be relocated from its old alignment through the City of Kingman onto existing Interstate 40 4.2 miles from Exit 48 on the west side of Kingman north and east to Exit 53 on the east side of Kingman.	Approved
ARIZONA	Relocation of US 180	US 180 will be relocated from its old alignment down I-40 onto County Club Rd heading north and then west on old route 66 to the intersection of Santa Fe Ave. and Humphrey's St.	Approved
ARIZONA	Elimination of US 89	The portion of US 89 to be eliminated begins at the Country Club Dr. and I-40 interchange in Flagstaff and ends 0.5 miles to the north at the intersection of County Club Dr. and Route 66. The intersection of County Club Dr. and Route 66 (I-40 Business, US 180) will be the new terminus of US 89.	Approved

DOT	Route	Description	Decision
ILLINOIS	Establishment of I-41	Begins at the Wisconsin/Illinois state border following USH 41/IH-94 to the USH 41/IH-94 interchange south of Russell Road/County Highway 19. Travels over an existing Interstate and US Highways Southerly covering 0.9 and ends at the USH 41/IH-94 interchange. IH-41 is proposed to follow USH 41/IH-94 from the Wisconsin/Illinois state border south to the USH 41/IH-94 interchange. No letter included showing the member department has contacted FHWA. AASHTO to prepare information letter to FHWA headquarters and copying Illinois. South of Russell Road/County Highway 19.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
INDIANA	Extension of I-69	(Intersection or Mile Marker) Currently, the I-69 route begins at the I-64/ I-164 interchange (Mile Marker 21) in Gibson County, Indiana. The new alignment of Interstate 69 Section 4 begins at the end of I-69 Section 3 near the U.S. 231 interchange (Mile Marker 87) in Greene County. Describe where it is going? From the City of Evansville the road travels northerly through the State of Indiana to the City of Indianapolis and providing access to Bloomington. From U.S. 231 north of the Crane Naval Surface Warfare Center to S.R. 37 southwest of Bloomington, Indiana. I-69 Section 4 will be traveling over a new alignment. Give the direction of travel: Beginning at the U.S. 231 interchange (Mile Marker 87), the existing segment of I-69 would be routed over a new alignment traveling northerly and easterly past the intersection of State Road 45 (Mile Marker 98) to the Greene/Monroe County Line interchange (Mile Marker 104). Then I-69 Section 4 travels north and east to the new interchange at State Road 37 (Mile Marker 114) southwest of Bloomington, Indiana. Name the focal point city or cities: The City of Bloomington, Indiana is the focal point city for the section in reference of this request. Length of route in miles: This segment of I-69 Section 4 that is proposed to be routed over a new alignment is approximately 26.7 miles long. The total corridor length at the completion of I-69 Section 4 will be approximately 93.77 miles. For this request, new road construction for I-69 terminates at the juncture of S.R. 37 (mile marker 114) on the southwest side of the City of Bloomington. No letter provided from the member department that FHWA has been contacted about this change. AASHTO will send a letter of information to FHWA and copy Indiana.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
IOWA	Relocation of U.S. 20	Route begins at Junction with existing U.S. 20, approximately 1 mile west of US71. From its junction with existing U.S. 20, traversing east through Sac County, continuing east through Calhoun County to its junction with Iowa 4. This is a New Alignment traveling East covering Approximately 26.1 miles. The route ends at Junction with existing U.S. 20 and Iowa 4.	Approved

DOT	Route	Description	Decision
MARYLAND	Relocation of I-370	Interstate Route 370 begins at the point where Sam Eig Highway (a Montgomery County-maintained route) ends, and travels easterly to a point where Maryland Route 200, the Intercounty Connector begins. It is a two-way divided highway. The total distance of this interstate highway is 2.54 miles. The focal point city is Rockville, Maryland.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
MICHIGAN	Recognition of a Business Route on U.S. 131	The MDOT Control Section 78012 begins at mile 0.0 at the US-131/US-12 intersection in Saint Joseph County, Michigan. The beginning of US-131BR (South Tie In, CS 78012 MP 1.47) will begin approximately 0.63 miles north of Dickinson Road. From the beginning north of Dickinson Road the road travels northerly through the village of Constantine, Michigan until it rejoins existing US-131 south of Garber Road in Saint Joseph, County. The road will be primarily traveling over the existing US-131 alignment. The north and south tie in intersections with US-131 will be new construction. US-131 travels from south to north beginning north of Dickinson Road and ending south of Garber Road. The Village of Constantine is the focal point for the section in reference of this request. The total length of this segment of re-designated existing alignment is 4.04 miles. The end of US-131BR (North Tie In, CS 78012 MP 5.51) will end approximately 0.74 miles south of Garber Road.	Approved
MICHIGAN	Relocation of U.S. 131	The new alignment of US-131 begins at mile 0.0 approximately 0.63 miles north of Dickinson Road in Saint Joseph County, Michigan. From the beginning north of Dickinson Road the road travels northerly to the west of the village of Constantine, Michigan until it rejoins existing US-131 south of Garber Road in Saint Joseph, County. The road will be traveling over a new alignment. US-131 travels from north to south beginning north of Dickinson Road and ending south of Garber Road. The Village of Constantine is the focal point for the section in reference of this request. The total length of this segment of new alignment is 4.201 miles. The new alignment of US-131 ends at mile 4.201 approximately 0.73 miles south of Garber Road in Saint Joseph County, Michigan.	Approved

DOT	Route	Description	Decision
MINNESOTA	Recognition of Business Route I-35	The route will begin at the intersection of I-35 and County State Aid Highway 7 to the intersection with County State Aid Highway 61 and thence northerly along County State Aid Highway 61, parallel to I-35, to the intersection with County State Aid Highway 11. Thence the business route extends westerly along County State Aid Highway 11 and terminates at the intersection of I-35 and County State Aid Highway 11 (Exit 171). The route will travel south to north through the business district of Pine City, a distance of approximately 3 miles	Approved New I-35 “business loop” meets MUTCD Section 2D.11 and needs to be a M1-2 green sign as a business loop off the Interstate.
MINNESOTA	Establishment of USBRS 45 (aka Mississippi River Trail)	The route begins at the E Entrance Road at the southeast entrance of Itasca State Park to Cass Lake: 60.2 miles Cass Lake to Brainerd via Heartland and Paul Bunyan State Trails: 83.5 miles Cass Lake to Brainerd East Route: 177.2 miles Brainerd to Sauk Rapids: 66.7 miles West Side of Mississippi River: 3.7 miles East Side of Mississippi River: 5 miles St. Cloud to Elk River: 40.9 miles	Approved
NORTH CAROLINA	Extension of U.S. 311	The route begins at the intersection of NC 14 south of Eden in Rockingham County in North Carolina. The North Carolina portion of the route is going north and east along portions of existing North Carolina routes (NC 14, NC 700, and NC 770) south, in, and northeast of Eden in Rockingham County. The North Carolina portion of the route is traveling along an arterial on an existing alignment, which is primarily a five-lane undivided cross-section with a two-way left turn lane in Eden, and primarily a two-lane undivided cross-section in the northeastern part of Eden to the Virginia state line. The route is going north and east. The focal point city along the North Carolina portion is Eden. The route will cover approximately 9.78 miles in North Carolina. The North Carolina portion of the route ends at the Virginia state line in Rockingham County	Approved
TEXAS	Extension of I-69	Route will begin at IH 610 West in Houston. Route will extend 28.4 miles to the south. Existing facility is a four-lane to twelve-lane divided, controlled access route. Route will travel north to south. Houston, Sugarland, and Rosenberg are the three focal points. Route will extend 28.4 miles. Route will end 0.16 mile north of the intersection of US 59 and SS 529	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
TEXAS	Extension of I-69	Route will begin at 0.6 mile north of the U.S. 77 / CR 3690 junction north of Raymondville, TX. Route will extend 53.3 miles to the south. Existing facility is a four-lane divided, controlled access route. Route will travel south to north. Raymondville, Harlingen, and Brownsville are the three focal points. Route will extend 53.3 miles. Route will end 0.1 mile north of the U.S. 77 / University Boulevard intersection in Brownsville, TX.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator

DOT	Route	Description	Decision
TEXAS	Establishment of I-69C	Route will begin at 0.5 mile north of the U.S. 281/FM 2812 junction. Route will extend 13.5 miles to the south. Existing facility is a four-lane divided, controlled access route. Route will travel south to north. Edinburg and Pharr are the two focal points. Route will extend 13.5 miles. Route will end at the junction of U.S. 83.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
TEXAS	Establishment of I-369	Route will begin at IH 30 in Texarkana. Route will extend 3.5 miles to the south. Existing facility is a four-lane divided, controlled access route. Route will travel south to north. Texarkana is the focal point city. Route will extend 3.5 miles. Route will end at the junction of U.S. 59 and SL 151.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
TEXAS	Establishment of Interstate Route (#TBD)	Route will begin at 0.5 mile west of the U.S. 83/Showers Road junction in Palmview, TX. Route will extend 46.8 miles to the east. Existing facility is a four-lane to six-lane divided, controlled access route. Route will travel west to east. Mission, McAllen, Pharr, and Harlingen are four focal point cities. Route will extend 46.8 miles. Route will end at the junction of U.S. 77 in Harlingen, TX.	Disapproved Application incomplete without an interstate number and Texas needs to provide a map showing that interstate routes are interconnected.
VIRGINIA	Extension of U.S. 311	The route begins at the North Carolina state line in Pittsylvania County. The Virginia portion of the route is going north and east along the extent of existing Route 863 in Virginia in Pittsylvania County. The Virginia portion of the route is traveling along an existing alignment which is primarily a two lane undivided cross section from the NC state line to U.S. 58 Business just west of Danville, VA. The route is going north and east. The focal point city is Danville, VA. The route will cover approximately 7.63 miles in Virginia. The VA portion ends at the intersection of U.S. 58 Business just west of Danville, VA.	Approved
WISCONSIN	Establishment of I-41	The route begins at US 41/I-43 Interchange in Green Bay. It follows US 41 south to the US 41/US 45 split in the northwest part of Milwaukee, and then following US 45, I-894, and I-94/US-41 to the Wisconsin/Illinois state border. It travels over an existing Interstate and US Highways southerly to Green Bay, Appleton, Oshkosh, Fond du Lac, and Milwaukee a total of 171.5 miles and ends at the Wisconsin/Illinois state border. I-41 is proposed to follow US 41 from the US 41/I-43 Interchange in Green Bay south to the US 41/US 45 split near Richfield then follow US 45 to the Zoon Interchange (I-94/I-894, then follow I-894 to the Mitchell Interchange (I-94/I-894) and then follow US 41/I-94 south to the Wisconsin/Illinois state border.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator

DOT	Route	Description	Decision
WISCONSIN	Relocation of US 41	The route begins at US 41/US 45 Interchange and follows US 45 and IH-894 from the USH 41/USH 45 interchange to the IH-94/IH-894 interchange (Mitchell Interchange) over an existing interstate and US highways southerly and easterly at Milwaukee for 17.6 miles and ends at IH-94/IH-894 interchange (Mitchell Interchange). USH 41 is proposed to be relocated to follow USH 45 from the USH 41/USH 45 interchange between Milwaukee and Menominee Falls to the Zoo Interchange (IH-94/IH-894), then follow IH-894 from the Zoo Interchange (IH-94/IH-894) to the IH 94/IH-894 interchange (Mitchell Interchange).	Conditional Approval Contingent upon the Approval of I-41 or pending FHWA approval of I-41 (entry 23)



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of **North Carolina** for:

- ☐ Elimination of a U.S. (Interstate) Route
- ☐ Establishment of a U.S. (Interstate) Route
- ☒ Extension of a U.S. (Interstate) Route
- ☐ Relocation of a U.S. (Interstate) Route
- ☐ Establishment of a U.S. Alternate Route
- ☐ Establishment of a Temporary U.S. Route
- ☐ **Recognition of a Business Route on U.S. (Interstate) Route
- ☐ **Recognition of a By-Pass Route on U.S. Route

US 311

**AASHTO Use
Only**

Action taken by SCOH:

Between **NC 14, south of
Eden, NC** and **the Virginia
State Line**

The following states or states are involved:

North Carolina

Virginia (to US 58 Business, west of Danville)

- *****Recognition of...** A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED: August 31, 2012

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

- ***Bike Routes:** [this form is not applicable for US Bicycle Route System](#)

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.) **This extension of US 311 will improve connectivity between northern North Carolina and US 58 Business in Virginia, and will make the transportation network move people and goods more efficiently between the states.**

Date facility available to traffic **Currently open to traffic.**

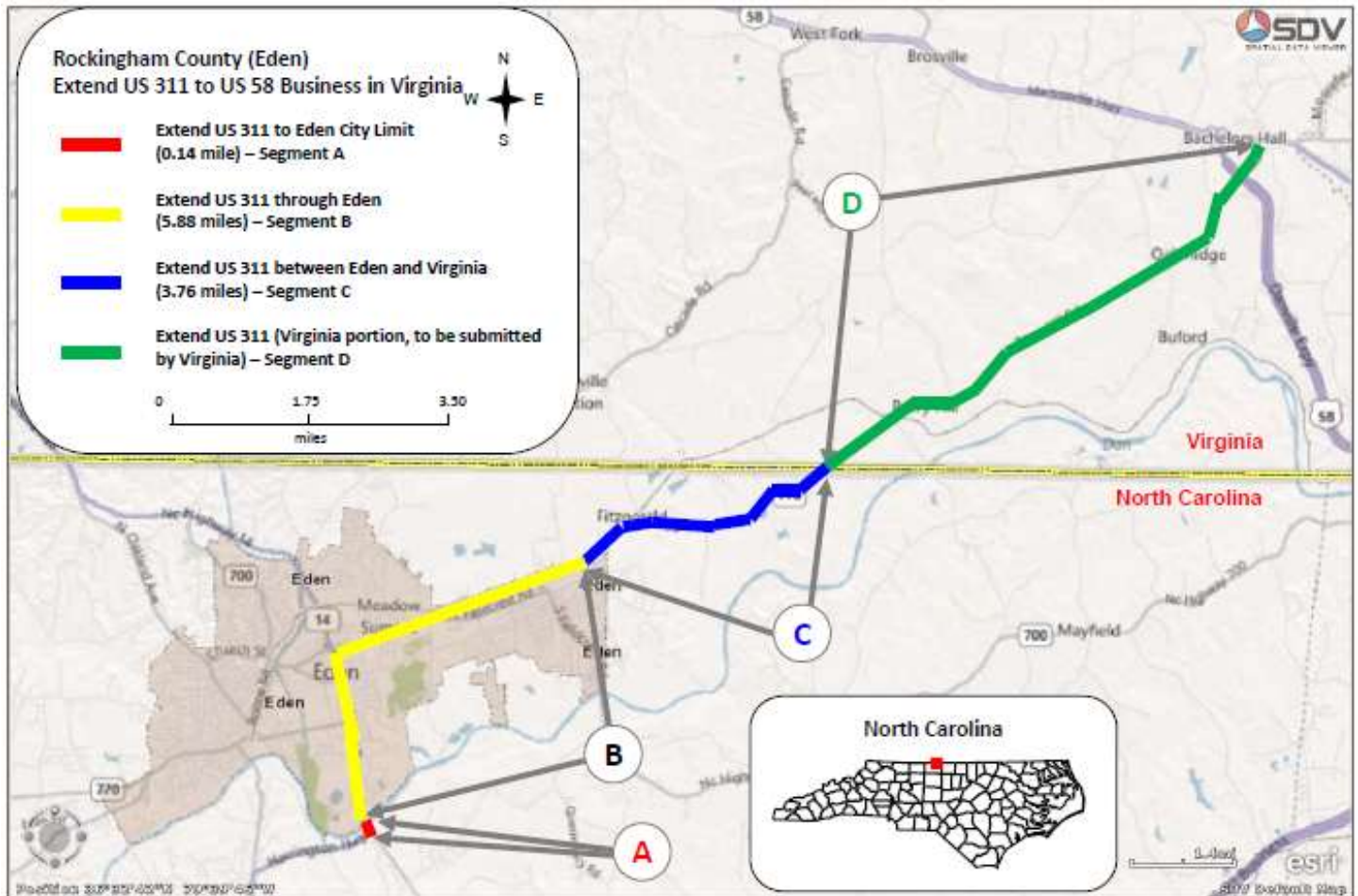
Does the petition propose a new routing over a portion of an existing U.S. Route? **No** If so, where? _____

Does the petition propose a new routing over a portion of an existing Interstate Route? **No** If so, where? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to usroutes@aaashto.org or mvitale@aaashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



Note:

Segment D is for reference only. The application for segment D is anticipated to be submitted by Virginia in the fall 2012 submittal cycle.

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is **11,200** as compared to **11,500** for the year **2010** for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

Chief Executive Officer

(Signature)
North Carolina Department of Transportation
(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 11,200 as compared to 11,500 for the year 2010 for all other U.S. Numbered Routes in the State.

The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991* or the *Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.


(Signature)

Chief Executive Officer North Carolina Department of Transportation
(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select “Worksheet Object” – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps..

Mileage	1	2	3	4	5	6	7	8	9	10	11
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards						
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Show When In Excess of Standard	
							Roadway Width Deficiency	H - Loading Deficiency		Horizontal Curvature	Percent Grade
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length					
0.0	A	H	G	23,000	NONE	NONE	NONE	NONE	NONE	NONE	NONE
0.2	B	H	G	23,000	NONE	NONE	NONE	NONE	NONE	NONE	NONE
0.4				31,000							
1.5				29,000							
2.1				20,000							
2.5				14,000							
3.9				RXR							
5.1				6,100							
5.4				4,700							
5.8				4,400							
6.0				3,500							
7.0	C	H	G	3,500	NONE	NONE	NONE	NONE	NONE	NONE	
7.4				2,300							
8.3				RXR							
8.9				2,300							
9.8											

Attach additional sheet here if necessary

Note 1 - Bridge 780169 at milepost 8.3 in Segment C is scheduled for replacement in 2016 under STIP B-5343.

Note 2 - Curves located near milepost 8.9 in Segment C are treated with appropriate signage.

Contact Information:

Renee B. Roach, P.E.
rroach@ncdot.gov
919-771-2741 (phone)
919-771-2745 (fax)

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

Explain the direction (north, east, south, and west)

Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

Begin your description here:

The route begins at the intersection of NC 14 south of Eden in Rockingham County in North Carolina.

The North Carolina portion of the route is going north and east along portions of existing North Carolina routes (NC 14, NC 700, and NC 770) south, in, and northeast of Eden in Rockingham County.

The North Carolina portion of the route is traveling along an arterial on an existing alignment, which is primarily a five-lane undivided cross-section with a two-way left turn lane in Eden, and primarily a two-lane undivided cross-section in the northeastern part of Eden to the Virginia state line.

The route is going north and east.

The focal point city along the North Carolina portion is Eden.

The route will cover approximately 9.78 miles in North Carolina.

The North Carolina portion of the route ends at the Virginia state line in Rockingham County.

Revised Log for the U.S. Route Numbering Database:

NOTE – The U.S. Route numbering log needs should be revised to reflect the following routing of US 311 through North Carolina.

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
311	North Carolina	Regular	I 73	0	0	Route begins
311	North Carolina	Regular	US 220	0	0	Interchange
311	North Carolina	Regular	Guilford County	11	11	County line
311	North Carolina	Regular	I 85	1	12	Interchange
311	North Carolina	Regular	I 85 Business	2	14	Interchange
311	North Carolina	Regular	US 29	0	14	Interchange
311	North Carolina	Regular	US 70	0	14	Interchange
311	North Carolina	Regular	Forsyth County	8	22	County line
311	North Carolina	Regular	I 40	9	31	Interchange
311	North Carolina	Regular	I 40	2	33	Interchange
311	North Carolina	Regular	US 52	0	33	Interchange
311	North Carolina	Regular	I 40 Business	3	36	Interchange
311	North Carolina	Regular	US 158	0	36	Interchange
311	North Carolina	Regular	US 421	0	36	Interchange
311	North Carolina	Regular	US 52	1	37	Interchange
311	North Carolina	Regular	Walkertown	4	41	Municipal Limit
311	North Carolina	Regular	Walkertown	4	45	Municipal Limit
311	North Carolina	Regular	Stokes County	6	51	County line
311	North Carolina	Regular	Walnut Cove	1	52	Municipal limit
311	North Carolina	Regular	Walnut Cove	3	55	Municipal limit
311	North Carolina	Regular	Rockingham County	7	62	County line
311	North Carolina	Regular	Madison	3	65	Municipal limit
311	North Carolina	Regular	Madison	2	67	Municipal limit
311	North Carolina	Regular	US 220	1	68	Interchange
311	North Carolina	Regular	US 220 Business	0	68	Interchange
311	North Carolina	Regular	US 220	3	71	Interchange
311	North Carolina	Regular	Eden	14	85	Municipal limit
311	North Carolina	Regular	Eden	6	91	Municipal limit
311	North Carolina	Regular	Virginia State line	4	95	Route ends



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Beverly Eaves Perdue
GOVERNOR

Eugene A. Conti, Jr.
SECRETARY

January 26, 2012

MEMORANDUM TO: J. Kevin Lacy, PE, CPM
State Traffic Engineer

FROM: J. M. Mills, PE
Division Engineer

SUBJECT: Extension of US 311

A handwritten signature in black ink, appearing to read "J. M. Mills", written over the printed name and title of the Division Engineer.

Attached please find the following three resolutions of support for the proposed extension of US 311, from its current termini at NC 14 in Eden, North Carolina to US 58 in Danville, Virginia:

- Resolution of Support from the City of Eden
- Resolution of Support from the Piedmont Triad Rural Planning Organization
- Resolution of Support from the Rockingham County Board of Commissioners

If you need any additional information in order to place this item on the agenda for the May 2012 AASHTO (American Association of State Highway and Transportation Officials) meeting, please do not hesitate to let me know.

JMM/jm
Atta.

Cc: Mike Fox, Board of Transportation Member, Division 7
A. D. Wyatt, P.E., PTOE, Central Region Field Operations Engineer
V. L. Embry, P.E., Regional Traffic Engineer
R. B. Roach, P.E., Mobility and Safety Staff Engineer
P. D. Wilson, P.E., Division Operations Engineer
D. M. McPherson, Division Traffic Engineer
J. R. Julian, District Engineer

**Resolution of Support from the City of Eden
For the extension of US 311 through Eden**

Whereas, there are many industrial facilities along North Carolina Route 770 in North Carolina that is served from both North Carolina and Virginia; and

Whereas, there are industries developing along Pittsylvania County Route 863 in Virginia that will be served from both North Carolina and Virginia; and

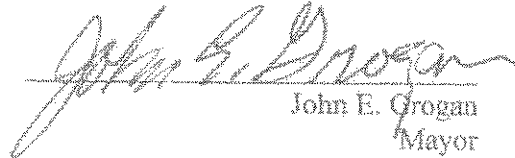
Whereas, recognizing that the current terminus on US 311 is at North Carolina Route 14 in Eden, North Carolina leaving a gap in the continuity and connectivity of the US Routing system; and

Whereas, affirming that extending US 311 from Eden, North Carolina to US 58 in Danville Virginia will remove the gap in connectivity and continuity of this portion of the US Routing system; and

Whereas, affirming that extending the US 311 provides connectivity in a region of both North Carolina and Virginia that are not fully connected with a state numbered route;

Now, therefore be it resolved by the Eden City Council that it would be in the public's best interest to improve the continuity and connectivity of the US Route Numbering System by extending US 311 from North Carolina Route 14 in Eden North Carolina, continuing north on existing NC 14 to the NC 770 interchange, and then proceed along existing NC 770 in a northeasterly direction to US 58 in Danville Virginia affirming that the **Eden City Council** endorses the extension of US 311;

The **Eden City Council** further Recommends that the North Carolina Department of Transportation and the Virginia Department of Transportation request through the American Association on State Highway and Transportation Officials (AASHTO) to extend US 311 to US 58 in Danville Virginia;


John E. Grogan
Mayor

ATTEST:


Sheralene S. Thompson, CMC
City Clerk

**PIEDMONT TRIAD RURAL PLANNING ORGANIZATION
RESOLUTION OF SUPPORT
FOR THE EXTENSION OF US 311 THROUGH EDEN**

A motion was made by Robert Aswell and seconded by James Kellner for the adoption of the following resolution and upon being put to a vote, was duly adopted.

WHEREAS, There are many industrial facilities along North Carolina Route 770 in North Carolina that is served from both North Carolina and Virginia; and

WHEREAS, There are industries developing along Pittsylvania County Route 863 in Virginia that will be served from both North Carolina and Virginia; and

WHEREAS, Recognizing that the current terminus on US 311 is at North Carolina Route 14 in Eden, North Carolina leaving a gap in the continuity and connectivity of the US Routing system; and

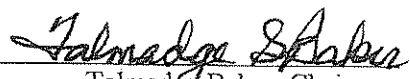
WHEREAS, Affirming that extending US 311 from Eden, North Carolina to US 58 in Danville Virginia will remove the gap in connectivity and continuity of this portion of the US Routing system; and

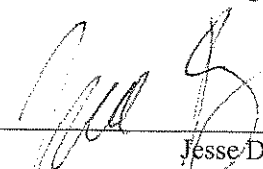
WHEREAS, Affirming that extending the US 311 provides connectivity in a region of both North Carolina and Virginia that are not fully connected with a state numbered route;

NOW, THEREFORE BE IT RESOLVED that the Transportation Advisory Committee of the Piedmont Triad Rural Planning Organization agrees it would be in the public's best interest to improve the continuity and connectivity of the US Route Numbering System by extending US 311 from North Carolina Route 14 in Eden North Carolina, continuing north on existing NC 14 to the NC 770 interchange, and then proceed along existing NC 770 in a northeasterly direction to US 58 in Danville Virginia affirming that the Piedmont Triad Rural Planning Organization endorses the extension of US 311;

THE PIEDMONT TRIAD RURAL PLANNING ORGANIZATION further Recommends that the North Carolina Department of Transportation and the Virginia Department of Transportation request through the American Association of State Highway and Transportation Officials (AASHTO) to extend US 311 to US 58 in Danville Virginia;

ADOPTED, this the 7th day of December, 2011.


Talmadge Baker, Chairman
Transportation Advisory Committee
Piedmont Triad Rural Planning Organization


Jesse Day, Secretary
Transportation Advisory Committee
Piedmont Triad Rural Planning Organization

GOVERNMENTAL CENTER
371 NC 65, SUITE 206
WENTWORTH, N.C. 27375-0206
Telephone: (336) 342-8102
Fax: (336) 342-8105



MAILING ADDRESS:
P.O. BOX 206
WENTWORTH, N.C. 27375-0206

Rockingham County
Board of Commissioners

January 11, 2012

RECEIVED
JAN 13 2012

NC Dept. of Transportation
Division of Highways-7th Div.

Mr. Mike Mills, Division Engineer
North Carolina Department of Transportation
P.O. Box 14996
Greensboro, North Carolina 27415-4996

Re: Resolution of Support – Extension of US 311 Through Eden

Dear Mr. Mills:

The Rockingham County Board of Commissioners, at its regular meeting of January 10, 2012, adopted the enclosed Resolution of Support for the extension of US 311 through Eden and respectfully recommends that the North Carolina Department of Transportation and the Virginia Department of Transportation request, through the American Association of State Highway and Transportation Officials, to extend US 311 through Eden to US 58 in Danville, Virginia.

If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink that reads "Pamela M. McLain".
Pamela M. McLain, MMC, NCCCC

Clerk to the Board
Rockingham County Board of Commissioners

pmm

Enclosure

cc: Jesse Day, Regional Planner, Piedmont Triad Regional Council

**ROCKINGHAM COUNTY BOARD OF COMMISSIONERS
RESOLUTION OF SUPPORT
FOR THE EXTENSION OF US 311 THROUGH EDEN**

A motion was made by T. Craig Travis and seconded by Harold A. Bass for the adoption of the following resolution and upon being put to a vote, was duly adopted.

WHEREAS, There are many industrial facilities along North Carolina Route 770 in North Carolina that is served from both North Carolina and Virginia; and

WHEREAS, There are industries developing along Pittsylvania County Route 863 in Virginia that will be served from both North Carolina and Virginia; and

WHEREAS, Recognizing that the current terminus on US 311 is at North Carolina Route 14 in Eden, North Carolina leaving a gap in the continuity and connectivity of the US Routing system; and

WHEREAS, Affirming that extending US 311 from Eden, North Carolina to US 58 in Danville, Virginia will remove the gap in connectivity and continuity of this portion of the US Routing system; and

WHEREAS, Affirming that extending the US 311 provides connectivity in a region of both North Carolina and Virginia that are not fully connected with a state numbered route;

NOW, THEREFORE BE IT RESOLVED that the Rockingham County Board of Commissioners agrees it would be in the public's best interest to improve the continuity and connectivity of the US Route Numbering System by extending US 311 from North Carolina Route 14 in Eden, North Carolina, continuing north on existing NC 14 to the NC 770 interchange, and then proceed along existing NC 770 in a northeasterly direction to US 58 in Danville, Virginia affirming that the Rockingham County Board of Commissioners endorses the extension of US 311;

THE ROCKINGHAM COUNTY BOARD OF COMMISSIONERS further recommends that the North Carolina Department of Transportation and the Virginia Department of Transportation request through the American Association of State Highway and Transportation Officials (AASHTO) to extend US 311 to US 58 in Danville, Virginia;

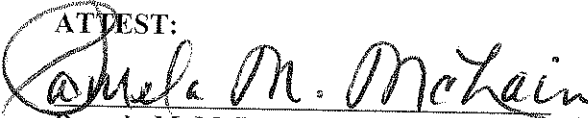
ADOPTED, this the 10th day of January, 2012.





W. KEITH MABE, CHAIRMAN
ROCKINGHAM COUNTY BOARD OF COMMISSIONERS

ATTEST:



Pamela M. McLain, MMC, NCCCC
Clerk to the Board



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

January 4, 2012

MEMORANDUM

TO: Renee Roach, PE, Traffic Mobility and Safety Staff Engineer

FROM: Vickie Embry, PE, Triad Regional Traffic Engineer *VEmbry*

SUBJECT: Route Change for US 311 in Rockingham County

Please find attached a request to extend the routing of US 311 from its existing termination at NC 14, northward along NC 14/87/770, then eastward along NC 770 to the Virginia State Line.

Please let me know if you have any questions or need additional information for this request.

VLE :ve

Attachments

Cc: A. D. Wyatt, PE, PTOE
L. N. Avery

North Carolina Department of Transportation
Transportation Mobility and Safety Division

Route Change Request Form

This form shall be completed for all route number change requests affecting Interstates and Primary (US and NC) routes and submitted to the Staff Engineer of the Transportation Mobility and Safety Division (TMSD). A map (or maps) shall also be attached indicating the affected counties and routes.

Route Number/s: US 311

County/s: Rockingham

Division/s: 7 TIP Project/s: _____

General description of request (starting/ending points, etc.):

Request to extend US 311, which presently ends at NC 14, northward on NC 14/87/770, then eastward on NC 770 to the Virginia State Line.

Reason/Justification for this route change:

Shorter Connectivity to US 58 in Virginia

Requestor Name: Vickie Embry Date: 1/4/2012

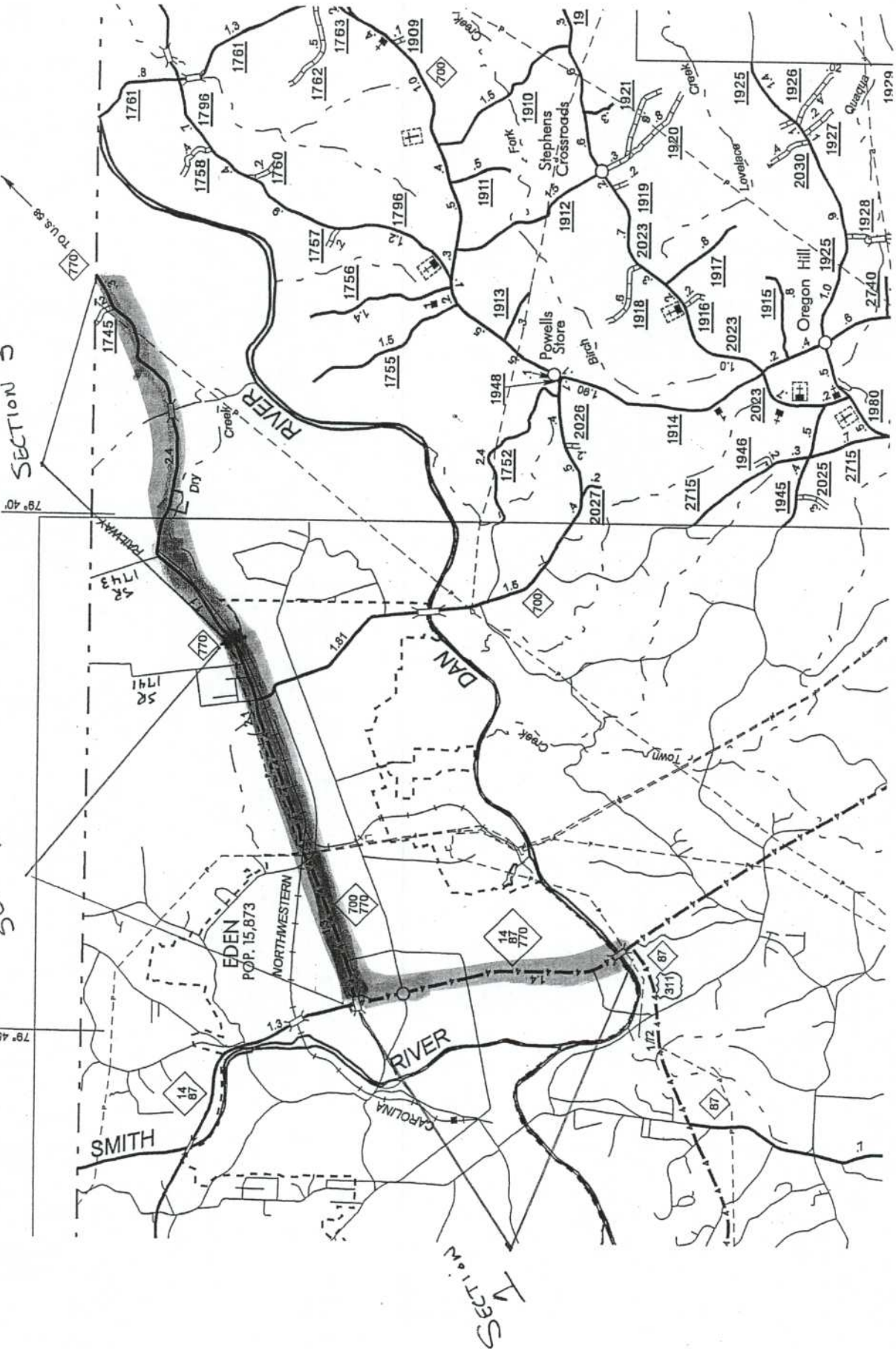
Requestor Signature: Vickie L. Embry

State Traffic Engineer (initial approval): [Signature] Date: 1/15/2012

Attachments: Map/s

cc: Ordinance Program Coordinator

SECTION 3



SECTION 2

Segment Worksheet for Route Change Requests

This form shall be completed for each segment in each county associated with the route change requests and attached to the route change request form (use additional sheets as necessary for route changes having more than five (5) segments).

Route change (i.e. US 17 in Craven/Jones counties): US 311 in Rockingham County

Date: 1/4/12

Location		1	2	3
1. Segment number (1, 2, 3, etc. - must match map):				
2. Existing route number (or N/A if new alignment):				
3. Proposed route number (or state "New SR"):		US 311	US 311	US 311
4a. Beginning milepost from TEAAS features report (or N/A if new alignment):				
4b. Ending milepost from TEAAS features report (or N/A if new alignment):				
5a. Current AADI (or N/A if new alignment):		21,500	6200	2100
5b. Future/expected AADT:				
6. Current facility type (Freeway, Arterial, Collector, Local, New alignment):		A	A	A
7. Proposed facility type (Freeway, Arterial, Collector, Local):		A	A	A
8. Current Strategic Highway Corridor type (Freeway, Expressway, Boulevard, Thoroughfare, or N/A):		N/A	N/A	N/A
9. Proposed Strategic Highway Corridor type (Freeway, Expressway, Boulevard, Thoroughfare, or N/A):		N/A	N/A	N/A
10. Current National Highway System route type (see note for codes):		other	other	other
11. Proposed National Highway System route type (see note for codes):		other	other	other
12. Is the proposed route a High Priority Corridor (Yes or No)?		N	N	N
13. Is the existing route a transit route (Yes, No, or N/A)?		N	N	N
14. Does the existing route carry a US or NC bicycle route (indicate route number/s or N/A)?		N	N	N
15. Is the existing route a light traffic road (Yes, No, or N/A)?		N	N	N
16. Is the existing route a STAA red line (Yes, No, or N/A)?		N	N	N
17. Does the existing route currently allow STAA reasonable access (Yes, No, or N/A)? If "yes" then list all application numbers in item 36.		Y	Y	Y
18. Does the existing route have any ordinance truck restrictions (Yes, No, or N/A)? If "yes" then list the ordinance number/s in item 36.		N	N	N
19. Can the proposed route accommodate 53' semitrailers (Yes, No, or N/A if a proposed primary)?		Y	Y	Y
20. Can the proposed route accommodate twin trailers (Yes or No)?		Y	Y	Y

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties):

US 311 in Rockingham County

Date:

1/4/12

Features		AASHTO Standards		Ordinances	
21.	Are there any at-grade railroad crossings affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the crossing numbers in item 36.	N	Y	Y	
22.	Are there any bridges affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the bridge numbers in item 36.	N	N	N	
22b	Are there any signals (proposed/new or existing) affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the signal inventory numbers in item 36.	N	N	N	
23.	Pavement type (Heavy Duty, Intermediate, Low Duty, Not Paved):	H	H	H	
24.	Pavement condition (Excellent, Good, Fair, Poor):	G	G	G	
25.	Are there any pavement width deficiencies (Yes, No, or N/A)?	N	N	N	
26.	Are there any shoulder width deficiencies (Yes, No, or N/A)?	N	N	N	
27.	Are there any roadway width deficiencies on/under structures (Yes, No, or N/A)?	N	N	N	
28.	Are there any H-loading (weight) deficiencies on structures (Yes, No, or N/A)?	N	N	Y	
29.	Are there any vertical sight distance deficiencies (Yes, No, or N/A)?	N	N	N	
30.	Are there any horizontal curvature deficiencies (Yes, No, or N/A)?	N	N	N	
31.	Are there any percent grade deficiencies (Yes, No, or N/A)?	N	N	N	
32.	Proposed speed limit:	45	35/45	45/55	
	Other non-speed limit proposed ordinances (if any) - all segments:				
33.	New location				
	Active and approved ordinance/s on the existing route (list all ordinance numbers for all segments):				
34.	New location				
	Active and approved ordinance/s on side roads referencing the existing route/s (list all ordinance numbers for all segments):				
35.	New location				

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties):

US 311 in Richmond County

Date:

1/4/2012

Enter all additional comments here. Include reasonable access application numbers (from item 17), truck restriction ordinance numbers (from item 18), at-grade railroad crossing numbers (from item 21), and bridge numbers (from item 22). Also include a description of any AASHTO deficiencies (identified in items 25 through 31) and their location, length, percent, etc. Also include any known design exceptions (and attach, if available).

Comments	
19.	Type A- TTST Trailer Lengths exceeding 48 feet but not exceeding 53 feet
21.	Flashers only at Segment 3 crossing
28.	Weight limit for bridge; 19 Tons SV, 25 Tons TTS
36.	
30.	Reverse Curve / 45 mph advisory Curve / 40 mph advisory

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Features Report

County	Inventoried Route ID	Begin Milepost	End Milepost
ROCKINGHAM	30000014	0.0	16.860

MP No	Feature ID	Feature Name/Type	Special Type	Distance to Next	Direction to Next	Loop	Beyond Route Limits
9.210	40001974	SR 1974	At grade intersection, 4 legs	0.740	North and West		
9.950	40002723	SR 2723	At grade intersection, 3 legs	0.050	North and West		
10.000	20000311	US 311	At grade intersection, 3 legs	0.000	North and West		
10.000	30000087	NC 87	At grade intersection, 3 legs	0.000	North and West	Y	
10.000	30000770	NC 770	At grade intersection, 3 legs	0.000	North and West	Y	
10.000	40001533	SR 1533	At grade intersection, 3 legs	0.000	North and West		
10.000	50013238	HARRINGTON	At grade intersection, 3 legs	0.130	North and West		
10.130	780132	Structure	Bridge	0.010			
10.140	90000156	ML-EDEN		0.170	North and West	Y	
10.310	50023409	PARK	At grade intersection, 3 legs	0.080	North and West		
10.390	40001964	SR 1964	At grade intersection, 4 legs	0.000	North and West		
10.390	50019711	MEBANE BRIDGE	At grade intersection, 4 legs	0.000	North and West		
10.390	50021709	OAK RIDGE	At grade intersection, 4 legs	0.380	North and West		
10.770	50016589	KNIGHT	At grade intersection, 3 legs	0.280	North and West		
11.050	50013243	HARRIS	At grade intersection, 4 legs	0.200	North and West		
11.250	50000894	ARBOR	At grade intersection, 3 legs	0.260	North and West		
11.510	40001962	SR 1962	At grade intersection, 4 legs	0.000	North and West		
11.510	40002066	SR 2066	At grade intersection, 4 legs	0.000	North and West		
11.510	50016427	KING	At grade intersection, 4 legs	0.000	North and West		
11.510	50023649	PEARCE	At grade intersection, 4 legs	0.270	North and West		
11.780	50021087	NEAL	At grade intersection, 4 legs	0.000	North and West		
11.780	50029909	TAFT	At grade intersection, 4 legs	0.000	North and West		
11.780	50030346	THOMPSON	At grade intersection, 4 legs	0.000	North and West		
11.780	50033187	WILSON	At grade intersection, 4 legs	0.120	North and West		
11.900	50012297	GRANT	At grade intersection, 3 legs	0.100	North and West		
12.000	50008350	DEVON	At grade intersection, 3 legs	0.090	North and West		
12.090	40001747	SR 1747	At grade intersection, 4 legs	0.000	North and West		
12.090	50028971	STADIUM	At grade intersection, 4 legs	0.170	North and West		
12.260	40001784	SR 1784	At grade intersection, 4 legs	0.000	North and West		
12.260	50020471	MOORE	At grade intersection, 4 legs	0.250	North and West		
12.510	30000700	NC 700	Interchange	0.000	North and West		
12.510	30000770	NC 770	Interchange	0.000	North and West	Y	
12.510	40003003	SR 3003	Interchange	0.000	North and West		
12.510	50019670	MEADOW	Interchange	0.220	North and West		
12.730	50007189	COX	At grade intersection, 3 legs	0.120	North and West		

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Features Report

County	Inventoried Route ID	Begin Milepost	End Milepost
ROCKINGHAM	30000014	0.0	16.860

MP No	Feature ID	Feature Name/Type	Special Type	Distance to Next	Direction to Next	Beyond Route Loop Limits
12.850	50018572	MABEL	At grade intersection, 3 legs	0.210	North and West	
13.060	780155	Structure	Bridge	0.500		
13.560	40001714	SR 1714	At grade intersection, 4 legs	0.000	North and West	
13.560	50000256	AIKEN	At grade intersection, 4 legs	0.210	North and West	
13.770	90000156	ML-EDEN		0.820	North and West	Y
14.590	780168	Structure	Bridge	0.420		
15.010	40001783	SR 1783	At grade intersection, 3 legs	0.190	North and West	
15.200	40001700	SR 1700	Interchange	1.660	North and West	
16.860	30000087	NC 87	At grade intersection, 3 legs	0.000	North and West	Y
16.860	40001605	SR 1605	At grade intersection, 3 legs	0.080	North and West	
16.940	40001799	SR 1799	At grade intersection, 3 legs	0.200	North and West	Y
17.140	40001599	SR 1599	At grade intersection, 3 legs	0.000	North and West	Y

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Features Report**

County	Inventoried Route ID	Begin Milepost	End Milepost					
ROCKINGHAM	30000770	0.0	28.150					

MP No	Feature ID	Feature Name/Type	Special Type	Distance to Next	Direction to Next	Loop	Beyond Route Limits
14.140	20000311	US 311	At grade intersection, 4 legs	0.000	South and East	Y	
14.140	30000135	NC 135	At grade intersection, 4 legs	0.000	South and East	Y	
14.140	40001533	SR 1533	At grade intersection, 4 legs	0.000	North and East	Y	
14.140	40002281	SR 2281	At grade intersection, 4 legs	0.570	South and East	Y	
14.710	780271	Structure	Bridge	1.210			
15.920	40002105	SR 2105	At grade intersection, 4 legs	0.000	North and East		
15.920	50033910	YOUNTS	At grade intersection, 4 legs	0.600	North and East		
16.520	40002104	SR 2104	At grade intersection, 4 legs	0.000	North and East		
16.520	50013607	HEFFINGER	At grade intersection, 4 legs	0.150	North and East		
16.670	30000087	NC 87	At grade intersection, 4 legs	0.000	North and East	Y	
16.670	40002282	SR 2282	At grade intersection, 4 legs	1.020	North and East	Y	
17.690	40002039	SR 2039	At grade intersection, 4 legs	0.000	North and East		
17.690	50022877	OLD	At grade intersection, 4 legs	0.680	North and East		
18.370	20000311	US 311	At grade intersection, 3 legs	0.000	North and West	Y	
18.370	30000014	NC 14	At grade intersection, 3 legs	0.000	North and East	Y	
18.370	30000087	NC 87	At grade intersection, 3 legs	0.000	North and West	Y	
18.370	40001533	SR 1533	At grade intersection, 3 legs	0.000	North and West	Y	
18.370	50013238	HARRINGTON	At grade intersection, 3 legs	0.000	North and West		
18.370	50031513	VANBUREN	At grade intersection, 3 legs	0.130	North and East	Y	
18.500	780132	Structure	Bridge	0.010			
18.510	90000156	ML-EDEN		0.170	North and West	Y	
18.680	50023409	PARK	At grade intersection, 3 legs	0.080	North and West		
18.760	40001964	SR 1964	At grade intersection, 4 legs	0.000	North and West		
18.760	50019711	MEBANE BRIDGE	At grade intersection, 4 legs	0.000	North and West		
18.760	50021709	OAK RIDGE	At grade intersection, 4 legs	0.380	North and West		
19.140	50016589	KNIGHT	At grade intersection, 3 legs	0.280	North and West		
19.420	50013243	HARRIS	At grade intersection, 4 legs	0.200	North and West		
19.620	50000894	ARBOR	At grade intersection, 3 legs	0.260	North and West		
19.880	40001962	SR 1962	At grade intersection, 4 legs	0.000	North and West	Y	
19.880	40002066	SR 2066	At grade intersection, 4 legs	0.000	North and West	Y	
19.880	50016427	KING	At grade intersection, 4 legs	0.000	North and West	Y	
19.880	50023649	PEARCE	At grade intersection, 4 legs	0.270	North and West	Y	
20.150	50021087	NEAL	At grade intersection, 4 legs	0.000	North and West		
20.150	50029909	TAFT	At grade intersection, 4 legs	0.000	North and West		
20.150	50030346	THOMPSON	At grade intersection, 4 legs	0.000	North and West		

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Features Report**

County	Inventoried Route ID	Begin Milepost	End Milepost
ROCKINGHAM	30000770	0.0	28.150

MP No	Feature ID	Feature Name/Type	Special Type	Distance to Next	Direction to Next	Loop	Beyond Route Limits
20.150	50033187	WILSON	At grade intersection, 4 legs	0.120	North and West		
20.270	50012297	GRANT	At grade intersection, 3 legs	0.100	North and West		
20.370	50008350	DEVON	At grade intersection, 3 legs	0.090	North and West		
20.460	40001747	SR 1747	At grade intersection, 4 legs	0.000	North and West	Y	
20.460	50028971	STADIUM	At grade intersection, 4 legs	0.170	North and West	Y	
20.630	40001784	SR 1784	At grade intersection, 4 legs	0.000	North and West		
20.630	50020471	MOORE	At grade intersection, 4 legs	0.250	North and West		
20.880	30000014	NC 14	Interchange	0.000	North and East	Y	
20.880	30000087	NC 87	Interchange	0.000	North and East	Y	
20.880	30000700	NC 700	Interchange	0.000	North and East	Y	
20.880	30000770	NC 770	Interchange	0.000	North and East	Y	
20.880	40003003	SR 3003	Interchange	0.000	North and East	Y	
20.880	50019670	MEADOW	Interchange	0.000	North and East	Y	
20.880	50031513	VANBUREN	Interchange	0.000	North and East	Y	
20.880	780108	Structure	Bridge	0.390			
21.270	40001962	SR 1962	At grade intersection, 3 legs	0.000	North and East	Y	
21.270	50023649	PEARCE	At grade intersection, 3 legs	0.230	North and East	Y	
21.500	50015665	JOHNSIE & BILLY HARI	At grade intersection, 3 legs	0.100	North and East		
21.600	50023910	PERVIE BOLICK	At grade intersection, 3 legs	0.070	North and East		
21.670	50032343	WEAVER	At grade intersection, 3 legs	0.090	North and East		
21.760	50019712	MEBANE	At grade intersection, 3 legs	0.080	North and East		
21.840	50007073	COUNTRY CLUB	At grade intersection, 3 legs	0.080	North and East		
21.920	50010129	FAIRWAY	At grade intersection, 3 legs	0.010	North and East		
21.930	50032031	WALTER CHAMBERS	At grade intersection, 3 legs	0.080	North and East		
22.010	50007826	DANIEL ADKINS	At grade intersection, 3 legs	0.080	North and East		
22.090	50013283	HARRY AKERS	At grade intersection, 3 legs	0.150	North and East		
22.240	40001714	SR 1714	At grade intersection, 4 legs	0.000	North and East		
22.240	40001733	SR 1733	At grade intersection, 4 legs	0.000	North and East		
22.240	40003005	SR 3005	At grade intersection, 4 legs	0.000	North and East		
22.240	50009381	EDGEWOOD	At grade intersection, 4 legs	0.000	North and East		
22.240	50010454	FIELDCREST	At grade intersection, 4 legs	0.000	North and East		
22.240	50029592	SUMMIT	At grade intersection, 4 legs	0.060	North and East		
22.300	713753B	Railroad Crossing		0.910			
23.210	50012889	HALE	At grade intersection, 3 legs	0.290	North and East		
23.500	40001774	SR 1774	At grade intersection, 4 legs	0.000	North and East		

28.15
-20.88
7.27 miles

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Features Report

County	Inventoried Route ID	Begin Milepost	End Milepost				
ROCKINGHAM	30000770	0.0	28.150				

MP No	Feature ID	Feature Name/Type	Special Type	Distance to Next	Direction to Next	Beyond Route Limits
23.500	50014672	HUNDLY	At grade intersection, 4 legs	0.300	North and East	
23.800	30000700	NC 700	At grade intersection, 4 legs	0.000	North and East	Y
23.800	40001737	SR 1737	At grade intersection, 4 legs	0.000	North and East	
23.800	50018682	MAIN	At grade intersection, 4 legs	0.200	North and East	Y
24.000	40001740	SR 1740	At grade intersection, 3 legs	0.000	North and East	
24.000	50021718	OAK	At grade intersection, 3 legs	0.150	North and East	
24.150	40001741	SR 1741	At grade intersection, 3 legs	0.000	North and East	
24.150	50005231	CASCADE	At grade intersection, 3 legs	0.240	North and East	
24.390	90000156	ML-EDEN		0.000	North and East	Y
24.390	780162	Structure	Bridge	1.000		
25.390	40001743	SR 1743	At grade intersection, 3 legs	0.060	South and East	
25.450	713745J	Railroad Crossing		0.360		
25.810	40001744	SR 1744	At grade intersection, 3 legs	0.920	North and East	
26.730	780169	Structure	Bridge	1.120		
27.850	40001745	SR 1745	At grade intersection, 3 legs	0.300	North and East	
28.150	80000009	SL-VA		0.000	North and East	

Section 2 20.88 24.6
NC 14 to end of 5 Lane section

Section 3 24.6 28.15
Begin 2 lane section VA state Line



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

November 10, 2011

Mr. Emmett R. Heltzel, P.E.
State Maintenance Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Mr. Heltzel,

This is in reference to our conversation concerning the proposed extension of US 311 in North Carolina to US 58 in Virginia. As you may be aware, any route modification is required to be submitted to AASHTO (American Association of State Highway and Transportation Officials). These requests are submitted to the AASHTO Special Committee on Route Numbering for consideration. This committee meets two times a year, typically in May and October of each year. Also, if the proposed U. S. route modification involves two or more States, the proposal shall be given official consideration only when all affected State Highway Departments have filed applications to cover the complete proposal.

The North Carolina Department of Transportation (NCDOT) has established an internal investigation procedure along with a review committee to evaluate all route modifications in North Carolina. This procedure can be found on the Departments web site at the following address: <http://www.ncdot.org/doh/preconstruct/traffic/tepp/Topics/H-12/USRoute.pdf>. Once a request is received with all the required information (field investigation), an AASHTO application is developed and reviewed by the Oversight Committee prior to submittal to AASHTO. The NCDOT is in the beginning stages of this process for the US 311 extension from its current location at US 311/NC 87 in North Carolina to NC 14/87/770 to NC 700/770 to NC 770 to US 58 in Virginia (see attached map). Below is a listing of items that are in process or will be in the near future:

- Transportation Mobility and Safety Division has received a request to begin route modification process for the US 311 extension.
- Request has been submitted to Regional Traffic Staff to complete a field Investigation and necessary forms.
- Contact has been made to Virginia Department of Transportation.
- Once information is compiled and submitted, an AASHTO application will be completed and reviewed
- Appropriate Resolutions from municipal officials in North Carolina will be acquired
- AASHTO application from North Carolina will be submitted prior to March 31, 2012 for consideration.

As indicated above, since this route encompasses two States, the NCDOT requests coordination with the State of Virginia when submitting this route modification to the AASHTO Special Committee on Route Numbering in the Spring of 2012. The NCDOT contact Renee B. Roach, PE, will provide a copy of the completed AASHTO application to Virginia Department of Transportation prior to submittal to AASHTO.

MAILING ADDRESS:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
1561 MAIL SERVICE CENTER
RALEIGH NC 27699-1561

TELEPHONE: 919-773-2800
FAX: 919-771-2745

WEBSITE: WWW.NCDOT.ORG

LOCATION:
750 NORTH GREENFIELD PARKWAY
GARNER NC 27529

Please find below contact information for a regional and local representative from the Department. Ms. Roach will be handling the coordination efforts for the route review, Committees and AASHTO application. Ms. McPherson is located within the area Division office where the route is physically located. If you have any questions, please give them a call. We appreciate your assistance with this coordination effort and we look forward to working with the Virginia Department of Transportation.

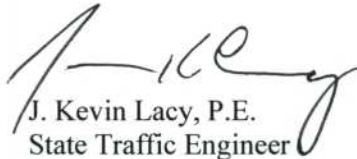
Regional Contact:

Renee B. Roach, PE, Mobility and Safety Staff Engineer
Phone Number (919) 771-2741
1561 Mail Service Center, Raleigh, North Carolina 27699-1561

Local/ Division Contact:

Dawn McPherson, Division Traffic Engineer
Phone Number (336) 256-0551
1584 Yanceyville Street, Greensboro, North Carolina, 27415-4996

Sincerely,



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

JKL:rbr

cc: Terry Gibson, P.E., State Highway Administrator, attachment
M. Mills, P.E., Division Engineer, attachment
A. D. Wyatt, P.E., PTOE, Central Region Field Operations Engineer, attachment
V. L. Embry, P.E., Regional Traffic Engineer, attachment
R. B. Roach, P.E., Mobility and Safety Staff Engineer, attachment
D. McPherson, Division Traffic Engineer, attachment

US 311 – Proposed Extension (11/10/11)

