



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

Office of the Administrator

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

November 21, 2016

In Reply Refer To:
HEPH-20

Michael L. Holder, P.E.
Chief Engineer
North Carolina Department of Transportation
1 South Wilmington Street
Raleigh, NC 27699-1501

Dear Mr. Holder:

Thank you for your letter requesting that U.S. 264 from U.S. 64 (Future I-87) in Zebulon to the Greenville Bypass west of Greenville, be added to the Interstate System as Future I-587.

We found that U.S. 264 from U.S. 64 (Future I-87) to the Greenville Bypass to be a logical future addition to the Interstate System. After careful consideration of the criteria outlined in 23 U.S.C. 103 (c)(4)(B) and with the American Association of State Highway and Transportation Officials' conditional approval of the number, we find this segment to be a logical future addition to the Interstate System and approve the request.

Enclosed are two signed copies of the agreement, for the future addition of I-587 from I-87 to the Greenville Bypass. Please return one executed copy for our records.

Sincerely,

Gregory G. Nadeau
Administrator

cc: Marty Vitale (AASHTO)

**23 U.S.C. 103(c) AGREEMENT
FOR
INTERSTATE HIGHWAY CONSTRUCTION
IN THE
STATE OF NORTH CAROLINA**

This agreement between the Secretary of the North Carolina Department of Transportation (State) and the Federal Highway Administrator (Parties):

WITNESSETH

WHEREAS, the State recommends that U.S. Route 264 from U.S. Route 64 to the Greenville Bypass, a distance of 56.0 miles solely within the State of North Carolina (Route), be designated a future Dwight D. Eisenhower National System of Interstate and Defense Highways (Interstate System) route pursuant to the provisions of 23 U.S.C. 103(c)(1)(B), and 103(c)(4)(B), and

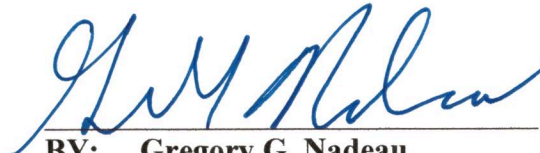
WHEREAS, the Administrator has determined that this Route would be a logical addition to the Interstate System and would qualify for designation as part of said System when completed to the geometric and construction standards for the Interstate System.

NOW, THEREFORE, the Parties hereto agree that this Route shall be constructed by the State in accordance with all requirements of 23 U.S.C. Section 103(c)(1)(B), and Section 103(c)(4)(B) and all other applicable provisions of Title 23, United States Code, within twenty five (25) years after the date of this Agreement, and upon completion of such construction the Administrator shall designate said Route as part of the Interstate System.

**NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION**

**U.S. DEPARTMENT OF
TRANSPORTATION**

**BY: Nicholas J. Tennyson
Secretary
North Carolina Department
of Transportation**



**BY: Gregory G. Nadeau
Administrator
Federal Highway
Administration**

Date

11/21/16
Date

**SPECIAL COMMITTEE ON US ROUTE NUMBERING (USRN)
ACTIVITY REPORT 2016
AMENDED 11/14/2016S**

Officers:

Chair Mark McConnell, MS, Region 2
Members: Richard Tetreault, VT, Region 1
 Mark Van Port Fleet, MI, Region 3
 Joshua Laipply, CO Region 4
 Marty Vitale, AASHTO, Secretary

Below you will find the seven applications sent to AASHTO for review and approval from seven member departments. There will be no meeting conducted by the committee in Boston, MA. Its decisions are presented to the Standing Committee on Highways in this document and will be voted on by SCOH at its meeting on November 13, 2016 for approval and announcement to the AASHTO Board of Directors.

It is important to note that all applications are examined carefully as being compliant with the purpose and policy set forth by the Standing Committee on Highways and the AASHTO Board of Directors.

MEMBER DOT	ROUTE	Description	Decision
Alabama	Interstate 22- Establish (segment)	Between I-65 in Birmingham, AL and Coalburg Road in Birmingham, AL Route begins at mile marker 96.480 and the junction of I-65 in Birmingham, AL from the junction of I-65 in Birmingham, AL., westerly to Coalburg Road (Exit 93) in Birmingham, AL Traveling over existing Future Interstate 22 and continuing west to Birmingham, AL. and Jasper, AL for 2.879 miles. Route ends at mile marker 93.601 and the junction of Coalburg Road in Birmingham, AL.	4 Approve
Idaho	USBR 10- Realignment	This is to address a safety issue at the intersection of Leclerc Road and U.S. Hwy 2 in Oldtown, ID (just east of Newport, WA), the route has been modified to now have cyclists first travel westbound to cross US 2 at a signalized intersection with ID Hwy 41 before heading eastbound on US 2 (see rows 5-9 on attachment B)	4 Approve
Kentucky	US 431- Relocation	Between US 431 in Russellville and US 68 in Russellville Begins: US 431 originate south of Owensboro, Kentucky. The US 431 (Southern Russellville Bypass) will begin at its intersection with US 68 and continue on the west and south side of Russellville, concurrent with US 68 and US 79 to its intersection with US 79 and KY 2146. The route extends south concurrent with US 68 along the west side of Russellville to the junction with US 79. The route is concurrent with US 68 (Russellville Bypass). The route will head in a southwesterly direction. Russellville is the main focal point. The total number of miles over the entire US 431 designation will be approximately 84 miles The route will end at the Tennessee State Line	4 Approve
Michigan	USBR 35- Realignment	Eliminate existing segment and propose a new segment designation for USBR 35 with Ottawa County, Michigan for the benefit residents and business of the county.	4 Approve
Minnesota	USBR 41- Establish	Connecting St. Paul (at jct. of existing USBR 45 - Mississippi River Trail Bikeway) and Grand Portage State Park at the US/Canada international border.	4 Approve
North Carolina	I-587- Establish future	The proposed Future I-587 will begin at US-64 (Future I-87) in Zebulon, Wake County, and go generally southeast toward Greenville, Pitt County. The spur route is travelling along a multi-lane, fully access controlled facility along parts of existing I-795, US-258, and US-264. The spur route travels in a southeasterly direction for a total of 56 miles, with the focal point cities being the Town of Zebulon, the City of Wilson, and the City of Greenville. The route will end at the US-264/SR-1467 interchange (Greenville Bypass) just west of Greenville.	4 Approved with condition that it is approved by FWHA



AASHTO



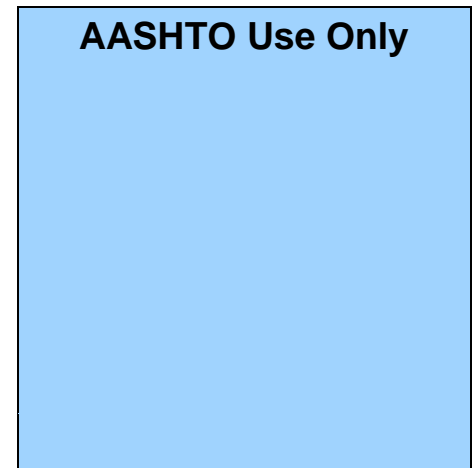
Updated August 1, 2016

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

I-587 (Future)



Between US-64 in Zebulon (Wake County) and US-264 in Greenville (Pitt County)

The following states or states are involved:
North Carolina

- ****“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: September 16, 2016

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 application is to establish the future interstate route I-587 from US-64 (Future I-87) in Zebulon (Wake County) to US-264 in Greenville (Pitt County). The corridor is a National Highway System and a National Truck Network route. This route is also an element of a Strategic Transportation Corridor (STC) of statewide significance in North Carolina, which represents a core network of highly performing facilities for movement of high volumes of people and freight and are considered to be of great importance on a statewide basis. East Carolina University, along with Vidant Medical Center and expanding agricultural, industrial, and manufacturing operations represent the leading traffic generators in the City of Greenville. The proposed future interstate will provide a logical connection to serve the growing transportation needs in the area. In addition, there is ongoing coordination with FHWA, with area MPOs, and with area RPOs, and each has indicated support of the proposed route.

Date facility available to traffic Currently Available

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US-258 and US-264 in the mid-eastern section of North Carolina.

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? I-795 west of the City of Wilson.

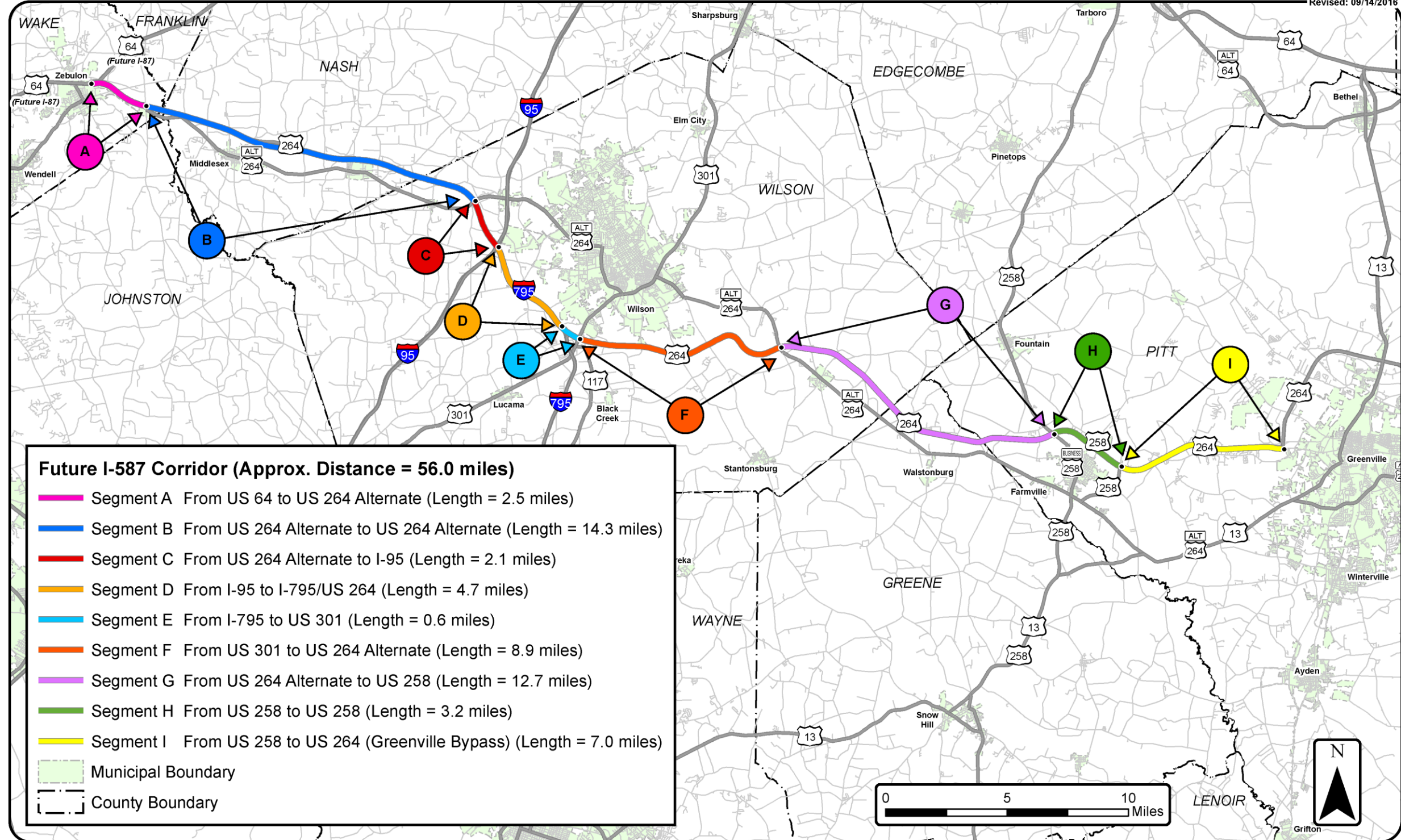
Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to mvitale@ashto.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.)

Created: 08/10/2016
 Revised: 08/30/2016
 Revised: 09/08/2016
 Revised: 09/14/2016

Future I-587 Corridor

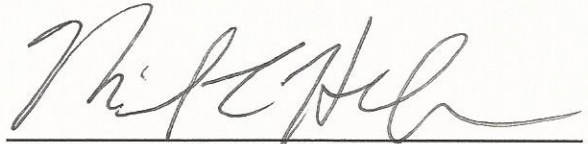


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 20,135 as compared to 49,584 for the year 2014 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 DOT

(Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. 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																																																																					
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Attach additional sheet here if necessary

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																			
					Percent				Percent					Percent				Percent														
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length											
45	G	H	F	17,000	[Red Bar]				[Red Bar]				[Red Bar]				None				None				None		None					
	H			18,000																												
50	I			22,000																									118' & 109'			
55				23,000																												
60																																

Attach additional sheet here if necessary

Contact Information:
Joseph E. Hummer, Ph.D., P.E.
(919) 773-2830
jehummer@ncdot.gov

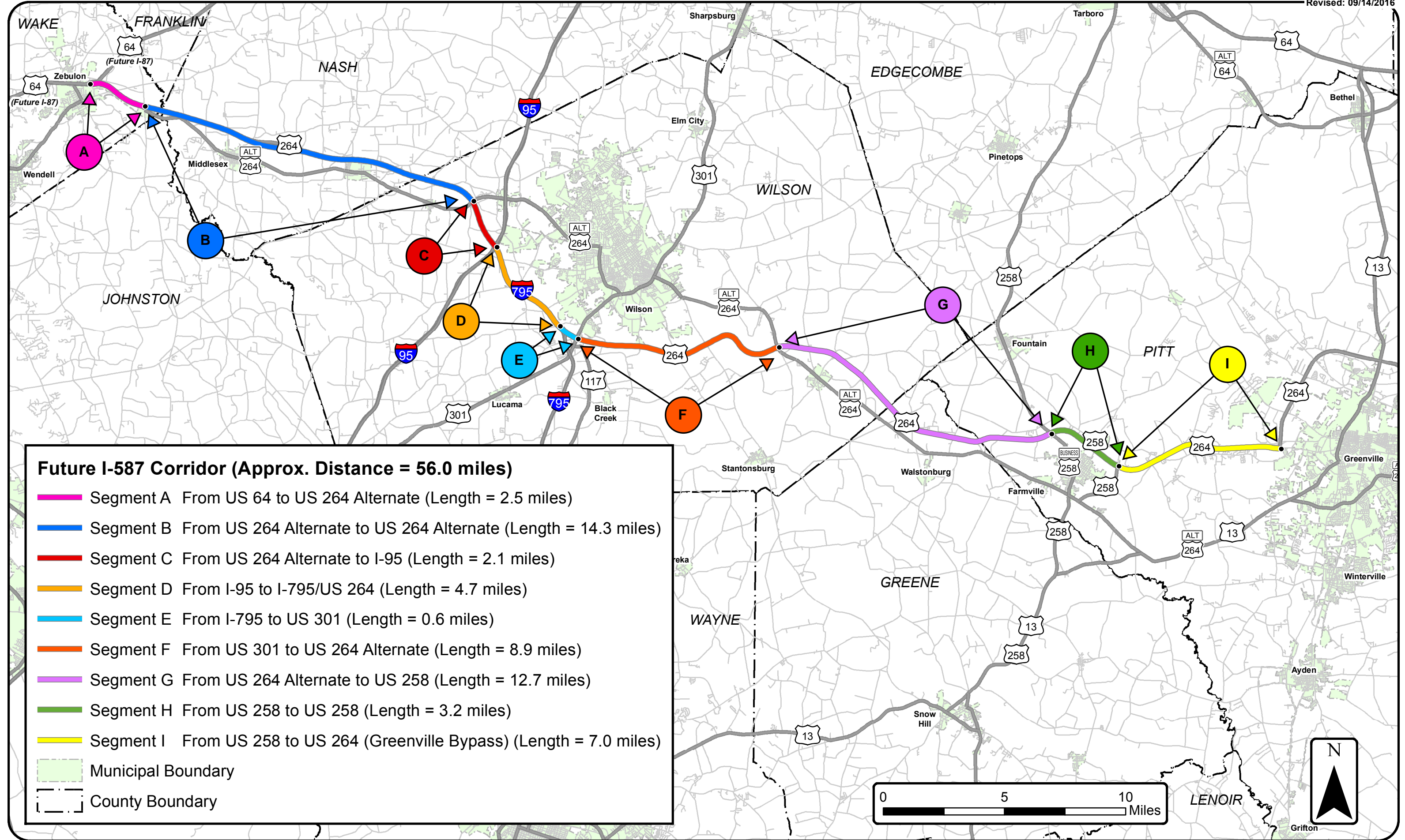
The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

- 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 in unformatted single spaced paragraph format:

The proposed Future I-587 will begin at US-64 (Future I-87) in Zebulon, Wake County, and go generally southeast toward Greenville, Pitt County. The route is travelling along a multi-lane, fully access controlled facility along parts of existing I-795, US-258, and US-264. The route travels in a southeasterly direction for a total of 56 miles, with the focal point cities being the Town of Zebulon, the City of Wilson, and the City of Greenville. The route will end at the US-264/SR-1467 interchange (Greenville Bypass) just west of Greenville.

Future I-587 Corridor





PAT McCRORY
Governor

NICHOLAS J. TENNYSON
Secretary

September 15, 2016

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 requesting Federal Highway Administration approval for existing US-264 between I-87 in Zebulon (Wake County) and the Greenville Bypass west of Greenville (Pitt County) to be designated as Future I-587 and added to the Interstate System under 23 USC 103(c)(4)(B) for a total distance of 56.0 miles, as shown in the attached map.

A 4.7-mile portion of proposed Future I-587 from I-95 to the east is currently identified as I-795, a previously approved interstate section. We request to co-number this 4.7-mile section as I-795 and Future I-587. West of I-95 and east of the I-795 interchange, proposed Future I-587 is a controlled access, divided, multi-lane facility, but it is not built to interstate standards, with the primary deficiencies being paved shoulder widths and structure clearances. If this request is approved by FHWA and AASHTO, the Department hereby commits to upgrading the Future I-587 corridor to interstate standards within 25 years or prior to requesting full designation.

Proposed Future I-587 is a primary link from I-95 and points to the west of Greenville to East Carolina University for studies and major events. Proposed Future I-587 also provides regional access to Vidant Medical Center in Greenville. Vidant Medical Center is a teaching hospital for East Carolina University, and also treats over 200,000 patients per year. The City of Greenville had an Economic Development Assessment performed in 2013. In this assessment, pharmaceutical manufacturing and medical products manufacturing were identified as key target industries due to the area's training facilities and the expectation of industry growth. Also, advanced manufacturing, including beverage, fabricated metal, and machinery manufacturing were also identified as targets. Future I-587 will play a key role in servicing the transportation needs of the planned growth in the area.

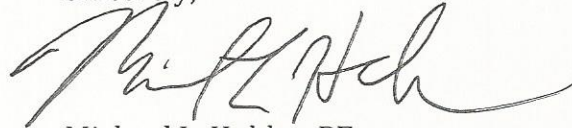


Mr. John F. Sullivan, III
September 15, 2016
Page 2

We would appreciate your favorable consideration of this request. The Department plans to submit an application to the Route Numbering Committee of the American Association of State Highway and Transportation Officials (AASHTO) to make this change in the fall 2016.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael L. Holder". The signature is fluid and cursive, with a long horizontal stroke at the end.

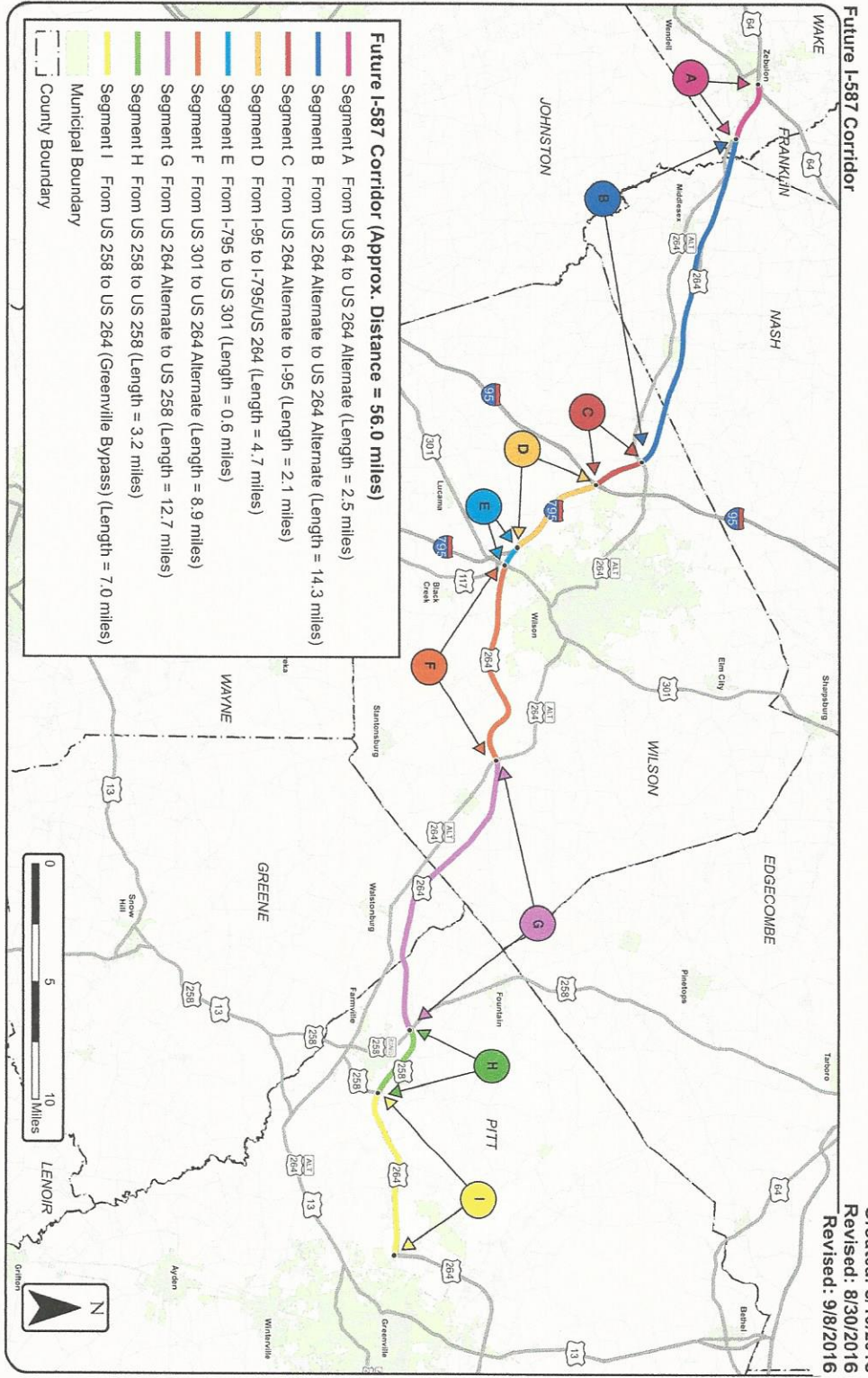
Michael L. Holder, PE
Chief Engineer

MLH:JKL:jeh

Attachment

cc: Nicholas J. Tennyson, Secretary of Transportation, w/attachment
Ron Hancock, PE, Deputy Chief Engineer, w/attachment
Patrick Norman, PE, Director of Planning and Programming, w/attachment
J. Kevin Lacy, PE, State Traffic Engineer, w/attachment
Joey Hopkins, PE, Division 5 Engineer, w/attachment
Tim Little, PE, Division 4 Engineer, w/attachment
John Rouse, PE, Division 2 Engineer, w/attachment
Kelly L. Becker, Regional Traffic Engineer, w/attachment
P. Haywood Daughtry III, PE, CPM, Regional Traffic Engineer, w/attachment
Joseph E. Hummer, PhD, PE, Mobility and Safety Division, w/attachment
Bradley Hibbs, PE, FHWA, w/attachment

Attachment—Map of Future I-587



Future I-587 Corridor

Created: 8/10/2016
 Revised: 8/30/2016
 Revised: 9/8/2016

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
RESOLUTION SUPPORTING THE CREATION OF AN INTERSTATE DESIGNATED
HIGHWAY BETWEEN RALEIGH AND GREENVILLE
Future Interstate Designation on US 264
Resolution of Support**

WHEREAS – The Capital Area Metropolitan Planning Organization maintains responsibility for regional transportation planning in Wake and portions of Franklin Counties; and

WHEREAS – Designating the portion of the US 264 freeway between US 64 and I-95, continuing to Greenville, as Interstate would enhance nationwide travel by providing an Interstate freeway designation between Raleigh, the capital city of North Carolina, and I-95, the gateway to the northeastern States, and Greenville, home to a major university and medical facilities; and

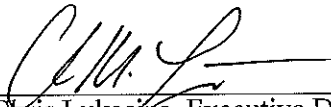
WHEREAS – Designating the portion of the US 264 freeway between US 64 and I-95 as Interstate would enhance economic development opportunities for communities large and small throughout the region by allowing businesses to market their proximity to the Interstate System and their direct interstate connection to Interstate 95; and

WHEREAS - Designating the portion of the US 264 freeway between I-440 and I-95 as Interstate would provide enhanced mobility for freight between the economic engines in the Triangle Region and the major destinations along I-95 to the north and south.

BE IT THEREFORE RESOLVED that the Capital Area Metropolitan Planning Organization supports NCDOT's request for the designation of US 264 freeway in central and eastern North Carolina as a Future Interstate corridor between US 64 (east Raleigh) and US 264/Greenville Bypass (Greenville). Signed this 19 day of October, 2016.



Dick Sears, Chair
Capital Area MPO Executive Board



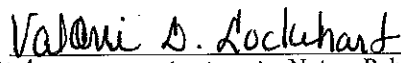
Chris Lukaszka, Executive Director
Capital Area MPO

County of Wake
State of North Carolina

I, Valorie D. Lockhart, a Notary Public for said County and State, do hereby certify that Dick Sears personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal, this the 19 day of October, 20 16.

(Official Seal)



Valorie D. Lockhart, Notary Public

My commission expires February 17, 2021.



**RESOLUTION SUPPORTING THE FUTURE I-595 DESIGNATION ALONG THE US 264
CORRIDOR BETWEEN WILSON COUNTY AND PITT COUNTY**

WHEREAS, the Upper Coastal Plain Rural Planning Organization provides transportation planning services for the Counties of Edgecombe, Johnson, Nash, and Wilson in partnership with the North Carolina Board of Transportation; and

WHEREAS, a future interstate designation will provide a primary link from areas west of Greenville to East Carolina University and Vidant Medical Center and planned manufacturing and industrial areas of growth; and

WHEREAS, NCDOT's description of the request is to designate Future I-595 along US 264 between I-95 in Wilson County and US 264/SR 1467 (Stantonsburg Road) on the western corporate limits of the City of Greenville; and

WHEREAS, the proposed Future I-595 route lies within the Upper Coastal Plain Rural Planning Organization's planning area; and


WHEREAS, the Upper Coastal Plain Rural Planning Organization's Transportation Advisory Committee finds it important to consider the North Carolina Department of Transportation's proposals to add interstate designations in the Upper Coastal Plain Rural Planning Organization's planning area boundary; and

NOW THEREFORE, be it resolved by the Upper Coastal Plain Rural Planning Organization's Transportation Advisory Committee hereby supports the Future I-595 designation as proposed by NCDOT in the County of Wilson.

ADOPTED at a meeting of the Upper Coastal Plain Rural Planning Organization Transportation Advisory Committee on Sept. 28, 2016 (date).

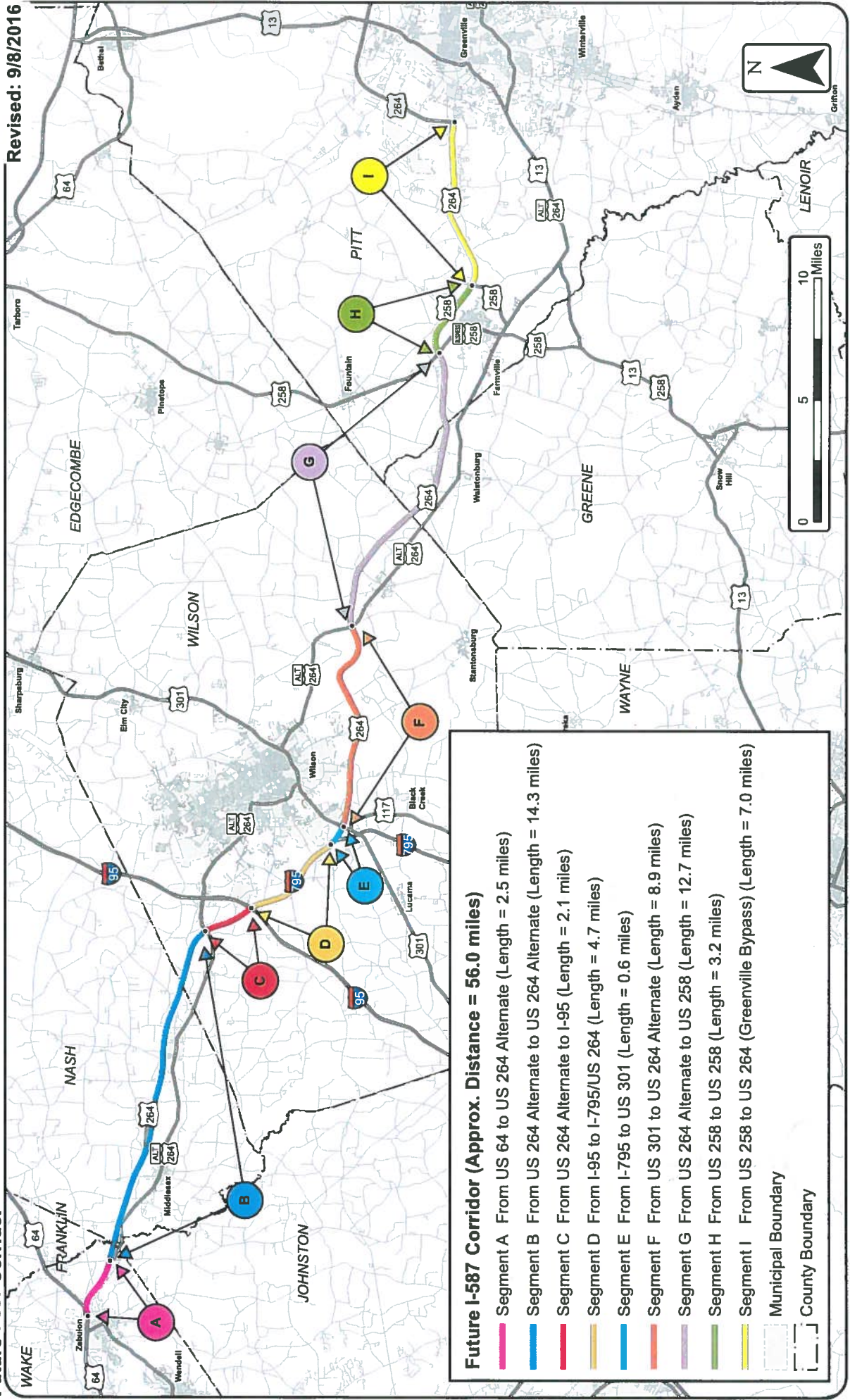


Mayor Cheryl Oliver, Chair
Transportation Advisory Committee


James M. Salmons, UCPRPO

Created: 8/10/2016
 Revised: 8/30/2016
 Revised: 9/8/2016

Future I-587 Corridor





NC Capital Area Metropolitan Planning Organization

September 12, 2016

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

Dear Mr. Sullivan,

In regards to NCDOT's request for consideration of a future interstate designation on US 264 from Zebulon, NC to Greenville, NC, the Capital Area MPO wishes to express support for the concept. An interstate connection between Raleigh and I-95, as well as between Raleigh and Greenville, will enhance regional mobility across the eastern part of the state. This connection will also provide enhanced access for people and freight between the educational and medical institutions in Greenville, and between areas both east and west of I-95 to the economic engines north of us along the I-95 corridor.

The Capital Area MPO Executive Board plans to discuss this issue further at its October 19 meeting, and I anticipate providing a formal resolution of support for this project after that meeting.

Mobility between urban job centers within North Carolina, as well as easy access for freight within and surrounding North Carolina, are priorities recognized and endorsed by the Capital Area MPO. This proposed interstate corridor would further those goals.

Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Lukasina", with a long horizontal flourish extending to the right.

Chris Lukasina, AICP, GISP
Executive Director, NC Capital Area MPO