



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 type="checkbox"/>	<input checked="" type="checkbox"/>	Repeal
Statutory Authority: 136-18, 136-18, 20-141.1, 136-54, 136-30, 20-115.1, 20-141.					
Public Hearing Not Required For This Action Under: GS 150A-1, 20-1.					
Rule Summary: No Parking, Municipal Speed Zones, Rural Speed Zones, Speed Limit in School Zones, Route Changes, School Speed Zone - Rural, STAA Reasonable Access (Twins Only), STAA National Truck Network, Truck Lane Restriction.					
Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare.					
Effective Date: January 17, 2019					

January 17, 2019

DATE


OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

No Parking

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 136-18.

COUNTY RANDOLPH

DIVISION 8

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Description
RANDOLPH	1074194	SR 1513	Along both sides of SR 1513, between 0.45 mile west of SR 1009 and 0.20 mile west of SR 1009, west of Randleman.
RANDOLPH	1074197	SR 1009	Along both sides of SR 1009 between 0.10 mile east of SR 1954 and 0.20 mile east of SR 1954.
RANDOLPH	1074214	I 73	Along both sides of the ramp in the southwest quadrant of the intersection of I 73, US 220 and SR 1009 between 750 feet south of SR 1009 to SR 1009, southwest of Randleman.
RANDOLPH	1074215	US 220BUS	Along the east side of US 220 Business between 300 feet south of SR 2270 and 300 feet north of SR 2270, south of Randleman.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Description
RANDOLPH	1036850	US 311	Both sides of US 311 from a point 0.1 mile east of SR 1954 east along US 311 for a distance of 0.1 mile.
RANDOLPH	1036857	US 220	Along the east side of US 220 from a point 300 feet north of US 311 to a point 300 feet south of US 311, south of Randleman.
RANDOLPH	1036870	US 220	Along both sides of the ramp in the southwest quadrant of the intersection of US 220 - US 311 from a point 750 feet south of US 311 north to US 311, southwest of Randleman.

County	Ordinance Number	Route	Description
RANDOLPH	1036884	SR 1513	Along both sides of SR 1513 from a point 0.45 mile west of US 311, northeastward to a point 0.20 mile west of US 311, west of Randleman.
RANDOLPH	1036930	US 220BUS	Along the east side of US 220 Business from a point 300 ft. north of US 311 to a point 300 ft. south of US 311, south of Randleman.

COUNTY FORSYTH DIVISION 9

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Description
FORSYTH	1015389	US 311	Along both sides of US 311 from a point 0.20 mile north of SR 2627 northward for 0.10 mile, south of Winston-Salem.
FORSYTH	1015444	NC 150	On both sides of Silas Creek Parkway from Station 86 to a point 900 feet west of US 52, eastward to Thomasville Road (US 311-NC 109) in Winston-Salem. Project 8.1620409 (I-900AE)
FORSYTH	1015445	US 311	On both sides of Silas Creek Parkway (US 311) from Thomasville Road (US 311- NC 109) eastward to a point approximately 0.50 mile west of Willard Road (SR 2700). Project 8.1620409 (I-900AE).

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 FORSYTH

DIVISION 9

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
FORSYTH WINSTON-SALEM	1015762	US 421	45	45	US 421/US 158/NC 150 from NC 150 (Peters Creek Parkway) eastward to a point 0.25 mile east of US 311/NC 109 (Martin Luther King, Jr. Boulevard) in Winston-Salem.
FORSYTH WINSTON-SALEM	1015763	US 421	55	55	US 421/US 158/NC 150 from a point 0.25 mile east of US 311/ NC 109 (Martin LutherKing, Jr. Boulevard) eastward to US 158 (Reidsville Road) in Winston-Salem.

Rural Speed Zones

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

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

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

COUNTY GUILFORD

DIVISION 7

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
GUILFORD	1074182	I 74	65	65	Between the Forsyth County line and the Randolph County line.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
GUILFORD	1062424	I 74	65	65	I 74/US 311 from the Randolph County Line to a point 0.817 mile north of SR 1158 (Jackson Lake Road).
GUILFORD	1062425	I 74	60	60	I 74/US 311 from a point 0.817 mile North of SR 1158 (Jackson Lake Road) to the Forsyth County Line.

COUNTY RANDOLPH

DIVISION 8

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
RANDOLPH	1074184	I 73	65	65	I 73, US 220 between 1.0 mile south of SR 1009, SR 2270 and the Guilford County line.
RANDOLPH	1074189	I 73	65	65	I 73, I 74, US 220 between 1.25 mile south of SR 1121 (New Hope Church

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
					and 1.0 mile south of SR 1009, SR
RANDOLPH	1074191	SR 1009	45	45	Between SR 1928 and 0.22 mile north of SR 1570.
RANDOLPH	1074193	SR 1511	45	45	Between 350 feet north of SR 1512 and SR 1009, west of Randleman.
RANDOLPH	1074195	SR 1513	40	40	Between the end of state maintenance and SR 1009, west of Randleman.
RANDOLPH	1074196	SR 1928	45	45	Between SR 1009 and 0.141 mile northeast of SR 2039, Guilford County line.
RANDOLPH	1074198	SR 1009	45	45	Between 0.15 mile south of SR 1949 and 0.10 mile south of SR 1944, north of Sophia.
RANDOLPH	1074200	SR 1009	45	45	Between SR 1930 and SR 1928.
RANDOLPH	1074208	SR 1009	45	45	Between 0.15 mile south of SR 2073 and 0.26 mile north of SR 1527.
RANDOLPH	1074209	SR 1009	45	45	Between 0.10 mile south of SR 1944 and 0.15 mile south of SR 2073.
RANDOLPH	1074211	SR 1952	45	45	Between SR 1009 and 1,100 feet west of SR 1950 (West Academy Street), west of Randleman.
RANDOLPH	1074212	SR 1953	35	35	Between SR 1952 and SR 1009.
RANDOLPH	1074213	SR 2073	35	35	Between SR 1009 and SR 1944.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
RANDOLPH	1037627	SR 1511	45	45	From a point approximately 350 feet north of SR 1512, northward to US 311, west of Randleman.
RANDOLPH	1037684	US 311	45	45	From a point 0.15 mile south of SR 1949, northward to a point approximately 0.1 mile south of SR 1944, north of Sophia.

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
RANDOLPH	1037735	SR 1952	45	45	From US 311 eastward to a point approximately 1,100 feet west of SR 1950 (West Academy St.) west of Randleman.
RANDOLPH	1037792	SR 1513	40	40	From the end of state maintenance north to US 311 west of Randleman.
RANDOLPH	1063112	US 311	45	45	Between SR 1930 and 0.355 mile east of SR 1009.
RANDOLPH	1063113	SR 1009	45	45	Between US 311 and 0.22 mile north of SR 1570.
RANDOLPH	1065367	I 73	65	65	/US 220 between 1.0 mile south of US 311 and the Guilford County Line.
RANDOLPH	1066586	SR 1928	45	45	From US 311 to a point 0.14 mile northeast of SR 2039, Guilford County Line
RANDOLPH	1069405	SR 2073	35	35	Between US 311 and SR 1944 (Branson Davis Road).
RANDOLPH	1069415	US 311	45	45	Between 0.15 mile south of SR 2073 and 0.26 mile north of SR 1527.
RANDOLPH	1069416	US 311	45	45	Between 0.10 mile south of SR 1944 and 0.15 mile south of SR 2073.
RANDOLPH	1071498	I 73	65	65	I-73/I-74/US 220 between 1.25 mile south of SR 1121 (New Hope Church Road) and 1.0 mile south of US 311.
RANDOLPH	1073078	SR 1953	35	35	Between SR 1952 and US 311.

COUNTY FORSYTH

DIVISION 9

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
FORSYTH WINSTON-SALEM	1074180	US 421	45	45	US 421, US 158, NC 150 between NC 150 (Peters Creek Parkway) and 0.25 mile east of NC 109 (Martin Luther King Jr Drive) in Winston-Salem.
FORSYTH WINSTON-SALEM	1074181	US 421	55	55	US 421, US 158, NC 150 between 0.25 mile east of NC 109 (Martin Luther King

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
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Jr Drive) and US 158 (Reidsville Road)
in Winston-Salem.

Speed Limit in School 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 20-141.1.

COUNTY RANDOLPH

DIVISION 8

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
RANDOLPH	1053894	US 311	35	35	A 35 MPH zone at New Market Elementary School in effect from 30 minutes before to 30 minutes after school begins and ends on school days only.

School Speed Zone - Rural

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).

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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 20-141.1.

COUNTY RANDOLPH

DIVISION 8

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
RANDOLPH	1074210	SR 1009	35	35	Between 0.10 mile southeast of SR 1944 and 0.15 mile south of SR 2073 (New Market Elementary School), in effect from 30 minutes before to 30 minutes after school begins and ends on school days only).

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).

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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 GUILFORD

DIVISION 7

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
GUILFORD	1074173	US 311	Delete existing US 311 and retain existing I 74 between the Randolph County line and the Forsyth County line.

COUNTY RANDOLPH

DIVISION 8

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
RANDOLPH	1074170	US 311	Delete existing US 311 and replace with SR 1009 between I 73, US 220, SR 2270 and SR 1928 (Cedar Square Road).
RANDOLPH	1074171	US 311	Delete existing US 311 and replace with SR 1928 between SR 1009 and I 74.
RANDOLPH	1074172	US 311	Delete existing US 311 and retain existing I 74 between SR 1928 (Cedar Square Road) and the Guilford County line.
RANDOLPH	1074225	SR 1009	Add SR 1009 to replace existing US 311 between I 73, US 220, SR 2270 and SR 1928 (Cedar Square Road).
RANDOLPH	1074226	SR 1928	Add SR 1928 to replace existing US 311 between SR 1009 and I 74.

COUNTY FORSYTH

DIVISION 9

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
FORSYTH	1074174	US 311	Delete existing US 311 and retain existing I 74 between the Guilford County line and I 40.
FORSYTH	1074175	US 311	Delete existing US 311 and retain existing I 40 between I 74 and US 52, NC 8.
FORSYTH	1074176	US 311	Delete existing US 311 and retain existing US 52, NC 8 between I 40 and SR 2516 (Martin Luther King Jr Drive).

STAA Reasonable Access (Twins Only)

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).

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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.

COUNTY FORSYTH DIVISION 9

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
FORSYTH	1064239	SR 4325	Between I 40 BUS / US 158 / US 421 and US 311. Application Number 025
FORSYTH	1064240	US 311	Between SR 4325 (Old US 311) and the Sandolin Paint Products terminal (located at 3950 New Walktown Road). Applicaton Number 025

STAA National Truck Network

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

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

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

COUNTY GUILFORD DIVISION 7

RESCIND THE FOLLOWING

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

COUNTY RANDOLPH DIVISION 8

RESCIND THE FOLLOWING

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

COUNTY FORSYTH DIVISION 9

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
FORSYTH	1059479	US 311	Non-Network, concurrent with US 52 between I 40 (west interchange), US 52 (Stockton) and US 52, NC 8, SR 2516 (Martin Luther King Drive).
FORSYTH	1059482	US 311	Non-Network, concurrent with I 40 between I 40 (east interchange) and I 40 (west interchange), US 52, NC 8 (Stockton).
FORSYTH	1065882	US 311	Non-Network, concurrent with I 74 between the Guilford County line and I 40.

County	Ordinance Number	Route	Long Description
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Truck Lane Restriction

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).

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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 136-18.

COUNTY FORSYTH

DIVISION 9

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
FORSYTH	1074177	I 40	Single trucks with a gross vehicle weight rating (GVWR) of greater than 26,000 pounds with three (3) or more axles, or truck and trailer combinations with three (3) or more axles and a combined gross vehicle weight rating (GVWR) of greater than 26,000 pounds, shall be prohibited to use the leftmost lane between US 158 (Stratford Road) and 1.0 mile west of I 74.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
FORSYTH	1059329	I 40	Single trucks with a gross vehicle weight rating (GVWR) of greater than 26,000 pounds with three (3) or more axles, or truck and trailer combinations with three (3) or more axles and a combined gross vehicle weight rating (GVWR) of greater than 26,000 pounds, shall be prohibited to use the leftmost lane between US 158 (Stratford Road) and 1.0 mile west of US 311.

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (136-18, 136-18, 20-141.1, 136-54, 136-30, 20-115.1, 20-141).

All the actions to the Highway Traffic Ordinances herein adopted are effective January 17, 2019 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
No Parking	4	8
Municipal Speed Zones	0	2
Rural Speed Zones	16	15
Speed Limit in School Zones	0	1
Route Changes	9	0
School Speed Zone - Rural	1	0
STAA Reasonable Access (Twins Only)	0	2
STAA National Truck Network	0	5
Truck Lane Restriction	1	1
Total	31	34

For ordinances requiring signing, 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 17, 2019

DATE


OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

Transportation
Advisory
Committee

Winston-Salem Urban Area
METROPOLITAN PLANNING ORGANIZATION

February 15, 2018

Bethania
Bermuda Run
Clemmons
Davidson County
Davie County
Forsyth County
Kernersville
King
Lewisville
Rural Hall
Stokes County
Tobaccoville
Walkertown
Wallburg
Winston-Salem
NC Board of
Transportation
Winston-Salem
Transit Authority
Non-Voting
Advisory Members

James H. Trogon, III, Secretary
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501

Dear Secretary Trogon:

SUBJECT: **Resolutions Adopted in February 2018 by the
Winston-Salem Urban Area MPO TAC**

Please find enclosed signed copies of resolutions approved by the Transportation Advisory Committee of the Winston-Salem Urban Area MPO in February 2018 as follows:

- Rerouting of US 311 within the Winston-Salem Urban Area MPO
- FHWA Safety Performance Management (Safety PM), part of the overall Transportation Performance Management

Please contact Margaret Bessette, TAC Secretary, at 336.747-7058 or margb@cityofws.org if you have questions.

Sincerely,



Larry T. Williams, Chairman
Transportation Advisory Committee

Enclosures

cc: James Upchurch, NCDOT Statewide Planning Branch
Mike Stanley, PE, NCDOT TIP Development Unit
Tamara Shaw, NCDOT Division of Public Transportation
Ed Johnson, NCDOT Division of Bicycle and Pedestrian Transportation
Marta Matthews, NCDOT Transportation Program Management
S. Pat Ivey, PE, and Brett Abernathy, PE, NCDOT Division 9

dc:

Joe Geigle, FHWA, NC Division
Scott Rhine, Director, PART

**RESOLUTION
APPROVING THE REROUTING OF US 311
WITHIN THE WINSTON-SALEM URBAN AREA MPO**

A motion was made by TAC Member Fleming El-Amin and seconded by TAC Member Dan Besse for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, US Route 311 is a United States highway that runs for 102.3 miles from Randleman, North Carolina to near Danville, Virginia; and

WHEREAS, US 311 in Winston-Salem is currently routed through along New Walkertown Road, Martin Luther King Jr. Drive, US 52, I-40 and I-74; and

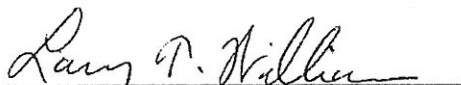
WHEREAS, the NCDOT recommends removing portions of US 311 within the Winston-Salem City limits and south of I-40 to Forsyth County line; and

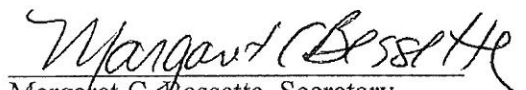
WHEREAS, leaving the remaining portions of US 311 starting at the intersection of I-74 (Northern Beltway) and New Walkertown Road; and

WHEREAS, the rerouting will improve traffic operations along the US 311 corridor and enhance regional connectivity.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization approves the rerouting of US 311 now starting at the I-74 (Northern Beltway) and New Walkertown Road intersection and continuing on its current designated route, removing all other portions.

Adopted on this the 15th day of February, 2018.


Larry T. Williams, Chairman
Transportation Advisory Committee


Margaret C. Bessette, Secretary
Transportation Advisory Committee

**RESOLUTION
ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE MEASURES
ESTABLISHED BY THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION**

A motion was made by TAC Member Ken Rethmeier and seconded by TAC Member Regina Streed for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) required States to set targets for five safety performance measures by August 31, 2017; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-Motorized Serious Injuries; and


WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina through a Safety Target Setting Coordination Training Workshop held in March, 2017; and

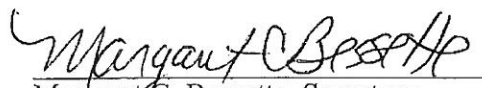
WHEREAS, the NCDOT has officially established and reported the safety targets in the HSIP annual report dated August 31, 2017, and;

WHEREAS, the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure, or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization agrees to plan and program projects that contribute toward the accomplishment of the State's targets for each of the aforementioned performance measures.

Adopted on this the 15th day of February, 2018.


Larry T. Williams, Chairman
Transportation Advisory Committee


Margaret C. Bessette, Secretary
Transportation Advisory Committee

**RESOLUTION OF SUPPORT
APPROVING THE REMOVAL OF THE US 311 DESIGNATION ALONG THE I-74
CORRIDOR THROUGH THE CITY OF HIGH POINT**

WHEREAS, US 311 is a 102.3-mile United States highway that runs from Randleman, NC to Danville, VA; and

WHEREAS, an 8.4-mile segment of US 311 currently runs along the I-74 corridor through the City of High Point; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) is recommending removal of the US 311 designation along the I-74 corridor from I-73 in Randleman, NC to the future interchange of I-74 and New Walkertown Road in Walkertown, NC; and

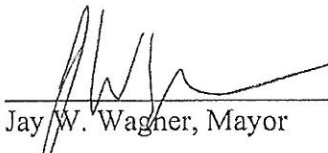
WHEREAS, the removal of the US 311 designation along the I-74 corridor will simplify route messaging provided to the traveling public by eliminating confusing route overlaps; and

WHEREAS, the removal of redundant signing will help to reduce sign pollution and long-term signing maintenance costs; and

WHEREAS, a representative of the NCDOT presented the removal plan and its benefits to the City Council's Prosperity & Livability Committee at their March 7th meeting, which the Committee unanimously endorsed with a recommendation for approval of this Resolution by the City Council.

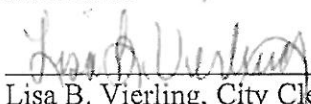
NOW, THEREFORE, BE IT RESOLVED that the City of High Point City Council hereby approves the removal of the US 311 designation along the I-74 corridor through the City of High Point.

A motion was made by Council Member Ewing and seconded by Council Member Peters and approved this the 7th day of May 2018.

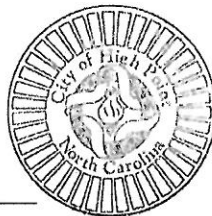


Jay W. Wagner, Mayor

ATTEST:



Lisa B. Vierling, City Clerk





High Point
Archdale
Denton
Jamestown
Lexington
Thomasville
Trinity
Wallburg
Davidson
County
Forsyth
County
Guilford
County
Randolph
County

RESOLUTION
APPROVING THE REMOVAL OF THE US 311 DESIGNATION ALONG
THE I-74 CORRIDOR THROUGH THE HIGH POINT METROPOLITAN
PLANNING ORGANIZATION (HPMPO)

WHEREAS, US 311 is a 102.3-mile United States highway that runs from Randleman, NC to Danville, VA; and

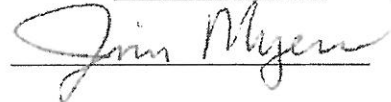
WHEREAS, US 311 currently runs along the I-74 corridor through the High Point MPO; and

WHEREAS, NCDOT is recommending removal of the US 311 designation from I-73 in Randleman, NC to the future interchange of New Walkertown Road and I-74 in Walkertown, NC; and

WHEREAS, the removal of the US 311 designation along the I-74 corridor will simplify route messaging provided to the public.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee hereby approves the removal of the US 311 designation along the I-74 corridor through the High Point Metropolitan Planning Organization.

A motion was made by TAC Member Molamphy and seconded by TAC member Ward and approved this the 24th day of April 2018.



Chairman Pro-tem, Transportation Advisory Committee

Subscribed and sworn to me this the 24th day of April 2018.


Notary Public

My commission expires 5/1/2020



Special Committee on U. S. Route Numbering

2018 Spring Meeting Report to the Council on Highways and Streets

Members:

- Region 1 – William Cass, New Hampshire DOT
- Region 2 – Emanuel Banks, Arkansas DOT
- Region 3 – Mark Van Port Fleet, Michigan DOT (Chair)
- Region 4 – Joshua Laipply, Colorado DOT
- AASHTO – Jim McDonnell,
- AASHTO – Patricia Ng’ethe

Activities:

Below are results of 37 applications (15USBR, 19 USR, 3 ISR), from 16 member departments, sent to AASHTO for review and approval.

- 37 applications received
- 32 approved
- 4 Approved contingently
- 1 Not Approved (need to resubmit)

AASHTO SPRING MEETING 2018 ROUTE NUMBERING APPLICATIONS

BALLOT RESULTS

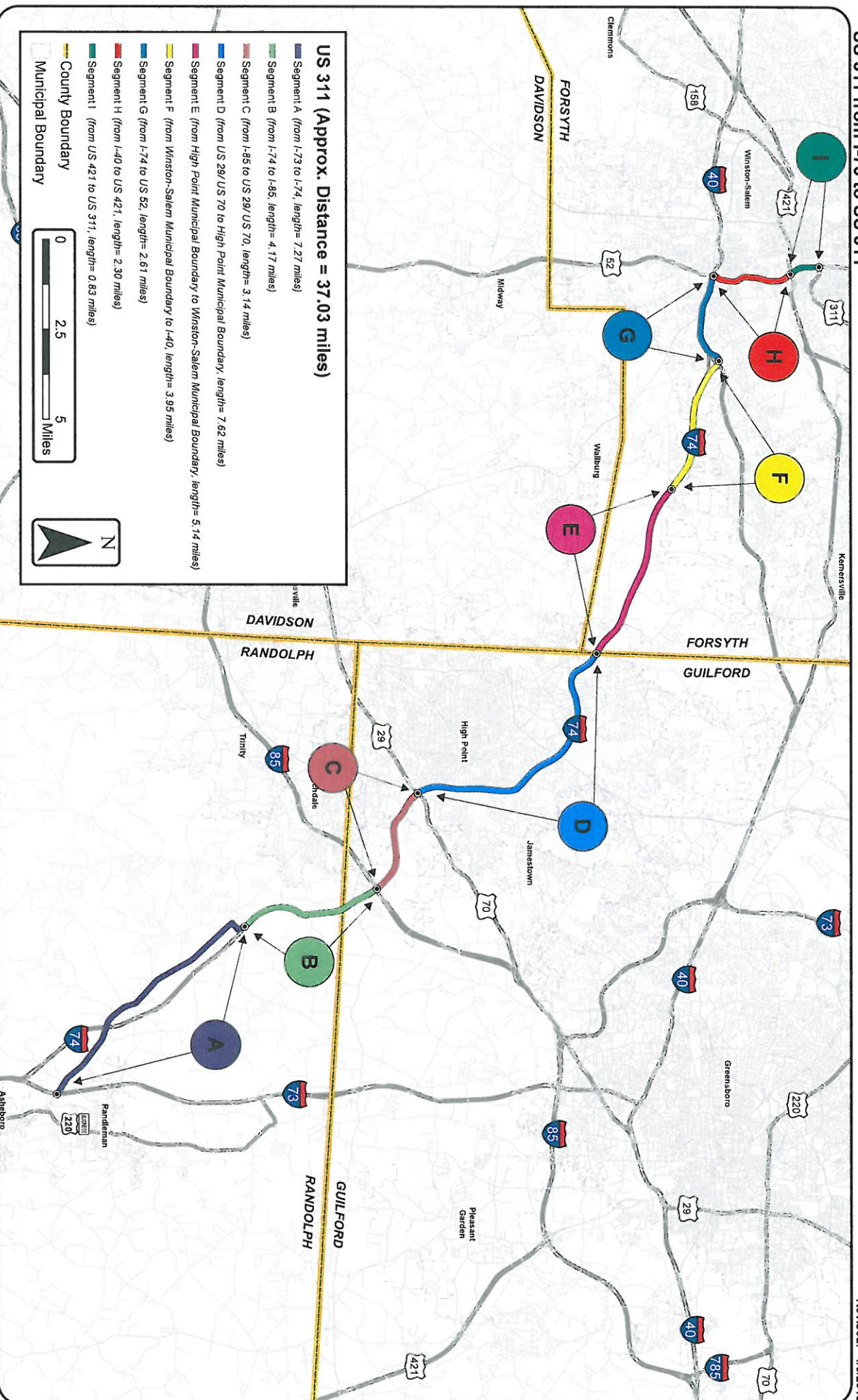
Item Number and Description	Decision	Comments 1	Comments 2
Item No. 1 – State: Alabama Route: U.S. 84 Action: Relocation of a U.S. Route: Between MP 167.593 and MP 163.413. Description: The relocation of US 84 will provide a less congested route over a better roadway.	Approved	Route description is not in single space, paragraph format. The type of facility is not described	
Item No. 2 - State: Arkansas Route: U.S. 82 Action: Relocation of a U.S. Route: Between U.S. Highway 82 Business west of the City of Montrose and U.S. Highway 82 Business east of the City of Montrose. Description: The Arkansas Department of Transportation has constructed a new location facility that bypasses the City of Montrose, Arkansas. This roadway segment is designated as U.S. Highway 82. This request is to relocate U.S. Highway 82 to this new location. A separate application is being submitted to re-designate the bypassed portion of U.S. Highway 82 as U.S. Highway 82 Business.	Approved		
Item No. 3 - State: Arkansas Route: US 82 Business Action: Relocation of a U.S. Route: Between U.S. Highway 82 Business east of the City of Montrose and U.S. Highway 82 Business west of the City of Montrose. Description: The Arkansas Department of Transportation has constructed a new location facility that bypasses the City of Montrose, Arkansas. This roadway segment is	Approved		

Action: Realignment of an existing U.S. Bicycle Route Description: Route Connects State Borders of Colorado and Missouri.			
Item No. 18 - State: Michigan Route: US U131 Business Action: Elimination of a U.S. Route: Between US 131 and 1-296/LJS 131. Description: Business US 131 in Grand Rapids, Michigan is being eliminated. The entire route was within Michigan. These roads were turned back to local jurisdiction in December 2017.	Approved	Page 2 - Reason for route change is illegible	
Item No. 19 - State: Michigan Route: USBR No. 35 Action: Establishment of a new U.S. Bicycle Segment Description: Route Connects (Existing USBR 35) Canada via Sault Ste. Marie Michigan and (Existing USBR 35) Indiana.	Approved		
Item No. 20 - State: Missouri Route: USBR No. 66 Action: Establishment of a new U.S. Bicycle Route or segment. Description: Route Connects Illinois State Border and Kansas State Border.	Approved	Would be nice to have larger scaled maps for locations in urban areas.	
Item No. 21 - State: Montana Route: US 93 Alternate Action: Establishment of a U.S. Alternate Route Between US 93 South of Kalispell and US 93 North of Kalispell. Description: The Montana Department of Transportation requests the designation of US 93 Alternate Route west of US 93, from the junction with US 93 south of Kalispell to the junction with US 93 north of Kalispell. US 93 facilitates travel from the Canadian Border to 1-90 in Montana and continues south to Idaho and Nevada. The route travels through the central business district (CBD) of Kalispell, MT. The 7.6 mile Kalispell alternate route, constructed in 2016, serves US 93 traffic traveling through Kalispell and is intended to relieve traffic congestion and reduce truck traffic in the CBD of Kalispell.	Approved	Page 7 - The route description does not include the focal point city Point to Point log was not included	
Item No. 22 - State: Nevada Route: USBR No. 50 Action: Establishment of a new U.S. Bicycle Route or segment. Description: Route Connects Nevada with Utah and California via USBR 50	Approved	Would be nice to have larger scaled maps for urban areas.	
Item No. 23 - State: North Carolina Route: I-140 Action: Relocation of an Interstate Route: Between US 17 in Brunswick County and US 421 in New Hanover County. Description: This section of roadway has been built to interstate standards and is currently open to traffic. The FHWA approved the adjacent section to the east between US 421 and I-40 as I-140 on December 15, 2008. As a result, the establishment of this remaining section as an interstate route will connect US 17 in Brunswick County, southwest of Wilmington, to I-40 in New Hanover County, north of Wilmington. This proposed interstate route will provide a logical connection to serve the growing transportation needs in the area.	Approved contingent on CEO signature	Page 7 - Route description is not in single space, paragraph format	Assuming the new route will be signed as I-140 it is approved. Application is not clear on the route designation
Item No. 24 - State: North Carolina Route: I-285	Approved contingent	-Page 7 - Route description should be in single space	-Will US-52, be abandoned or dual signage with I-285?

<p>Action: Establishment of an Interstate Route Between I-85 in Lexington (Davidson County) and I-40 in Winston-Salem (Forsyth County)</p> <p>Description: This route is a controlled access, divided, four-lane facility with connection to interstate routes at both ends, I-85 and I-40. This proposed addition of I-285 is a logical extension to the Interstate System. In addition, the Department has acquired resolutions from the Davidson County Commissioners, the City of Lexington, the High Point Metropolitan Planning Organization (MPO), and the Winston-Salem MPO in support of designating I-285. The FHWA approved the addition of this segment to the interstate system on February 1, 2018.</p>	on CEO signature	<p>paragraph format Point to Point was not included</p> <p>- 285 designation ok, no CEO signature</p>	
<p>Item No. 25 - State: North Carolina Route: US 311</p> <p>Action: Elimination of a U.S. Route Between I-73 in Randleman (Randolph County) and US 311 in Winston-Salem (Forsyth County)</p> <p>Description: This application is to eliminate a 37.03-mile section of US 311 in Randolph, Guilford, and Forsyth Counties. Currently, US 311 is routed concurrently with I-74, I-40, and US 52 on the majority of this 37.03-mile section. The remaining 7.27- mile portion in Randolph County not concurrent with I-74 will be reclassified as a state secondary route.</p>	Approved	Page 7 - The route description should be in single space paragraph format	
<p>Item No. 26 - State: Ohio Route: USBR No. 50</p> <p>Action: Realignment of an existing U.S. Bicycle Route. Route Connects Indiana and West Virginia. The following state or states are involved: West Virginia, Ohio, and Indiana.</p>	Approved	<p>Is the whole route being realigned?</p> <p>Front page says realignment but appears to establish route across the state</p>	
<p>Item No. 27 - State: Oklahoma Route: U.S. 270</p> <p>Action: Elimination of a U.S Route: Between SH-09 and SH-270A. Description: To reroute highway around Seminole. The route begins at SH-09 junction and travels south then east through Seminole for 3.41 miles to SH-270A/Harvey Rd.</p>	Approved	<p>Page 2 - Need explanation of why this highway is being rerouted</p> <p>Page 7 - Route description is missing type of facility Point to Point log is not included</p>	
<p>Item No. 28 - State: Oklahoma Route: U.S. 270</p> <p>Action: Relocation of a U.S Route: Between SH-09 and SH-270A. Description: The route begins at the SH-09/SH-3E junction in Seminole and travels east on SH-09 to SH-270A/Harvey Rd., then south on SH-270A/Harvey Rd. for a total of 4.18 miles to join back with US-270.</p>	Approved	<p>Page 2 - Need explanation of why this highway is being rerouted</p> <p>Page 7 - Route description is missing type of facility Point to Point log is not included</p>	
<p>Item No. 29 - State: Pennsylvania Route: USBR No. 30</p> <p>Action: Establishment of a new U.S. Bicycle Route or segment. Description: Route Connects Ohio and New York.</p>	Approved		

US 311 from I-73 to US 311

Created: 3/15/2018
Revised: 4/6/2018





AASHTO



Updated June 12, 2017

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

Between I-73 in Randleman (Randolph County) and US 311 in Winston-Salem (Forsyth 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: April 20, 2018

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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 eliminate a 37.03-mile section of US 311 in Randolph, Guilford, and Forsyth Counties. Currently, US 311 is routed concurrently with I-74, I-40, and US 52 on the majority of this 37.03-mile section. The remaining 7.27-mile portion in Randolph County not concurrent with I-74 will be reclassified as a state secondary route.

Date facility available to traffic Currently open to traffic

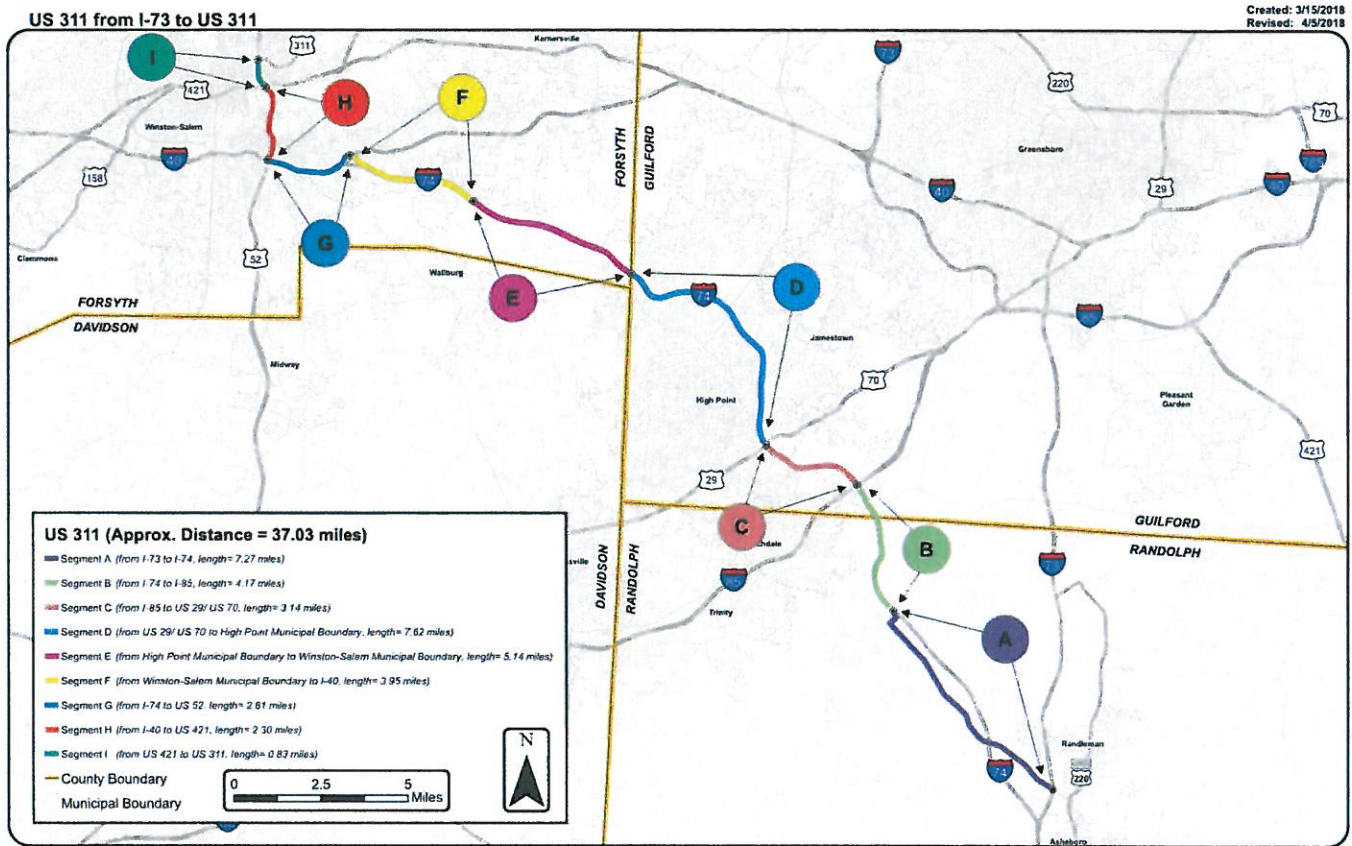
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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 pngethe@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.)



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 33,683 as compared to 6,465 for the year 2016 for the remaining portions of this U.S. Numbered Route 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.

DocuSigned by:



(Signature)

NCDOT Chief Engineer's Office

Chief Executive Officer

(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							Show When In Excess of Standard				
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency							
							Roadway Width Deficiency	H - Loading Deficiency								
												Percent	Percent	Percent	Percent	Percent
0	10	20	30	40	10	20	30	40	10	20	30	40	60	80	Degree	Length
5	A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A					
10	B															
15	C															
20	D															
25	E															
30	F															
35	G															
35	H															
35	I															
40	Attach additional sheet here if necessary															

Contact Information:
Renee B. Roach, PE
919-814-5020 (phone)
919-771-2745 (fax)
rroach@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 route begins at the I-73 interchange in Randleman, Randolph County.
The route is going northwest partially along existing sections of I-74, I-40, and US 52.
The route is traveling along existing alignment. A majority of the route is along multi-lane, divided, full control of access facilities. The southern end of the section is a two-lane facility for approximately 7.27 miles with no control of access.
The route is going north and west.
The focal point cities along the route are Randleman, High Point and Winston-Salem.
The route covers approximately 37.03 miles.
The route ends at US 311 in Winston-Salem, Forsyth County.