

Renee Roach
Traffic



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

January 6, 2011

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

Dear John:

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

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

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

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

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

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

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

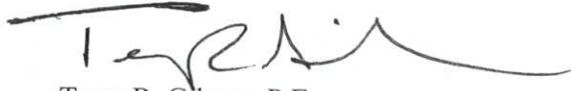
WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Mr. John F. Sullivan, III
January 6, 2011
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Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry R. Gibson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

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

TRG:JKL:rbr

Attachments

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



STATE OF NORTH CAROLINA
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SECRETARY

March 15, 2012

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

Dear John:

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

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

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

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

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

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

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March 15, 2012

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

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

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

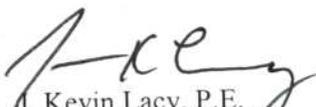
This information supports our previously submitted request for Federal Highway Administration approval for the addition of the High Point East Belt (I-74) from SR 1993 (Old US 311 Bus) near Forsyth/Guilford County line to US 311/SR 1928(Cedar Square Rd) in Randolph County to the Interstate system under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

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

We appreciate your favorable consideration of this request.

Please let me know if you need any additional information.

Sincerely,


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

TRG:JKL:rbr

Attachments

Mr. John F. Sullivan, III

March 15, 2012

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

May 4, 2012

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

Dear John:

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

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

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

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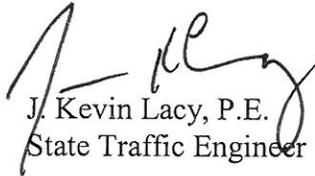
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Please let me know if you need any additional information.

Sincerely,



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

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