



Application for Interstate or U.S. Route Numbering

Please submit application electronically to usroutes@aaashto.org

Member Department submitting application: North Carolina Department of Transportation

Interstate* or U.S. Route Number: Future I-685

* **Note:** All applications pertaining to **Interstate** facilities are subject to concurrence and approval by the FHWA.

The following state(s) are involved in this application: North Carolina

Date of Application: March 4, 2022

This is an application for (please check one*):

* **Note:** Each action requires a **separate** application, even if the actions pertain to the same route.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Establishment of a new route or segment | <input type="checkbox"/> Establishment of an Alternate Route (U.S. Routes only) |
| <input type="checkbox"/> Extension of a route or segment | <input type="checkbox"/> Establishment of a Temporary Route (U.S. Routes only) |
| <input type="checkbox"/> Relocation/realignment of an existing route | <input type="checkbox"/> Recognition of a Business Route |
| <input type="checkbox"/> Deletion of a route or segment | <input type="checkbox"/> Recognition of a By-Pass Route (U.S. Routes only) |

Reason for requested action. Please provide a short statement explaining the rationale behind the requested action.

As part of the Infrastructure Investment and Jobs Act (IIJA), a new interstate was added along US 421 from I-85 in Greensboro to I-95 in Dunn. This future route will be a full control access, divided, multi-lane facility with connection to freeway routes at both ends. The length of the proposed route is approximately 85.82 miles. The northern portion of approximately 55.53 miles runs along existing US 421. Approximately 30 miles along the southern portion of the proposed route will be on new location. Projects for upgrading existing US 421 and the new location portion have not yet been identified. The proposed route is a logical addition to the Interstate System and will provide essential freeway connectivity between I-85 in Greensboro and I-95 near Dunn. It will also provide a critical interstate connection for the Fort Bragg Military Installation located in Fayetteville.

Endpoints. Route segment starts at: I-85 in Greensboro and ends at: I-95 near Dunn
(Sample start/end points: state border, international border, existing Interstate or US Route, etc.)

Traffic Volume. The weighted average daily traffic along the proposed route is: 19,200

Description. Please provide a short description of the proposed action, including such information as: length of route, direction of travel, type of facility, and focal points (such as cities) along the route.

The route begins at the I-85 interchange in Greensboro. The route will run south along existing US 421 for 55.53 miles and then on new location for approximately 30 miles. The focal point cities along the route are Greensboro, Siler City, Sanford, and Dunn. The route will cover approximately 85.82 miles. The route ends at the I-95 interchange near Dunn.

Date facility will be open to traffic: N/A – Currently open to traffic

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

Does the petition propose a new routing over a portion of an *existing* U.S. Route? Yes No
If so, where? US 421

Additional Information. Please submit the following documents with your application, as appropriate, and label as noted.

Attachment A: Map. [Required] Please provide a color PDF map clearly indicating the proposed change being

requested to the applicable Interstate or U.S. route. If including Attachment B, *Comparison to AASHTO Standards*, indicate termini and control points on the map for the route, number them in sequence, and use these in column 1 of the tabulation when listing mileage. Towns, cities, major highway intersections, and state lines may be used as control points.

Attachment B: Comparison to AASHTO Standards. If Establishing, Extending, or Relocating an Interstate or US route along a stretch of road not already designated as such, please provide detailed information, by mileage posts or control points, on any design exceptions, deficiencies, or deviations from applicable AASHTO standards along the route. This information should be provided in Excel or Word format.

Attachment C: Supporting documentation. [Optional] Please provide any supporting documentation related to this application, such as petitions from affected jurisdictions or official Congressional actions.

By signing below, the member department attests to the following statements:

The member department 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 Council on Highways and Streets of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within the jurisdiction of the member department.

The following statements have been read and this application complies with the applicable policy:

- [Establishment and Development of United States Numbered Highways](#), as retained from October 13, 1991.
- [Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways](#), as retained from August 10, 1973.

North Carolina
Department of
Transportation

3/4/2022

Member Department

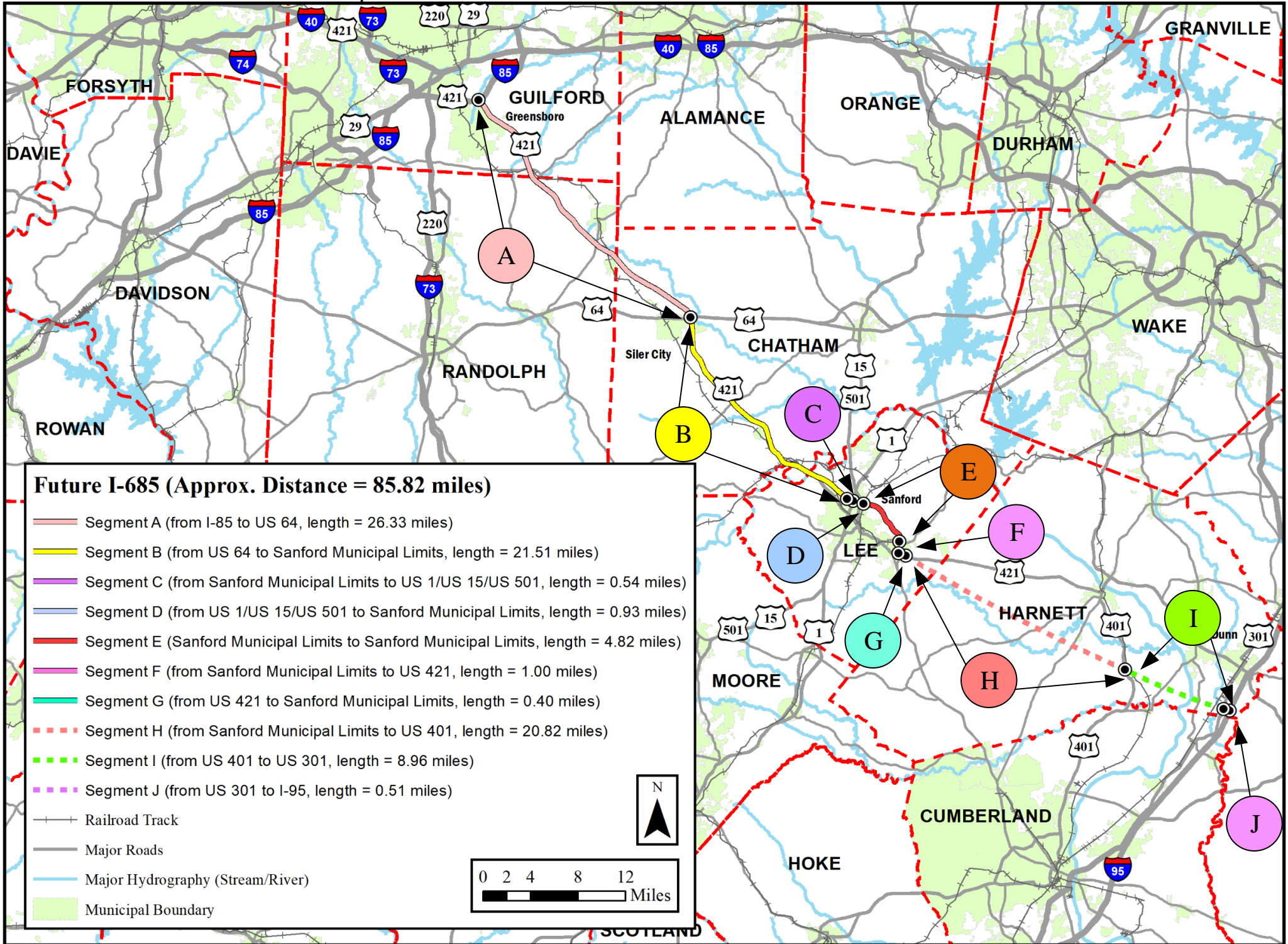
Signature of Member Department Chief Executive Officer

Date

Note: All applications **must** be endorsed by the member department CEO. If the agency chooses not to include a signature on this form, a letter from the member department's CEO with signature is sufficient for completion of this application.

Member Department contact person for this application:

Name: Renee Roach, PE
Title: State Signing and Delineation Engineer
Telephone: 919-814-5020
E-Mail: rroach@ncdot.gov



Semanick, Celeste M

From: Roach, Renee B
Sent: Thursday, September 15, 2022 1:36 PM
To: Semanick, Celeste M
Subject: FW: Interstate 685
Attachments: Future I-685_Presentation Slides_3-28-22.pdf

Celeste-

Since this was congressional designated- we do not need anything from FHWA- congress already approved. We sent to AASHTO to get the number reserved. So technically once AASHTO approves the number for future we are good. But please remember, it is future only so not an official interstate so no changes to line work or ordinances yet.

Thanks,
Renee

Renee B. Roach, PE, CPM

State Signing and Delineation Engineer
Mobility and Safety Division, Signing and Delineation Unit
North Carolina Department of Transportation

919 814-5020 office
rroach@ncdot.gov
1561 Mail Service Center
Raleigh, NC 27699-1561
750 N. Greenfield Parkway
Garner, NC 27529



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"In sum, remember the signing golden rule: clarify and simplify," Fred Ranck, with FHWA's Resource Center Safety and Design Team.

From: Gallas, Rebecca J <rjgallas@ncdot.gov>
Sent: Thursday, September 8, 2022 9:17 AM
To: Sizemore, Sean B <sbsizemore@ncdot.gov>
Cc: Wasserman, David S <dswasserman@ncdot.gov>; Haith, Fredrick D <fdhaith1@ncdot.gov>; Craver, Phillip W <pwcraver@ncdot.gov>; Roach, Renee B <rroach@ncdot.gov>
Subject: RE: Interstate 685

Hi Sean,

I touched base with Renee in Mobility and Safety- SPOT works with her on the route designations during prioritization. She provided the following info that I found very helpful:

This corridor was Congressional designated in the recent Infrastructure Investment and Jobs Act. I have provided a portion of this bill – the yellow highlighted area specifically concerns the corridor in question. A request was submitted to AASHTO (American Association of State Highway and Transportation Officials) in April 2022 to assign a number of Future I-685 to the corridor. The name Future I-685 was approved. Please keep in mind this was only to secure the number. This route is **not** an Interstate. The roadway segments are required to be built to Interstate standards. Once a segment of roadway meets all the necessary requirements (i.e. built to interstate standards, control of access, number of lanes, etc), NCDOT can request FHWA (Federal Highway Administration) to add the route to the Interstate system. As you are aware there are large segments of US 421 that do not meet interstate standards and bisect towns. Projects will need to be developed along with future studies to determine the ultimate path of the Interstate facility along these segments.

The law indicates the approved corridor begins in Guilford County and ends in Harnett County. Wilkes, Yadkin and Forsyth counties are not within the limits of the law (high priority corridor) or in the recent AASHTO approval for Future I-685. To date, I have not been asked to pursue a future interstate designation of US 421 west of Greensboro through AASHTO; however, we had a firm review the corridor to provide a high-level evaluation of the deficiencies that would need to be corrected (I have attached). The segments outside of the congressional designation would have to go through the administrative process to add as a future interstate. (Which is a different set of rules) One of the major rules would be a written agreement from the Department committing to bring the route up to interstate standards in 25 years (high priority- congressional designation does not have a time limit).

SEC. 11514. HIGH PRIORITY CORRIDORS ON THE NATIONAL HIGHWAY SYSTEM.

(a) HIGH PRIORITY CORRIDORS.—Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240; 105 Stat. 2032; 133 Stat. 3018) is amended—

(1) by striking paragraph (84) and inserting the following:

“(84) The Central Texas Corridor, including the route—

“(A) commencing in the vicinity of Texas Highway 338 in Odessa, Texas, running eastward generally following Interstate Route 20, connecting to Texas Highway 158 in the vicinity of Midland, Texas, then following Texas Highway 158 eastward to United States Route 87 and then following United States Route 87 southeastward, passing in the vicinity of San Angelo, Texas, and connecting to United States Route 190 in the vicinity of Brady, Texas;

“(B) commencing at the intersection of Interstate Route 10 and United States Route 190 in Pecos County, Texas, and following United States Route 190 to Brady, Texas;

“(C) following portions of United States Route 190 eastward, passing in the vicinity of Fort Hood, Killeen, Belton, Temple, Bryan, College Station, Huntsville, Livingston, Woodville, and Jasper, to the logical terminus of Texas Highway 63 at the Sabine River Bridge at Burrs Crossing and including a loop generally encircling Bryan/College Station, Texas;

“(D) following United States Route 83 southward from the vicinity of Eden, Texas, to a logical connection to Interstate Route 10 at Junction, Texas;

“(E) following United States Route 69 from Interstate Route 10 in Beaumont, Texas, north to United States Route 190 in the vicinity of Woodville, Texas;

“(F) following United States Route 96 from Interstate Route 10 in Beaumont, Texas, north to United States Route 190 in the vicinity of Jasper, Texas; and

“(G) following United States Route 190, State Highway 305, and United States Route 385 from Interstate Route 10 in Pecos County, Texas, to Interstate 20 at Odessa, Texas.”; and

(2) by adding at the end the following:

“(92) United States Route 421 from the interchange with Interstate Route 85 in Greensboro, North Carolina, to the interchange with Interstate Route 95 in Dunn, North Carolina.

“(93) The South Mississippi Corridor from the Louisiana and Mississippi border near Natchez, Mississippi, to Gulfport, Mississippi, shall generally follow—

“(A) United States Route 84 from the Louisiana border at the Mississippi River passing in the vicinity of Natchez,

From: Sizemore, Sean B <sbsizemore@ncdot.gov>

Sent: Wednesday, September 7, 2022 9:43 AM

To: Gallas, Rebecca J <rjgallas@ncdot.gov>

Cc: Wasserman, David S <dswasserman@ncdot.gov>

Subject: FW: Interstate 685

Rebecca,

Do you know anything about this?

Thanks,

Sean

From: Sizemore, Sean B

Sent: Wednesday, September 7, 2022 9:34 AM

To: Shaw, Ramie A <rashaw@ncdot.gov>

Cc: Adams, Daniel R <dradams@ncdot.gov>; Carter Spradling <cspradling@ptrc.org>; Poe, Michael L <mlpoe@ncdot.gov>; Brown, Christopher J <cjbrown2@ncdot.gov>; Woodie, Joseph N <jnwoodie@ncdot.gov>

Subject: Interstate 685

Gentlemen,

“As reported by WRAL late last year, the interstate designation is part of a newly-passed federal infrastructure bill and would be known as Interstate 685 which would begin in the Triad and end in Dunn at Interstate 95, near Fayetteville.”

(see attached)

Prior to this article did anyone know about this ?

Please let me know.

Thanks,

Sean

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Special Committee on U. S. Route Numbering

2022 Spring Meeting Report to the Council on Highways and Streets

Members:

- Region 1 – William Cass, New Hampshire DOT (Chair)
- Region 2 – Currently Vacant
- Region 3 – Burt Morey, Kansas DOT
- Region 4 – Dwane Kailey, Montana DOT
- AASHTO – Jim McDonnell
- AASHTO – Janae Dawkins

Activities:

Below are results of 18 applications (5 U.S. Bike Routes, 6 U.S. Routes, 7 Interstate Routes), from 10 Member departments, sent to AASHTO for review and approval.

- 18 Applications Received
- 17 Approved
- 1 Approved with Conditions
- 0 Not Approved

New Business:

- Committee is currently seeking a member from Region 2 to replace Emanuel Banks, Arkansas DOT.

**AASHTO 2022 SPRING MEETING ROUTE NUMBERING APPLICATIONS
FINAL BALLOT RESULTS**

Ballot Items	Decision
Item No. 1 - State: Florida Route: USB-1 Action: Deletion of a route or segment	Affirmative
Item No. 2 - State: Florida Route: USB-1 Action: Deletion of a route or segment	Affirmative
Item No. 3 - State: Indiana Route: I-69 Action: Extension of a route or segment (Phase 2)	Affirmative
Item No. 4 - State: Indiana Route: I-69 Action: Extension of a route or segment (Phase 3)	Affirmative
Item No. 5 - State: Louisiana Route: 90 Business Action: Deletion of a route or segment	Affirmative
Item No. 6 - State: Louisiana Route: US 167 Action: Relocation/realignment of an existing route	Affirmative
Item No. 7 - State: Missouri Route: Business Loop I-70 Action: Deletion of a route or segment	Affirmative
Item No. 8 - State: North Carolina Route: Future I-685 Action: Establishment of a new route or segment	Affirmative
Item No. 9 - State: North Carolina Route: I-885 Action: Establishment of a U.S. (Interstate) Route	Affirmative
Item No. 10 - State: North Carolina Route: U.S. 70 Bypass Action: Deletion of a route or segment	Affirmative
Item No. 11 - State: Texas Route: BU 281 Action: Relocation/realignment of an existing route	Affirmative
Item No. 12 - State: Texas Route: IH 69E Action: Extension of a route or segment	Affirmative
Item No. 13 - State: Texas Route: U.S. 183 Action: Relocation/realignment of an existing route	Affirmative
Item No. 14 - State: Delaware Route: USBR 201 Action: Establishment of a new U.S. Bicycle Route or segment	Affirmative
Item No. 15 - State: Indiana Route: USBR 35 Action: Relocation/realignment of an existing U.S. Bicycle Route or segment	Affirmative with Condition
Item No. 16 - State: Michigan Route: USBR 20 (existing) Action: Relocation/realignment of an existing U.S. Bicycle Route or segment	Affirmative
Item No. 17 - State: Minnesota Route: USBR 20 Action: Establishment of a new U.S. Bicycle Route or segment	Affirmative
Item No. 18 - State: Oklahoma Route: USBR 66 Action: Establishment of a new U.S. Bicycle Route or segment	Affirmative

2022 Spring Route Numbering Applications with Contingencies

Item No.	State & Route No.	Contingencies
Item No. 3	State: Indiana Route: I-69	Contingent upon approval from FHWA
Item No. 4	State: Indiana Route: I-69	Contingent upon approval from FHWA
Item No. 8	State: North Carolina Route: Future I-685	Contingent upon approval from FHWA
Item No. 9	State: North Carolina Route: I-885	Contingent upon approval from FHWA
Item No. 12	State: Texas Route: IH 69E	Contingent upon approval from FHWA
Item No. 15	State: Indiana Route: USBR 35	Contingent upon application signature from CEO



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

RESOLUTION OF SUPPORT OF THE ROUTING OF FUTURE, I-685 FROM I-85 IN GREENSBORO, NC TO I-95 IN DUNN, NC IN CONJUNCTION WITH THE INFRASTRUCTURE INVESTMENT AND JOBS ACT WITHIN THE PIEDMONT TRIAD RURAL PLANNING ORGANIZATION (PTRPO)

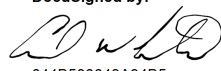
Whereas, US 421 connects Interstate 85 with Interstate 95.

Whereas, the recent Infrastructure Investment and Jobs Act, Section 11514 - High priority corridors on the National Highway System, identified US 421 from I-85 in Greensboro, NC to I-95 in Dunn, NC.

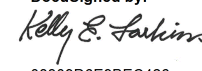
Whereas, the upgrade to Interstate designation of US 421 would increase safety, mobility and spur economic development.

NOW, THEREFORE, BE IT RESOLVED, that the PTRPO Transportation Advisory Committee approve the future routing of I-685 along US 421 from I-85 in Greensboro to I-95 in Dunn, NC.

ADOPTED, at a regular meeting of the PTRPO on February 16, 2022.

DocuSigned by:


644B588643A34B5...
Alvin Foster, TAC Chair
Piedmont Triad RPO

DocuSigned by:


08309D6E9BEC426...
Kelly Larkins, Secretary
Piedmont Triad RPO

RESOLUTION OF SUPPORT FOR THE CAROLINA CORE

A motion was made by TAC Member Mike Fox and seconded by TAC Member Alan Branson for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS, US 421 has the potential to be a major engine for economic growth in central North Carolina; and

WHEREAS, US 421 is an emerging megasite corridor between Winston-Salem and Fayetteville; and

WHEREAS, the development of four megasites, other industrial sites, urban research parks and mixed use developments present a real opportunity for the economic transformation of the Carolina Core; and

WHEREAS, combining these megasites with a labor shed of more than one million workers supported by more than 30 colleges and universities, positions the Carolina Core globally as a competitive site for industry; and

WHEREAS, the public and private sector have invested hundreds of millions of dollars in infrastructure, sites and higher education, which will support economic growth in the Carolina Core like RTP over the last 50 years; and

WHEREAS, the Carolina Core will brand and market the US 421 corridor as a vision for Central North Carolina to include signage along the corridor;


NOW THEREFORE be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to support the Carolina Core, on this day, August 28, 2019.

I, Marikay Abuzuaiter, TAC Chair,
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, August 28, 2019.


Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, August 28, 2019.


Notary Public

DEIDRE E. BROWN
NOTARY PUBLIC
GUILFORD COUNTY, NC

My commission expires 03/07/2023

RESOLUTION OF SUPPORT FOR US 421 FUTURE INTERSTATE DESIGNATION

A motion was made by TAC Member Mike Fox and seconded by TAC Member Alan Branson for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS, US 421 connects I-95 with I-85 and I-40 by way of I-85/I-73 and provides an important link through the State of North Carolina; and

WHEREAS, interstates and their continued operations are critical to the state and nations economic wellbeing; and

WHEREAS, connecting I-95 to I-40 and I-85 with an interstate facility along the route of US 421 would provide an valuable alternate route for military and freight traffic; and

WHEREAS, connecting I-95 to I-40 with an interstate facility would provide additional evacuation routes and relief and recovery routes from the eastern part of the state; and

WHEREAS, the designation of US 421 as a Future Interstate and the bringing of the route up to interstate standards would improve safety, mobility and access for people and freight; enhance military readiness and logistics needs; and support economic development, including the four designated megasites in the Carolina Core; and

WHEREAS, the North Carolina Board of Transportation has passed a resolution in support of the future Interstate designation and recommended the Future Interstate designation be pursued through the North Carolina Congressional Delegation; and

NOW THEREFORE be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to support the efforts to designate US 421 as a Future Interstate Corridor.

I, Marikay Abuzuaiter, TAC Chair,
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, August 28, 2019.


Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, August 28, 2019.


Notary Public

DEIDRE E. BROWN
NOTARY PUBLIC
GUILFORD COUNTY, NC
My commission expires 03/07/2023



TRANSPORTATION ADVISORY COMMITTEE

Minutes of September 25, 2019 2:00 p.m., Greensboro, NC Greensboro City Council Chamber Melvin Municipal Office Building

Attendance

Marikay Abuzuaiter	<i>TAC Chair</i>	Chandler Hagen	<i>GDOT/MPO</i>
Nancy Vaughan	<i>TAC Member, Mayor</i>	Mike Mills	<i>NCDOT Division 7</i>
Yvonne Johnson	<i>TAC Member, Mayor Pro Tem</i>	Scott Rhine	<i>PART</i>
Tammi Thurm	<i>TAC Member, City of Greensboro</i>	Joe Geigle	<i>FHWA</i>
Carla Strickland	<i>TAC Member, Pleasant Garden</i>	Jed McMillan	<i>PTP</i>
Alan Branson	<i>TAC Member, Guilford County</i>	Nicole Lindahl	<i>BIG</i>
Mike Fox	<i>TAC Member, NCDOT</i>	David Hampsten	<i>TAP</i>
Tyler Meyer	<i>GDOT/MPO</i>	Carla Strickland	<i>Pleasant Garden</i>
Craig McKinney	<i>GDOT/MPO</i>	Dale Wyrick	<i>Field Operations</i>
Chris Spencer	<i>GDOT/MPO</i>	Kristine Williams	<i>Water Resources</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Cheryl McQueary	<i>Self</i>
Tram Truong	<i>GDOT/MPO</i>	Sage H Betts	<i>Self</i>
Yuan Zhou	<i>GDOT/MPO</i>		

Marikay Abuzuaiter called the meeting to order at approximately 2:00 PM

Introductory Items

1. Conflict of Interest Policy Statement

Marikay Abuzuaiter read the Conflict of Interest Policy Statement required by the State Ethics Act which states that it is the responsibility of each committee member to avoid conflicts of interest and if there are any to identify them now. *No conflicts were noted by members.*

2. Reports, Concerns, and Discussion from MPO Area Towns:

There were none.

3. Public Comments:

There were none.

Action Items

1. Meeting Minutes

Tammi Thurm moved to approve the minutes of August 28, 2019. Nancy Vaughan seconded the motion. The TAC voted unanimously to approve the minutes of August 28, 2019.

2. MTIP Amendment: W-5807 Safety Improvements

The MTIP Amendment for project W-5807 for various highway safety improvements in Division 7 reflects a request from NCDOT to add right-of-way and construction funding from 2020 through FY 2022.

Tammi Thurm moved to approve the MTIP Amendment: B-5714 Willow Road Bridge. Nancy Vaughan seconded the motion. The TAC voted unanimously to approve the MTIP Amendment: W-5807 Safety Improvements.

3. MTIP Amendment: TD-5279 J. Douglas Galyon Depot Renovations

NCDOT has increased its state funding commitment for the J. Douglas Galyon Depot Renovations to \$270,000. The state funding also needs to be moved from FY 2019 to FY 2020. This would adjust funding.

Yvonne Johnson moved to approve the MTIP Amendments: TD-5279 J. Douglas Galyon Depot Renovations. Skip Alston seconded the motion. The TAC voted unanimously to approve MTIP Amendments: TD5279 J. Douglas Galyon Depot Renovations.

4. Resolution Supporting State Match: CMAQ & Paratransit

GTA seeks authorization to receive State matching funds for bus and vehicle purchases. There are three resolutions: TA 4771, TA 6714, and TA 4767. Tyler Meyer mentioned that this is a formality requested by NCDOT given the MPO is already on record in supporting these projects by listing them in the Transportation Improvement Program.

Tammi Thurm moved to approve the Resolution Supporting State Match: CMAQ & Paratransit. Nancy Vaughan seconded the motion. The TAC voted unanimously to approve the Resolution Supporting State Match: CMAQ & Paratransit.

5. Resolution Authorizing FY 2021 Sec. 5303 Grant

GTA seeks authorization by resolution to authorize the City to enter into an agreement with NCDOT for FY 2021 transit planning funds. Tyler Meyer said this is as an administrative formality since the funds are received every year.

Yvonne Johnson moved to approve the Resolution Authorizing FY 2021 Sec. 5303 Grant. Nancy Vaughan seconded the motion. The TAC voted unanimously to approve the Resolution Authorizing FY 2021 Sec. 5303 Grant.

6. Resolution Authorizing FY 2021 NCDOT Technology Grant

GTA seeks authorization for the City to receive funds for the purchase of a digital signage system for the Depot. There is a need for 18 signs for bus slips that will show real time bus schedules.

Mike Fox moved to approve the Resolution Authorizing FY 2021 NCDOT Technology. Alan Branson seconded the motion. The TAC voted unanimously to approve the Resolution Authorizing FY 2021 NCDOT Technology.

7. Socioeconomic Data Update for PTRM Travel Model

Lydia McIntyre recapped background information that had been discussed more extensively at the previous TAC meeting and reviewed the reasons for requesting TAC approval of the resolution that approves use of socioeconomic data as one of the three inputs of the regional travel demand model to support the MTP and MTIP. She noted the value of the model to the MPO and its member agencies.

Tammi Thurm requested that the city council have access to the socioeconomic data so they can look at trends and forecast plans for the city.

Tammi Thurm moved to approve the Resolution Approving Socioeconomic Data Update for the Piedmont Triad Regional Travel Demand Model. Yvonne Johnson seconded the motion. The TAC voted unanimously to approve the Resolution Approving Socioeconomic Data Update for the Piedmont Triad Regional Travel Demand Model.

Business Items

1. Carolina Core & U.S.421 Future Interstate Designation

Jed McMillan presented the Carolina Core & U.S.421 Future Interstate Designation project that started in August 2017. The project proposes to rebrand our region from the Piedmont-Triad to the Carolina Core as well as to designate US 421 as a Future Interstate.

There are two resolutions that McMillan proposes: (1) Support for the Carolina Core and (2) Support for U.S.421 to be designated as a Future Interstate. This will give the region an identity that can be recognized around the world, new business opportunities, and stronger unification. McMillan noted this project markets the region's unique quality of having four megasites.

According to McMillan, North Carolina is not in the supplier network found in auto-manufacturing states, which proved a major reason for the failed Toyota-Mazda deal. The developments promoted by these resolutions intend to fix this issue, which would hopefully open the region up to having major economic development opportunities from automobile and ancillary manufacturing activities.

McMillan mentioned that FHWA rules require all counties that surround U.S. 421 to pass the resolution supporting the interstate designation. He also mentioned that all seven counties involved have approved the resolutions unanimously with Winston-Salem as the remaining entity to speak to.

Mills stressed that approving these resolutions would not cost the city anything while providing needed support to the aforementioned initiatives.

Mike Fox moved to approve the Carolina Core & U.S.421 Future Interstate Designation resolutions. Alan Branson seconded the motion. The TAC voted unanimously to approve the Carolina Core & U.S.421 Future Interstate Designation resolutions.

2. City Coordination for Road Closings and Work Zones

Dale Wyrick from the Field Operations Department and Kristine Williams from the Water Resources Department spoke on city coordination for road closings and work zones. Wyrick emphasized that the Field Operations Department wants to ensure that roadway repairs are done to a certain standard and are effective long term.

Mike Fox mentioned that several downtown businesses have complained about how road closings and repairs that happen downtown negatively impact them. He asked if a senior person could have eyes on which roads are closed to ensure proper notice to the public and effected properties. Chris Spencer responded that there is a traffic control staff person that oversees road closure activities, but Fox believes that this staff person must either meet more regularly with Spencer and Wyrick or be replaced with a more senior staff person capable of handling the necessary coordination. Fox also asked if notices and road closure information could be improved. He mentioned possible changes like a website dedicated to advertising street closings/repairs, notifications about special events in addition to regular roadwork, pop

up messages on social media, large physical warning signs, and opt-in email notifications about the condition of certain roads. Spencer mentioned that GDOT receives TIMS information from other municipalities, and Williams mentioned there are efforts to enhance electronic board notifications.

Williams mentioned efforts to only perform construction/repairs outside of 9AM to 4PM. Marikay Abuzuaiter asked if resurfacing projects could take place at night. Wyrick responded that he wants to be sensitive to residents living downtown since sound travels further at night, but he added that he would look into it more in-depth.

Nancy Vaughan added that she has heard complaints about the lag time in resurfacing projects between milling and resurfacing. She used the Elm Street resurfacing project as an example. Wyrick said oftentimes two subcontractors have trouble coordinating

The TAC believe that businesses need advance notice before road repair projects begin and that start dates and completion dates should be included on notices along with the name of the contractor. Abuzuaiter mentioned confusing cone placement regarding roadway construction, and Wyrick mentioned that roadway closure training can be improved.

3. Bus Stop Presentation

Cheryl McQueary stated that improving bus shelter amenities could increase fixed route ridership and reduce paratransit use. She cited two studies, one from Madison, Wisconsin, and another from Salt Lake City, Utah. McQueary detailed how bus stop amenities can benefit the City, using examples from those studies. She highlighted that approximately 10% of the 1,100 bus stops in the City have shelters.

McQueary displayed a picture of the Hewitt/Pineland bus stop and noted that it is not ADA compliant. She then showed a picture of the Causey Street Tiny Home Community. She pointed out a blue house that belongs to a veteran and showed a picture of another resident who is a bus rider, highlighting the misfortune of the community's proximity to an inaccessible bus stop.

McQueary emphasized that advertising could be placed on bus shelters and the revenue could be used to lease additional buses along with other ways the City could see similar results to the other cities she cited.

Mike Fox asked if the GTA is involved in this bus shelter project. GTA has a plan to put 3-5 more shelters in around the City.

Chris Spencer talked about implementation, namely the acquisition of right-of-ways and the reconfiguration of sidewalks. He mentioned that the design effort can be more expensive than the shelters themselves. Tyler Meyer noted that the pending Hewitt Street sidewalk will add shelter pads and an accessible connection to the tiny house development. He also noted the City is taking steps to include shelter pads where needed as a standard practice in sidewalk and roadway projects. The City is also coordinating with NCDOT to arrange for shelters to be installed under their projects as well.

Yvonne Johnson wants bus stops near colleges and universities to incorporate the respective schools' logos. It was mentioned that PART could add shelters.

Mike Fox said it would be better to receive a request from the GTA Commission rather than an individual in order to follow the appropriate process. McQueary clarified that she requests that the MPO stick to the work plan they have already set in place since it notes the intention to study shelter and transit amenity needs.

4. Division Engineer Updates

Mike Mills presented the following project updates:

- There will be new impact attenuators at four locations in Guilford County and many more along I-73 and I-85. The construction schedule is pending.

- Two spot safety projects for signals waiting for plan revisions within Greensboro. The agreement for construction has already been executed by the City of Greensboro.
- Mills noted that the US 70 widening from Mount Hope Church to Birch Creek roads for Publix is delayed. Publix has been slow to address issues on their site which has delayed their permit and thus delayed NCDOT's permit. Mills recommends to delay the let from October 2019 to January/February 2020.
- The interchange improvements at I-40 Business and Elm-Eugene is delayed.
- The City is currently acquiring right-of-way for the Pine Street Railroad crossing project. The Department is handling construction and intends to let the project in spring 2020.
- Right-of-way acquisitions are underway for the turn lanes project at Chesterbrooke Drive and NC 150 in Summerfield.
- Funds have been approved for the directional crossovers at Lakeview Cemetery on US 29 and the guardrail installation on McLeansville Road at bridge over Reedy Fork Creek. NCDOT is trying to establish the let date for both projects.
- The project putting an additional lane on a ramp at the US 29 and I-40 interchange has been let several times without any good bids. It will be re-let in February 2020.
- Right-of-way acquisitions are underway for the construction of turn lanes and sidewalks at Air Harbor and Lake Brandt roads. The let date is March 2020.
- Right-of-way acquisitions are about 30% complete for the interchange modification at US 29 and Reedy Fork Parkway. The let date is June 2020.
- The MPO needs to officially remove the interchange improvements at US 29 and US 150 project. It will be included in the US 29 upgrade to interstate standards project, which is included in the TIP. The right-of-way for the upgrade to interstate is in FY 2025.
- Planning and design activities are underway for Lindell Road and Friendly Avenue..
- The section of the loop from Elm to Lawndale is to open to traffic in December 2020. The section from Battleground to Lawndale will be open in late December this year.

5. Project Updates

Craig McKinney presented the following project updates:

- Bids were recently opened for the EL-5101 DL project. A City Council award is scheduled for October. A minor amendment is needed for additional BGDA funds.
- Bids are expect to open in October for the U-5532 A Josephine Boyd Street & Walker Avenue project. Construction authorization has been requested.
- The C-5555 E College Road/New Garden Road Sidewalk project is close to construction. However right-of-way certification must be obtained.
- Construction funds have been obligated for the B-5553 Ballinger Road Bridge Replacement project. Construction authorization has been requested.
- A right-of-way assessment was completed for the U-5532 K North Elm Street project, and it was determined that it does not need easements beyond the existing right-of-way. The City can expedite the Cone Boulevard to Cornwallis Drive section by moving the remainder of work to a later contract. Construction authorization should be received by late Spring 2020.
- The October 1, 2019 Local Officials Meeting for U-5852 Benjamin/Bryan Widening project has been canceled due to NCDOT's ongoing cash flow crisis. NCDOT is temporarily suspending work on most project designs not in the 12 month let list as a cash rationing measure. NCDOT will resume work and reschedule the meeting once the cash balance situation improves.

Upcoming events:

- The Cotswold Terrace and Old Battleground Roundabout is expected to open to traffic tomorrow evening, September 26, 2019, or Friday, September 27, 2019.

6. Strategic Reports

The Metropolitan Transportation Program document will be ready for approval by the next TAC meeting.

On November 5 at the Statewide Operations Center in Raleigh, there will be an informational meeting about the 2050 NCDOT Plan Update. You must RSVP to attend.

Other Items

1. TAC Member Updates

The Board of Transportation approved the new 10 year STIP in their meeting earlier this month.

Mike Mills and Mike Fox will schedule a date and time for looking at the Urban Loop construction.

The Urban Loop Lawndale / Battleground section ribbon cutting will take place in December.

Mike Fox inquired on the outcomes of the Downtown Streetscape Study and if there were updates on GDOT'S response to the study's recommendations for pedestrian improvements. Chris Spencer confirmed the Downtown Streetscape Plan included improvements to address walkability deficiencies in the downtown area. Nancy Vaughan noted City Council had approved the budget for the Streetscape Strategic Plan.

Mike Fox requested updates on the Downtown Streetscape projects be presented in a future meeting. GDOT staff will provide information at the December TAC meeting.

2. Regional Updates

Scott Rhine reported that the Senate approved the House budget which would restore SMAP Funds. However, the budget was vetoed and is still deadlocked at this time. He also recommended TAC consider what could be accomplished with the potentially \$32 million in annual funding that could be generated if the area approved a 1/2 sales tax for mobility improvements.

3. Wrap-Up

Alan Branson moved to adjourn the meeting. Tammi Thurm seconded the motion. The TAC unanimously voted to adjourn the meeting.

The meeting was adjourned by Marikay Abuzuaiter at approximately 3:48 PM.

**RESOLUTION TO SUPPORT FUTURE INTERSTATE UPGRADE FOR HIGHWAY 421
TRIANGLE AREA RURAL PLANNING ORGANIZATION**

WHEREAS, Highway US 421 connects Interstate 95 with Interstates 40 and 85; and

WHEREAS, these Interstates and their continued operations are critical to the state and nation's economic well-being; and

WHEREAS, Fort Bragg is a critical part of the national defense and access at all times is critical to this mission; and

WHEREAS, two hurricane events in the last three years have closed portions of Interstate 95 limiting access to the Fayetteville and Fort Bragg; and

WHEREAS, access from the west of Fort Bragg on surface streets was the only viable route to provide access to and from the Fort Bragg for several days during these storms; and

WHEREAS, the Research Triangle Park and the Triangle region continues to grow, adding thousands of vehicles to the current Interstate highway infrastructure; and

WHEREAS, connecting Interstate 95 to Interstates 40 and 85 with an interstate facility would provide an alternate route for military and freight traffic; and

WHEREAS, connecting Interstate 95 to Interstates 40 and 85 with an interstate facility would provide additional evacuation routes and relief and recovery routes to the region; and

WHEREAS, the population of the Triad region consisting of Greensboro, Winston-Salem, High Point and Burlington is over 1,668,000 and the population of the Fayetteville metropolitan area is in excess of 375,000; and

WHEREAS, connecting Interstate 95 to Interstates 40 and 85 with an interstate facility would provide direct connections between two largely populated regions; and

WHEREAS, The upgrade to Interstate status to Highway 421 would increase safety, mobility, access for the military and economic development; and

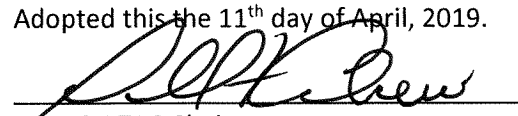
WHEREAS, the upgrade to interstate status would provide high design evacuation route in the event of natural disasters as recently experience in Hurricane Florence; and

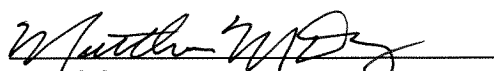
WHEREAS, A high design interstate would expedite logistics and staging to Ft Bragg in the event of a natural disaster and provide sustainability during emergency events; and

WHEREAS, an Interstate upgrade of Highway 421 would provide an alternate connection to Interstate 40 to support freight and commuter traffic flow;

NOW, THEREFORE, BE IT RESOLVED THAT the Rural Transportation Advisory Committee of the Triangle Area Rural Planning Organization, through adoption of this resolution, supports the efforts to designate US Highway 421 a future interstate corridor.

Adopted this the 11th day of April, 2019.


TARPO RTAC Chair


TARPO Secretary