



American Association of State Highway and Transportation Officials

Seven (7) Page Form

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

for (select one of the following):

- Elimination of a U.S. (Interstate) Route US 311 Business
- 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
- \*Establishment of a U.S. Bicycle Route (A NEW FORM IS BEING DEVELOPED FOR US BIKE ROUTES – continue to use this until the new form is finalized)
- \*Relocation of a U.S. Bicycle Route (SAA)

Between Interstate I-85 Business, South of High Point  
and  
US 311, North of High Point

The following states or states are involved:  
North Carolina

For AASHTO Use Only

Date received \_\_\_\_\_

Date application acknowledged \_\_\_\_\_

Date to Special Committee on U.S. Route Numbering \_\_\_\_\_

Date considered by the Standing Committee on Highways \_\_\_\_\_

Action of Standing Committee on Highways \_\_\_\_\_

Member Department Notified \_\_\_\_\_

- \* **Bicycle Routes:** Attach map on page 3. Obtain Signatures, page 4. Type a statement indicating that there are no deficiencies on the proposed US Bike Route. **Other sections not applicable.**
- \*\*\*\***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 Select from Calendar: August 31, 2009

SUBMIT APPLICATION ELECTRONICALLY TO [usroutes@aaashto.org](mailto:usroutes@aaashto.org)

You may convert your form as a PDF file, print then scan or submit as a saved word file. Send only one copy, please.

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 (US and Interstates Only):** (Keep concise and pertinent.)

**The existing alignment of US 311 Business through High Point is to be reclassified from a US route to a Secondary Route. This change was requested by the local municipality.**

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**

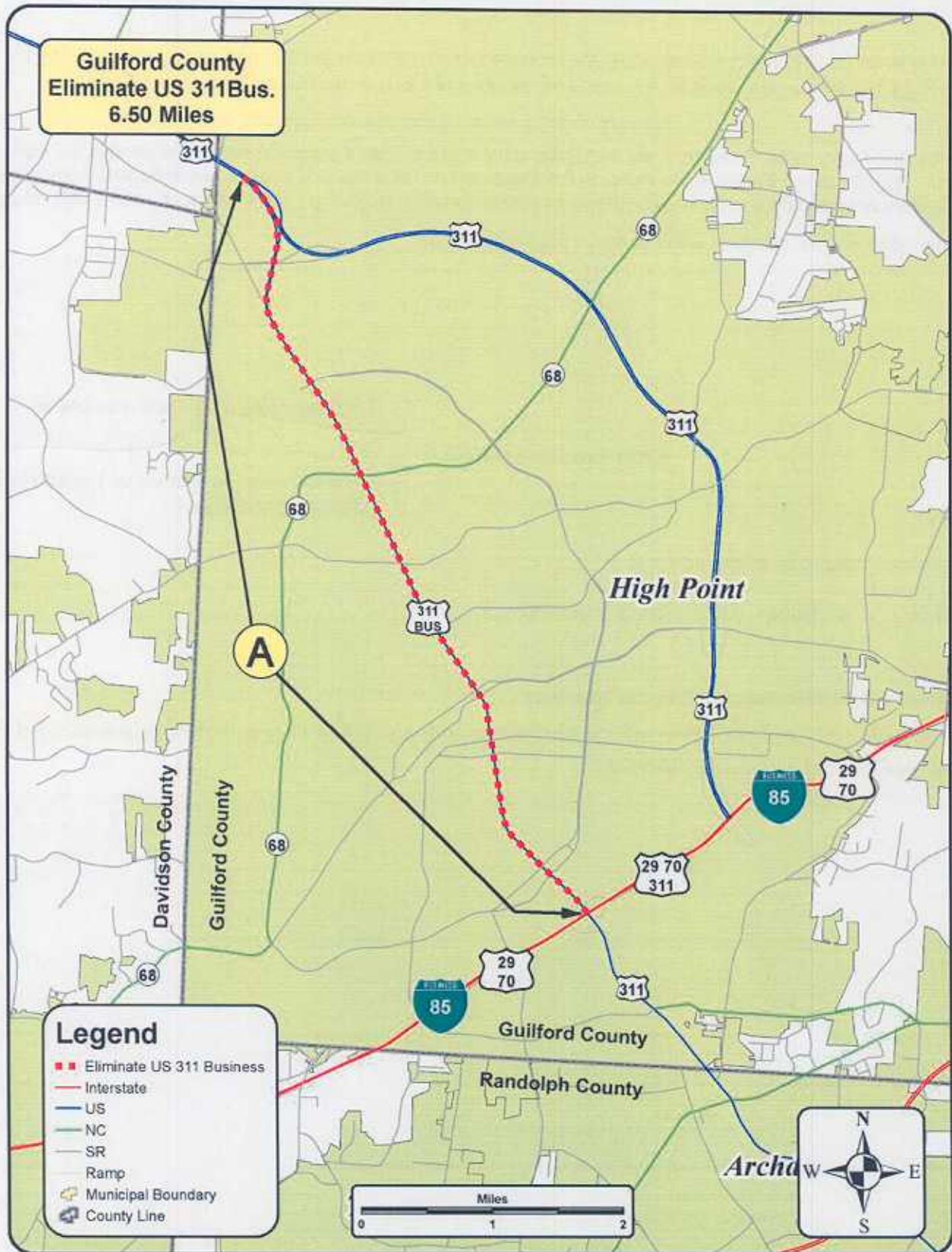
If so, where?

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 (This includes US, Interstates and **Bicycle Routes**)

U.S. Numbered or Interstate Numbered System:



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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is **18,796** as compared to **18,796** for the year **2008** for the remaining portions of this U.S. Numbered Route in the State.

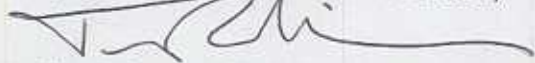
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*The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of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

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

Chief Executive Officer

(Signature Required – see note below)



North Carolina Department of Transportation  
(Member Department)

This petition is authorized by official action of \_\_\_\_\_  
under date of \_\_\_\_\_ as follows: (Copy excerpt from minutes.)

**(This includes US, Interstates and Bicycle Routes)**

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.

(US and Interstates Only)

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.

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

<b>Column 3:</b>	<b>Pavement Condition</b>	<b>Code</b>
	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.*

Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)

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	Horizontal Curvature	Percent Grade				
							Roadway Width Deficiency	H - Loading Deficiency							
					Percent		Percent		Percent		Percent		Degree	Length	
10	20	30	40	20	40	60	80	10	20	30	40	20			40
0.00	A	H	G	26,000	Existing US Business Route, Built to AASHTO Standards, No Deficiencies										
1.00				25,000											
2.00				14,000											
				16,000											
3.00				22,000											
4.00				24,000											
				21,000											
5.00				20,000											
6.00				7,300											
6.50															
7.00															
8.00															

(This includes US, Interstates and **Bicycle Routes**)

Contact regarding this application:

Name: Thomas Schroeder

Address: 3401 Carl Sandburg Ct. Raleigh, NC 27610

Telephone Number: (919) 212-6090

Fax Number: (919) 212-5999

Email Address: tschroeder@ncdot.gov

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**Description** to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

- o Where does the route begin? (Intersection or Mile Marker)

**The route US 311 Business begins at the intersection of US 311 and I-85 Business, approximately 1.50 miles north of the Randolph / Guilford County line.**

- o Describe where it is going?

**The route travels through the central business district of High Point and rejoins with US 311 to the north of High Point.**

- o What type of facility is it traveling over? (New alignment or over an existing pathway)

**The route travels over the existing alignment of US 311 Business**

- o Give the direction of travel(north, east, south, and west):

**North**

- o Name the focal point city or cities:

**High Point, North Carolina**

- o Length of route in miles.

**6.50 miles**

- o Where does it end? (Terminal intersection or mile marker)

**The route terminates upon returning to the current alignment of US 311 approximately 0.20 mile east of the Davidson/ Guilford County line, north of High Point at US 311 (exit 25).**

**Route Changes**

**Division 7**

**Guilford County**

Delete the following routing of US 311 Business:

From I-85 Business/US 29-70, traveling northward, rejoining existing US 311 at exit 25, a point approximately 0.20 miles east of the Davidson County line





<b>US 311</b>	<b>North Carolina</b>						<b>Attachment B</b>
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U.S. (F) Route Number	State	Type	Intersection	Point to Point Accumulated		Remarks
				Mileage	Mileage in State	
311	North Carolina	Regular	Madison	0	0	Route begins, Jct. U.S. 220 Bus.
311	North Carolina	Regular	Winston-Salem	30	30	Crosses U.S. 158, U.S. 421, and I-40
311	North Carolina	Regular	High Point	22	52	Route joins I-85, U.S. 29, and U.S. 70
311	North Carolina	Regular	High Point	1	53	Route leaves I-85, U.S. 29, and U.S. 70
311	North Carolina	Regular	Archdale	4	57	Crosses I-85
311	North Carolina	Regular	Jct. S. Randleman	10	67	Route ends, Jct. U.S. 220