



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

EUGENE A. CONTI, JR.
SECRETARY

July 16, 2012

Mr. Matthew Day, AICP
Triangle Area Rural Planning Organization
4307 Emperor Boulevard, Suite 110
Durham, North Carolina 27703

Subject: Triangle Area Rural Planning Organization (TARPO), Moore County

Dear Mr. Day:

On April 10, 2012, the Transportation Planning Branch (TPB) received a formal request from the Triangle Area Rural Planning Organization (TARPO), Moore County, and the towns of Aberdeen, Pinebluff, Southern Pines, and the Village of Pinehurst to reclassify the Strategic Highway Corridor (SHC) designation for US 1 in Moore County from one uniform designation of "freeway" to a designation reflecting existing conditions. Additionally, in May of 2012, the Lumber River Planning Organization, Richmond County, and the municipalities of Hamlet and Rockingham submitted resolutions opposing any changes to the current US 1 freeway classification.

Under the North Carolina Department of Transportation (NCDOT) procedures, a review was conducted by the Transportation Planning Branch, the Department's Division 8 Office, and the Department's Strategic Management Committee to examine the feasibility of Moore County's request. The Strategic Management Committee recommends that NCDOT conduct a full operational analysis of the US 1 corridor through Moore County to determine the impacts of a US 1 reclassification through Moore County on the local, regional, and statewide level.

Corridor reclassification would require amendment of the current State Transportation Plan and re-designation of the US 1 corridor's facility criteria within the North Carolina Multimodal Investment Network (NCMIN). The statewide plan and NCMIN form the foundation of our state's current transportation policies. Amendment of the statewide plan, NCMIN or state transportation policy is not within the scope of a local Comprehensive Transportation Plan (CTP). Thus, the Strategic Management Committee also recommends that the Transportation Planning Branch defer development of the Moore County CTP until the travel demand model for the county and the statewide 2040 Plan model have been completed and a full operational analysis of the county's transportation deficiencies can be quantified.

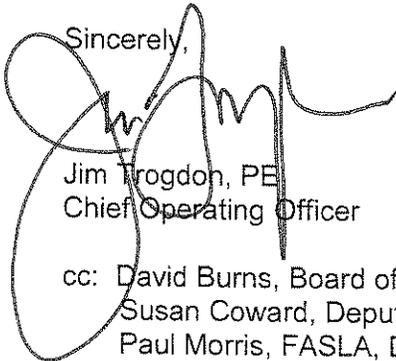
The Transportation Planning Branch will continue to work collaboratively with TARPO, Moore County and its stakeholders in the development of the travel demand model. The expected schedule for the operational analysis includes doing the Origin and Destination Study and travel

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demand model development during the fall of 2012 and operational analysis of the five Moore County focus area facilities in the spring of 2013. A Traffic Impact Analysis (TIA) and simulation are under consideration for specific sections of the US 1 Strategic Highway Corridor.

Thank you for your assistance and coordination efforts to facilitate Moore County's request. If you have any additional questions, please do not hesitate to contact the Moore County CTP Project Engineer, Frances Bisby, via email at fdbisby@ncdot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Trogdon', is written over the typed name and title.

Jim Trogdon, PE
Chief Operating Officer

cc: David Burns, Board of Transportation Member
Susan Coward, Deputy Secretary
Paul Morris, FASLA, Deputy Secretary
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Tyler Bray, PE, Statewide Plan Engineer
Frances Bisby, EI, Transportation Engineer