



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

P.O. BOX 25201, RALEIGH, NC 27611-5201

CERTIFICATION OF RULEMAKING

Form with sections: Certifying Agency: Department of Transportation; Action: X Adoption, X Repeal; Statutory Authority: 136-18, 136-54, 136-30, 20-115.1, 20-116, 20-141; Public Hearing Not Required For This Action Under: GS 150B; Rule Summary: No Parking, Rural Speed Zones, Route Changes, STAA National Truck Network, Farm Equipment Authorization; Division: 2, 4; Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare; Effective Date: March 07, 2022

March 07, 2022
DATE

Handwritten signature: Brian K. Mayhew
OFFICER SIGNATURE

Brian K. Mayhew, PE

TYPED NAME

State Traffic Engineer

TITLE







County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAYNE	1083589	SR 1714	45	45	Between 0.264 miles west of I 42 and 0.22 miles east of I 42.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAYNE	1070647	US 70BYP	70	70	Between 1.029 miles west of NC 581 and the Lenoir County Line.
WAYNE	1071345	SR 1714	45	45	SR 1714 (Parkstown Road) between 0.264 mile west of US 70 Bypass and 0.22 mile east of US 70 Bypass.





The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (136-18, 136-54, 136-30, 20-115.1, 20-116, 20-141).

All the actions herein adopted are effective March 07, 2022 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
No Parking	1	1
Rural Speed Zones	5	4
Route Changes	5	0
STAA National Truck Network	2	1
Farm Equipment Authorization	1	1
Total	14	7

For ordinances requiring signing or marking, the Division Engineer for each affected Division shall cause to be installed appropriate signs or markings indicating the action of the State Traffic Engineer and these ordinances shall be in full force and effect from and after the installation of such signs or markings.

March 07, 2022

DATE

  
OFFICER SIGNATURE

Brian K. Mayhew, PE

TYPED NAME

State Traffic Engineer

TITLE



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Office of the Administrator

1200 New Jersey Ave., SE  
Washington, D.C. 20590

March 7, 2022

J. Eric Boyette  
Secretary  
North Carolina Department of Transportation  
1 South Wilmington Street  
Raleigh, NC 27601

Dear Mr. Boyette:

Thank you for your letter requesting the designation of two segments of U.S. 70 in North Carolina as I-42. These segments are: 1) the 10.04-mile segment from the I-40/U.S. 70/NC-540 interchange in Wake County to the U.S. 70/U.S. 70 Business interchange in Johnston County; and 2) the 21.56-mile segment from the U.S. 70 Bypass (I-42)/U.S. 70 Business interchange in Wayne County and to the U.S. 70/NC-903 interchange in Lenoir County. These routes were established as future routes on the Interstate Highway System in Section 1105(c)(82) of the Intermodal Surface Transportation Efficiency Act of 1991.

Our North Carolina Division Office has confirmed that the segment in Wayne County includes design exceptions for the interchange not serving all traffic movements and the interchange spacing is less than 1 mile according to Interstate design standards issued by the American Association of State and Transportation Officials (AASHTO). We have reviewed and accepted the design exceptions and the North Carolina Department of Transportation will monitor the locations from a safety and operations perspective and make future improvements if necessary. The request meets the requirements for addition to the Interstate System in Title 23, United States Code, Section 103(c)(4)(A). Based on our reviews and AASHTO approval of the numbering, I hereby approve the addition of these segments to the Interstate System.

Sincerely,

Stephanie Pollack  
Deputy Administrator

cc:  
Jim McDonnell, P.E.  
(AASHTO)

## **Special Committee on U. S. Route Numbering 2021 Spring Meeting Report to the Council on Highways and Streets**

### **Members:**

- Region 1 – William Cass, New Hampshire DOT (Acting 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 16 applications (4 U.S. Bike Routes, 8 U.S. Routes, 4 Interstate Routes), from 10 Member departments, sent to AASHTO for review and approval.

- 16 Applications Received
- 13 Approved
- 3 Approved with Conditions
- 0 Not Approved

### **New Business:**

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

**AASHTO ANNUAL MEETING 2021 ROUTE NUMBERING APPLICATIONS  
FINAL BALLOT RESULTS**

Ballot Items	Decision
<p><b>Item 1: State: Alabama Route: U.S. 90</b>  <b>Action:</b> Deletion of a route segment  <b>Description:</b> Route begins on existing US-90 at milepost 54.320 in Loxley, Alabama From milepost 54.320 to milepost 54.035 Facility Type: 0.332 miles of eliminated segment of route Direction: Northwest Focal Point: Loxley, Alabama Length of Route: 0.332 Miles Route ends on existing US-90 at milepost 54.035 in Loxley, Alabama</p>	Affirmative
<p><b>Item 2 State: Alabama Route: U.S. 90</b>  <b>Action:</b> Relocation/realignment of an existing route  <b>Description:</b> Route begins on existing US-90 at milepost 554.367 in Loxley, Alabama From milepost 554.367 to milepost 554.035 Facility Type: 0.167 miles of new alignment and 0.165 miles of existing state route Direction: Northwest/West Focal Point: Loxley, Alabama Length of Route: 0.332 Miles Route ends on existing US-90 at milepost 554.035 in Loxley, Alabama</p>	Affirmative
<p><b>Item 3 State: Delaware Route: U.S. 9 (Truck)</b>  <b>Action:</b> Relocation/realignment of an existing route  <b>Description:</b> A new roadway will be constructed to relocate the Park Avenue alignment which serves as US 9 TRUCK. US 9 TRUCK will also be resigned to include Arrow Safety Road instead of South Bedford Street. The new route length between the endpoints noted will be 4.9 miles which is a reduction from the existing route length of 6.1 miles. Travel will continue to be east/west along the route, and the proposed facility will be a 2-lane undivided highway serving as the truck bypass around Georgetown, DE.</p>	Affirmative
<p><b>Item No. 4 State: Iowa Route: U.S. 151</b>  <b>Action:</b> Deletion of a route or segment  <b>Description:</b> The deletion of the Business U.S. 151 route segment, starting at the U.S. 151 and 248th Street intersection, traversing on a two lane facility in an east and northeasterly direction ending at the IA 136 and 1st Avenue intersection in the City of Cascade for a total of 1.45 miles.</p>	Affirmative
<p><b>Item No. 5 State: Iowa Route: U.S. 151</b>  <b>Action:</b> Relocation/realignment of an existing route  <b>Description:</b> The relocation of the Business U.S. 151 route, beginning at the U.S. 151 and IA 136 interchange, traversing southeast on a two lane facility for approximately 0.5 miles to the IA 136 and 1st Avenue intersection in the city of Cascade, then continuing on a two lane facility in a northeast and north direction for approximately 1.41 miles ending at the U.S. 151 and Industrial Park Road interchange for a total of 1.91 miles.</p>	Affirmative
<p><b>Item No. 6 State: Missouri Route: Business 54</b>  <b>Action:</b> Deletion of a route or segment  <b>Description:</b> Decommission the US Business 54 designation from the entire 5.44 mile length of the existing business route as the majority of the route is owned and maintained by the City of Lake Ozark and now serves primarily as a north/south city street.</p>	Affirmative

<p><b>Item No. 7 - State: Missouri Route: Business Loop I-44</b>  <b>Action:</b> Deletion of a route or segment  <b>Description:</b> Decommission the Interstate Business Loop 44 designation from the entire 3.675 mile length of existing Business Loop 44 in Lebanon, Missouri. This route is an east/west principal arterial that is now owned and maintained by the City of Lebanon and serves primarily as a city street.</p>	Affirmative
<p><b>Item No. 8 State: North Carolina Route: I-42</b>  <b>Action:</b> Establishment of a U.S. Route between I-40 in Wake County and US 70 Business in Johnston County  <b>Description:</b> The route begins at the I-40 interchange in Wake County. The route is going east along an existing section of US 70 in Wake and Johnston Counties. The route is traveling along existing alignment, which is a multi-lane, divided, full access control facility. The route is going east. The focal point city along the route is Clayton. The route will cover approximately 10.04 miles. The route ends at the US 70 Business interchange in Clayton (Johnston County).</p>	Affirmative with Condition
<p><b>Item No. 9 State: North Carolina Route: I-42</b>  <b>Action:</b> Establishment of a U.S. (Interstate) Route  <b>Description:</b> The route begins at the US 70/US 70 Bypass interchange in Wayne County. The route is going southeast along existing sections of US 70 Bypass and US 70 in Wayne and Lenoir Counties. The route is traveling along existing alignment, which is a multi-lane, divided, full access control facility. The route is going southeast. The focal point cities along the route are Goldsboro, Walnut Creek, and La Grange. The route will cover approximately 21.56 miles. The route ends at the NC 903 interchange in Lenoir County.</p>	Affirmative with Condition
<p><b>Item No. 10 - State: North Carolina Route: U.S. 264 Alt</b>  <b>Action:</b> Elimination of a U.S. Route  <b>Description:</b> The route begins at the eastern US 264/US 264 Alternate interchange in Wilson County. The route is going east along existing sections of US 264 Alternate, US 258 and US 13 in Wilson, Greene and Pitt Counties. The route is traveling along existing alignment, which has sections of two-lane, two-way, undivided, shoulder roadway and five-lane, curb and gutter roadway. The route is going east. The focal point cities along the route are Saratoga and Farmville. The route will cover approximately 22.91 miles. The route ends at US 264 Alternate/NC 11 Bypass in Greenville (Pitt County).</p>	Affirmative
<p><b>Item No. 11 State: North Carolina Route: U.S. 264</b>  <b>Action:</b> Relocation of a U.S. (Interstate) Route  <b>Description:</b> The route begins at the eastern US 264/US 264 Alternate interchange in Wilson County. The route is going along existing sections of US 264 Alternate, US 258 and US 13 in Wilson, Greene and Pitt Counties. The route is traveling along existing alignment, which has sections of two-lane, two-way, undivided, shoulder roadway, five-lane, curb and gutter roadway and full controlled access, multi-lane, divided freeway. The route is going east. The focal point cities along the route are Saratoga, Farmville, and Greenville. The route will cover approximately 26.43 miles. The route ends at the US 264 interchange in Greenville (Pitt County).</p>	Affirmative

<p><b>Item No. 12 State: Oklahoma Route: I-240</b>  <b>Action:</b> Extension of a route or segment  <b>Description:</b> I-240 begins at the junction of I-240/I-44 on the South West side of the City of Oklahoma City, OK. It proceeds in a loop around the City of Oklahoma City. The focal point city along this route is Oklahoma City, OK. I-240 is a 4 and 6 Lane, Dual Carriageway Facility that is Full Access Control. The proposed loop will extend I-240 by 75.48 miles. It ends at the junction of I-240/I-40 on the South East side of the City of Oklahoma City.</p>	<p>Affirmative with Condition</p>
<p><b>Item No. 13 State: Florida Route: USBR 90</b>  <b>Action:</b> Relocation/realignment of an existing U.S. Bicycle Route or segment  <b>Reason for requested action:</b> This request moves a portion of USBR-90 off US-90 and onto improved bike paths and trails providing a safer and more enjoyable experience for cyclists.</p>	<p>Affirmative</p>
<p><b>Item No. 14 State: Maryland Route: USBR 1</b>  <b>Action:</b> Establishment of a new U.S. Bicycle Route or segment  <b>Reason for requested action:</b> Designation of USBR 1 from Pennsylvania State line to District of Columbia line</p>	<p>Affirmative</p>
<p><b>Item No. 15 State: Michigan Route: USBR 20</b>  <b>Action:</b> Relocation/realignment of an existing U.S. Bicycle Route or segment  <b>Reason for requested action:</b> The existing USBR-20 segment is a longer, less direct and less favorable route than the one proposed to replace it. The new proposed route affords bicyclist access to more amenities and is generally more bicycle friendly due to lower traffic speeds, the use of pathways separated from the road, and sections with wider paved shoulders.</p>	<p>Affirmative</p>
<p><b>Item No. 16 State: Ohio Route: USBR 21</b>  <b>Action:</b> Relocation/realignment of an existing U.S. Bicycle Route or segment  <b>Reason for requested action:</b> Very minor updates to reflect new trail alignments and trail names. Specifically, in the first two miles, adding Wendy Park Bridge and Lake Link Trail naming conventions. Around 4.5 miles, University Road is now a dedicated trail, so now labeled Ohio &amp; Erie Canal Towpath Trail. Around 6-7.5 miles a new sidepath is built extending the Ohio &amp; Erie Canal Towpath Trail further. Edits are highlighted in Attachment C.</p>	<p>Affirmative</p>

## 2021 Fall U.S. Route Numbering Applications with Conditions

Item No.	State & Route No.	Conditions
Item No. 8	State: North Carolina Route: I-42	Contingent upon approval from FHWA
Item No. 9	State: North Carolina Route: I-42	Contingent upon approval from FHWA
Item No. 12	State: Oklahoma Route: I-240	Contingent upon approval from FHWA

## **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**

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

## 2022 Spring Route Numbering Applications with Contingencies

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

**RESOLUTION OF THE GOLDSBORO MPO  
TRANSPORTATION ADVISORY COMMITTEE  
APPROVING  
THE ROUTING OF I-42 WITHIN THE GOLDSBORO MPO**

**WHEREAS**, US 70 and US 70 Bypass are United States highways that are primary transportation routes in the Goldsboro MPO; and

**WHEREAS**, US 70 and US 70 Bypass are currently routed on Future I-42; and

**WHEREAS**, the NCDOT is requesting AASHTO to allow I-42 to be signed along the current routing of US 70 Bypass between the US 70 interchange in Wayne County and the US 70 interchange in Lenoir County, and along the current routing of US 70 between the US 70 Bypass interchange and the NC 903 interchange in Lenoir County.

**BE IT THEREFORE RESOLVED** that the Goldsboro Urban Area Metropolitan Planning Organization Transportation Advisory Committee;

1. Hereby approves the designation of I-42 within its boundaries; and
2. This Resolution shall be in full force and effect and after its adoption on this the 29<sup>th</sup> day of July, 2021.



Chairman, Goldsboro MPO  
Transportation Advisory Committee

Witness:

  
Jennifer Collins, MPO Coordinator, Goldsboro MPO  
Transportation Advisory Committee

**RESOLUTION OF THE GOLDSBORO MPO  
TRANSPORTATION ADVISORY COMMITTEE SUPPORTING  
AND APPROVING THE ELIMINATION OF US 70 BYPASS  
ALONG I-42 WITHIN THE GOLDSBORO MPO**

**WHEREAS**, I-42 and US 70 Bypass are United States highways that are primary transportation routes in the Goldsboro MPO; and

**WHEREAS**, US 70 Bypass is routed concurrent with I-42; and

**WHEREAS**, the Goldsboro Urban Area Metropolitan Planning Organization Transportation Advisory Committee approved the designation of I-42 along the US 70 Bypass between the US 70 interchange in Wayne County and the US 70 interchange in Lenoir County on July 29, 2021; and

**WHEREAS**, the U.S. Department of Transportation Federal Highway Administration, based on their reviews and the American Association of State and Transportation Officials (AASHTO) approval, approved the addition of the 21.56-mile segment from the US 70 Bypass (I-42)/US 70 Business interchange in Wayne County and to the US 70/NC-903 interchange in Lenoir County on March 7, 2022; and

**WHEREAS**, the NCDOT requested AASHTO to remove the concurrent route of US 70 Bypass along the approved route of I-42 and received approval on May 19, 2022.

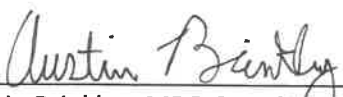
**BE IT THEREFORE RESOLVED** that the Goldsboro Urban Area Metropolitan Planning Organization Transportation Advisory Committee;

1. Hereby supports and approves the elimination of US 70 Bypass along I-42 within its boundaries; and
2. This Resolution shall be in full force and effect and after its adoption on this the 9<sup>th</sup> day of February 2023.



\_\_\_\_\_  
Chairman, Goldsboro MPO  
Transportation Advisory Committee

Witness:

  
\_\_\_\_\_  
Austin Brinkley, MPO Coordinator, Goldsboro MPO  
Transportation Advisory Committee

**RESOLUTION TO APPROVE THE ROUTING OF I-42 WITHIN THE EASTERN CAROLINA RPO**

**WHEREAS**, US 70 and US 70 Bypass are United States highways that are primary transportation routes in the Eastern Carolina RPO; and

**WHEREAS**, US 70 and US 70 Bypass are currently routed on Future I-42; and

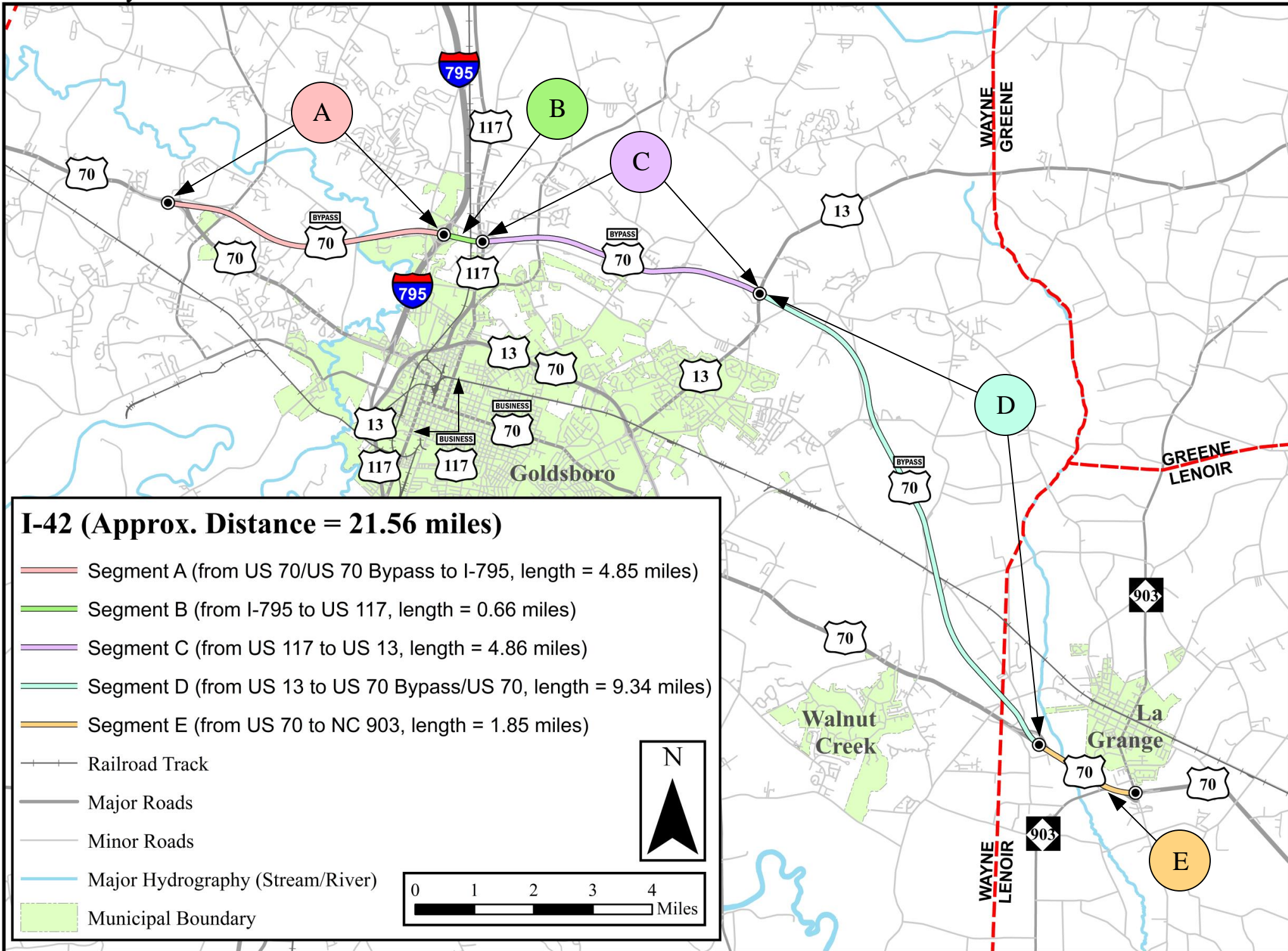
**WHEREAS**, the NCDOT is requesting AASHTO to allow I-42 to be signed along the current routing of US 70 Bypass between the US 70 interchange in Wayne County and the US 70 interchange in Lenoir County, and along the current routing of US 70 between the US 70 Bypass interchange and the NC 903 interchange in Lenoir County.

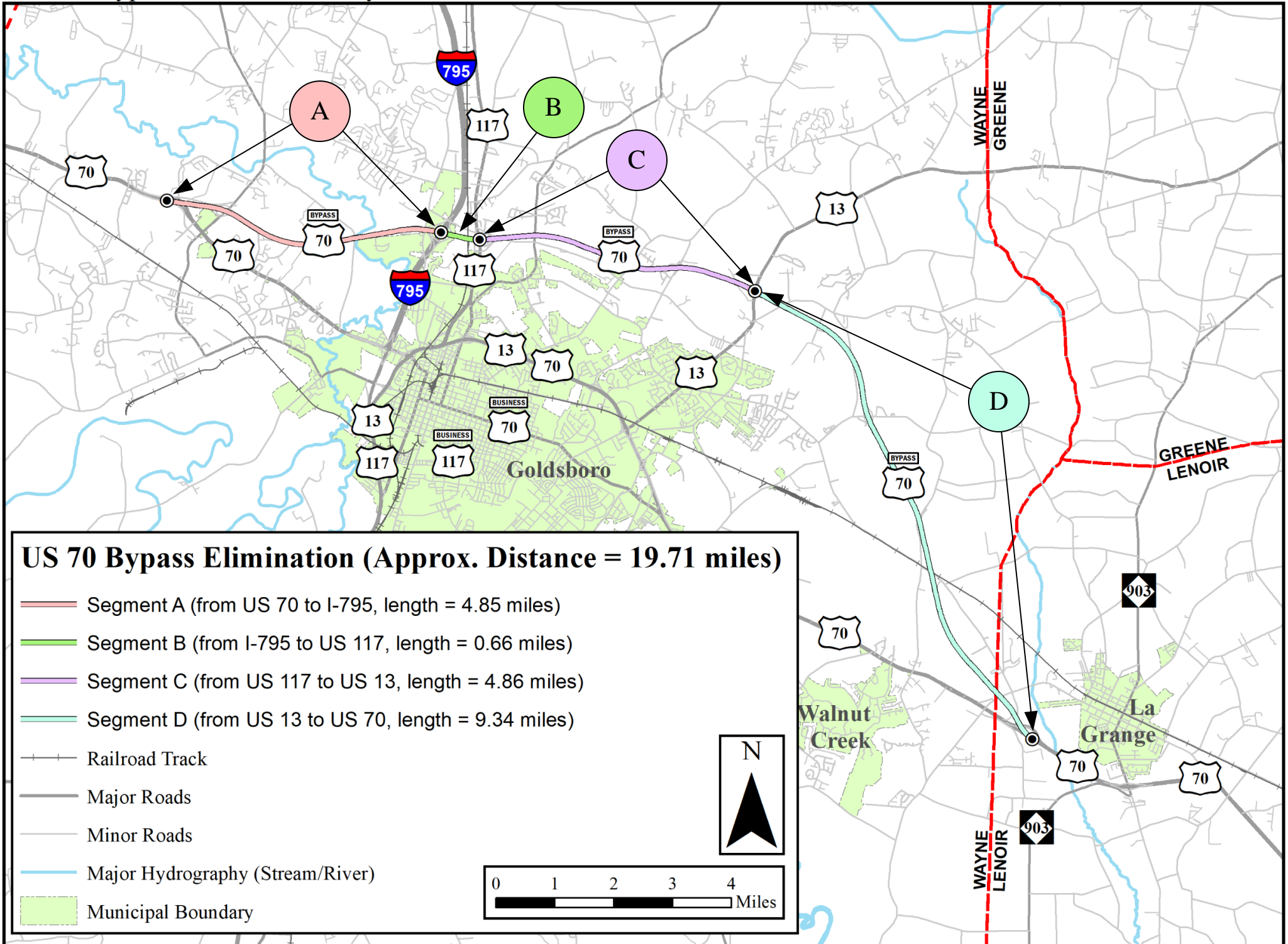
**BE IT THEREFORE RESOLVED** that the Transportation Advisory Committee of the Eastern Carolina RPO approves the designation of I-42 within its boundaries.

A handwritten signature in black ink that reads "Bennie Heath". The signature is written in a cursive style and is positioned above a horizontal blue line.

Bennie Heath

Chair, ECRPO TAC





SEC. 1405. HIGH PRIORITY CORRIDORS ON NATIONAL HIGHWAY SYSTEM.

(a) IDENTIFICATION OF HIGH PRIORITY CORRIDORS ON NATIONAL HIGHWAY SYSTEM.—Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended—

(1) by striking paragraph (13) and inserting the following:

“(13) Raleigh-Norfolk Corridor from Raleigh, North Carolina, through Rocky Mount, Williamston, and Elizabeth City, North Carolina, to Norfolk, Virginia.”;

(2) in paragraph (18)(D)—

(A) in clause (ii) by striking “and” at the end;

(B) in clause (iii) by striking the period at the end and inserting “; and”; and

(C) by adding at the end the following:

“(iv) include Texas State Highway 44 from United States Route 59 at Freer, Texas, to Texas State Highway 358.”;

(3) by striking paragraph (68) and inserting the following:

“(68) The Washoe County Corridor and the Intermountain West Corridor, which shall generally follow—

“(A) for the Washoe County Corridor, along Interstate Route 580/United States Route 95/United States Route 95A from Reno, Nevada, to Las Vegas, Nevada; and

“(B) for the Intermountain West Corridor, from the vicinity of Las Vegas, Nevada, north along United States Route 95 terminating at Interstate Route 80.”; and

(4) by adding at the end the following:

“(81) United States Route 117/Interstate Route 795 from United States Route 70 in Goldsboro, Wayne County, North Carolina, to Interstate Route 40 west of Faison, Sampson County, North Carolina.

“(82) United States Route 70 from its intersection with Interstate Route 40 in Garner, Wake County, North Carolina, to the Port at Morehead City, Carteret County, North Carolina.

“(83) The Sonoran Corridor along State Route 410 connecting Interstate Route 19 and Interstate Route 10 south of the Tucson International Airport.

*“(84) The Central Texas Corridor commencing at the logical terminus of Interstate Route 10, generally following portions of United States Route 190 eastward, passing in the vicinity Fort Hood, Killeen, Belton, Temple, Bryan, College Station, Huntsville, Livingston, and Woodville, to the logical terminus of Texas Highway 63 at the Sabine River Bridge at Burrs Crossing.*

*“(85) Interstate Route 81 in New York from its intersection with Interstate Route 86 to the United States-Canadian border.”.*

(b) INCLUSION OF CERTAIN ROUTE SEGMENTS ON INTERSTATE SYSTEM.—Section 1105(e)(5)(A) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended—

(1) by inserting “subsection (c)(13),” after “subsection (c)(9),”;

(2) by striking “subsections (c)(18)” and all that follows through “subsection (c)(36)” and inserting “subsection (c)(18), subsection (c)(20), subparagraphs (A) and (B)(i) of subsection (c)(26), subsection (c)(36)”;

(3) by striking “and subsection (c)(57)” and inserting “subsection (c)(57), subsection (c)(68)(B), subsection (c)(81), subsection (c)(82), and subsection (c)(83)”.

(c) DESIGNATION.—Section 1105(e)(5)(C)(i) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended by striking the final sentence and inserting the following: “The routes referred to in subparagraphs (A) and (B)(i) of subsection (c)(26) and in subsection (c)(68)(B) are designated as Interstate Route I-11.”.

(d) FUTURE INTERSTATE DESIGNATION.—Section 119(a) of the SAFETEA-LU Technical Corrections Act of 2008 is amended by striking “and, as a future Interstate Route 66 Spur, the Natcher Parkway in Owensboro, Kentucky” and inserting “between Henderson, Kentucky, and Owensboro, Kentucky, and, as a future Interstate Route 65 and 66 Spur, the William H. Natcher Parkway between Bowling Green, Kentucky, and Owensboro, Kentucky”.





PAT McCrory  
Governor

NICHOLAS J. TENNYSON  
Secretary

April 4, 2016

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 to establish the proposed Interstate number of I-36 for the US 70 Corridor. This proposed route as shown in the attached map will begin from the US 70 / I-40 interchange southeast of Raleigh, North Carolina, along US 70 to the Port at Morehead City, Carteret County North Carolina, for approximately 137 miles. The Port at Morehead City is a multimodal and international port that serves military bases including Cherry Point, Havelock, Camp Lejeune and Seymour Johnson.

As you are aware, this proposed route was congressionally designated as a high priority future Interstate corridor on the National Highway System, as identified in the Fixing America's Surface Transportation Act (FAST), which was signed into Federal law December 4, 2015. The FAST Act provided inclusion of this portion of roadway in North Carolina by amending Section 1105e(5)A of the Intermodal Surface Transportation Efficiency Act of 1991.

We plan to submit an application for the spring 2016 American Association of State and Transportation Officials (AASHTO) Route Numbering Committee for the reservation of I-36.

We would appreciate your favorable consideration of this request and prompt submission to your Washington office.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. L. Holder', written over a white background.

Michael L. Holder, P.E.  
Chief Engineer

MLK:JKL:rbr  
Attachment

The logo for 'Nothing Compares', featuring a stylized, wavy line above the text 'Nothing Compares' in a serif font, with a small trademark symbol.

Mr. John F. Sullivan, III  
April 4, 2016  
Page 2

cc: Secretary Nicholas J. Tennyson., att.  
Emmett R. Heltzel, P.E., Virginia State Maintenance Engineer, att.  
Ron Hancock, P.E., Deputy Chief Engineer, att.  
J. Kevin Lacy, P.E., State Traffic Engineer, att.  
J. Rouse, P.E., Division Engineer, att.  
T. Little, P.E., Division Engineer, att.  
J. Hopkins, P.E., Division Engineer, att.  
Bradley Hibbs, P.E, FHWA, att.  
Bill Marley, FHWA, att.

Mr. John F. Sullivan, III  
April 4, 2016  
Page 3

bc: Renee B. Roach, P.E, att.  
A. Wyatt, P.E., att.  
Kelly Becker, P.E., att.  
Haywood Daughtry III, PE, att.  
J. Jaeger, P.E, att.  
Lisa Avery, att.



# AASHTO



(Fall 2021)

## 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

I-42

**AASHTO Use Only**

Between US 70/US 70 Bypass in Wayne County and NC 903 in Lenoir County

The following states or states are involved:  
North Carolina

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- **\*\*\*“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:** October 4, 2021

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

- **\*Bike Routes:** this form is not applicable for US Bicycle Route System
- Different actions require separate applications even for the same route

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 proposed route runs along existing US 70 Bypass and is a full control access, divided, multi-lane facility with a length of 21.56 miles. This section is a portion of a 136.6-mile proposed route that was Congressionally designated as a high priority future Interstate corridor on the National Highway System, as identified in the FAST Act, which was signed into law December 4, 2015. The FAST Act provided inclusion of this portion of US 70 in North Carolina by amending Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991. This corridor is also a National Highway System, National Truck Network route and part of a Strategic Transportation Corridor (STC) of statewide significance in North Carolina. The proposed addition of I-42 is a logical extension to the Interstate System and will provide essential freeway connectivity to I-795 and Seymour Johnson Air Force Base in the City of Goldsboro.

Date facility available to traffic Currently Available.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 70 and US 70 Bypass

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? \_\_\_\_\_

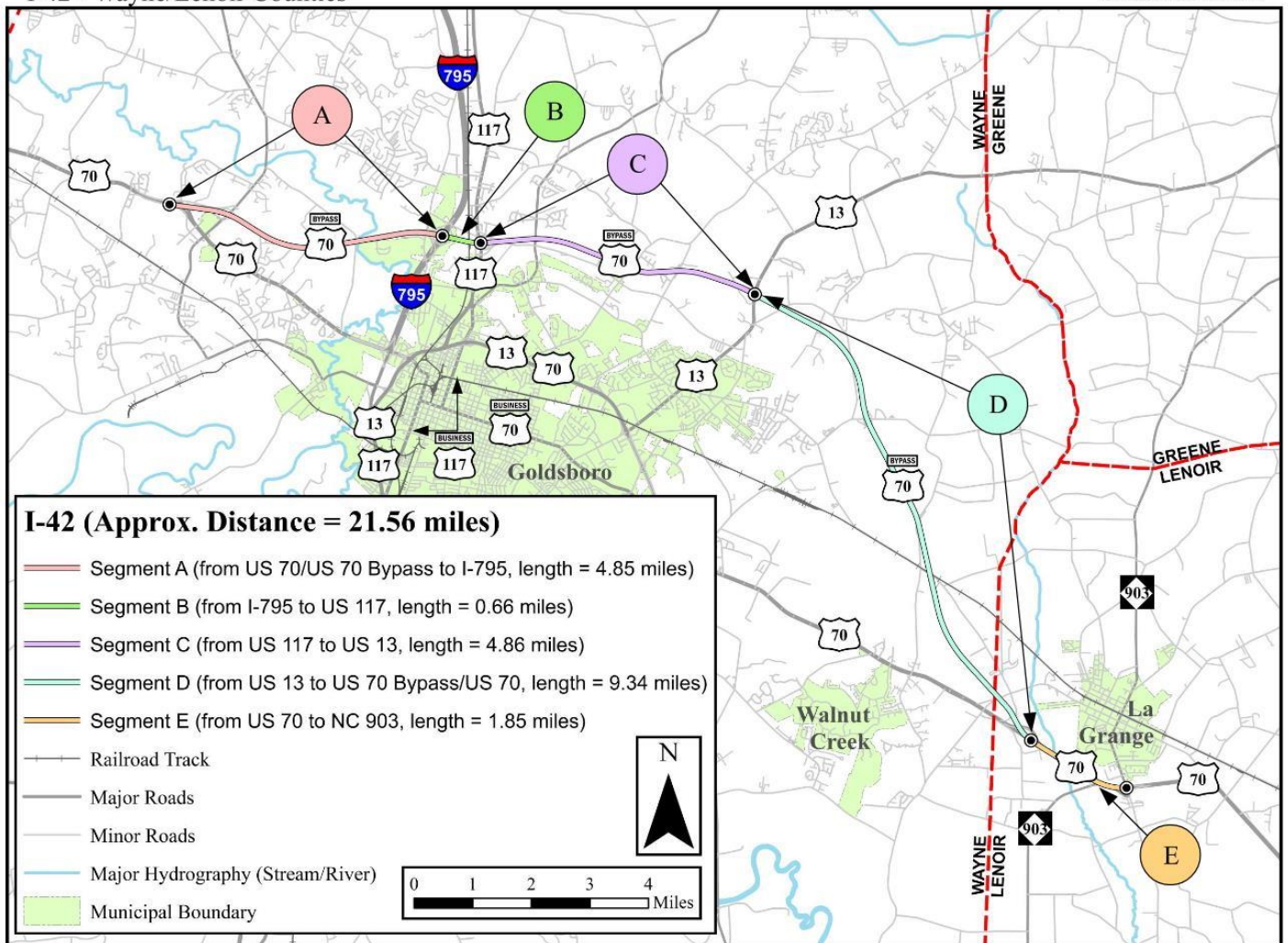
**Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:**

Send your PDF color map to [jdawkins@aaashto.org](mailto:jdawkins@aaashto.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.)

I-42 - Wayne/Lenoir Counties

Created: 06/11/2021



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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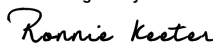
The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 18,100 as compared to 17,000 (US 70 Bypass) for the year 2019 for the remaining portions of this U.S. Numbered Route in the State.

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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.

DocuSigned by:  
  
F03CBB5C6D2D4C6...  
\_\_\_\_\_  
(Signature)  
NCDOT Chief Engineer's Office  
\_\_\_\_\_  
(Member Department)

**Chief Executive Officer**

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.

<b>Column 2: 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: 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.*

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																																																																																			
					Pavement Width Deficiency				Shoulder Width Deficiency				Major Structures								Vertical Sight Distance Deficiency				Show When In Excess of Standard																																																															
													Roadway Width Deficiency				H - Loading Deficiency								Horizontal Curvature	Percent Grade																																																														
					Percent				Percent				Percent				Percent				Percent				Degree	Length																																																														
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	20	40	60	80																																																																	
0	A	H	G	27,500	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None																																																															
5				B																						27,000																																																														
10				C																						6,800																																																														
15				D																						21,500																																																														
20				E																						16,000																																																														
25				13,000																																																																																				
				23,500																																																																																				

Attach additional sheet here if necessary

Contact Information:  
**Renee B. Roach, PE**  
**919-814-5020**  
**rroach@ncdot.gov**

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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 US 70/US 70 Bypass interchange in Wayne County. The route is going southeast along existing sections of US 70 Bypass and US 70 in Wayne and Lenoir Counties. The route is traveling along existing alignment, which is a multi-lane, divided, full access control facility. The route is going southeast. The focal point cities along the route are Goldsboro, Walnut Creek, and La Grange. The route will cover approximately 21.56 miles. The route ends at the NC 903 interchange in Lenoir County.



## Application for Interstate or U.S. Route Numbering

Please submit application electronically to [usroutes@ashto.org](mailto:usroutes@ashto.org)

**Member Department submitting application:** North Carolina Department of Transportation

Interstate\* or  U.S. Route Number: US 70 Bypass

\* **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 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 checked="" 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.

US 70 Bypass is proposed to be eliminated as part of the establishment of I-42 along this route. The US 70 Bypass route designation is no longer needed. The eliminated section of US 70 Bypass is 19.71 miles in length.

**Endpoints.** Route segment starts at: US 70 west of Goldsboro and ends at: US 70 in Lenoir County  
(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: 19,600

**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 US 70 interchange west of Goldsboro, in Wayne County. The route is going along existing I-42 in Wayne and Lenoir Counties. The route is traveling along a multi-lane, divided, full access control facility, going east just north of the City of Goldsboro. The route is approximately 19.71 miles in length. The route ends at the US 70 interchange in Lenoir County.

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? N/A

**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

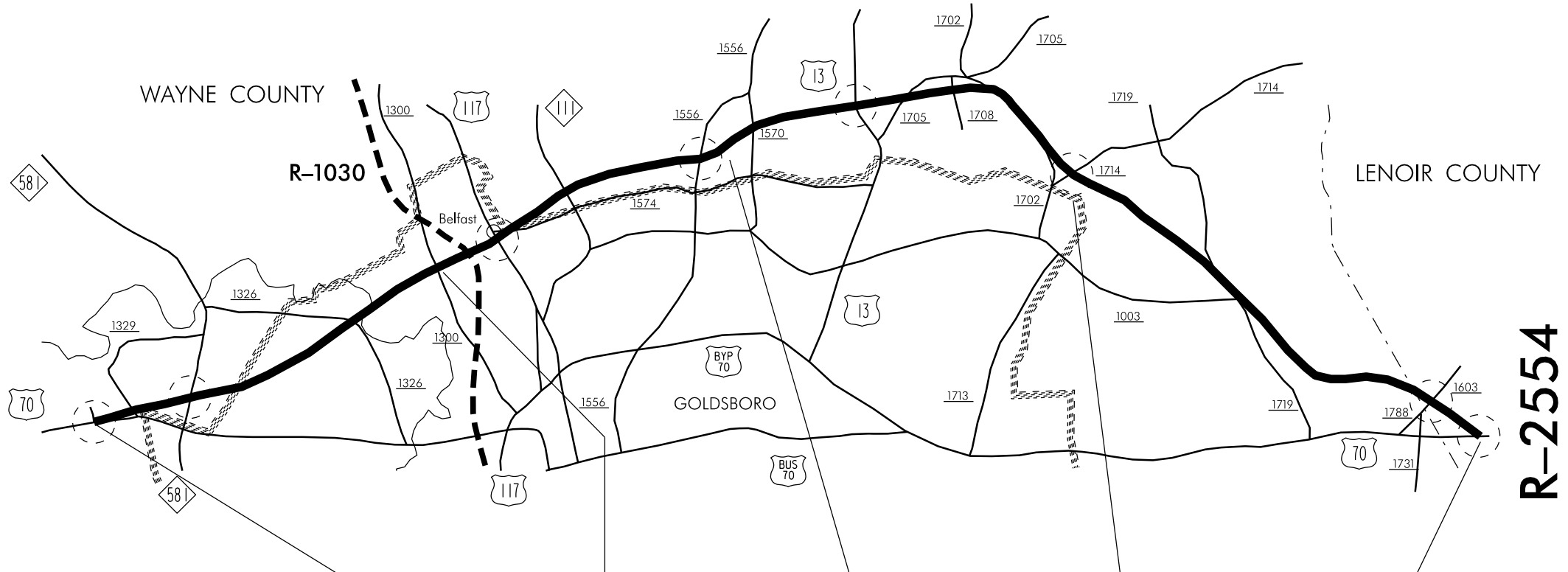
# R-2554

# WAYNE – LENOIR COUNTY

## US 70 – GOLDSBORO BYPASS

### PROJECT BREAKDOWN MAP

PROJECT SCHEDULES AND COSTS ARE ACCURATE AS OF DATE SHOWN



**R-2554**

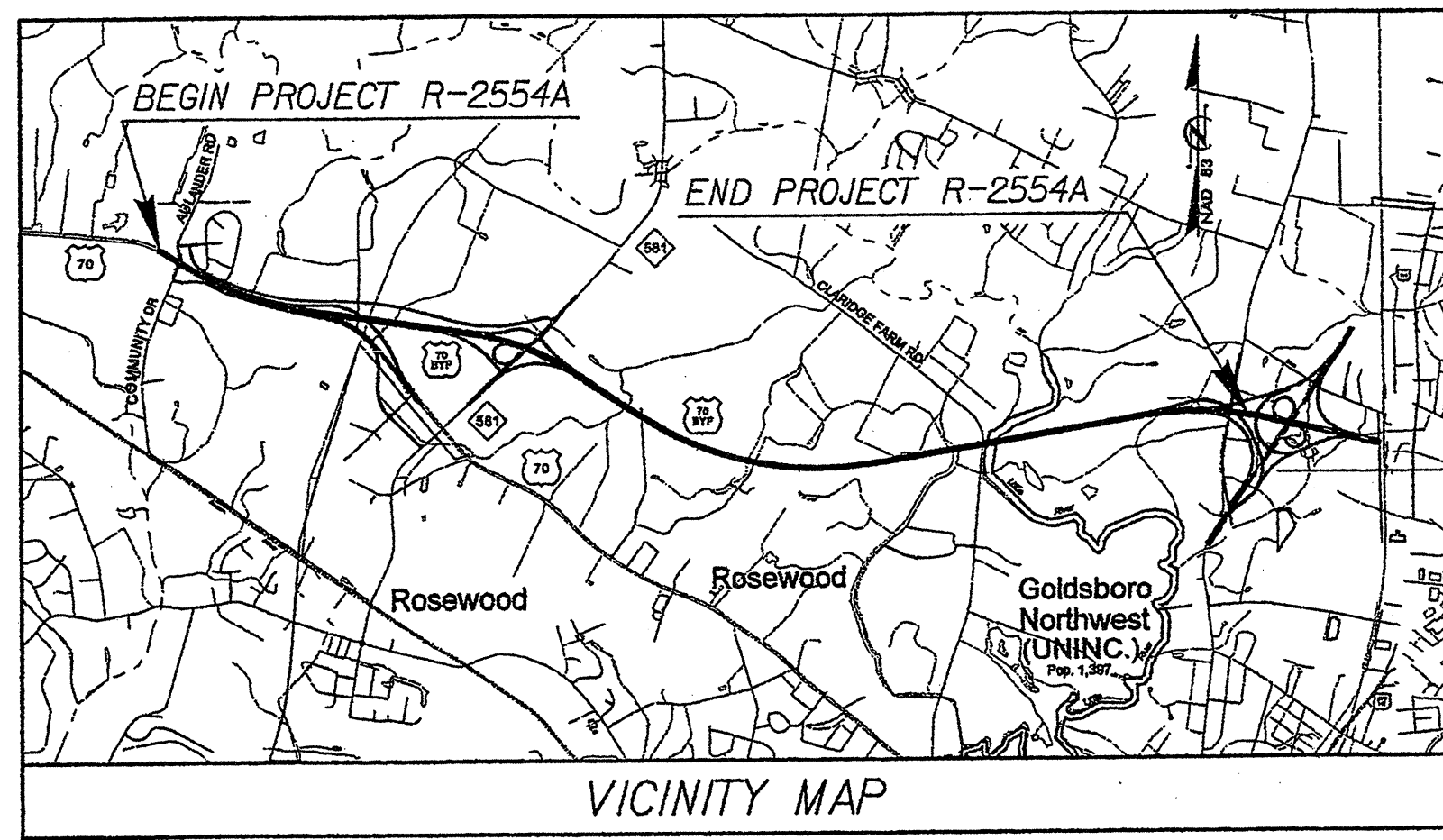
	LET	COMPLETE	LET	LET
I.D. NO. / D.S.R. NO.	R-2554 A	R-2554 BA	R-2554 BB	R-2554 C
WBS	3446 I	3446 I	3446 I	3446 I
PROJECT ENGINEER	C. HOUSER	BRUTON	BRUTON	BRUTON
PROJECT DESCRIPTION	WEST OF NC 581 TO SR 1300	SR 1300 TO EAST OF SR 1556	EAST OF SR 1556 TO WEST OF SR 1714	WEST OF SR 1714 TO EAST OF SR 1323 IN LENOIR CO.
COUNTY / DIVISION	WAYNE / DIV. 4	WAYNE / DIV. 4	WAYNE / DIV. 4	WAYNE AND LENOIR / DIV. 4 & 2
LENGTH	5.185 Miles	4.2 Miles	3.3 Miles	7.47 Miles
TYPE OF CONTRACT	TURNKEY	TURNKEY	TURNKEY	TURNKEY
REMARKS				
BEGIN R/W ACQUISITION (T.I.P.)	02-06	11-02	07-11	9-02
BEGIN R/W ACQUISITION (PRODUCTION)				
PROPOSED LETTING (T.I.P.)	06-12	8-08	01-12	01-12
PROPOSED LETTING (PRODUCTION)				
EST. COMP. DATE (T.I.P.)		12-11		
ESTIMATED R/W COST	\$ 9,040,000	\$ 12,190,000	\$ 10,000,000	\$ 5,000,000
ESTIMATED CONSTRUCTION COST	\$ 70,500,000	\$ 61,700,000	\$ 45,000,000	\$ 65,000,000



**TIP PROJECT: R-2554A**

**CONTRACT No.: C202837**

See Sheet 1-A For Index of Sheets  
See Sheet 1-B For Conventional Symbols



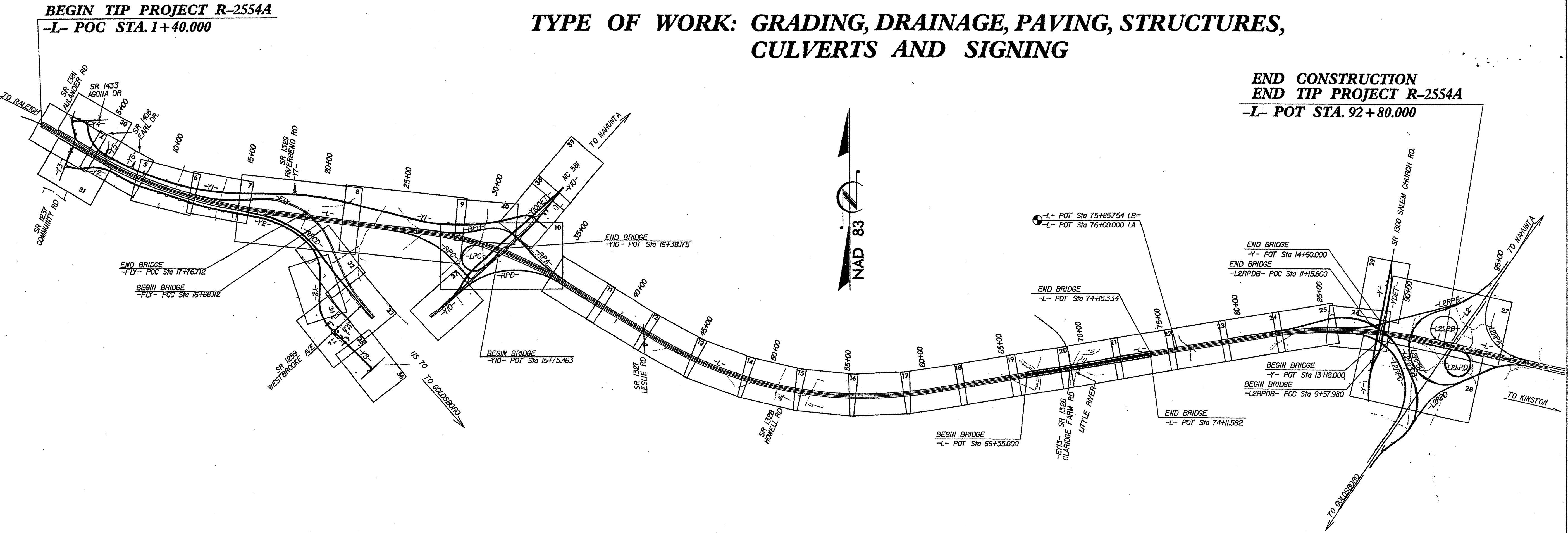
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**WAYNE COUNTY**

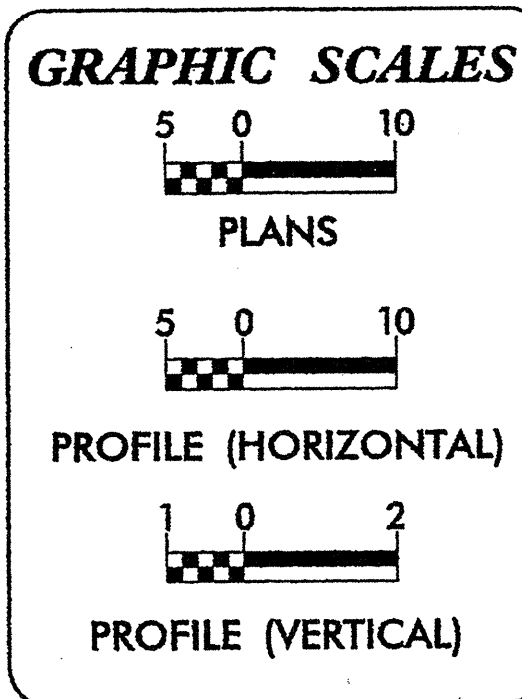
**LOCATION: US 70 (GOLDSBORO BYPASS) FROM WEST OF NC 581 TO SR 1300 (SALEM CHURCH ROAD)**

**TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES, CULVERTS AND SIGNING**

<p>ALL DIMENSIONS IN THESE PLANS ARE IN METERS AND/OR MILLIMETERS UNLESS OTHERWISE SHOWN</p>	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
	N.C. R-2554A	1	
	STATE PROJ. NO. 34461.1.3	F.A. PROJ. NO. NHF-70(30)	DESCRIPTION
34461.2.4		P.E.	
34461.3.4		RW, UTIL. CONST.	



THIS IS A CONTROLLED ACCESS PROJECT WITH ACCESS LIMITED TO INTERCHANGES.



**DESIGN DATA**

ADT 2012 =	20,600
ADT 2037 =	40,000
DHV =	10 %
D =	55 %
T =	22 % *
V =	110 km/h
* TTST 15 % + DUAL 7 %	
FUNC. CLASS.: FREEWAY STATEWIDE TIER	

**PROJECT LENGTH**

LENGTH ROADWAY T.I.P. PROJECT R-2554A	8.348 KM.
LENGTH STRUCTURES T.I.P. PROJECT R-2554A	0.778 KM.
TOTAL LENGTH OF STATE T.I.P. PROJECT R-2554A	9.126 KM.

NOTE: EB LANE USED TO DETERMINE PROJECT LENGTH

PLANS PREPARED BY:

**Florence & Hutcheson**  
CONSULTING ENGINEERS  
5121 KINGDOM WAY, SUITE 100  
RALEIGH, N.C. 27607  
License No: F-0258

2006 STANDARD SPECIFICATIONS

**RIGHT OF WAY DATE:**  
JANUARY 20, 2006

**LETTING DATE:**  
JUNE 19, 2012

**NCDOT CONTACT:**  
BRENDA MOORE, PE  
ROADWAY DESIGN - PROJECT ENGINEER

**DENNIS J. MORY, PE**  
PROJECT ENGINEER

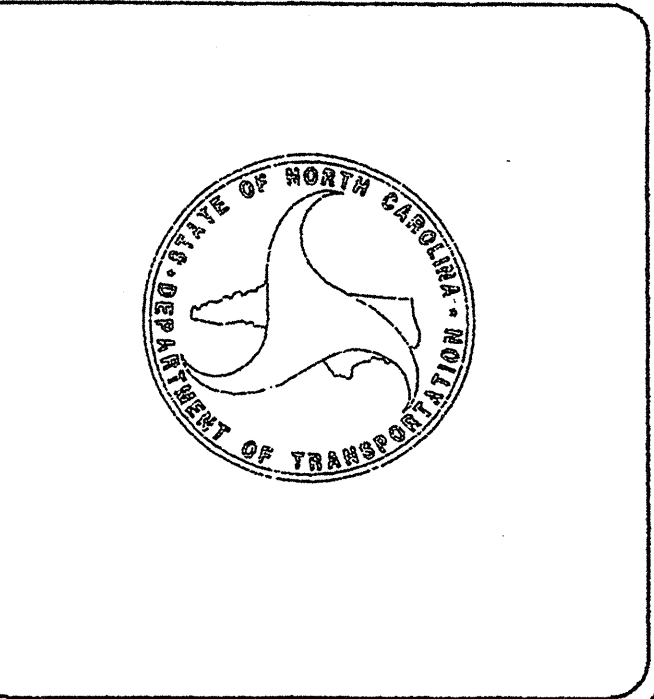
**HENRY BARE**  
PROJECT DESIGN ENGINEER

**HYDRAULICS ENGINEER**

SIGNATURE: *Dennis J. Mory*

**ROADWAY DESIGN ENGINEER**

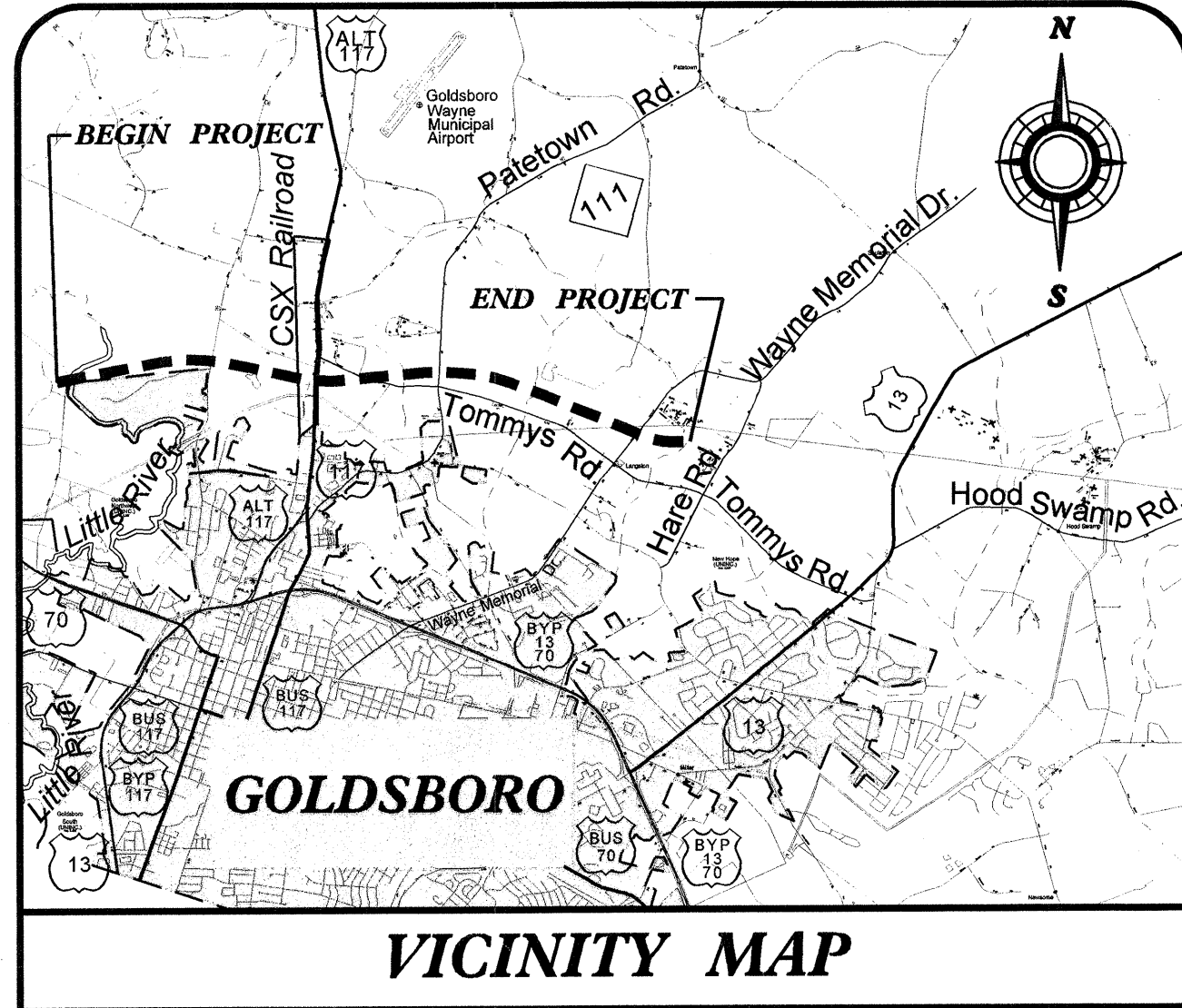
SIGNATURE: *Henry Bare*



FILE: R:\Projects\2554A\RDY\_TSH.dgn  
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 PLOT DRIVER: V:\net\_flohub\_server\_files\CAD\F&H\CAD\F&H\CAD\F&H\PLANT\PLANT.tbl  
 PEN TABLE: V:\net\_flohub\_server\_files\CAD\F&H\CAD\F&H\PLANT\PLANT.tbl

**CONTRACT: C201818 T.I.P. PROJ: R-2554BA**

See Sheet 1-A For Index of Sheets  
See Sheet 1-B For Conventional Symbols



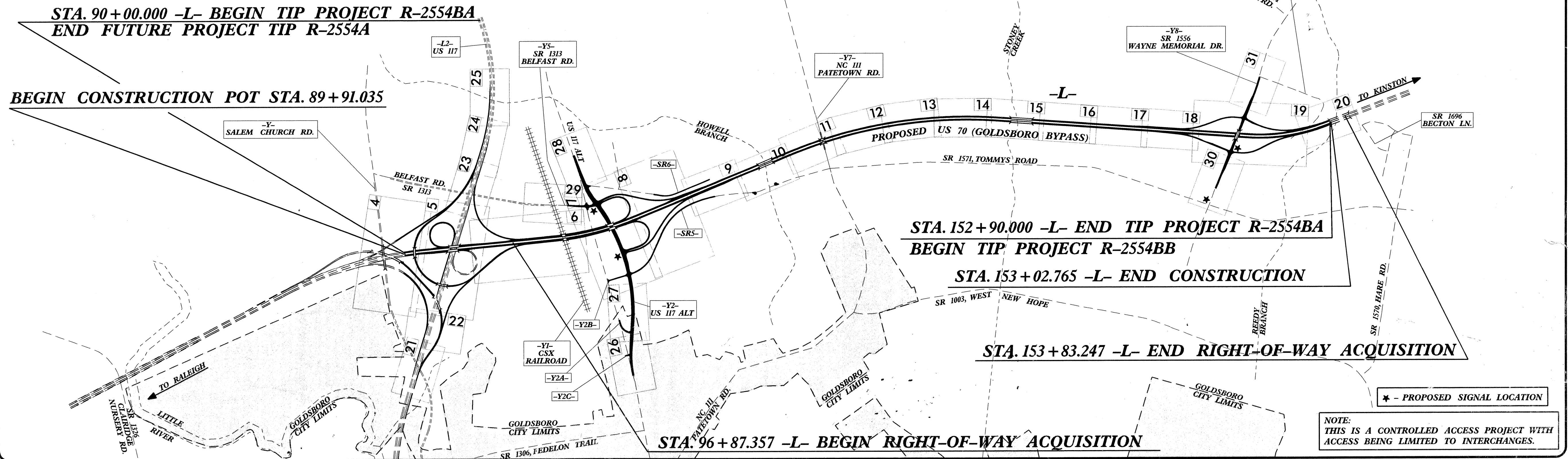
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
**WAYNE COUNTY**

**LOCATION: US 70 (GOLDSBORO BYPASS)  
FROM EAST OF SR 1300 (SALEM CHURCH ROAD)  
TO EAST OF SR 1556 (WAYNE MEMORIAL DRIVE)**

**TYPE OF WORK: GRADING, PAVING, DRAINAGE,  
STRUCTURES, CULVERTS, SIGNING, AND SIGNALS**

ALL DIMENSIONS IN THESE PLANS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2554BA	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34461.1.3	NHF-70(30)	PE	
34461.2.7		RW & UTIL.	
34461.3.GVI	NHS-70(106)	CONST.	



**STA. 90+00.000 -L- BEGIN TIP PROJECT R-2554BA  
END FUTURE PROJECT TIP R-2554A**

**BEGIN CONSTRUCTION POT STA. 89+91.035**

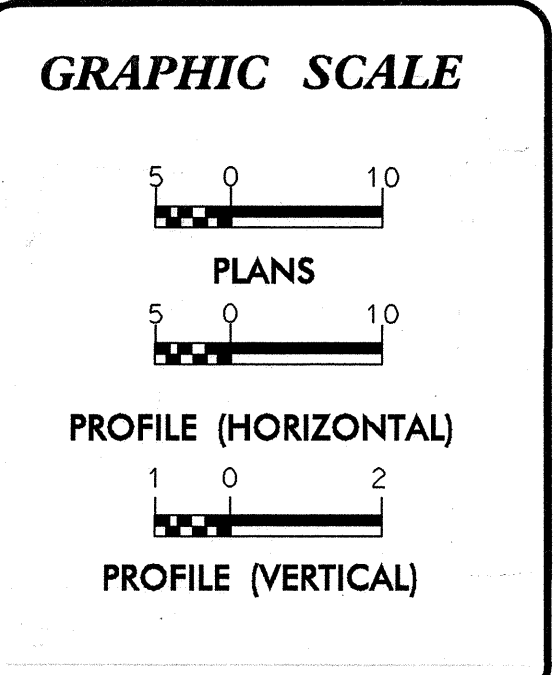
**STA. 152+90.000 -L- END TIP PROJECT R-2554BA  
BEGIN TIP PROJECT R-2554BB**

**STA. 153+02.765 -L- END CONSTRUCTION**

**STA. 153+83.247 -L- END RIGHT-OF-WAY ACQUISITION**

**STA. 96+87.357 -L- BEGIN RIGHT-OF-WAY ACQUISITION**

NOTE: THIS IS A CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.



**DESIGN DATA**

ADT 2008 =	20,728
ADT 2028 =	41,480
DHV =	10 %
D =	55 %
T =	10 % *
V =	110 km/h

FUNCTIONAL CLASSIFICATION: FREEWAY

\* TTST 6% DUAL 4%

**PROJECT LENGTH**

Length Roadway TIP Project R-2554BA	5.809 km
*Length Structure TIP Project R-2554BA	0.481 km
<b>TOTAL LENGTH TIP Project R-2554BA</b>	<b>6.290 km (3.91 MILES)</b>

\*USED EBL -L- STATIONS FOR STRUCTURE LENGTHS

**PLANS PREPARED BY :**  
RUMMEL, KLEPPER & KAHL LLP  
consulting engineers  
900 RIDGEFIELD DRIVE, SUITE 350  
RALEIGH, NORTH CAROLINA 27609  
(919) 878-9560

FOR  
**DIVISION OF HIGHWAYS**

2006 STANDARD SPECIFICATIONS

**RIGHT OF WAY DATE:**  
MAY 18, 2005

**LETTING DATE:**  
AUGUST 19, 2008

NCDOT CONTACT: **Scott Blevins, P.E.**  
Engineering Coordinator - Roadway Design

**B. KEITH SKINNER, P.E.**  
PROJECT ENGINEER

**MICHAEL T. MERRITT, P.E.**  
PROJECT DESIGN ENGINEER

**HYDRAULICS ENGINEER**

SIGNATURE: *T.M.A. H. Swiezy* 3/13/08 P.E.

**ROADWAY DESIGN**

SIGNATURE: *Michael T. Merritt* 3/13/08 P.E.

**DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA**

*Art W. Millan* P.E.  
STATE DESIGN ENGINEER

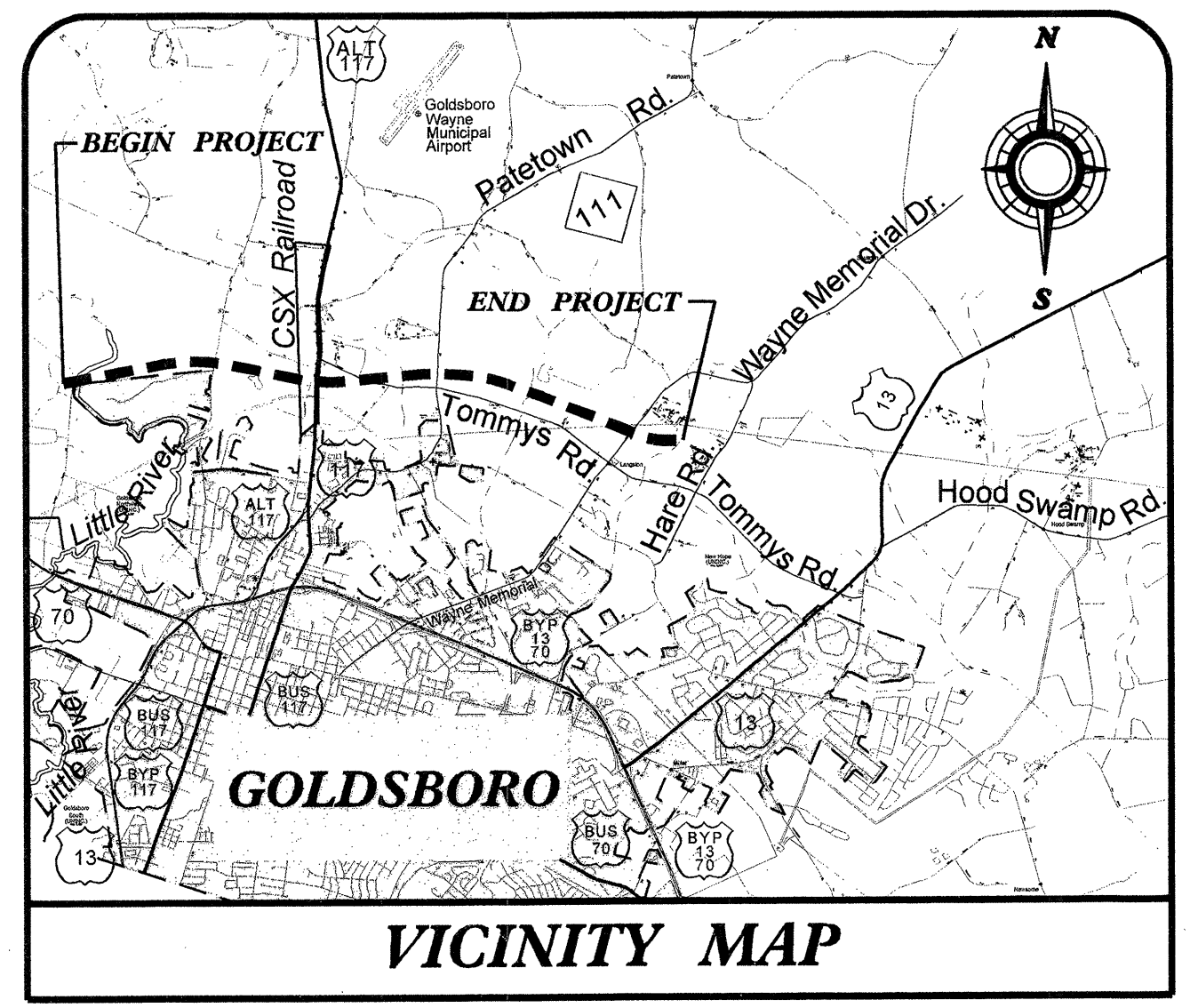
**DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

APPROVED  
DIVISION ADMINISTRATOR

DATE

**CONTRACT: C201818 T.I.P. PROJ: R-2554BA**

See Sheet 1-A For Index of Sheets  
See Sheet 1-B For Conventional Symbols



STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
**WAYNE COUNTY**

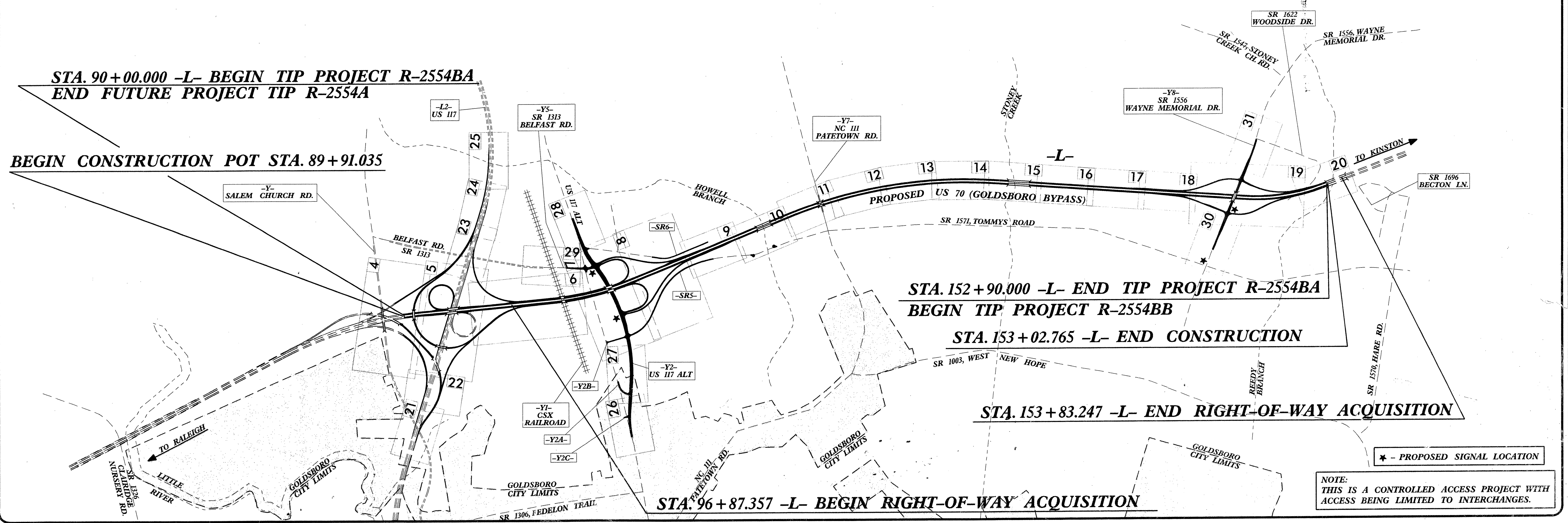
**LOCATION: US 70 (GOLDSBORO BYPASS)**  
**FROM EAST OF SR 1300 (SALEM CHURCH ROAD)**  
**TO EAST OF SR 1556 (WAYNE MEMORIAL DRIVE)**

**TYPE OF WORK: GRADING, PAVING, DRAINAGE,**  
**STRUCTURES, CULVERTS, SIGNING, AND SIGNALS**

**METRIC**

ALL DIMENSIONS IN THESE PLANS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2554BA	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34461.1.3	NHF-70(30)	PE	
34461.2.7		RW & UTIL.	
34461.3.GV1	NHS-70(106)	CONST.	



**PART 1 OF 2**