



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

Office of the Administrator

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

December 9, 2013

In Reply Refer To:
HEPH-20

Terry R. Gibson, P.E.
State Highway Administrator
North Carolina Department of Transportation
1536 Mail Service Center
Raleigh, NC 27699-1536

Through: Mr. John F. Sullivan III
Division Administrator
Raleigh, North Carolina

Dear Mr. Gibson:

Thank you for your letter requesting that U.S. 64 from I-440 to I-95, be added to the Interstate System as I-495 and Future I-495. Your request would allow for the designation of U.S. 64 from I-440 to I-540 as I-495 and from I-540 to I-95 as Future "I-495."

Our North Carolina Division Office conducted field and other reviews based on the North Carolina Department of Transportation's submittal. The Federal Highway Administration confirmed that U.S. 64 from I-440 to I-540 as described in your request meets American Association of State Highway and Transportation Officials (AASHTO) Interstate Design Standards and the criteria for logical addition or connection to the Interstate System. In addition, U.S. 64 from I-540 to I-95 was found to be a logical future addition to the Interstate System. Based on our reviews and AASHTO's conditional approval of the numbering, the addition of these segments to the Interstate System is approved as requested.

Enclosed are two signed copies of the agreement, for the future addition of I-495 from I-540 to I-95. Please return one executed copy for our records.

Sincerely,

Victor M. Mendez
Administrator

cc: Marty Vitale (AASHTO)

**23 U.S.C. 103(c) AGREEMENT
FOR
INTERSTATE HIGHWAY CONSTRUCTION
IN THE
STATE OF NORTH CAROLINA**

This agreement between the State Highway Administrator of the North Carolina Department of Transportation (State) and the Federal Highway Administrator (Parties):


WITNESSETH

WHEREAS, the State recommends that U. S. Route 64 from I-540 to I-95, a distance of 34.97 miles solely within the State of North Carolina (Route), be designated a future Interstate System route pursuant to the provisions of 23 U.S.C. Section 103(c)(1)(B), and Section 103(c)(4)(B), and

WHEREAS, the Administrator has determined that this Route would be a logical addition to the Interstate System (the "Dwight D. Eisenhower National System of Interstate and Defense Highways") and would qualify for designation as part of said System when completed to the geometric and construction standards for the Interstate System.


NOW, THEREFORE, the Parties hereto agree that this Route shall be constructed by the State in accordance with all requirements of 23 U.S.C. Section 103(c)(1)(B), and Section 103(c)(4)(B) and all other applicable provisions of Title 23, United States Code, within twenty five (25) years after the date of this Agreement, and upon completion of such construction the Administrator shall designate said Route as part of the Interstate System.

**NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION**


BY: Anthony J. Tata
Secretary
North Carolina
Department of Transportation

12/11/2013
Date

**U.S. DEPARTMENT OF
TRANSPORTATION**


BY: Victor M. Mendez
Administrator
Federal Highway
Administration

12/09/2013
Date



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

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

ANTHONY J. TATA
SECRETARY

March 19, 2013

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 requesting Federal Highway Administration approval for existing US 64 between I-440 and I-540 in Wake County be designated as I-495 and added to the Interstate System under 23 USC 103(b)(4)(A) and 23 USC 103(b)(5) for a total distance of 4.09 miles.

The portion of proposed I-495 in Wake County between I-440/US 64 Business and US 64 Business (existing US 64, 10.02 miles, currently open to traffic) is a controlled access, divided, multi-lane freeway facility built to interstate standards. The remaining portion of future I-495 between US 64 Business in Wake County and I-95 in Nash County (existing US 64, 34.97 miles, currently open to traffic) is not built to interstate standards with the primary deficiencies including paved shoulder widths and structure clearances.

We request Federal Highway Administration approval for this addition of I-440 to I-540 in Wake County to the Interstate system for a total of 4.09 miles. We also request the segment from I-540 in Wake County to be added to the Interstate system as a Future Interstate, a distance of 40.9 miles.

In addition to approval for designating I-495, we further request a waiver to the requirement to re-designate I-540 due to public expectation, historic controversy, and economic burden of sign replacement. Precedents for a waiver of this type exist in Pennsylvania (I-376 between I-76 and I-80) and in New York (I-390 between I-86 and I-90, and I-590 between I-390 and I-490).

We would appreciate your favorable consideration of this request. The Department plans to submit an application to the Route Numbering Committee of the American Association of State Highway and Transportation Officials (AASHTO) on April 1, 2013 for the establishment of I-495 between I-440 and I-540 in Wake County.

Mr. John F. Sullivan, III
March 19, 2013
Page 2

Please let me know if you need any additional information.

Sincerely,

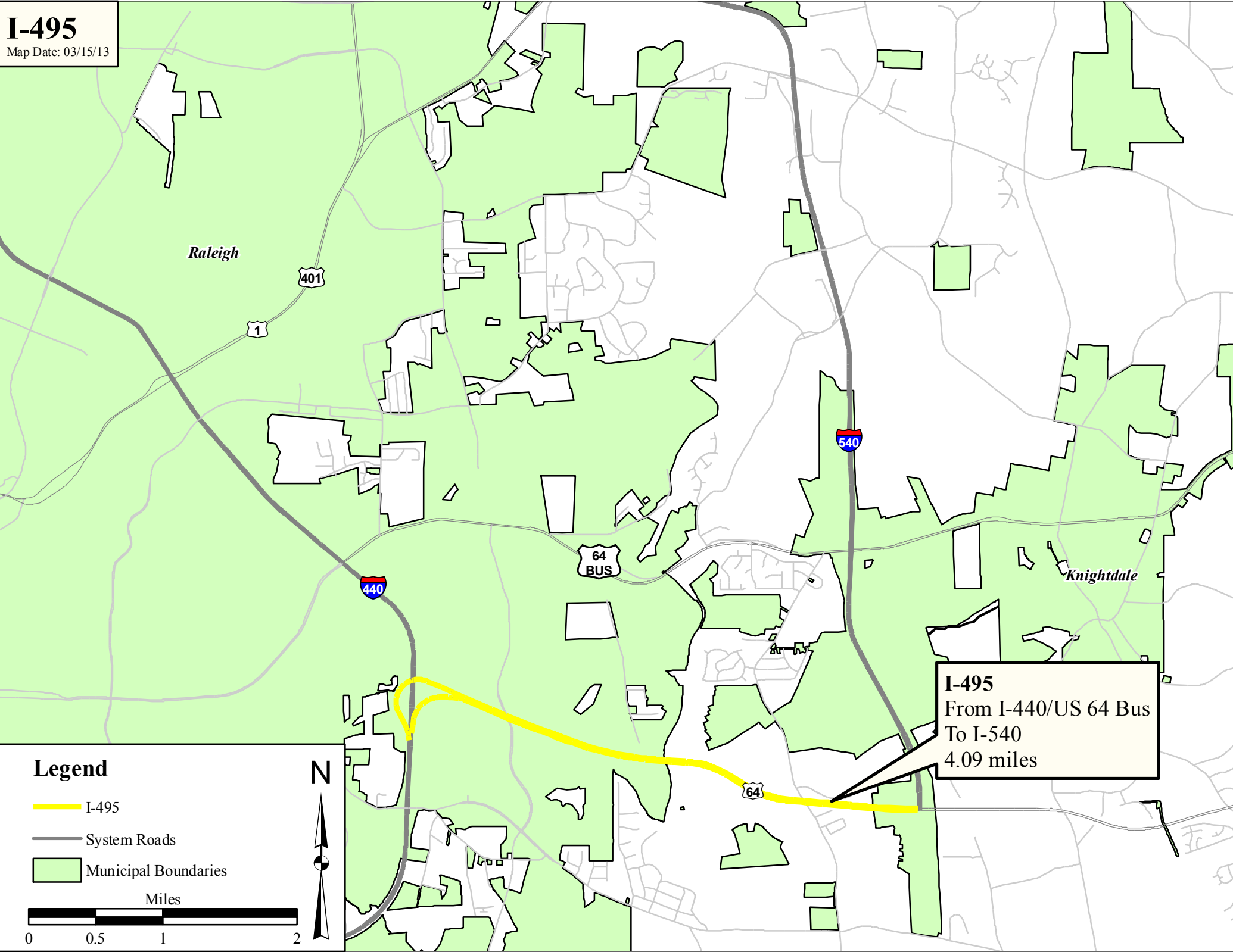
A handwritten signature in black ink, appearing to read 'T. Gibson', with a horizontal line above it.

Terry R. Gibson, P.E.
Chief Engineer




TRG/rbr

Attachment

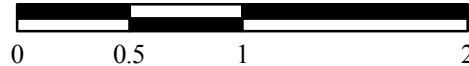
cc: Anthony J. Tata, Secretary of Transportation, w/attachment
Jon G. Nance, P.E., Deputy Chief Engineer, w/attachment
Deborah M. Barbour, P.E., Director of Preconstruction, w/attachment
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachment
W. Bowman, P.E., Division Engineer, w/attachment
J. Rouse, P.E., Division Engineer, w/attachment
Bradley Hibbs, P.E, FHWA, w/attachment
Unwanna Dabney, FHWA, w/attachment
Bill Marley, FHWA, w/attachment



Legend

-  I-495
-  System Roads
-  Municipal Boundaries

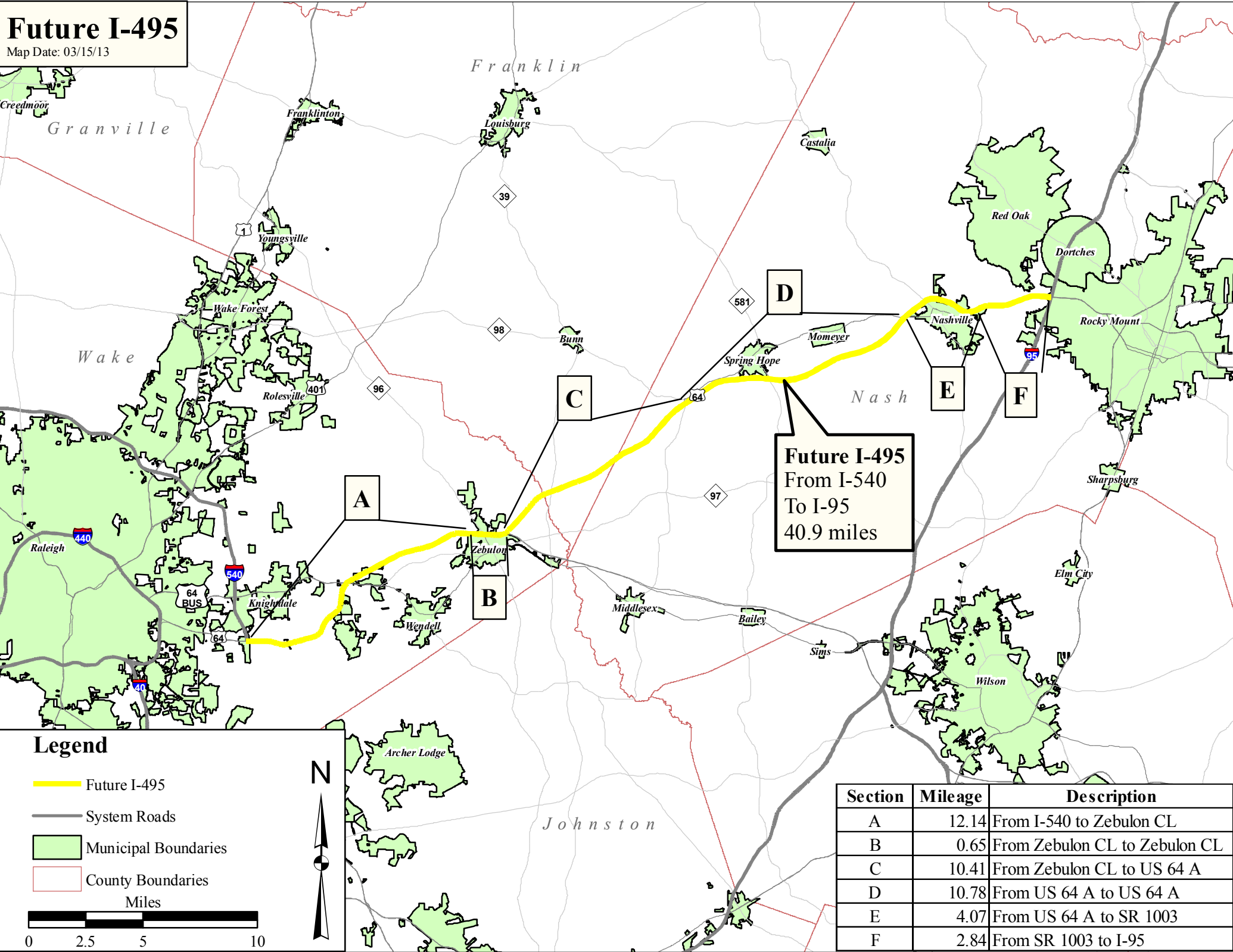
Miles



I-495
From I-440/US 64 Bus
To I-540
4.09 miles

Future I-495

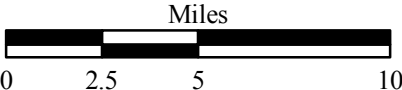
Map Date: 03/15/13



Future I-495
From I-540
To I-95
40.9 miles

Legend

- Future I-495
- System Roads
- Municipal Boundaries
- County Boundaries



Section	Mileage	Description
A	12.14	From I-540 to Zebulon CL
B	0.65	From Zebulon CL to Zebulon CL
C	10.41	From Zebulon CL to US 64 A
D	10.78	From US 64 A to US 64 A
E	4.07	From US 64 A to SR 1003
F	2.84	From SR 1003 to I-95

**SPECIAL COMMITTEE ON US ROUTE NUMBERING
REPORT TO SCOH ON MAY 3, 2013 MEETING
EXECUTIVE BOARDROOM, OMNI HOTEL, PROVIDENCE, RHODE ISLAND**

Present:

Chair: Ken Sweeney, ME – Region 1

Members:

- Mark McConnell, MS – Region 2
- Gregory Johnson, MI - Region 3
- Cathy Nelson, OR - Region 4 (by teleconference)
- Marty Vitale, AASHTO, Secretary

Guest: John Barton, Texas; Jinwoo Park, AASHTO (Korea Engineering Fellow); and Jim McDonnell, AASHTO

The meeting convened at 4:05PM. (Ken Sweeney, ME, Chair). There was an introduction of the members and guests.

The secretary, Marty Vitale, AASHTO presented the [New Corridor Plan](http://www.adventurecycling.org/default/assets/file/USBR/USBRSCorridorMap.pdf) for the USBRS as an information item in the USRN meeting that can be found at <http://www.adventurecycling.org/default/assets/file/USBR/USBRSCorridorMap.pdf>.

The special committee reviewed the electronic ballot RN-13-01 and made final its final decisions on 25 applications from 12 member departments. All were approved except three interstate applications were approved with the condition that they receive FHWA approval.

- North Carolina: Future I-495
- North Carolina: I-495
- Washington: I-90 (Business)

Three applications (Texas: I-2 in Cameron/Hidalgo counties, I-69E in Nueces County and I-69E in Willacy/Cameron counties) were denied since they were not in compliance with the AASHTO Policy HO2¹ *Establishment of a Marking system of the Routes Comprising the National System of Interstate and Defense Highways* (Retained from August 10, 1973), item 3 that states that “No new divided numbers (such as I-35W and I-35E, etc.) shall be adopted. Existing divided Interstate numbers shall be eliminated as rapidly as the State Highway department and the Standing committee on Highways can reach agreement with reference thereto.”

(Please note: SCOH approved all three Texas Interstate Routes with the condition that they are approved by FHWA. Therefore, all applications submitted to the Special Committee on U.S. Route Numbering are approved since SCOH overruled the Special Committee decision and the SCOH decision was accepted by the AASHTO Board of Directors on May 7, 2013.)

Arizona Temporary Route Change, US-89, was noted for the record as a necessary emergency.

New Business involved the upcoming retirement of two members. The Chair, Ken Sweeney, ME, retires on June 21, 2013 and Region 4 Member, Cathy Nelson, OR retires on June 1, 2013. The Committee Secretary will seek to fill these vacancies.

The next meeting of the Special Committee will be in Denver, Colorado at the AASHTO **2013 Annual Meeting**, Thursday, October 17 - Monday, October 21 Sheraton Downtown Denver, Denver CO)

The meeting adjourned at 5:30PM.

Respectfully submitted by
Marty Vitale, Secretary, May 4, 2013

Ballot RN-13-01 RESULTS (FINAL May 3, 2013)

Member Department	Route Number	Description	Decision
Arkansas	US 82	Begins at existing Hwy 82 near Lake Village at Log Mile 4.72 and travels east over the Mississippi River to Greenville, MS. The route is a four-lane undivided roadway on a new location and travels in an east-west direction through Lake Village, AR and Greenville, MS and is 2.47 miles long ending at existing Hwy 82 at Greenville, MS.	Approved
Illinois	US 41 S Lake Shore Dr.	Existing intersection of Harbor Ave. and Ewing Ave.(existing US Route 41) in Chicago, IL Bypass Peoria, IL and realigned through Creve Coeur and East Peoria, IL Existing alignment of Avenue O and newly constructed pavement North Chicago, IL 2.1 miles Intersection of 79th St. and South Shore Dr. (existing US Route 41)	Approved
Kansas	US 50	The route change begins at Garden City KS logmile 381 From Garden City, Control point #1 at AASHTO logmile 380 to west to U.S. 83 control point #2, thence west to Deerfield KS, control point #3. The improved section of U.S. 50 is four lane divided with a combination of at grade intersections and grade separated interchanges. : The prevailing direction at the change location of U.S. 50 is east/west, with the AASHTO Logmiles accumulating from east to west. : Garden City, Holcomb, Deerfield Total number of miles the route will cover: The route change covers about 8 miles. The route change ends between Garden City and Deerfield at AASHTO logmile 389.	Approved

Member Department	Route Number	Description	Decision
Kansas	US 54	<p>The route change on U.S. 54 begins at AASHTO log mile 220, between Kingman KS and Cunningham KS.</p> <p>The route goes between Kingman and Pratt KS, bypassing Cunningham KS.</p> <p>The route from AASHTO log mile 208 to 239 includes 2 lane undivided and four lane divided facilities with at grade intersections as well as grade separated interchanges. The changed route is a 4 lane divided facility with grade separated interchange access to Cunningham KS.</p> <p>: The prevailing direction of U.S. 54 in the vicinity of the route change is East/West, with the AASHTO log miles accumulating from East to West.</p> <p>Cunningham, Pratt, Kingman</p> <p>Total number of miles the route will cover: The changed route covers approximately ten miles.</p> <p>The changed route ends at AASHTO route log mile 230 between Cunningham and Pratt, KS.</p>	Approved
Kansas	US 59	<p>The route change begins at AASHTO log mile 59.</p> <p>The route goes between Lawrence and I-35 near Ottawa KS.</p> <p>The improved route is an access controlled 4 lane divided facility.</p> <p>The prevailing direction in the changed area is north/south, with the AASHTO miles accumulating from North to South.</p> <p>Lawrence, Baldwin City, Ottawa</p> <p>Total number of miles the route will cover: The route change covers 11 miles.</p> <p>The route change ends at AASHTO log mile 70 between U.S. 56 and I-35, south of the boundary between Douglas County and Franklin County.</p>	Approved
Kansas	US 77	<p>The Change to U.S. 77 begins at AASHTO log mile 23 including the at grade junction of U.S. 77 with Kansas Route 9.</p> <p>U.S. 77 goes from Marysville to Blue Rapids.</p> <p>The changed facility is 2 lane undivided, including a new bridge over the Big Blue River, and improved at grade intersection with Kansas Highway K-9 including turn lanes on U.S. 77.</p> <p>the Prevailing direction of U.S. 77 is North/South, the prevailing direction of the changed section is northeast/southwest.</p> <p>Blue Rapids, Marysville</p> <p>Total number of miles the route will cover: The changed route is 1 mile long.</p> <p>The changed portion of U.S. 77 ends at the east city limit of Blue Rapids KS.</p>	Approved

Member Department	Route Number	Description	Decision
Kansas	US 166	<p>The route change begins at AASHTO logmile 55 at the interchange with U.S. 169</p> <p>The route goes from Edna KS to Coffeyville KS.</p> <p>The facility includes divided and undivided sections of 4 lane highway including a grade separated interchange at the junction of U.S.166 and U.S. 169</p> <p>The prevailing direction of travel for this section of U.S. 166 is east/west. The miles are given using AASHTO Logmiles for Kansas which accumulate from east to west.</p> <p>: Coffeyville, KS</p> <p>Total number of miles the route will cover: The route change covers about 1 mile</p> <p>The route change ends at the city limit of Coffeyville, at AASHTO logmile 56.</p>	Approved
Kansas	US 169	<p>The route change begins at AASHTO logmile 163.</p> <p>From junction with U.S. 160 to Coffeyville Kansas.</p> <p>This is a four lane divided facility.</p> <p>The prevailing direction of the change to U.S. 169 is in the north/south direction.</p> <p>: Liberty, Coffeyville.</p> <p>Total number of miles the route will cover: The route change is approximately 4.7 miles.</p> <p>The project ends just south of the Interchange with U.S. 166 at AASHTO logmile 168.</p>	Approved
Kentucky	US 60	<p>The route begins on existing US 60 west of Ledbetter in Livingston County.</p> <p>US 60 continues across the Tennessee River, crosses the Livingston/McCracken County line, and intersects with US 62 southeast of Paducah in McCracken County.</p> <p>The facility is a new bridge and approaches over the Tennessee River.</p> <p>The direction is southwest for the new structure. Ledbetter and Paducah are the focal points.</p> <p>The length of the new route (bridge structure and connector) is about 1.4 miles. US 60 covers about 489 miles across Kentucky.</p> <p>The route ends at the intersection with US 62 southeast of Paducah.</p>	Approved
Kentucky	USBRS 76	Route Connects VIRGINIA STATE LINE And ILLINOIS STATE LINE	Approved
Minnesota	USBRS 45	Route Connects USBR 45 in Elk River, Minnesota And USBR 45 in Hastings, MN and Wisconsin border	Approved
Missouri	USBRS 76	Route Connects USBR Illinois and Kansas	Approved

Member Department	Route Number	Description	Decision
North Carolina	I-495 (future)-	<p>The route begins at the I-540 interchange (exit 26) in Wake County.</p> <p>The route is going north and east along existing US 64 in Wake, Franklin, and Nash counties.</p> <p>The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.</p> <p>The route is going north and east.</p> <p>The focal point cities along the route are Zebulon and Rocky Mount.</p> <p>The route will cover approximately 40.1 miles.</p> <p>The route ends at the I-95 interchange (exit 138) in Rocky Mount (Nash County).</p>	Conditional Approval - Needs FHWA Approval
North Carolina	I-495	<p>The route begins at the I-440, US 64 Business interchange (exit 14) in Raleigh (Wake County).</p> <p>The route is going south and east along existing US 64 in Wake County.</p> <p>The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.</p> <p>The route is going south and east.</p> <p>The focal point city is Raleigh.</p> <p>The route will cover approximately 4.1 miles.</p> <p>The route ends at the I-540 interchange (exit 26) in Wake County.</p>	Conditional Approval - Needs FHWA Approval
North Carolina	US 421 Business	<p>The route begins in southeast Sanford in Lee County at the intersection of existing/relocated US 421.</p> <p>The route is going along the former alignment of US 421 to existing US 421 northwest of Sanford in Lee County.</p> <p>The route is traveling on an "other" principal arterial on an existing alignment that is primarily either a four lane or five lane (with two-way left turn lanes) undivided facility through Sanford (for approximately 5 miles), and a multi-lane divided facility with partial access control northwest of Sanford (approximately 4.4 miles).</p> <p>The route is traveling north and west.</p> <p>The focal point city is Sanford.</p> <p>The route will cover approximately ten (10) miles.</p> <p>The route ends northwest of Sanford in Lee County at the intersection with existing US 421 where it reconnects with the existing/relocated US 421.</p>	Approved

Member Department	Route Number	Description	Decision
North Carolina	US 421	<p>The route begins in southeast Sanford in Lee County at the intersection of existing US 421/proposed US 421 Business.</p> <p>The route is going north and west to existing US 421/proposed US 421 Business northwest of Sanford in Lee County.</p> <p>The route is traveling along a multi-lane divided controlled access facility on a new alignment.</p> <p>The route is going north and west to existing US 421/proposed US 421 Business.</p> <p>The focal point city is Sanford.</p> <p>The route will cover approximately 10.7 miles.</p> <p>The route ends northwest of Sanford in Lee County at the intersection of existing US 421/proposed US 421 Business where it reconnects with existing US 421.</p>	Approved
North Dakota	US 85	<p>The North Dakota Department of Transportation is proposing to extend US 85 beginning at the intersection of US 85 and US 2 three miles west of Williston, ND. The route will travel in a general north/south direction until it reaches 141st Ave NW. It will travel along 141st Ave NW for approximately one mile then travel northwest until it reaches 142nd Ave NW. The route will travel over 142nd Ave NW in a general north/south direction until it reaches 56th St NW. It will travel along 56th St NW in an east/west direction for one mile then change to a northeasterly direction to the intersection of 140th Ave NW and 57th St NW. The route will then travel along 57th St NW for approximately four miles in a general east/west direction until it ends at the intersection with US 2 north of Williston. The extension of US 85 will cover a total of thirteen miles.</p>	Approved
Ohio	US 24	<p>The route will begin at existing US24 bypass on the west side of the City of Defiance.</p> <p>This section will travel to the existing 4 lane divided section of US24 located on the west side of the City of Toledo.</p> <p>The facility it will be traveling over is new construction on a new alignment.</p> <p>Direction of travel will be east.</p> <p>Cities traveled through are Defiance, Napoleon, Waterville and Toledo.</p> <p>For this update the total miles are 43.20. Total miles of entire route in Ohio are 83.32.</p> <p>For this update the ending point connects with the current 4 lane divided alignment of US24 on the west side of the City of Toledo. US24 in Ohio begins and ends at the Indiana and Michigan state line.</p>	Approved
South Carolina	US 21 Business	<p>Milepoint 0.00 @ US 21</p> <p>Running westerly, northerly thence northeasterly to US 21 Existing North Rock Hill 6.78 Milepoint 6.78 @ US 21</p>	Approved

Member Department	Route Number	Description	Decision
Texas	Interstate Route-2	The route will begin at approximately 0.5 mile west of the US 83/Showers Road junction in Palmview, TX and run eastward approximately 46.8 miles. This existing facility is a four to six-lane divided, controlled access route and travels west to east through the cities of Mission, McAllen, Pharr, and Harlingen. The route will extend 46.8 miles and will end at the junction of US 77 (IH 69E designation pending) in Harlingen, TX.	Disapproved - not in compliance with the AASHTO Policy HO2 ¹
Texas	Interstate Route 69E (Nu.)	Route will begin at IH 37 in Corpus Christi, then run southward to its terminus at SH 44, the existing facility is a four-lane divided Interstate System route concurrent with US 77. The route travels south to north with Corpus Christi and Robstown as focal points. The route will extend approximately 6.2 miles terminating at SH 44 in Robstown.	Disapproved - not in compliance with the AASHTO Policy HO21
Texas	Interstate Route 69E (Willacy)	The proposed route will begin approximately 0.6 mile north of the US 77/CR 3690 junction north of Raymondville and travel southward to its terminus in Brownsville. The route will extend approximately 53.3 miles along an existing four-lane divided, controlled access facility; it will travel south to north and traverse three focal points: Raymondville, Harlingen, and Brownsville. The route will terminate approximately 0.1 mile north of the US 77/University Blvd. intersection in Brownsville, TX.	Disapproved - not in compliance with the AASHTO Policy HO21
Texas	US 67/377	Route will begin at IH 37 in Corpus Christi, then run southward to its terminus at SH 44, the existing facility is a four-lane divided Interstate System route concurrent with US 77. The route travels south to north with Corpus Christi and Robstown as focal points. The route will extend approximately 6.2 miles terminating at SH 44 in Robstown.	Approved
Texas	US 67 Business	The designation will begin approximately 1.6 miles northeast of FM 219 in Erath County, it will run southwestward through the city of Dublin and terminate approximately 1.8 miles northeast of the Comanche County line. The route will travel north to south along an existing two-lane facility currently designated as US 67/377, a distance of approximately 4.8 miles.	Approved
Washington	Interstate Route 90 (Business)	The route begins at I-90 Exit 285. The route heads east along the Appleway Blvd/East Sprague Avenue one-way couplet to University Road, then east on East Sprague Avenue, then northeasterly on Appleway Avenue, then north on Barker Road. Existing roadway East. Spokane Valley, Washington Total number of miles the route will cover: 8.21 The route ends at I-90 Exit 293	Conditional Approval - Needs FHWA Approval



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-495

**AASHTO Use
Only**

Action taken by SCOH:

Between I-440 in Raleigh (Wake County) and

I-540 in Wake County

The following states or states are involved:
North Carolina

- *****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: April 1, 2013

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

- ***Bike Routes:** this form is not applicable for US Bicycle Route System

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.)

The establishment of this interstate route, in conjunction with its future segment (see application for I-495 future) will connect Interstate 95 in Rocky Mount with Interstate 440 in Raleigh. Currently, the corridor is a National Truck Network route, a National Highway System route, and is designated as a North Carolina Strategic Highway Corridor (which represents one of the core highway facilities providing mobility and connectivity in the state).

Date facility available to traffic Currently open to traffic

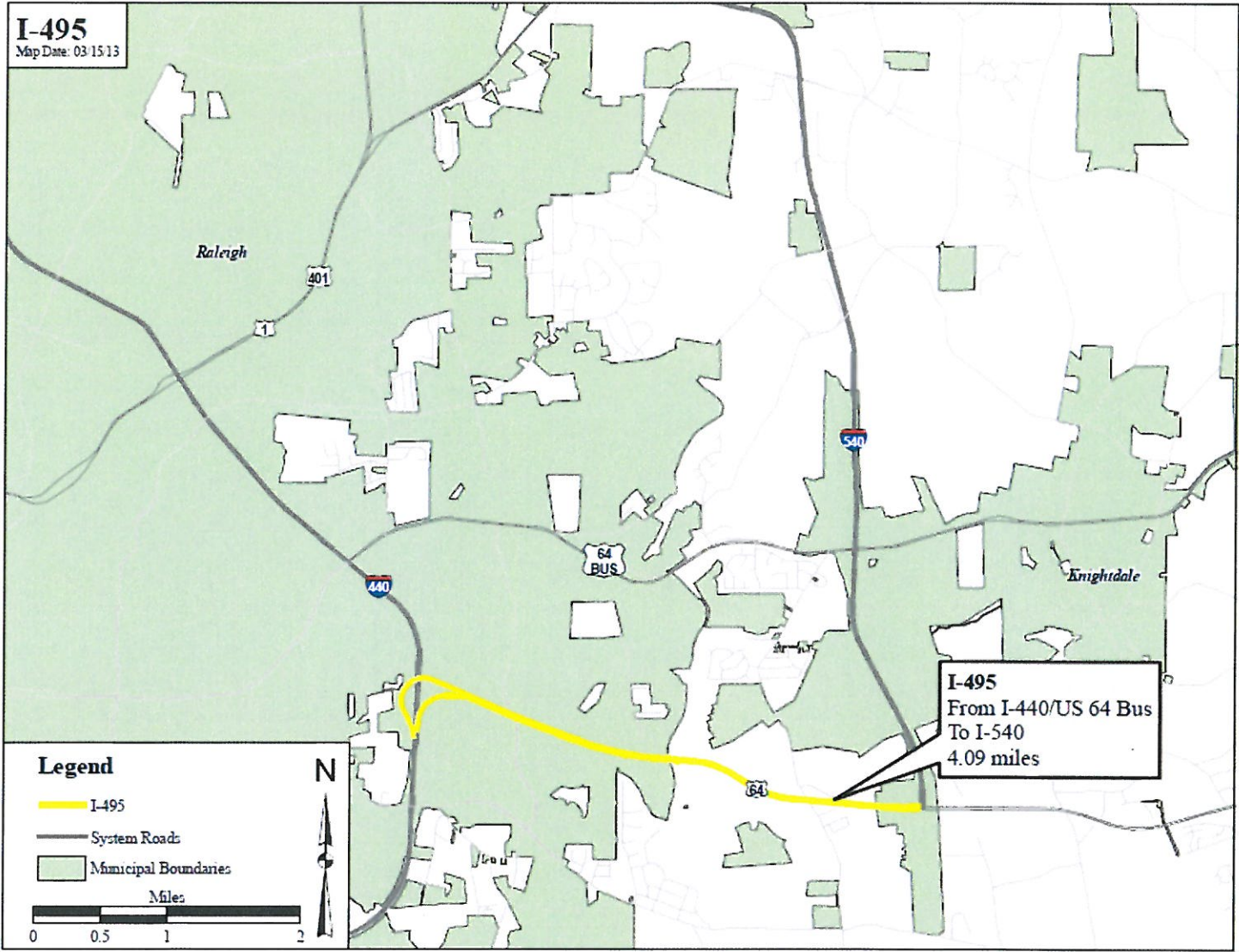
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 64

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 usroutes@aaashto.org or mvitale@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.)



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.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 64,740 as compared to 11,620 for the year 2011 for all other U.S. Numbered Routes in the State.

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.


(Signature)

Chief Executive Officer North Carolina Department of Transportation
(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

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.

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

Column 3: Pavement Condition	Code
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..

	1	2	3	4	5	6	7	8	9	10	11
Mileage	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
					0	A	H	G	64,000	10 20 30 40	20 40 60 80
				66,000	None	None	None	None	None	None	None
				62,000							
5											

Attach additional sheet here if necessary

Contact Information:

Renee B. Roach, P.E.
rroach@ncdot.gov
919-771-2741 (phone)
919-771-2745 (fax)

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:

The route begins at the I-440, US 64 Business interchange (exit 14) in Raleigh (Wake County).

The route is going south and east along existing US 64 in Wake County.

The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.

The route is going south and east.

The focal point city is Raleigh.

The route will cover approximately 4.1 miles.

The route ends at the I-540 interchange (exit 26) in Wake County.



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-495 (future)

**AASHTO Use
Only**

Action taken by SCOH:

Between I-540 in Wake County and I-95 in Rocky Mount (Nash County)

The following states or states are involved:
North Carolina

- *****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: April 1, 2013

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

- *Bike Routes: this form is not applicable for US Bicycle Route System

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.)

The establishment of this future interstate route, in conjunction with its mainline segment (see application for I-495) will connect Interstate 95 in Rocky Mount with Interstate 440 in Raleigh. Currently, the corridor is a National Truck Network route, a National Highway System route, and is designated as a North Carolina Strategic Highway Corridor (which represents one of the core highway facilities providing mobility and connectivity in the state).

Date facility available to traffic Currently open to traffic

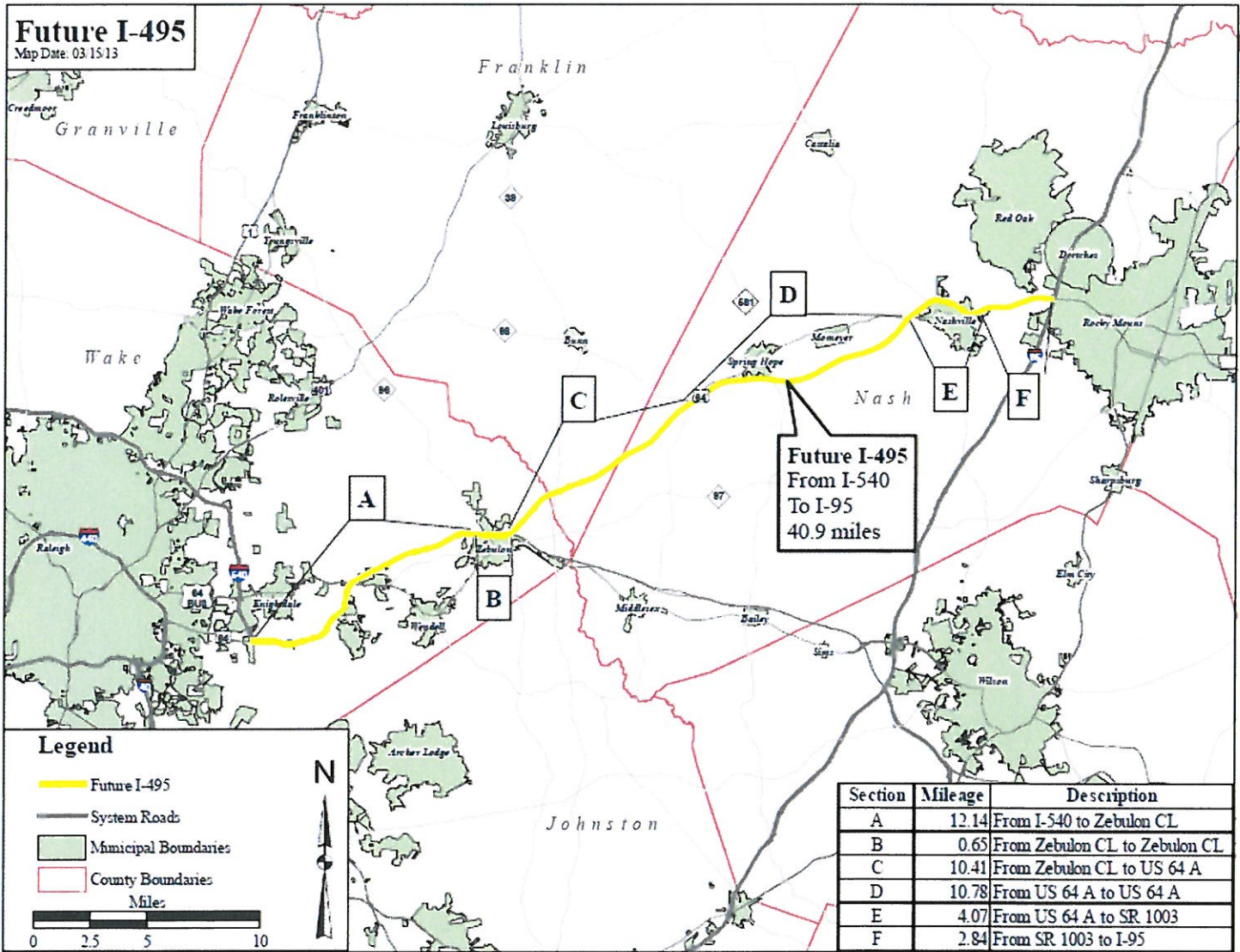
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 64

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 usroutes@ashto.org or mvitale@ashto.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.)



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.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 30,360 as compared to 11,620 for the year 2011 for all other U.S. Numbered Routes in the State.

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.


(Signature)

Chief Executive Officer North Carolina Department of Transportation
(Member Department)

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

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.

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

Column 3: Pavement Condition	Code
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.

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							Roadway Width Deficiency	H - Loading Deficiency	Horizontal Curvature	Percent Grade							
												Percent	Percent	Percent	Percent		
					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length						
0				63,000													
				51,000	None	None	None										
				50,000													
5	A			51,000			LP 15.8'										
				48,000			LP 15.9'										
10	B			44,000			LP 16.2'										
				18,000			LP 16.1'										
15	C						LP 16.2'										
							LP 16.1'										
20		H	G	19,000			LP 15.8'		None	None	None						
							LP 15.9' & 16.1'										
25	D						LP 15.8'										
							LP 16.0'										
30							LP 16.3'										
							LP 16.3'										
35	E			22,000			142' & 161'										
							LP 15.8'										
							LP 16.0'										
40	F						LP 16.0'										

Attach additional sheet here if necessary

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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:

The route begins at the I-540 interchange (exit 26) in Wake County.

The route is going north and east along existing US 64 in Wake, Franklin, and Nash counties.

The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.

The route is going north and east.

The focal point cities along the route are Zebulon and Rocky Mount.

The route will cover approximately 40.1 miles.

The route ends at the I-95 interchange (exit 138) in Rocky Mount (Nash County).