



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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

CERTIFICATION OF RULEMAKING

Certifying Agency: Department of Transportation					
Action:	<input checked="" type="checkbox"/>	Adoption		<input checked="" type="checkbox"/>	Repeal
Statutory Authority: 136-54, 136-30, 20-115.1 (a, b), 20-141.					
Public Hearing Not Required For This Action Under: GS 150A-1, 20-1.					
Rule Summary: Rural Speed Zones, Route Changes, STAA National Truck Network.					
Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare.					
Effective Date: August 18, 2014					

August 18, 2014
DATE


OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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

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Rural Speed Zones

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-141.

COUNTY WAKE **DIVISION** 5

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE	1068192	I 495	70	70	From SR 2697 (New Hope Road), eastward to I 540.
WAKE	1068193	US 64	70	70	From I 540, eastward to the Franklin County Line.
WAKE	1068350	I 495	70	70	I-495 Northbound Couplet between I-440 and SR 2697 (New Hope Road).

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE	1051780	US 64 WB COUPLET	55	55	US 64 Westbound Couplet from 1.2 mile west of SR 2036 (New Hope Rd.) (end of flyover ramp onto I-440 Inner Beltline), eastward to SR 2036 (New Hope Rd.)
WAKE	1061166	US 64 EB COUPLET	70	70	US 64 Eastbound Couplet from I-440, eastward to SR 2036/SR 2697 (New Hope Road).
WAKE	1061167	US 64	70	70	From SR 2036/SR 2697 (New Hope Road), eastward to the Franklin County Line.

STAA National Truck Network

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-115.1 (a, b).

COUNTY WAKE **DIVISION** 5

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
WAKE	1068186	I 495	National Network between I 440 and I 540.
WAKE	1068187	US 64	Network, concurrent with I 495 between I 440 (Exit 14) and I 540.
WAKE	1068188	US 64	National Network between I 540 and the Franklin County line.
WAKE	1068189	US 264	Non-Network, concurrent with I 495, US 64 between I 440 and I 540.
WAKE	1068190	US 264	Non-Network, concurrent with US 64 between I 540 and US 64 (east interchange).

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
WAKE	1058962	US 64	National Network between the Franklin County line and I 440 (Exit 14).
WAKE	1059048	US 264	Non-Network, concurrent with US 64 between I 440, US 64 and US 64 (east interchange).

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

All the actions to the Highway Traffic Ordinances herein adopted are effective August 18, 2014 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
Rural Speed Zones	3	3
Route Changes	1	0
STAA National Truck Network	5	2
Total	9	5

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

August 18, 2014

DATE

OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

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Route Changes	1	0
STAA National Truck Network	5	2
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August 18, 2014

DATE



OFFICER SIGNATURE

James. K. Lacy, P.E.

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

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

ANTHONY J. TATA
SECRETARY

October 17, 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 an addendum to my previous correspondence dated March 19, 2013 concerning designation of I-495 and Future I-495. As you know, these sections have been conditionally approved by AASHTO pending FHWA approval.

The portion of US 64 that we are requesting Future I-495 designation has shoulders that do not meet Interstate standards. The Department anticipates constructing Interstate standard shoulders on the portion of Future I-495 in Wake, Franklin and Nash Counties during the next reconstruction event within this section or within 25 years from the date of approval by FHWA. Full reconstruction is not included within typical resurfacing packages; however, we may take advantage of these opportunities to widen the shoulders.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink that reads "T R Gibson" with a stylized flourish at the end.

Terry R. Gibson, P.E.
Chief Engineer

TRG:jjkl

Attachments

cc: Secretary Anthony J. Tata
Jon G. Nance, P.E., Deputy Chief Engineer
Deborah M. Barbour, P.E., Director of Preconstruction
J. Kevin Lacy, P.E., State Traffic Engineer
John W. Bowman, P.E., Division Engineer
Tim Little, P.E., Division Engineer
Bradley Hibbs, P.E, FHWA
Uwanna Dabney, FHWA
Bill Marley, FHWA

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

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



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

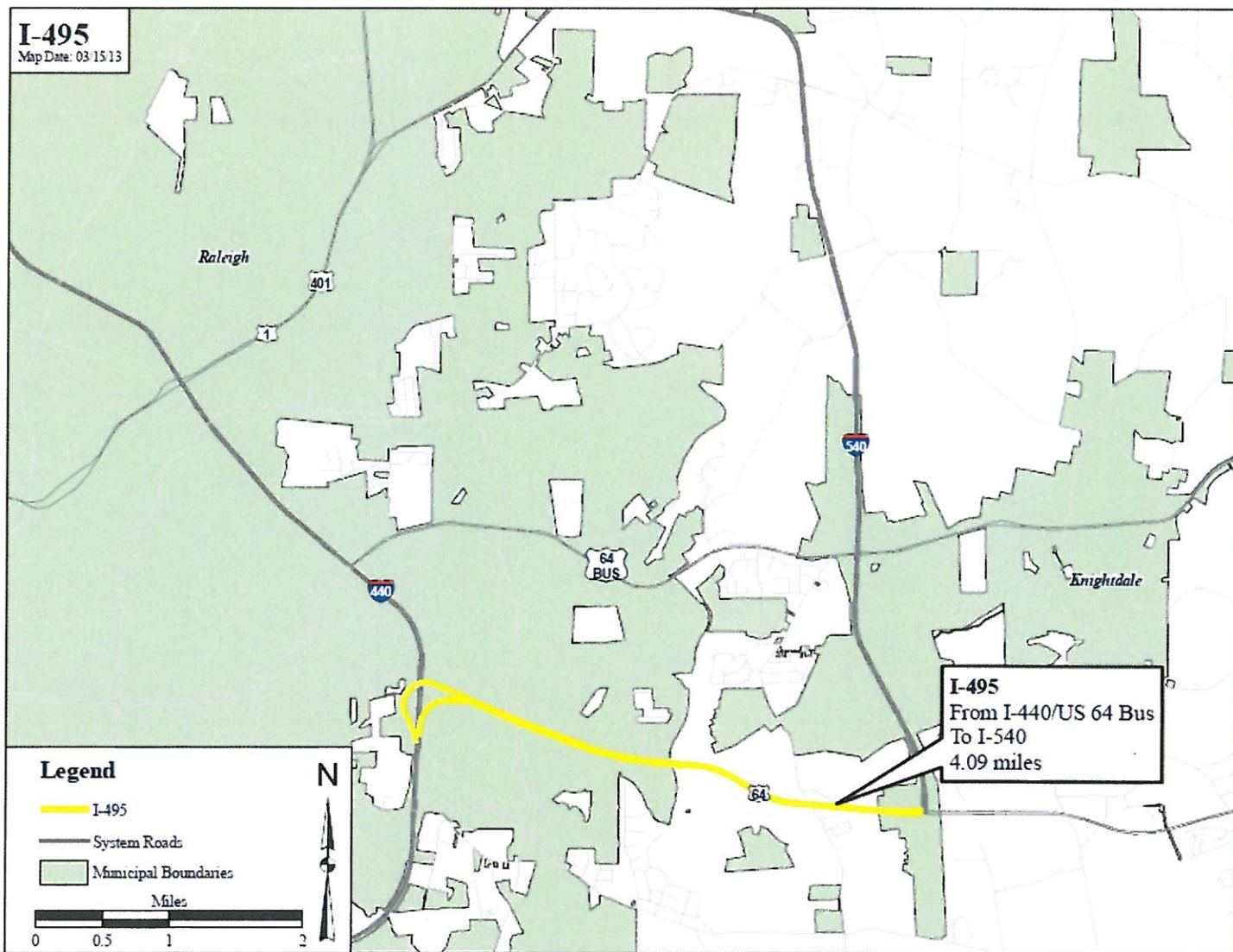
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 64

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@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 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..

Mileage	1	2	3	4	6							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				Degree	Length			
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length
0	A	H	G	64,000	None	None	None	None	None	None	None	None	None	None							
66,000																					
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.



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 'Terry R. Gibson', with a horizontal line above it.

Terry R. Gibson, P.E.
Chief Engineer

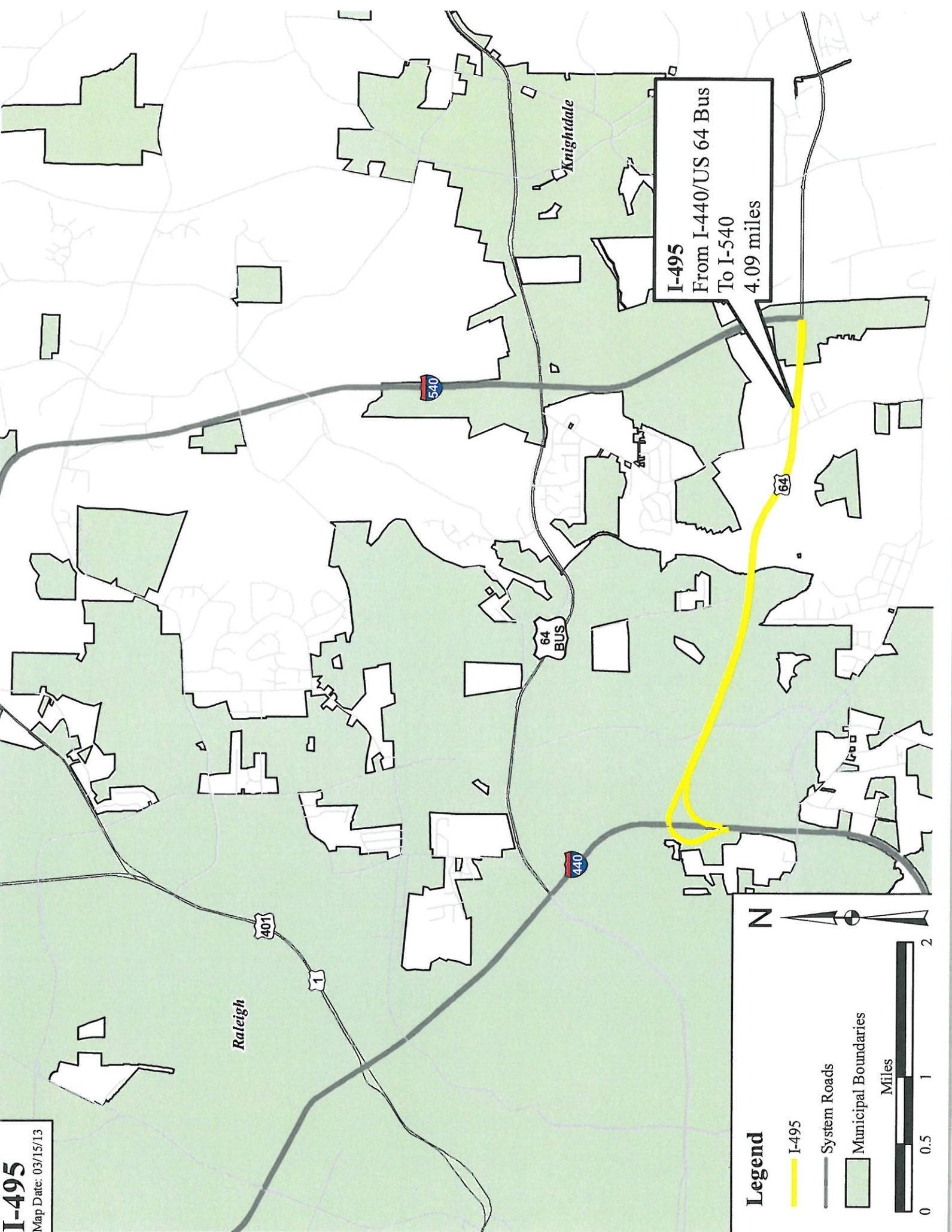
TRG/rbr

Attachment

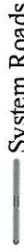
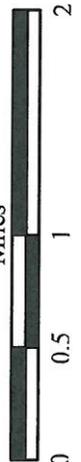
cc: Anthony J. Tata, Secretary of Transportation, w/attachment
Jon G. Nance, P.E., Deputy Chief Engineer, w/attachment
Deborah M. Barbour, P.E., Director of Preconstruction, w/attachment
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachment
W. Bowman, P.E., Division Engineer, w/attachment
J. Rouse,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

I-495

Map Date: 03/15/13

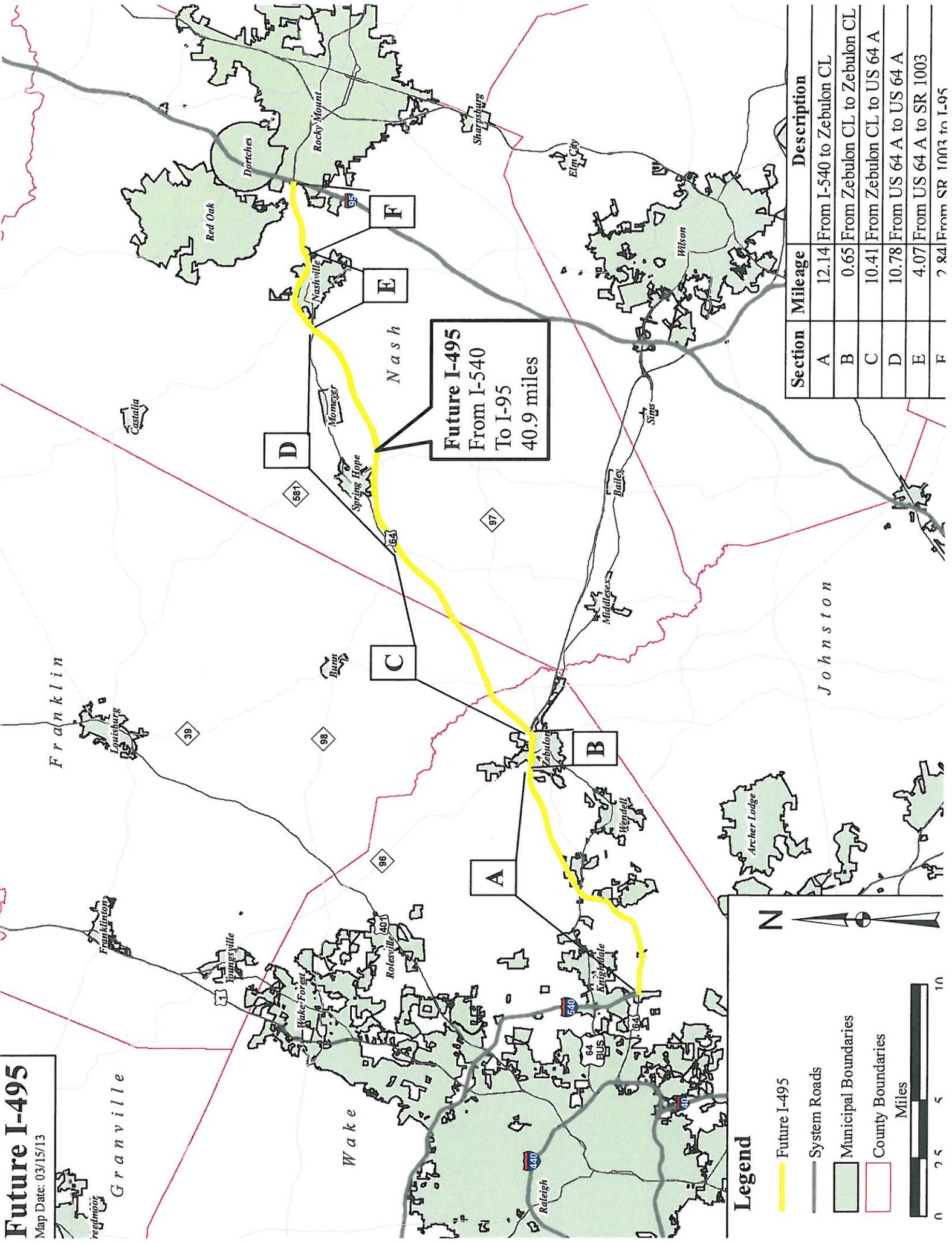


Legend

-  I-495
-  System Roads
-  Municipal Boundaries
-  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
- Miles
-



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	7.84	From SR 1003 to I-95