



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 type="checkbox"/>	<input checked="" type="checkbox"/>	Repeal
Statutory Authority: 136-18, 136-18, 136-54, 136-30, 20-115.1, 20-116, 20-141.					
Public Hearing Not Required For This Action Under: GS 150A-1, 20-1.					
Rule Summary: No Parking, Municipal Speed Zones, Rural Speed Zones, No U-Turn, Route Changes, STAA National Truck Network, Truck Lane Restriction, Farm Equipment Authorization.					
Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare.					
Effective Date: February 01, 2018					

February 01, 2018

DATE

A handwritten signature in black ink, appearing to read "J. K. Lacy", written over a horizontal line.

OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

No Parking

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 136-18.

COUNTY FORSYTH

DIVISION 9

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Description
FORSYTH	1074113	I 285	It is hereby ordained that parking is prohibited on I 285, US 52, NC 8 between Cassell Street and I 40; and, any vehicles parked, left standing or disabled, whether attended or unattended, on the right-of-way of I 285, US 52, NC 8 within the limits described shall be subject to being towed without advance notice as determined by the NCDOT to a site designated by the NCDOT.
FORSYTH	1074114	US 52	It is hereby ordained that parking is prohibited on US 52, NC 8 between I 40 and Patterson Avenue; and, any vehicles parked, left standing or disabled, whether attended or unattended, on the right-of-way of US 52, NC 8 within the limits described shall be subject to being towed without advance notice as determined by the NCDOT to a site designated by the NCDOT.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Description
FORSYTH	1015480	US 52	It is hereby ordained that parking is prohibited on US 52 from Cassell Street to Patterson Avenue; and, any vehicles parked, left standing or disabled, whether attended or unattended, on the right-of-way of US 52 within the limits described shall be subject to being towed without advance notice as determined by the

County	Ordinance Number	Route	Description
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NCDOT to a site designated by the NCDOT.

Farm Equipment Authorization

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 20-116.

COUNTY DAVIDSON

DIVISION 9

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Description
DAVIDSON	1074118	I 285	I 285, US 52, between SR 3165 (Hargrave Lane) and SR 2932/SR 3010 (Old US 52), only during daylight hours on Sunday mornings from sunrise to 11:00 AM and no travel on state recognized holiday weekends. A trailing escort vehicle is required, using a wide load banner, with its emergency flashers operating. Recommended following distances are in accordance with the North Carolina Escort Vehicle Operator Handbook. Application F-12-3.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Description
DAVIDSON	1065854	US 52	Between SR 3010/2932 (Old US 52) and SR 3165 (Hargrave Lane), only during daylight hours on Sunday mornings from sunrise to 11:00 AM and no travel on state recognized holiday weekends. A trailing escort vehicle is required, using a wide load banner, with its emergency flashers operating. Recommended following distances are in accordance with the North Carolina Escort Vehicle Operator Handbook. Application F-12-3.

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.

DIVISION 9

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
DAVIDSON	1012821	US 29	55	55	US 29 Bypass-US 64-US 70 Bypass-I-85
LEXINGTON					Business, from US 52- NC 8, northward to SR1844

DIVISION 9

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
FORSYTH	1015803	US 52	55	55	US 52 from a point 1.40 miles north of SR 4205 (South Main Street), northward to SR 1672 (Hanes Mill Rd.).
WINSTON-SALEM					

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 DAVIDSON

DIVISION 9

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
DAVIDSON	1074103	I 85	70	70	Between the Rowan County line and the Randolph County line.
DAVIDSON	1074105	SR 1417	35	35	Between the southern intersection with NC 8, a point 0.281 mile south of SR 1531 (Robertson Street), and a point 0.35 mile south of SR 1457 (Arnold Road).
DAVIDSON	1074119	I 285	65	65	Between I 85 and the Forsyth County line.
DAVIDSON LEXINGTON	1074504	I 85BUS	45	45	Between a point 0.62 mile north and east of NC 8 (Winston Road) and a point 0.14 mile north and east of Fairground Road.
DAVIDSON LEXINGTON	1074547	I 85BUS	55	55	Between I-285 and a point 0.62 mile north and east of NC 8 (Winston
DAVIDSON THOMASVILLE	1074553	I 85BUS	55	55	Between a point 0.14 mile north and east of Fairground Road and the Randolph County line.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
DAVIDSON	1012934	SR 1417	35	35	From US 52-NC 8 northward to a point 0.35 mile south of SR 1457, north of

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
					Lexington. (Extend speed zone into 35mph zone)
DAVIDSON	1013287	I 85	70	70	From US 29-52-70 northward to the Randolph County Line.
DAVIDSON	1013293	US 52	65	65	From I-85 northward to the Forsyth County Line.
DAVIDSON	1070777	I 85	70	70	Between the Rowan County line and US 29 / US 70 / US 52.

COUNTY FORSYTH

DIVISION 9

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
FORSYTH	1074111	SR 2983	45	45	Between I 285, US 52 and 0.25 mile west of I 285, US 52.
FORSYTH WINSTON-SALEM	1074115	I 285	55	55	I 285, US 52, NC 8 between 1.40 mile north of SR 4205 (South Main Street) and I 40.
FORSYTH	1074120	I 285	65	65	I 285, US 52, NC 8 between the Davidson County line and 1.40 mile north of SR 4205 (South Main Street).
FORSYTH WINSTON-SALEM	1074552	US 52	55	55	Between I-40 and SR 1672 (Hanes Mill Road).

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
FORSYTH	1015940	SR 2983	45	45	From US 52 west for a distance of 0.25 mile.
FORSYTH	1016517	US 52	65	65	From the Davidson County Line northward to a point 1.40 miles north of SR 4205 (South Main Street).

No U-Turn

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).

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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 136-18.

COUNTY DAVIDSON

DIVISION 9

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Intersecting Route	Description
DAVIDSON	1074110	US 64	I 285	From US 64 westbound on to US 64 eastbound at the crossover located 420 feet east of I 285, US 52.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Intersecting Route	Description
DAVIDSON	1069816	US 64	US 52	From US 64 westbound on to US 64 eastbound at the crossover located 420 feet east of US 52.

Route Changes

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).

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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 136-30, 136-54.

COUNTY DAVIDSON **DIVISION** 9

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
DAVIDSON	1074085	I 285	Add I 285 along existing alignment of US 52, I 85 Business, US 29, US 70 between I 85 and 0.99 mile south of SR 1192 (Fifth Avenue).
DAVIDSON	1074086	I 285	Add I 285 along existing alignment of US 52 between I 85 Business, US 29, US 70 and NC 8, SR 3010 (Old US 52).
DAVIDSON	1074088	I 285	Add I 285 along existing alignment of US 52, NC 8 between SR 3010 (Old US 52) and the Forsyth County line.

COUNTY FORSYTH **DIVISION** 9

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
FORSYTH	1074089	I 285	Add I 285 along existing alignment of US 52, NC 8 between the Davidson County line and I 40.

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.

COUNTY DAVIDSON DIVISION 9

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
DAVIDSON	1074090	I 285	National Network between I 85 and the Forsyth County line.
DAVIDSON	1074092	US 52	Network, concurrent with I 285 between I 85 and the Forsyth County line.
DAVIDSON	1074093	I 85BUS	Network, concurrent with I 285 between I 85 and US 52.
DAVIDSON	1074094	I 85BUS	National Network between US 52 and the Randolph County line.
DAVIDSON	1074095	NC 8	Non-Network, concurrent with I 285 between US 52 and the Forsyth County line.
DAVIDSON	1074096	US 29	Non-Network, concurrent with I 285 between I 85 (northeast interchange), I 85 Business, US 52 and US 52 (northeast interchange).
DAVIDSON	1074097	US 70	Non-Network, concurrent with I 285 between I 85 (northeast interchange), I 85 Business, US 52 and US 52 (northeast interchange).
DAVIDSON	1074098	US 70	Non-Network, concurrent with I 85 Business between US 52 (northeast interchange) and the Randolph County line.
DAVIDSON	1074107	US 29	Network, concurrent with I 85 Business between I 285, US 52 (northeast interchange) and the Randolph County line.
DAVIDSON	1074108	US 29	Non-Network, concurrent with I 285 between I 85 (northeast interchange), I 285, I 85 Business, US 52, US 70 and US 52 (northeast interchange).
DAVIDSON	1074109	US 52	Network, concurrent with I 85 between the Rowan

COUNTY FORSYTH

DIVISION 9

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
FORSYTH	1074091	I 285	National Network between the Davidson County line and I 40.
FORSYTH	1074099	US 52	Network, concurrent with I 285 between the Davidson County line and I 40.
FORSYTH	1074100	US 52	National Network between I 40 and the Stokes County line.
FORSYTH	1074101	NC 8	Non-Network, concurrent with I 285 between the Davidson County line and I 40.
FORSYTH	1074102	NC 8	Non-Network, concurrent with US 52 between I 40 and US 52, SR 1725 (Germanton Road).

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
FORSYTH	1058846	US 52	National Network between the Davidson County line and the Stokes County line.
FORSYTH	1059480	NC 8	Non-Network, concurrent with US 52 between the Davidson County line and US 52, SR 1725 (Germanton Road).

Truck Lane Restriction

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 136-18.

COUNTY DAVIDSON

DIVISION 9

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
DAVIDSON	1074104	I 85	Single trucks with a gross vehicle weight rating (GVWR) of greater than 26,000 pounds with three (3) or more axles, or truck with trailer combinations with three (3) or more axles and a combined gross vehicle weight rating (GVWR) of greater than 26,000 pounds, shall be prohibited to use the leftmost lane between I 285, I 85 Business, US 29, US 52, US 70 and the Randolph County line.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
DAVIDSON	1059328	I 85	Single trucks with a gross vehicle weight rating (GVWR) of greater than 26,000 pounds with three (3) or more axles, or truck and trailer combinations with three (3) or more axles and a combined gross vehicle weight rating (GVWR) of greater than 26,000 pounds, shall be prohibited to use the leftmost lane between US 29-52-70/I-85 Business and the Randolph County line.

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

All the actions to the Highway Traffic Ordinances herein adopted are effective February 01, 2018 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
No Parking	2	1
Municipal Speed Zones	0	2
Rural Speed Zones	10	6
No U-Turn	1	1
Route Changes	4	0
STAA National Truck Network	17	11
Truck Lane Restriction	1	1
Farm Equipment Authorization	1	1
Total	36	23

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.

February 01, 2018

DATE


OFFICER SIGNATURE

James. K. Lacy, P.E.

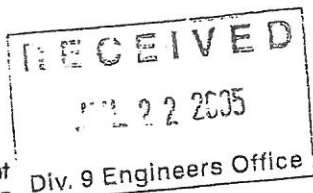
TYPED NAME

State Traffic Engineer

TITLE



U.S. Department
of Transportation
Federal Highway
Administration



Office of the Administrator
June 16, 2005

400 Seventh St., S.W.
Washington, D.C. 20590

Pod Hwy I-285
CS# 13-12-04 DAVIDSON
Winston-Salem

RECEIVED

JUN 28 2005

Refer to: HEPI-20

STATE HIGHWAY
ADMINISTRATOR

Mr. Len A. Sanderson
State Highway Administrator
North Carolina Department
of Transportation
Raleigh, NC 27699-1536

Through: John Sullivan
Division Administrator
Raleigh, NC

Dear Mr. Sanderson:

We have completed review of your revised request to Division Administrator John Sullivan that the 23.5-mile segment of U.S. 52 from I-85 Lexington northerly to I-40 Winston-Salem be designated a future part of the Interstate System under 23 U.S.C. 103(c)(4)(B).

You have indicated that the segment will be brought up to Interstate standards within the required 12-year period. After careful consideration of the criteria, I find that the segment would be a logical addition for relieving traffic congestion in the Winston-Salem/Greensboro urbanized area and for providing more efficient access to the Piedmont Triad International Airport. I hereby designate, under 23 U.S.C. 103(c)(4)(B), the segment of existing U.S. 52 between Lexington and Winston-Salem as a future part of the Interstate System.

This action will be effective upon your execution of the required 103(c)(4)(B) agreement. We have drafted an agreement and signed the two copies enclosed. Please sign them and return one for our file of executed agreements.

Under the agreement, all projects on the proposed route must meet Interstate System design standards. We recommend that you continue to closely coordinate with the FHWA Division Office during construction of the work to correct substandard features in the U.S. 52 corridor. When requesting formal addition of this route segment to the Interstate system under 103(c)(4)(A), a design exception must be requested for any substandard feature that remains within the segment limits. Action on a design exception request will be taken at the same time as action on the 103(c)(4)(A) request.



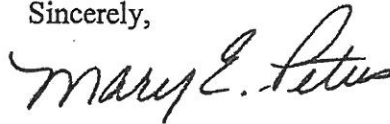
We concur with your proposed I-285 connecting route number for this route segment. The numbering is also subject to concurrence by the American Association of State Highway and Transportation Officials, and we are informing the Association by copy of this letter. Our concurrence is also on the condition that the route segment may only be referred to as "Future I-285" until added to the System.

The last subparagraph of Section 103(c)(4)(B) provides that:

No law, rule, regulation, map, document, or other record of the United States, or of any State or political subdivision of a State, shall refer to any highway under this subparagraph, nor shall any such highway be signed or marked, as a highway on the Interstate System until such time as the highway is constructed to the geometric and construction standards for the Interstate System and has been designated as a route on the Interstate System.

We advise that, under 23 U.S.C. 103(c)(4)(A) and (B), designation of this route as a part or future part of the Interstate System creates no new Federal financial responsibility nor eligibility for Interstate Maintenance (IM) funds. However, when this route is added to the Interstate System, its lane miles and vehicle miles traveled will be included in the next calculation of the IM funds apportionment formula.

Sincerely,



Mary E. Peters
Administrator

2 Enclosures

cc: Marty Vitale (AASHTO)

23 U.S.C. 103(c)(4)(B) AGREEMENT
FOR
INTERSTATE HIGHWAY CONSTRUCTION
IN THE
STATE OF NORTH CAROLINA

This Agreement between the State Highway Administrator, North Carolina Department of Transportation, and the Federal Highway Administrator:

WITNESSETH

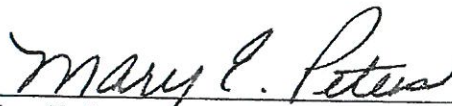
WHEREAS, the State Highway Administrator requests that U.S. 52 from I-85 Lexington northerly to I-40 Winston-Salem (a distance of about 23.5 miles or 37.8 km) be designated a future part of the Interstate System pursuant to the provisions of 23 U.S.C. 103(c)(4)(B); and

WHEREAS, the Federal Highway Administrator has determined that this portion of U.S. 52 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 do hereby agree that this portion of U.S. 52 shall be constructed by the State in accordance with all requirements of 23 U.S.C. 103(c)(4)(B) and all other applicable provisions of Title 23, United States Code, within twelve years, and, upon completion of such construction, the Federal Highway Administrator shall designate said route as a part of the Interstate System in North Carolina under 23 U.S.C. 103(c)(4)(A).



Len A. Sanderson, P.E.
State Highway Administrator,
North Carolina Department
of Transportation



Mary E. Peters
Administrator,
Federal Highway Administration

6-20-05

Date

6/16/05

Date

WALLER

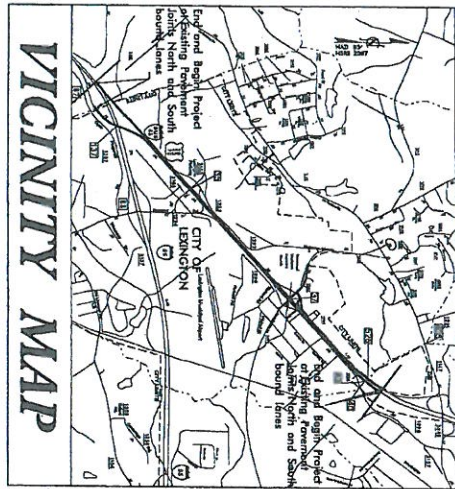
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09/08/99

CONTRACT: C202664

TIP PROJECT: R-4750 / 41665.6B

See Sheet 1-A For Index of Sheets

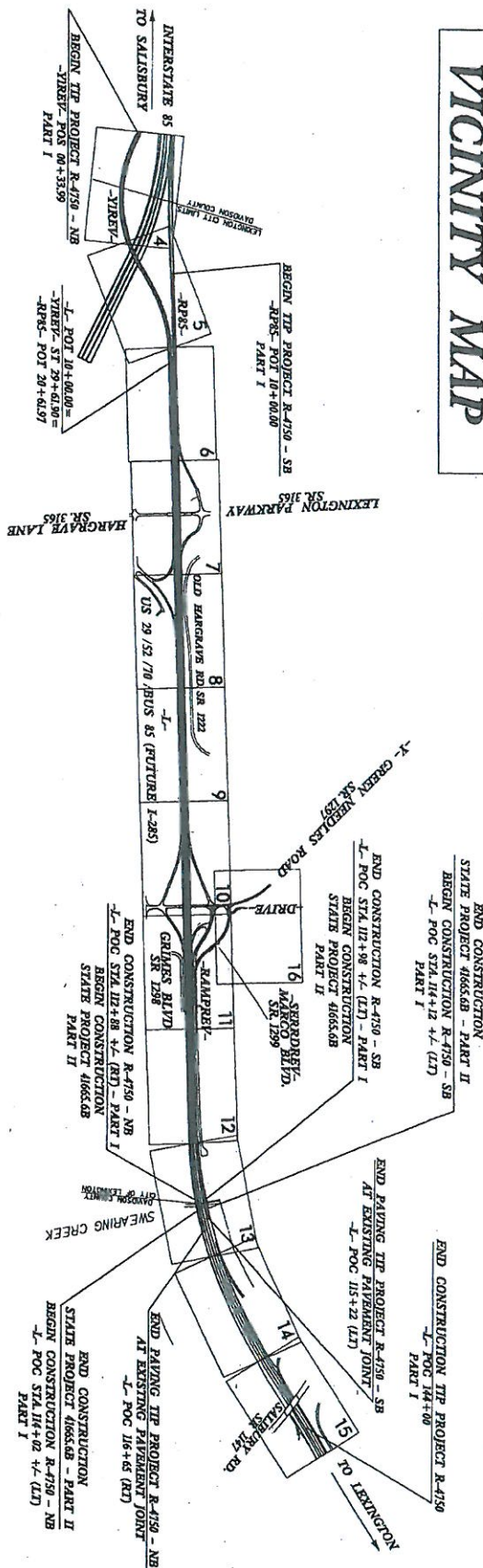


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
DAVIDSON COUNTY

LOCATION: US 29 /52.170 /BUS 85 (FUTURE I-285) FROM NORTH OF INTERSTATE HIGHWAY 85 TO JUST SOUTH OF SR 1147 OLD SALISBURY ROAD, SOUTH MAIN STREET

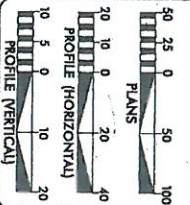
DATE	PATIENT SELECTION UN.	FIRST LAST
N.C. R-4750 / 04665.6B	I	
RACE MALE	A. TYPE UN	RESEARCHER
39889.11	NHS-005734	PE
39889.2.1	NHS-005234	RAWLTH
39889.61	NHS-005235	CONSLT.
04665.6B		STRUCT.

NAD 83
NSRS 2007



NOTE: THIS IS A CONTROLLED ACCESS PROJECT.

GRAPHIC SCALES



DESIGN DATA

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T 2010 = 28,000
T 2030 = 44,800
DHV = 10 %
D = 50 %
T = 16 % *
V = 70 MPH
* TST = 11%
FUNC CLASS =
FREEWAY/EXPRESSWAY
STATEWIDE TIER

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PROJECT LENGTH

LENGTH ROADWAY R-4750 = 2.456 MILES
LENGTH STRUCTURES PROJECT 41665.68 = 0.022 MILES
TOTAL LENGTH OF PROJECT
R-4750/41665.68 = 2.478 MILES

DIVISION OF HIGHWAYS

1000 Birch Ridge Dr., Raleigh NC, 27610
HIS SECONDARY SPECIFICATIONS
RIGHT OF WAY DATE: J. Brett Abernathy P.E., P.L.S.
JAN 08, 2013 (R-4750) DIVISION PROJECT NUMBER

HYDRAULICS ENGINEER

[illegible]

NORTH CAROLINA

DAVIDSON COUNTY

**RESOLUTION IN SUPPORT OF N.C. DEPARTMENT OF TRANSPORTATION'S
REQUEST TO THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) TO
APPROVE A DESIGN EXCEPTION FOR THE CURB AND GUTTER SECTION OF
US 52 IN WINSTON-SALEM, IN ORDER TO BE ABLE TO DESIGNATE IT AS
INTERSTATE 285, FROM INTERSTATE 85 IN DAVIDSON COUNTY TO
INTERSTATE 40 IN WINSTON-SALEM**

WHEREAS, the idea of designating US Highway 52, from Interstate 85 in Davidson County to Interstate 40 in Winston-Salem, as an Interstate highway has been discussed since 2003 when officials from Davidson County and the City of Winston-Salem requested the North Carolina Department of Transportation (NCDOT) designate the highway as an Interstate highway to help boost economic development for the area; and

WHEREAS, in 2003, NCDOT applied to the American Association of State Highway and Transportation Officials (AASHTO) for the highway to be signed as Interstate 185; however, AASHTO approved of the Interstate 285 designation on September 8, 2005; after the FHWA approved of the number on June 29, 2005; and

WHEREAS, when US Highway 52 was extended to Business Interstate 85 several years ago, the new section was built to Interstate standards; however, the older sections of US Highway 52, south of Interstate 40 and north of Interstate 85, did not meet Interstate standards; and

WHEREAS, the primary problems involved deficient shoulders, whether there was curb and gutter present or the lack of proper widths; and

WHEREAS, to sign the highway as Interstate 285 required NCDOT to make improvements to the highway to bring it fully up to Interstate standards; and

WHEREAS, a project to bring the highway up to Interstate standards was initiated by NCDOT in the State Transportation Improvement Program (STIP) and called R-4750. During the economic downturn of the late 2000's, the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) determined the STIP funds should be used on higher priority projects and requested the project be shelved; and

WHEREAS, the section of US Highway 52 in Davidson County, located outside of the Winston-Salem Urban Area MPO, still needed to be upgraded and the project was supported by the Piedmont Triad Rural Planning Organization; and

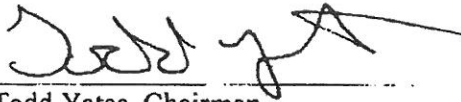
WHEREAS, the description of R-4750 was revised to include only the Davidson County section, and the southern terminus of future STIP project U-2826 (US Highway 52

improvements) was extended to include the curb and gutter section in Winston-Salem to be upgraded in the future; and

WHEREAS, NCDOT has requested the support of Davidson County on its request to the Federal Highway Administration (FHWA) to approve a design exception for the curb and gutter section of US 52 in Winston-Salem, in order to be able to designate it as Interstate 285, from Interstate 85 in Davidson County to Interstate 40 in Winston Salem.

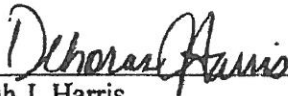
NOW, THEREFORE, BE IT RESOLVED that the Davidson County Board of Commissioners hereby support the N.C. Department of Transportation's request to the Federal Highway Administration (FHWA) to approve a design exception for the curb and gutter section of US 52 in Winston-Salem, in order to be able to designate it as Interstate 285, from Interstate 85 in Davidson County to Interstate 40 in Winston-Salem.

Adopted this the 11th day of August, 2015.

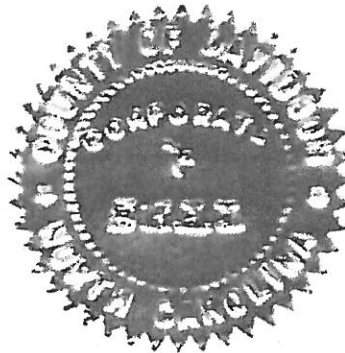


Todd Yates, Chairman
Davidson County Board of Commissioners

Attest:



Deborah J. Harris
Clerk to the Board



**CITY OF LEXINGTON
RESOLUTION NO. 01-16**

**RESOLUTION IN SUPPORT OF N.C. DEPARTMENT OF TRANSPORTATION'S
REQUEST TO THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) TO
APPROVE A DESIGN EXCEPTION FOR THE CURB AND GUTTER SECTION OF
US 52 IN WINSTON-SALEM, IN ORDER TO BE ABLE TO DESIGNATE IT AS
INTERSTATE 285, FROM INTERSTATE 85 IN DAVIDSON COUNTY TO
INTERSTATE 40 IN WINSTON-SALEM**

WHEREAS, the idea of designating US Highway 52, from Interstate 85 in Davidson County to Interstate 40 in Winston-Salem, as an Interstate highway has been discussed since 2003 when officials from Davidson County and the City of Winston-Salem requested the North Carolina Department of Transportation (NCDOT) designate the highway as an Interstate highway to help boost economic development for the area; and

WHEREAS, in 2003, NCDOT applied to the American Association of State Highway and Transportation Officials (AASHTO) for the highway to be signed as Interstate 185; however, AASHTO approved of the Interstate 285 designation on September 8, 2005; after the FHWA approved of the number on June 29, 2005; and

WHEREAS, when US Highway 52 was extended to Business Interstate 85 several years ago, the new section was built to Interstate standards; however, the older sections of US Highway 52, south of Interstate 40 and north of Interstate 85, did not meet Interstate standards; and

WHEREAS, the primary problems involved deficient shoulders, whether there was curb and gutter present or the lack of proper widths; and

WHEREAS, to sign the highway as Interstate 285 required NCDOT to make improvements to the highway to bring it fully up to Interstate standards; and

WHEREAS, a project to bring the highway up to Interstate standards was initiated by NCDOT in the State Transportation Improvement Program (STIP) and called R-4750. During the economic downturn of the late 2000's, the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) determined the STIP funds should be used on higher priority projects and requested the project be shelved; and

WHEREAS, the section of US Highway 52 in Davidson County, located outside of the Winston-Salem Urban Area MPO, still needed to be upgraded and the project was supported by the Piedmont Triad Rural Planning Organization; and

WHEREAS, the description of R-4750 was revised to include only the Davidson County section, and the southern terminus of future STIP project U-2826 (US Highway 52 improvements) was extended to include the curb and gutter section in Winston-Salem to be upgraded in the future;

WHEREAS, NCDOT has requested the support of the City of Lexington on its request to the Federal Highway Administration (FHWA) to approve a design exception for the curb and gutter section of US 52 in Winston-Salem, in order to be able to designate it as Interstate 285, from Interstate 85 in Davidson County to Interstate 40 in Winston Salem;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lexington hereby supports the N.C. Department of Transportation's request to the Federal Highway Administration (FHWA) to approve a design exception for the curb and gutter section of US 52 in Winston-Salem, in order to be able to designate it as Interstate 285, from Interstate 85 in Davidson County to Interstate 40 in Winston-Salem.

Adopted this 13th day of July, 2015.


Newell Clark, Mayor


Sara S. Lanier, MMC
City Clerk



RESOLUTION

TO REQUEST THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) FOR A DESIGN EXCEPTION TO DESIGNATE US 52 AS INTERSTATE 285 FROM INTERSTATE 85 IN DAVIDSON COUNTY TO INTERSTATE 40 IN WINSTON- SALEM

WHEREAS, the idea of designating US 52, from Interstate 85 in Davidson County to Interstate 40 in Winston-Salem, as an Interstate highway has been discussed since 2003 when officials from Davidson County and the City of Winston-Salem requested the North Carolina Department of Transportation (NCDOT) for the highway to be designated as an Interstate highway to help boost economic development for the area; and

WHEREAS, in 2003, the NCDOT applied to the American Association of State Highway and transportation Officials (AASHTO) for the highway to be signed as Interstate 185, however, ASHTO approved of the Interstate 285 designation on September 8, 2005 after the FHWA approved of the number on June 29, 2005; and

WHEREAS, when US 52 was extended to Business Interstate 85 several years ago, the new section was built to Interstate standards, however, the older sections of US 52 - south of Interstate 40 and north of Interstate 85 were still not to Interstate standards; and

WHEREAS, the primary problems involved deficient shoulders - whether there was curb and gutter present or the lack of proper widths; and

WHEREAS, to sign the highway as Interstate 285 required NCDOT to make improvements to the highway to bring it fully up to Interstate standards; and

WHEREAS, a project to bring the highway up to Interstate standards was initiated by NCDOT in the State Transportation Improvement Program (STIP) and called R-4750. During the economic downturn of the late 2000's, the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) determined the STIP funds should be used on higher priority projects and requested the project be shelved; and

WHEREAS, the section of US 52 in Davidson County outside of our MPO still needed to be upgraded and the project was supported by the Piedmont Triad Rural Planning Organization; and

WHEREAS, the portion of US52 not located in the Winston-Salem MPO currently is in the High Point MPO: and

High Point

Archdale

Denton

Jamestown

Lexington

Thomasville

Trinity

Wallburg

Davidson
County

Forsyth
County

Guilford
County

Randolph
County



WHEREAS, the description of R-4750 was revised to include only the Davidson County section, and the southern terminus of future STIP project U-2826 (US 52 improvements) was extended to include the curb and gutter section in Winston-Salem to be upgraded in the future.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the High Point Metropolitan Planning Organization approves the resolution in support of requesting the Federal Highway Administration (FHWA) to approve of a design exception for the curb and gutter section of US 52 in Winston-Salem, in order to be able to designate it as Interstate 285, from Interstate 85 in Davidson County to Interstate 40 in Winston-Salem.

A motion was made by TAC Member McQuerry and seconded by TAC member Myers and approved this the 23rd day of June 2015.

Neal Grimes

Neal Grimes
Chairman, Transportation Advisory Committee

.....
Subscribed and sworn to me this the 23rd day of June 2015.

Tabatha J'Arrante
Notary Public

My commission expires 5/1/2020



ADVISORY COMMITTEE

February 19, 2015

RECEIVED

MAR 18 2015

Div. 9 Engineers Office

Bethania Tony Tata, Secretary
Bermuda Run North Carolina Department of Transportation
Clemmons 1501 Mail Service Center
Raleigh, NC 27699-1501

Davidson County Dear Secretary Tata:

Davie County

Davidson County

Forsyth County

Kernersville

King

Lewisville

Rural Hall

Stokes County

Tobaccoville

Walkertown

Wallburg

Winston-Salem

NC Board of
Transportation

Winston-Salem
Transit Authority

Non-Voting
Advisory Members

City-County
Planning Board

Federal Highway
Administration

Forsyth County
Airport Commission

**SUBJECT: Resolutions Adopted in January and February 2015 by the
Winston-Salem Urban Area MPO TAC**

Please find enclosed signed copies of resolutions approved by the Transportation Advisory Committee of the Winston-Salem Urban Area MPO in January and February 2015:

- Approving Modifications to the Winston-Salem Urban Area MPO Fiscal Year 2012-2018 Metropolitan Transportation Improvement Program (MTIP) Federal Transit Administration (FTA) Funded Sub-recipient Awards for:
 - Fiscal Year 2012-2013 and 2013-2014 Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Sub-recipient Award (February 2015, Item 5a, with list)
 - Fiscal Year 2012-2013 Job Access Reverse Commute (JARC) Sub-recipient Award (February 2015, Item 5b, with list)
- Requesting the Federal Highway Administration (FHWA) Approve a Design Exception to Designate US 52 as Interstate 285 from Interstate 85 in Davidson County to Interstate 40 in Winston-Salem (January 2015, Item 4)
- Approving the Updated Winston-Salem Urban Area Metropolitan Planning Organization (MPO) Prospectus for Transportation Planning (January 2015, Item 6)
- Approving the Winston-Salem Urban Area MPO Fiscal Year 2015-2016 Unified Planning Work Program (UPWP) for Section 5303 Transit Planning Projects (February 2015, Item 4)

Please contact Margaret Bessette, TAC Secretary, at 336.747-7058 or margb@cityofws.org if you have questions.

Sincerely,



Larry T. Williams, Chairman
Transportation Advisory Committee

Enclosures

RESOLUTION
TO REQUEST THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) FOR A
DESIGN EXCEPTION TO DESIGNATE US 52 AS INTERSTATE 285 FROM
INTERSTATE 85 IN DAVIDSON COUNTY TO INTERSTATE 40 IN WINSTON-SALEM

A motion was made by TAC Member Allen Todd and seconded by TAC Member Dan Besse for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the idea of designating US 52, from Interstate 85 in Davidson County to Interstate 40 in Winston-Salem, as an Interstate highway has been discussed since 2003 when officials from Davidson County and the City of Winston-Salem requested the North Carolina Department of Transportation (NCDOT) for the highway to be designated as an Interstate highway to help boost economic development for the area; and

WHEREAS, in 2003, the NCDOT applied to the American Association of State Highway and Transportation Officials (AASHTO) for the highway to be signed as Interstate 185, however, AASHTO approved of the Interstate 285 designation on September 8, 2005 after the FHWA approved of the number on June 29, 2005; and

WHEREAS, when US 52 was extended to Business Interstate 85 several years ago, the new section was built to Interstate standards, however, the older sections of US 52 – south of Interstate 40 and north of Interstate 85 were still not to Interstate standards; and

WHEREAS, the primary problems involved deficient shoulders - whether there was curb and gutter present or the lack of proper widths; and

WHEREAS, to sign the highway as Interstate 285 required NCDOT to make improvements to the highway to bring it fully up to Interstate standards; and

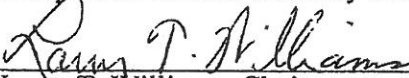
WHEREAS, a project to bring the highway up to Interstate standards was initiated by NCDOT in the State Transportation Improvement Program (STIP) and called R-4750. During the economic downturn of the late 2000's, the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) determined the STIP funds should be used on higher priority projects and requested the project be shelved; and

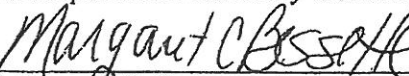
WHEREAS, the section of US 52 in Davidson County outside of our MPO still needed to be upgraded and the project was supported by the Piedmont Triad Rural Planning Organization; and

WHEREAS, the description of R-4750 was revised to include only the Davidson County section, and the southern terminus of future STIP project U-2826 (US 52 improvements) was extended to include the curb and gutter section in Winston-Salem to be upgraded in the future.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area MPO approves the resolution in support of requesting the Federal Highway Administration (FHWA) to approve of a design exception for the curb and gutter section of US 52 in Winston-Salem, in order to be able to designate it as Interstate 285, from Interstate 85 in Davidson County to Interstate 40 in Winston-Salem.

Adopted on this the 15th day of January, 2015.


Larry T. Williams, Chairman
Transportation Advisory Committee


Margaret C. Bessette, Secretary
Transportation Advisory Committee



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

September 13, 2017

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 to request the addition of Interstate-285 to the Interstate System along US-52 from Interstate-85 in Lexington northerly to Interstate-40 in Winston Salem, in Davidson and Forsyth Counties, for 23.49 miles.

This request is a follow-up to the original NCDOT I-285 future Interstate request that was sent to the FHWA on March 24, 2005. The Federal Highway Administration (FHWA) approved this segment of US-52 as a future Interstate under 23 USC 103(c)(4)(B) in 2005. Subsequently, the North Carolina Department of Transportation (NCDOT) received approval from both FHWA and the American Association of State Highway Officials for the I-285 route number designation in 2005. This route is a controlled access, divided, four-lane facility with connection to Interstate routes at both ends. This proposed addition of I-285 is a logical extension to the Interstate system. The Department has acquired resolutions from the Davidson County Commissioners, the City of Lexington, the High Point Metropolitan Planning Organization (MPO), and the Winston- Salem MPO in support of designating I-285.

The proposed I-285 meets Interstate design standards in almost all respects. However, the Department is aware of four aspects that will require design exceptions to Interstate standards. Design Exception Request forms for each of the four aspects, containing details, data, and justification, are attached.

First, the interchange at I-85 and US-29/52/70 (at the southern end of proposed I-285) is a partial interchange. As shown in the Design Exception Request the interchange lacks direct ramps from southbound US-52 (I-285) to northbound I-85 and from southbound I-85 to northbound US-52. However, the two missing movements are served well at the adjacent NC-47 interchanges on I-85 and US-29/52/70 and at the SR-3165 interchange on US-29/52/70. Motorists using NC-47 and SR-3165 to make the missing direct connections travel shorter distances than they would with direct ramps and likely experience shorter travel times, as the NC-47 and SR-3165 interchanges operate very efficiently. NC-47 and SR-3165 are well-maintained two-lane and three-lane roads with

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
OFFICE OF THE CHIEF ENGINEER
MAIL SERVICE CENTER 1536
RALEIGH, NC 27699-1536

Telephone 919-707-2500
Fax: 919-733-9428
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601

plentiful capacity operating at fine levels of service all day; no substantive geometric improvements are anticipated on NC-47 or SR-3165 anytime soon. In addition, the two missing connections would serve movements that currently have low volumes and will likely have low volumes into the foreseeable future. The two missing movements are basically u-turns serving only local travelers; any long-distance or interstate travelers would surely use I-40 and/or I-74 to connect between most points along I-85 and most points along the future I-285. The Mobility and Safety Division completed a field study in February 2017 to estimate the demand for the two movements in connection. Based on eight hours of data, recording over 2,100 vehicles, Division engineers estimated only 900 vehicles per day now using NC-47 to move from I-85 southbound to US-52 northbound and only 500 vehicles per day now using SR-3165 and NC-47 to move from US-52 southbound to I-85 northbound. Crash data included in the Design Exception Request form show that NC-47 and SR-3165 are also relatively safe roads. Renovating the I-85 and US-29/52/70 interchange to accommodate those low-volume movements would be a cost-prohibitive project for the Department. We therefore respectfully request a design exception for this.

Second, there is another partial interchange on the proposed I-285, at the junction with Business I-85/US-29/70 for which we are also requesting a design exception as we have no plans to upgrade this interchange to full-movement. The reason we believe that this exception is justified is that there is a full movement interchange with US-64 just 1.6 miles north of the Business I-85 partial interchange. The US-52 at US-64 full movement interchange was just recently upgraded and operates well. US-64 in turn has a full movement high-capacity connection to Business I-85/US-29/70 only $\frac{3}{4}$ -mile to the east of US-52. Thus, the partial interchange at Business I-85 essentially only serves as a "short-cut" for a couple of movements, reducing the travel distance to or from US-52 by less than a mile. Spending the tens of millions of dollars to upgrade the US-52 at Business I-85/US-29/70 interchange to full movement to shorten the journey for a relatively small number of vehicles per day by a fraction of a mile is not a wise use of available resources.

The third aspect that requires a design exception is a 2.33-mile section of US-52 in Winston Salem south of I-40 that has curb and gutter on the outside of the right shoulder. The Department plans to remove the curb and gutter and replace it with expressway gutter under future STIP Project U-2826, which is included in the DRAFT 2018-2027 State Transportation Improvement program (STIP) with funding for right of way acquisition beginning in FY 2027. Until then, we do not believe the curb and gutter poses a strong hazard to motorists or that the removal of the curb and gutter would be a cost-effective use of safety or construction funds at this time. The attached Design Exception Request contains an analysis of five years of recent crash data from the section. Based on an average daily traffic volume of 37,000 to 49,000, the crash rates show a section performing just like typical urban interstates in North Carolina. The only rates above the state averages for urban freeways when we do not include crashes clustered at the I-40 cloverleaf interchange are wet and run-off-road crash rates. However, the strong majority of run-off-road crashes in the section are to the left (median) side. There were only 25 reported crashes in the five-year period coded as run-off-road to the right, past the curb, and only 11 of those crashes occurred during wet pavement conditions. There were injuries during only five of the reported run-off-road crashes to the right on the section, with 18 injury crashes reported as run-off-road to the left during that time. We respectfully request a design exception for the curb and gutter on the outside edge of the shoulder based on these crash data.

The fourth and final aspect that will require a design exception to Interstate standards is the vertical clearance at two bridges. The bridges are for Cassell Street, with a clearance of 15' 9", and SR-2747 (Clemmons Road) at 15' 11", both just below the 16' standard. A January 2017 cost estimate by the Department's cost estimation section for jacking the structures nine inches at Cassell Street and eleven inches at SR-2747 pegged the project cost at \$1.8 million. There is a good routing alternative for vehicles needing those couple inches of extra clearance by using I-85, I-74, and I-40. When the two structures need to be replaced someday we intend to raise the clearances at or above the minimum Interstate standard. In the meantime, we request a design exception for these two vertical clearances based on the expenditure to jack the structures not being a cost-effective use of limited public funds.

Past documentation regarding this corridor and I-285 designation have shown other aspects that did not meet Interstate standards. However, recent work by the Department has removed those other non-standard elements. In particular, TIP project R-4750 was completed in 2016 to improve the southern end of the corridor near SR-1297 (Green Needles Road) and remove several non-standard elements. R-4750 widened the inside shoulders on US-52 from two feet wide to at least four feet wide. R-4750 also revised the interchange at SR-1297 to remove a substandard design feature where a service road intersected a US-52 off-ramp. A safety project completed in 1997 (W-3608) had done a similar revision to the geometry at the interchange between US-52 and SR-3165.

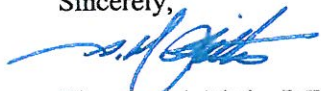
We also wish to note that we are aware of some guardrail that is too low and some guardrail ends that are insufficient along this portion of US-52, and that we have plans to update both of those aspects in safety projects soon.

The Department is requesting design exceptions for the four aspects detailed above. In concert with those exceptions, we hereby request approval from FHWA to add this section of I-285 to the Interstate System under Title 23 USC 103(c)(4)(A).

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

Please let me know if you need any additional information.

Sincerely,



Timothy M. Little, P.E.
Chief Engineer

TML:JKL:jeh:kmw
Attachments

cc: Secretary James Trogon, att.
Ron Hancock, P.E., Deputy Chief Engineer, att.
J. Kevin Lacy, P.E., State Traffic Engineer, att.
P. Ivey, P.E., Division Engineer, att.
Bradley Hibbs, P.E., FHWA, att.

NCDOT DESIGN EXCEPTION REQUEST

F.A. Project No.: State Project No.: Addition of I-285

TIP No.: County: Davidson and Forsyth

Design Exception Requested for: Partial interchange

Location of Design Feature in Question: I-85 at current US-29/52/70 (proposed I-285) south of Lexington, Davidson County

PROJECT DATA

Current ADT (2015): 73,000 vpd on I-85, 21,000 vpd on US-29/52/70 Design ADT (Year):

% Trucks: Design Speed: Posted Speed: 70 mph on I-85, 65 mph on US-29/52/70

Functional Classification: Freeway

Minimum AASHTO Dimensions: Full interchange Dimensions Proposed: Remain as partial interchange

Total Estimated Cost of Project:

Additional Cost to Meet Minimum AASHTO Requirements: Tens of millions of dollars to convert to full interchange.

BASIS FOR EXCEPTION

1. Describe how the accident history relates to the proposed design exception.

Figure 1 shows the partial interchange area at I-85 and US-52. The missing connections are southbound I-85 to northbound US-29/52/70 and southbound US-29/52/70 to northbound I-85. Those connections are now made using NC-47 and Hargrave Lane (SR-3165).

Table 1 shows 2011 to 2016 data for reported crashes on NC-47 between I-85 and US-29/52/70. There were 15 reported crashes, including no fatal crashes and one injury crash (a C-injury). Eight crashes involved trucks. From Table 1 we can see that the stretch of NC-47 handling the missing connections is generally safer than a typical urban NC route.

Data for reported crashes on SR-3165 between NC-47 and US-29/52/70 from 2011 to 2016 showed that there were 12 reported crashes, including no fatal crashes or injury crashes. Four crashes involved trucks. The total crash rate was 580 crashes per million vehicle miles (mvm), which is above the 2013 to 2015 statewide average rate for urban SR routes of 302. However, one must keep in mind with these data that the small sample size means high volatility—the statewide average rate is not even one standard deviation removed from the actual rate on SR-3165. In addition, the fatal and injury crash rates (zero per mvm) on SR-3165 were well below the statewide averages for SR routes of 1.1 and 92, respectively.



Figure 1. Partial interchange at I-85 and US-29/52/70 and nearby connections.

Table 1. 2011 through 2016 crash data on NC-47 from I-85 to US-29/52/70.

Crash type	NC-47 crashes per 100 million vehicle-miles 2011-2016	Urban NC routes 2013-2015
Total	219	276
Fatal	0	1.1
Non-fatal injury	15	86

2. Describe any future plans for upgrading this roadway either at or in the vicinity of this project.

Upon approval of the I-285 route number, the NCDOT will update the signing at the I-85 interchange. Figure 2 shows a conceptual design for the new guide signs on I-85. I-285 will have a similar set of guide sign. Motorists making the indirect movements should have no difficulties following the guide signs.

The NCDOT has begun the process of changing the NC-47 route number so that southbound NC-47 will begin at the end of the ramp from southbound US-29/52/70 (future southbound I-285) and Hargrave Lane (see Figure 1). Southbound NC-47 will then follow Hargrave Lane to the intersection at Hargrave Road, which is the current NC-47. This change will help motorists making the indirect movement from southbound I-285 to northbound I-85, in that they will then just have to follow NC-47 between I-285 and I-85. The Department will redo guide signing and route number signing along NC-47 between I-85 and I-285 in both directions to aid motorist wayfinding.

The NCDOT will continue to monitor travel time and crash data for the indirect movements at I-85 and US-29/52/70. However, based on the low current demand for such movements (an estimated 900 vehicles per day from southbound I-85 to northbound US-29/52/70 and 500 vehicles per day from southbound US-29/52/70 to northbound I-85 based on February 2017 field studies), the uncongested nature of the current indirect movements, the crash data showing relatively safe travels on the indirect connections, and the tens of millions of dollars it would cost to build the two direct ramps, we do not anticipate building the direct connections anytime soon. Project proposals to build the two direct ramps would likely score very poorly in the Department's project prioritization scheme.

3. Describe the cross-section, geometrics, access control, etc. of the existing roadway outside the project limits.

I-85 and US-29/52/70 are freeways through urban, suburban, fringe, and partially rural areas that serve local and through traffic.

4. Explain why it is not reasonable or feasible to meet (engineering, environmental, and/or ROW constraints) minimum AASHTO requirements.

As mentioned in the response to item 2 above, the two direct connections needed to create a full movement interchange at I-85 and US-29/52/70 would cost tens of millions of dollars to build. Meanwhile, the demand for those movements is quite low, the congestion on the indirect connectors is quite low, and the safety problem on the indirect connections is minimal. Therefore, the benefit to cost ratio to build those two missing ramps would be abysmal.

The NCDOT does not have a volume threshold at which we will commit to building the two missing direct ramps. The indirect connections using NC-47 can accommodate a large increase in demand—perhaps a demand three to five times the current level—before approaching capacity with the current geometry. With some widening along NC-47 the indirect connections can sustain volumes between I-85 and I-285 perhaps eight to ten times their current levels before functionality would deteriorate to an unacceptable level. A volume threshold for building the two missing direct ramps would depend upon the cost of the construction of the ramps and the cost of the reasonable alternatives such as widening NC-47 out in future years which is not possible to predict at this point.

5. Describe any measures proposed to mitigate the design element that is below standards.

The NCDOT will improve the guide signing on the two indirect connections to insure that motorists making those movements know where to go. Route trailblazing signs should be especially effective. The Department is also considering changing the NC-47 southbound route so that it follows the indirect connection from southbound US-29/52/70 to I-85 along Hargrave Lane. This route change would enhance the improved signing mentioned earlier.

NCDOT DESIGN EXCEPTION REQUEST

F.A. Project No.: State Project No.: Addition of I-285

TIP No.: County: Davidson and Forsyth

Design Exception Requested for: Partial interchange

Location of Design Feature in Question: US-52 (proposed I-285) at current Business I-85 and US-29/70 west of Lexington, Davidson County

PROJECT DATA

Current ADT (2015): 20,000 to 34,000 vpd on US-52, 11,000 vpd on Bus. I-85 Design ADT (Year):

% Trucks: Design Speed: Posted Speed: 65 mph on US-52, 55 mph on Bus. I-85

Functional Classification: Freeway

Minimum AASHTO Dimensions: Full interchange Dimensions Proposed: Remain as partial interchange

Total Estimated Cost of Project:

Additional Cost to Meet Minimum AASHTO Requirements: Tens of millions of dollars to convert to full interchange.

BASIS FOR EXCEPTION

1. Describe how the accident history relates to the proposed design exception.

Table 2 shows 2011 to 2016 reported crash data for the Davidson County portion of US-52 that includes the partial interchange with Business I-85. There were 542 crashes on the 18.5-mile section of freeway, including two fatal crashes and 79 injury crashes. The US-52 rates shown Table 2 were considerably lower than the NC urban interstate averages from 2013 to 2015 for total, injury, and wet crashes, and were only marginally higher than the statewide averages for fatal and run-off-road crash rates. Keep in mind that the difference in fatal crash rates between the Davidson section rate and the statewide average rate was caused by a sample size of only two crashes, which is not a large enough sample on which to draw any meaningful conclusions. Overall, the data show that the partial interchange is not creating a relative safety issue on US-52.

Table 2. Reported crash summary on US-52 through partial interchange with Bus. I-85.

Crashes per 100 million vehicle-miles	Davidson section	NC Urban Interstate 2013-2015
Total	67	109
Fatal	0.7	0.4
Non-fatal injury	16	26
Wet	17	26
Night	26	27
Run off road	31	24

2. Describe any future plans for upgrading this roadway either at or in the vicinity of this project.

Figure 3 shows the vicinity of the partial interchange at US-52 and Business I-85. As Figure 3 shows, there is a full interchange between US-52 and US-64 just 1.6 miles north of the partial interchange, and US-64 has a full interchange with Business I-85 just 0.75 miles east of US-52. Thus, the two missing movements at the partial interchange, southbound Business I-85 to northbound US-52 and southbound US-52 to northbound Business I-85, are accommodated by easy, short, indirect movements via US-64. Furthermore, the US-64 interchange at US-52 has been recently updated and has plentiful capacity for many years to come. Consequently, the NCDOT has no future plans to upgrade the partial interchange to be a full interchange anytime soon.

NCDOT DESIGN EXCEPTION REQUEST

F.A. Project No.: _____ State Project No.: Addition of I-285

TIP No.: _____ County: Forsyth

Design Exception Requested for: Shoulder design (curb and gutter on outside of shoulder)

Location of Design Feature in Question: A 2.33-mile section of US-52 south of I-40

PROJECT DATA

Current ADT (2015): 37,000 to 49,000 vehicles per day Design ADT (Year): _____

% Trucks: _____ Design Speed: _____ Posted Speed: 55 mph

Functional Classification: Freeway

Minimum AASHTO Dimensions: 8 feet, no curb Dimensions Proposed: 10 feet, with curb

Total Estimated Cost of Project: _____

Additional Cost to Meet Minimum AASHTO Requirements: _____

BASIS FOR EXCEPTION

1. Describe how the accident history relates to the proposed design exception. See current 3-year accident history, attached (number, type, rates, severity, cause, comparison to statewide average, etc.).

The Department plans to remove the curb and gutter on the outside of the right shoulder and replace it with expressway gutter under future STIP Project U-2826, which is included in the DRAFT 2018-2027 State Transportation Improvement program (STIP) with funding for right of way acquisition beginning in FY 2027. Until then, we do not believe the curb and gutter poses a strong hazard to motorists or that the removal of the curb and gutter would be a cost-effective use of safety or construction funds. Table 3 shows an analysis of 2011-2016 crash data from the section. Based on an average daily traffic volume of 37,000 to 49,000, the crash rates in Table 3 show a section performing just like typical urban interstates in North Carolina. The only rates above the state averages for urban freeways when we do not include crashes clustered at the I-40 cloverleaf interchange are wet and run-off-road crash rates. However, the strong majority of run-off-road crashes in the section are to the left (median) side. There were only 25 reported crashes in the five-year period coded as run-off-road to the right, past the curb, and only 11 of those crashes occurred during wet pavement conditions. There were injuries during only five of the reported run-off-road crashes to the right on the section, with 18 injury crashes reported as run-off-road to the left during that time. There is no evidence from the reported crash data that shows that the curbs on the right shoulder edges are posing a sizable enough safety issue to warrant moving the U-2826 timetable forward.

Table 3. Reported crash data on US-52 section with curb on outside of shoulder.

Crashes per 100 million vehicle-miles	Complete section	Not including I-40 intchg.	NC Urban Interstate 2013-2015
Total	124	89	109
Fatal	0.6	0.7	0.4
Non-fatal injury	30	21	26
Wet	38	29	26
Night	32	23	27
Run off road	43	38	24

2. Describe any future plans for upgrading this roadway either at or in the vicinity of this project.

As mentioned in the response to item 1, the Department plans to remove the curb and gutter on the outside of the right shoulder and replace it with expressway gutter under future STIP Project U-2826, which is included in the DRAFT 2018-2027 State Transportation Improvement program (STIP) with funding for right of way acquisition beginning in FY 2027.

3. Describe the cross-section, geometrics, access control, etc. of the existing roadway outside the project limits.

South of the 2.33-mile section with curbs on the outside of the shoulders, US-52 is a more rural four-lane freeway with standard shoulders and no curbs.

4. Explain why it is not reasonable or feasible to meet (engineering, environmental, and/or ROW constraints) minimum AASHTO requirements.

Removing the curbs in question sooner than we have committed to in U-2826 would mean jumping this project above other projects which have proven to have higher priorities for safety improvement.

5. Describe any measures proposed to mitigate the design element that is below standards.

The NCDOT will continue to monitor crashes in the section of US-52 in question and could advance the U-2826 project or a portion of it if there was a spike in curb-related crashes.

NCDOT DESIGN EXCEPTION REQUEST

F.A. Project No.: State Project No.: Addition of I-285

TIP No.: County: Forsyth

Design Exception Requested for: Vertical clearance

Location of Design Feature in Question: US-52 at Cassell Street and US-52 at Clemmons Road

PROJECT DATA

Current ADT (Year): 47,000 vehicles per day Design ADT (Year):

% Trucks: 9 Design Speed: Posted Speed: 55 mph

Functional Classification: Freeway

Minimum AASHTO Dimensions: 16 feet Dimensions Proposed: 15' 9" and 15' 11"

Total Estimated Cost of Project:

Additional Cost to Meet Minimum AASHTO Requirements: \$1.8 million

BASIS FOR EXCEPTION

1. Describe how the accident history relates to the proposed design exception. See current 3-year accident history, attached (number, type, rates, severity, cause, comparison to statewide average, etc.).

We know of no crashes caused by vehicles hitting the bottom of the structures at either Cassell Street or Clemmons Road.

2. Describe any future plans for upgrading this roadway either at or in the vicinity of this project.

The bridge for Cassell Street over US-52 has a clearance of 15' 9", and the bridge for SR-2747 (Clemmons Road) over US-52 has a clearance of 15' 11", both just below the 16' standard. A January 2017 cost estimate by the Department's cost estimation section for jacking the structures nine inches at Cassell Street and eleven inches at SR-2747 pegged the project cost at \$1.8 million. There is a good routing alternative for vehicles needing those couple inches of extra clearance by using I-85, I-74, and I-40. When the two structures need to be replaced someday we intend to raise the clearances at or above the minimum Interstate standard. In the meantime, we request a design exception for these two vertical clearances based on the expenditure to jack the structures not being a cost-effective use of limited public funds.

3. Describe the cross-section, geometrics, access control, etc. of the existing roadway outside the project limits.

In Forsyth County south of I-40 where these bridges are located, US-52 is an urban four-lane freeway.

4. Explain why it is not reasonable or feasible to meet (engineering, environmental, and/or ROW constraints) minimum AASHTO requirements.

As explained in the answer to item 2 above, a recent cost estimate for jacking the structures nine inches at Cassell Street and eleven inches at SR-2747 pegged the project cost at \$1.8 million. Since there is a good current routing alternative for vehicles needing those couple inches of extra clearance by using I-85, I-74, and I-40, the expenditure to jack the structures is not a cost-effective use of limited public funds.

5. Describe any measures proposed to mitigate the design element that is below standards.

The Department will ensure that adequate signing is in place to warn drivers of the vertical clearances at Cassell Street and Clemmons Road.



U.S. Department
of Transportation
Federal Highway
Administration

Office of the Administrator

February 1, 2018

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

In Reply Refer To:
HEPH-20

James H. Trogdon, P.E.
Secretary
North Carolina Department of Transportation
1 South Wilmington Street
Raleigh, NC 27699

Dear Mr. Trogdon:

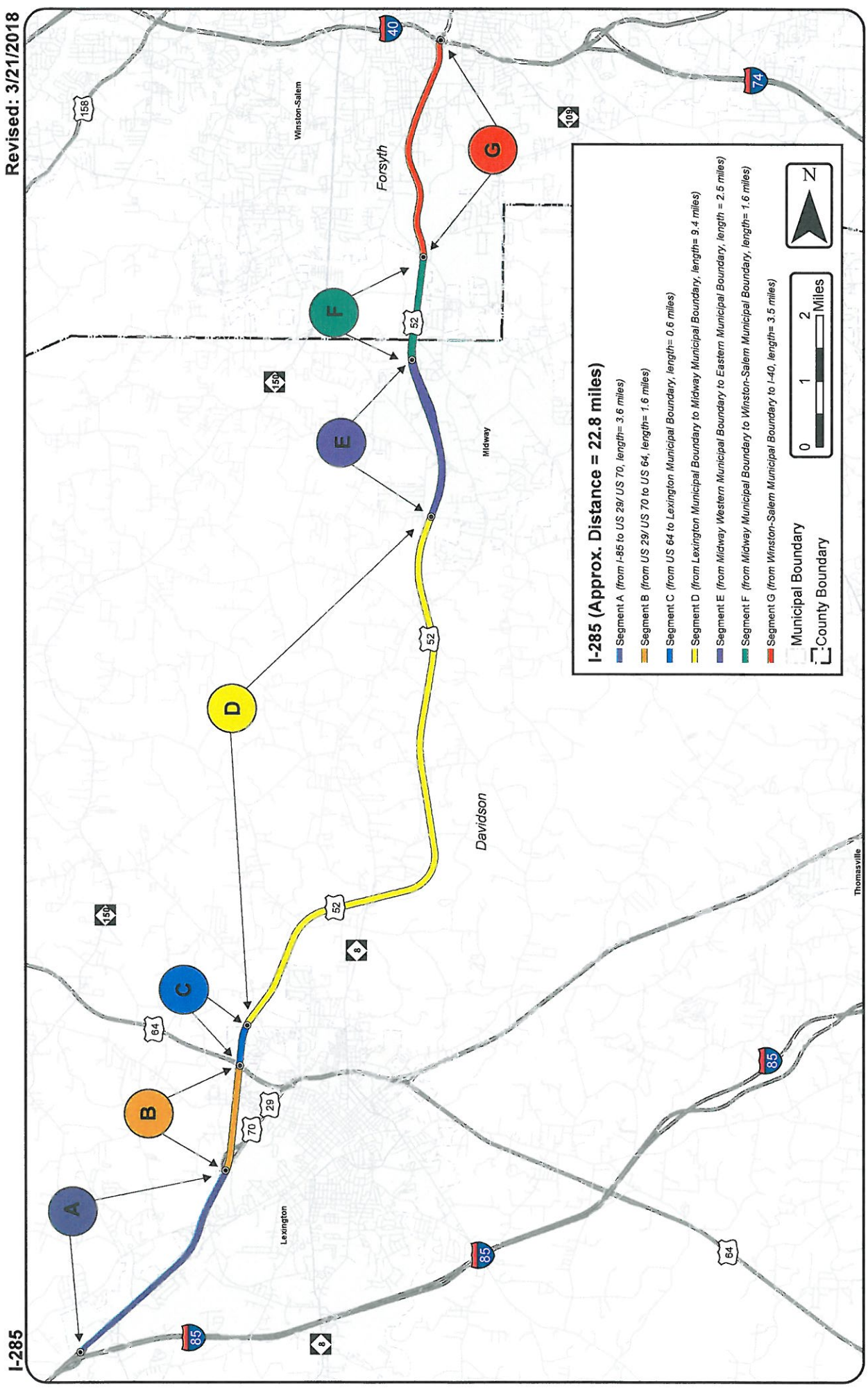
Thank you for your letter requesting the Federal Highway Administration's (FHWA) approval to add U.S. Route 52 from I-40 to I-85 in Lexington to the Interstate Highway System as I-285. Your request is for the entire segment described in the 2005 Future I-285 Agreement between North Carolina Department of Transportation and FHWA.

Our North Carolina Division Office confirms four design exceptions to the American Association of State Highway and Transportation Officials (AASHTO) Interstate Design Standards. We find the design exceptions acceptable. The requested segment also meets a statutory requirement by connecting to I-40 and I-85. Based on our reviews and AASHTO's conditional approval of the numbering, the addition of this segment to the Interstate System is approved as requested.

Sincerely,

Brandye L. Hendrickson
Acting Administrator

cc: Keith Platte (AASHTO)



Segment Worksheet for Route Change Requests

This form shall be completed for each segment in each county associated with the route change requests and attached to the route change request form (use additional sheets as necessary for route changes having more than five (5) segments).

Route change (i.e. *US 17 in Craven/Jones counties*): Interstate 285 in Davidson and Forsyth Counties

Date: March 22, 2018

Features	Location					
	1. Segment number (1, 2, 3, etc. - must match map):	A	B	C	D	E
18.	Are there any at-grade railroad crossings affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the crossing numbers in item 49.	N	N	N	N	N
19.	Are there any bridges affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the bridge numbers in item 49.	Y	Y	Y	Y	Y
20.	Are there any traffic signals (proposed/new or existing) affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the signal inventory numbers in item 49.	N	N	N	N	N
17.	Future/expected AADT:	52,600	41,500	43,300	51,000	62,600
16.	Current AADT (or N/A if new alignment):	29,125	23,000	24,000	28,215	34,644
15.	Ending milepost from TEAAS features report for existing high order route (N/A if new alignment):	4.170	10.470	11.070	20.514	22.980
14.	Beginning milepost from TEAAS features report for existing high order route (N/A if new alignment):	0.465	8.890	10.470	11.070	20.514
13.	Existing high order route number (or N/A if new alignment):	I-85 Bus	US 52	US 52	US 52	US 52
12.	Proposed route number (or state "New SR"):	I-285	I-285	I-285	I-285	I-285
11.	Proposed access control (Full, Limited, Partial, None):	F	F	F	F	F
10.	Current access control (Full, Limited, Partial, None):	F	F	F	F	F
9.	Proposed to have a two-way left turn lane (Yes or No)?	N	N	N	N	N
8.	Currently has a two-way left turn lane (Yes or No)?	N	N	N	N	N
7.	Proposed median type (Divided or Undivided):	N/A	N/A	N/A	N/A	N/A
6.	Current median type (Divided or Undivided):	D	D	D	D	D
5.	Proposed number of through lanes:	N/A	N/A	N/A	N/A	N/A
4.	Current number of through lanes:	4	4	4	4	4
3.	If not currently open to traffic, what is the expected completion date?	N/A	N/A	N/A	N/A	N/A
2.	Is the segment currently open to traffic (Yes or No)?	Y	Y	Y	Y	Y
1.	Segment number (1, 2, 3, etc. - must match map):	A	B	C	D	E

Segment Worksheet for Route Change Requests

Route change (i.e. *US 17 in Craven/Jones counties*): Interstate 285 in Davidson and Forsyth Counties

Date: March 22, 2018

Networks							
21.	Current facility (functional class) type (<u>F</u> reeway, <u>A</u> rterial, <u>C</u> ollector, <u>L</u> ocal, <u>N</u> ew alignment):	F	F	F	F	F	F
22.	Proposed facility (functional class) type (<u>F</u> reeway, <u>A</u> rterial, <u>C</u> ollector, <u>L</u> ocal):	F	F	F	F	F	F
23.	Current <u>Strategic Highway Corridor</u> type (<u>F</u> reeway, <u>E</u> xpressway, <u>B</u> oulevard, <u>T</u> horoughfare, or <u>N/A</u>):	N/A	N/A	N/A	N/A	N/A	N/A
24.	Proposed <u>Strategic Highway Corridor</u> type (<u>F</u> reeway, <u>E</u> xpressway, <u>B</u> oulevard, <u>T</u> horoughfare, or <u>N/A</u>):	N/A	N/A	N/A	N/A	N/A	N/A
25.	Current <u>National Highway System</u> route type (see note for codes):	O	O	O	O	O	O
26.	Proposed <u>National Highway System</u> route type (see note for codes):	I	I	I	I	I	I
27.	Is the proposed route a <u>High Priority Corridor</u> (<u>Yes</u> or <u>No</u>)?	N	N	N	N	N	N
28.	Is the existing route a transit route (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N/A	N/A	N/A	N/A	N/A	N/A
29.	Does the existing route carry a <u>US</u> or <u>NC bicycle route</u> (indicate <u>route number/s</u> or <u>N/A</u>)?	N/A	N/A	N/A	N/A	N/A	N/A
30.	Is the existing route a <u>light traffic road</u> (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N/A	N/A	N/A	N/A	N/A	N/A
31.	Is the existing route a <u>STAA red line</u> (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	Y	Y	Y	Y	Y	Y
32.	Does the existing route currently allow STAA reasonable access (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)? If "yes" then list all application numbers in item 49.	N/A	N/A	N/A	N/A	N/A	N/A
33.	Does the existing route have any ordinance truck restrictions (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)? If "yes" then list the ordinance number/s in item 49.	N	N	N	N	N	N
34.	Can the proposed route accommodate 53' semitrailers (<u>Yes</u> , <u>No</u> , or <u>N/A</u> if a proposed primary)?	Y	Y	Y	Y	Y	Y
35.	Can the proposed route accommodate twin trailers (<u>Yes</u> or <u>No</u>)?	Y	Y	Y	Y	Y	Y
36.	Pavement type (<u>H</u> eavy Duty, <u>I</u> ntermediate, <u>L</u> ow Duty, <u>N</u> ot Paved):	H	H	H	H	H	H
37.	Pavement condition (<u>E</u> xcellent, <u>G</u> ood, <u>F</u> air, <u>P</u> oor):	G	G	G	G	G	G
38.	Are there any pavement width deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N	N	N
39.	Are there any shoulder width deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N	N	N
40.	Are there any roadway width deficiencies on/under structures (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N	N	N
41.	Are there any H-loading (weight) deficiencies on structures (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N	N	N
42.	Are there any vertical sight distance deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N	N	N
43.	Are there any horizontal curvature deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N	N	N
44.	Are there any percent grade deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N	N	N

AASHTO Standards

Trucks

Segment Worksheet for Route Change Requests

Route change (i.e. *US 17 in Craven/Jones counties*):

Interstate 285 in Davidson and Forsyth Counties

Date: March 22, 2018

45.	Proposed speed limit:	65	65	65	65	65
	Other non-speed limit proposed ordinances (if any) - all segments:					
46.						
Ordinances						
47.	Active and approved ordinances on the existing route - list <u>all</u> ordinance numbers for <u>all</u> segments EXCEPT type 22 (route change) ordinances: 1012686, 1012708, 1012819, 1012820, 1012821, 1061185, 1065854, 1013293, 1061188, 1015480, 1015803, 1016517					
48.	Active and approved ordinances on side roads referencing the existing route/s - list <u>all</u> ordinance numbers EXCEPT type 22 (route change) ordinances: 1013287, 1070777, 1012934, 1059115, 1061184, 1069816, 1059139, 1015940, 1015750, 1059479, 1059482					

Segment Worksheet for Route Change Requests

Route change (i.e. *US 17 in Craven/Jones counties*):

Interstate 285 in Davidson and Forsyth Counties

Date: March 22, 2018

Comments	
<p>Enter all additional comments here. Include reasonable access application numbers (from item 32), truck restriction ordinance numbers (from item 33), at-grade railroad crossing numbers (from item 18), bridge numbers (from item 19), and traffic signal numbers (from item 20). Also include a description of any AASHTO deficiencies (identified in items 36 through 44) and their location, length, percent, etc. Also include any known design exceptions (and attach, if available).</p> <p>Bridge structures: 280137, 280035, 280037, 280525, 280043, 280060, 280065, 280526, 280527, 280528, 280529, 280530, 280531, 280532, 280533, 280522, 280534, 280535, 280536, 280513, 280517, 280514, 280518, 280512, 280511, 280515, 280516, 280125, 280136, 330012, 330023, 330027, 330028, 330053, 330054, 330056, 330060, 330071, 330078</p> <p>AASHTO Deficiencies:</p> <p>1 - A section of US 52 in Winston-Salem between 2.33 miles south of I-40 and I-40 has curb and gutter on the outside of the 10 ft right shoulder. Estimated percent deficient is 40%.</p> <p>2 - Vertical clearances of Cassell St over US 52 and SR 2747 (Clemmonsville Rd) over US 52 are below the 16 ft minimum AASHTO standard. The Cassell St bridge has a vertical clearance of 15'9", and the SR 2747 (Clemmonsville Rd) bridge has a vertical clearance of 15'11".</p> <p>Design Exceptions were granted by FHWA on February 1, 2018. They include exceptions to the two deficiencies listed above, as well as a partial interchange at I-85 and US 29/52/70 (at southern end of proposed I-285) and a partial interchange at US 52 and I-85 Business/US 29/70. Supporting documentation is attached.</p> <p>49.</p>	

AMERICAN ASSOCIATION
OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS

AASHTO

JOHN SCHRDER, PRESIDENT
COMMISSIONER, TENNESSEE DEPARTMENT OF TRANSPORTATION

BUD WRIGHT, EXECUTIVE DIRECTOR

111 NORTH CAPITOL STREET NW, SUITE 219, WASHINGTON, DC 20001
(202) 624-5800 • FAX: (202) 624-5806 • WWW.TRANSPORTATION.ORG

July 6, 2018

Ms. Brandye L. Hendrickson
Acting Administrator
Federal Highway Administration
12 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Hendrickson,

This is an official notification that AASHTO is in receipt of the following member department applications for interstate route establishments and modifications:

Indiana – I-69 Extension
North Carolina – I-140 Extension
North Carolina – I-285 Establishment

The Special Committee on U.S Route Numbering reviewed and approved these applications at the AASHTO Spring Meeting on May 21, 2018 in Franklin, Tennessee. The report to the Council on Highways and Streets (CHS), which details the ballot results, as well as the applications for the 3 segments, are attached.

If you have any further questions, please contact Patricia Ng'ethe (pngethe@aashto.org). Thank you.

Sincerely,



Bud Wright
Executive Director

Enclosure (3 applications, 2018 SM USRN Report to CHS)

Cc: Kevin Adderly – HEPI-20
Special Committee on USRN



AASHTO



Updated June 12, 2017

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-285

AASHTO Use Only

Between I-85 in Lexington (Davidson County) and I-40 in Winston-Salem (Forsyth 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 20, 2018

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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.)

This route is a controlled access, divided, four-lane facility with connection to interstate routes at both ends, I-85 and I-40. This proposed addition of I-285 is a logical extension to the Interstate System. In addition, the Department has acquired resolutions from the Davidson County Commissioners, the City of Lexington, the High Point Metropolitan Planning Organization (MPO), and the Winston-Salem MPO in support of designating I-285. The FHWA approved the addition of this segment to the interstate system on February 1, 2018.

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 29, US 52, and US 70

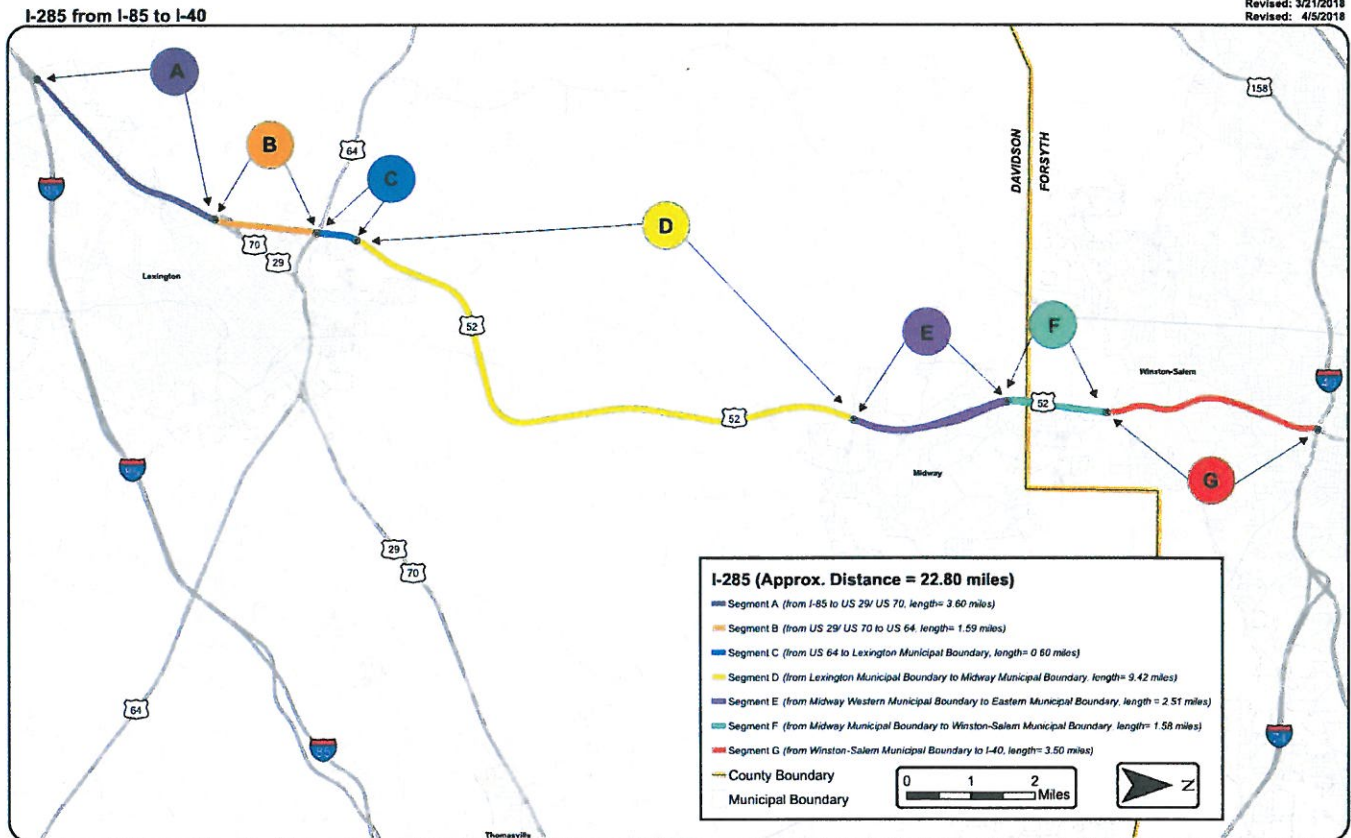
Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? _____

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 pngethe@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.)

Created: 3/14/2018
Revised: 3/21/2018
Revised: 4/5/2018




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 31,606 as compared to 19,700 for the year 2016 for the remaining portions of this U.S. Numbered Route 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.

DocuSigned by:


(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.

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.

Contact Information:
Renee B. Roach, PE
919-814-5020 (phone)
919-771-2745 (fax)
rroach@ncdot.gov

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 I-85 interchange in Lexington (Davidson County).
The route is going north along portions of US 29, US 52 and US 70 in Davidson and Forsyth Counties.
The route is traveling along existing alignment, which is a multi-lane, divided, full control access facility.
The route is going north.
The focal point cities along the route are Lexington, Midway, and Winston-Salem.
The route will cover approximately 22.80 miles.
The route ends at the I-40 interchange in Winston-Salem (Forsyth County).

I-285 from I-85 to I-40

