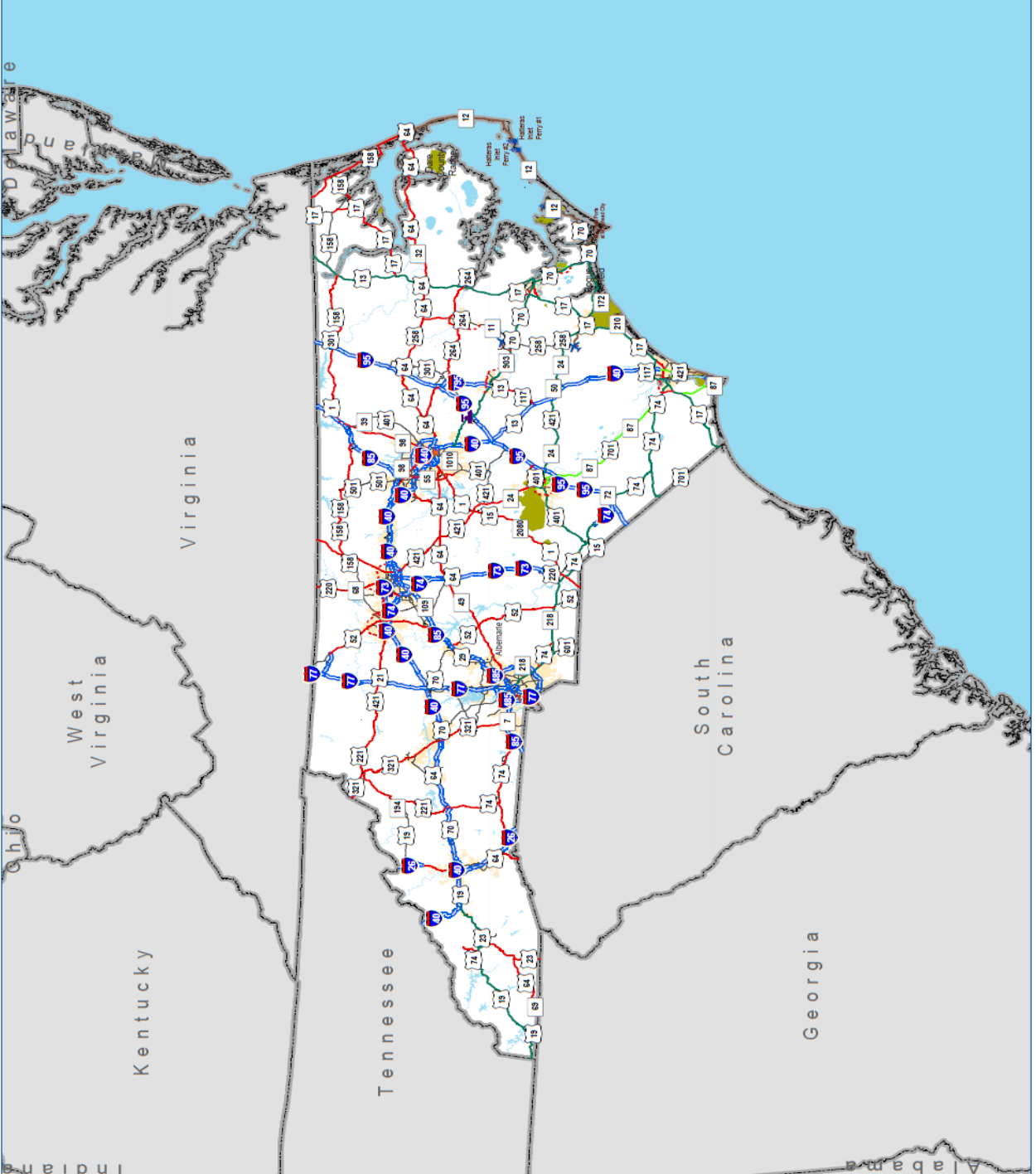


Interstate/US Fact Sheet

Use before discussions concerning any Interstate/US Route change

- All Interstate route changes and numbers must to be approved by **all** of the following prior to sign installation
 - FHWA (Federal Highway Administration)**
 - AASHTO (American Association of State Highway and Transportation Officials)**
 - NCDOT Chief Engineer**
 - documentation of approval by MPO/RPO in area**
- All US route changes and numbers must be approved by **all** of the following prior to sign installation
 - AASHTO**
 - NCDOT Chief Engineer**
 - documentation of approval by MPO/RPO in area**
- AASHTO meets **twice** a year - May and late October
- A future Interstate or Business Interstate is **not** an official Interstate. They are just signs indicating an Interstate is scheduled to be there in the future. There has to be an underlying route (SR, NC or US route in place until officially an Interstate).
- An Interstate must be on the National Highway System (NHS)
http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/north_carolina/index.cfm
- The route must be a logical addition or connection to the Interstate System.
- The route must meet all **current** Interstate System design criteria set by the AASHTO “A Policy on Design Standards” or have approved design exceptions.
- An Interstate will not be accepted by FHWA until reasonable close to completion.
- **Future Interstate** signs are only allowed as ground mounted green background signs.
- A non-high priority route must connect to an Interstate on both **ends**.
- A high priority route can connect to an Interstate on one end and a NHS route on the other.
- The high priority routes in NC are I-73, I-74, I-785, I-87 and I-42.
- Once a Future Interstate route is approved, have **25 years** to bring to Interstate standards.
- **US Business Route**- primarily located within the corporate limits of a city, passing through the business part of the city.
- **US Bypass**- (Relief Route) bypasses the city or congested area and joins in with regular numbered route beyond the city or congested area.
- **Alternate Route**- An alternate route should be designated only where both routes are needed to accommodate the traffic demand and when the alternate route has substantially the same geometric and structural design standards of the main marked routing.
- NDOT- Route Change web link- <https://connect.ncdot.gov/resources/safety/Pages/Route-Changes.aspx>

National Highway System: North Carolina



U.S. Department of Transportation
Federal Highway Administration

- Eisenhower Interstate System
- Other NHS Routes
- Non-Interstate STRAHNET Route
- STRAHNET Connector
- Intermodal Connector
- Intermodal/STRAHNET Connector
- Unbuilt NHS Routes
- MAP-21 NHS Principal Arterials

- Census Urbanized Areas
- Department of Defense
- Water

- Airport
- Intercity Bus Terminal
- Ferry Terminal
- Truck/Pipeline Terminal
- Multipurpose Passenger Facility
- Port Terminal
- Truck/Rail Facility
- AMTRAK Station
- Public Transit Station

0 30 60 Miles
0 70 140 Kilometers

PNW: May 09, 2016