



AASHTO



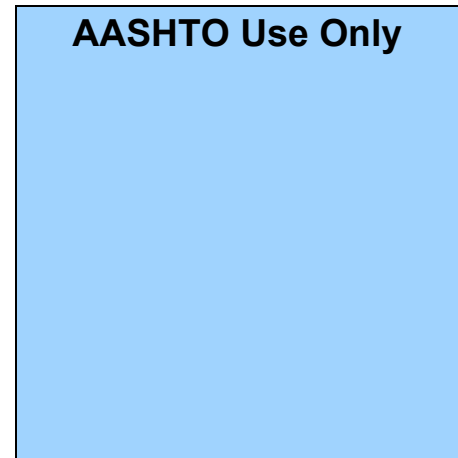
(Fall 2021)

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina for:

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- Relocation of a U.S. (Interstate) Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- **Recognition of a Business Route on U.S. (Interstate) Route
- **Recognition of a By-Pass Route on U.S. Route

I-42



Between I-40 in Wake County and US 70 Business in Johnston 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: September XX, 2021

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.org

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

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.)

This proposed route runs along existing US 70 and is a full control access, divided, multi-lane facility with connection to freeway routes at both ends, I-40 in Wake County and US 70 Business in Clayton (Johnston County). The length of the proposed route is approximately 10.04 miles. This section is a portion of a 136.6-mile proposed route that was Congressionally designated as a high priority future Interstate corridor on the National Highway System, as identified in the FAST Act, which was signed into law December 4, 2015. The FAST Act provided inclusion of this portion of US 70 in North Carolina by amending Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991. This corridor is also a National Highway System, National Truck Network route and part of a Strategic Transportation Corridor (STC) of statewide significance in North Carolina. The proposed addition of I-42 is a logical extension to the Interstate System and will provide essential freeway connectivity between I-40 in Wake County and US 70 Business in Clayton (Johnston County).

Date facility available to traffic: Currently Available.

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

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

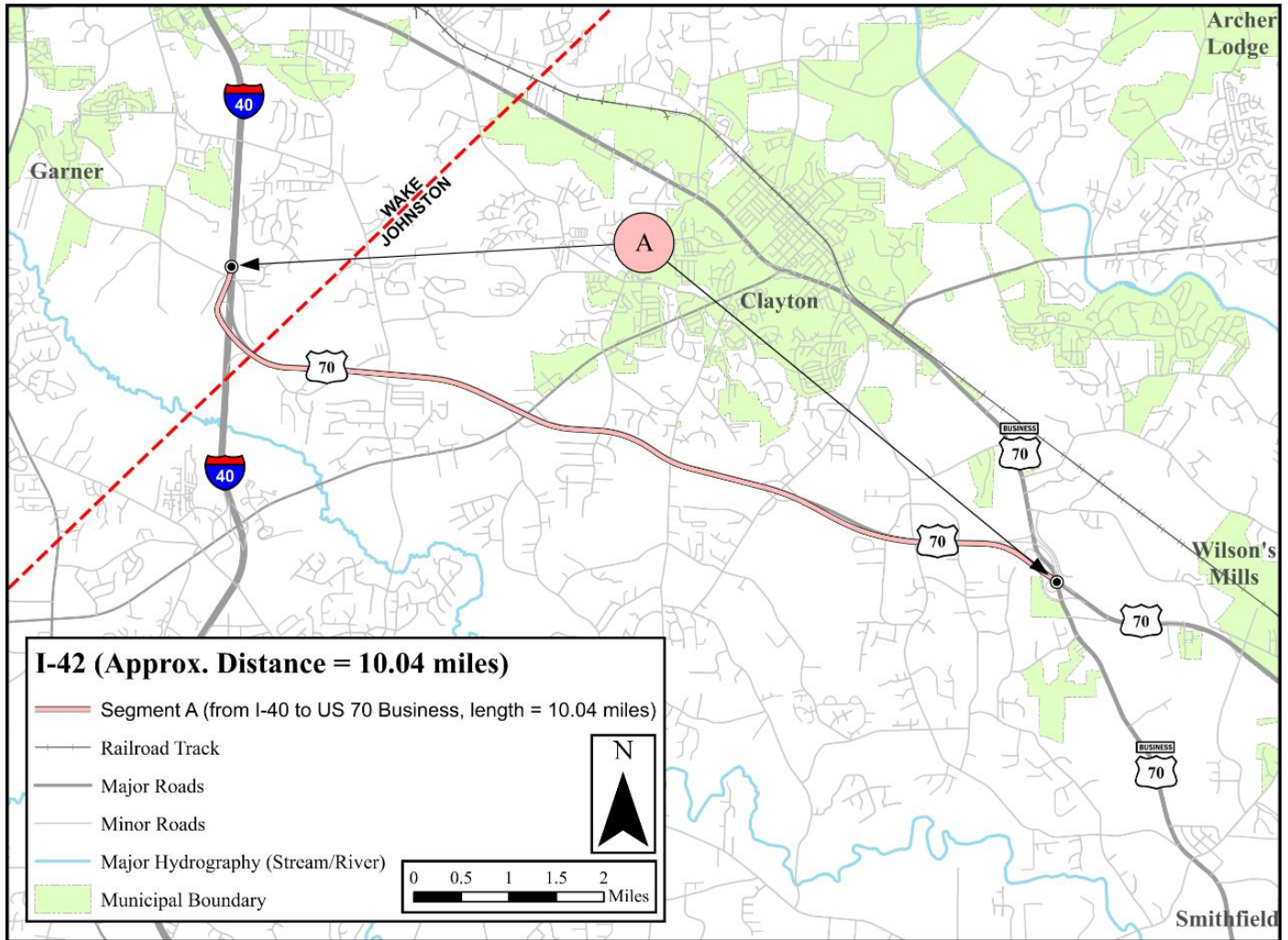
Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to jdawkins@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.)

I-42 - Wake/Johnston Counties

Created: 06/10/2021



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 32,400 as compared to 18,700 (US 70) for the year 2019 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.

(Signature)

Chief Executive Officer

(Member Department)

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.

Mileage	1	2	3	4	5								6	7				8	9				10	11
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards												Show When In Excess of Standard							
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Horizontal Curvature	Percent Grade											
							Roadway Width Deficiency		H - Loading Deficiency															
					Percent				Percent				Percent				Percent				Degree	Length		
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length			
0				32,500																				
5	A	H	G	31,000	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None		
10				33,500																				
20																								
30																								
40																								

Attach additional sheet here if necessary

Contact Information:
Renee B. Roach, PE
919-814-5020
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-40 interchange in Wake County. The route is going east along an existing section of US 70 in Wake and Johnston Counties. The route is traveling along existing alignment, which is a multi-lane, divided, full access control facility. The route is going east. The focal point city along the route is Clayton. The route will cover approximately 10.04 miles. The route ends at the US 70 Business interchange in Clayton (Johnston County).