



American Association of State Highway and Transportation Officials

Seven (7) Page Form

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

for (select one of the following):

- 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
- *Establishment of a U.S. Bicycle Route (A NEW FORM IS BEING DEVELOPED FOR US BIKE ROUTES – continue to use this until the new form is finalized)
- *Relocation of a U.S. Bicycle Route (SAA)

US 421

Between I-85 (exit 126) and I-40 (exit 212)

The following states or states are involved:
North Carolina

For AASHTO Use Only	Date received _____
Date application acknowledged _____	Date to Special Committee on U.S. Route Numbering _____
Date considered by the Standing Committee on Highways _____	Action of Standing Committee on Highways _____
Member Department Notified _____	

- * **Bicycle Routes:** Attach map on page 3. Obtain Signatures, page 4. Type a statement indicating that there are no deficiencies on the proposed US Bike Route. **Other sections not applicable.**
- ******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 Select from Calendar: August 31, 2009

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

You may convert your form as a PDF file, print then scan or submit as a saved word file. Send only one copy, please.

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 (US and Interstates Only): (Keep concise and pertinent.)

The proposed relocation would help to alleviate congestion on an urban interstate and would place the traffic on a facility built to a higher design standard. This requested relocation would provide approximately a one mile reduction in length to the route.

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? **No**
If so, where?

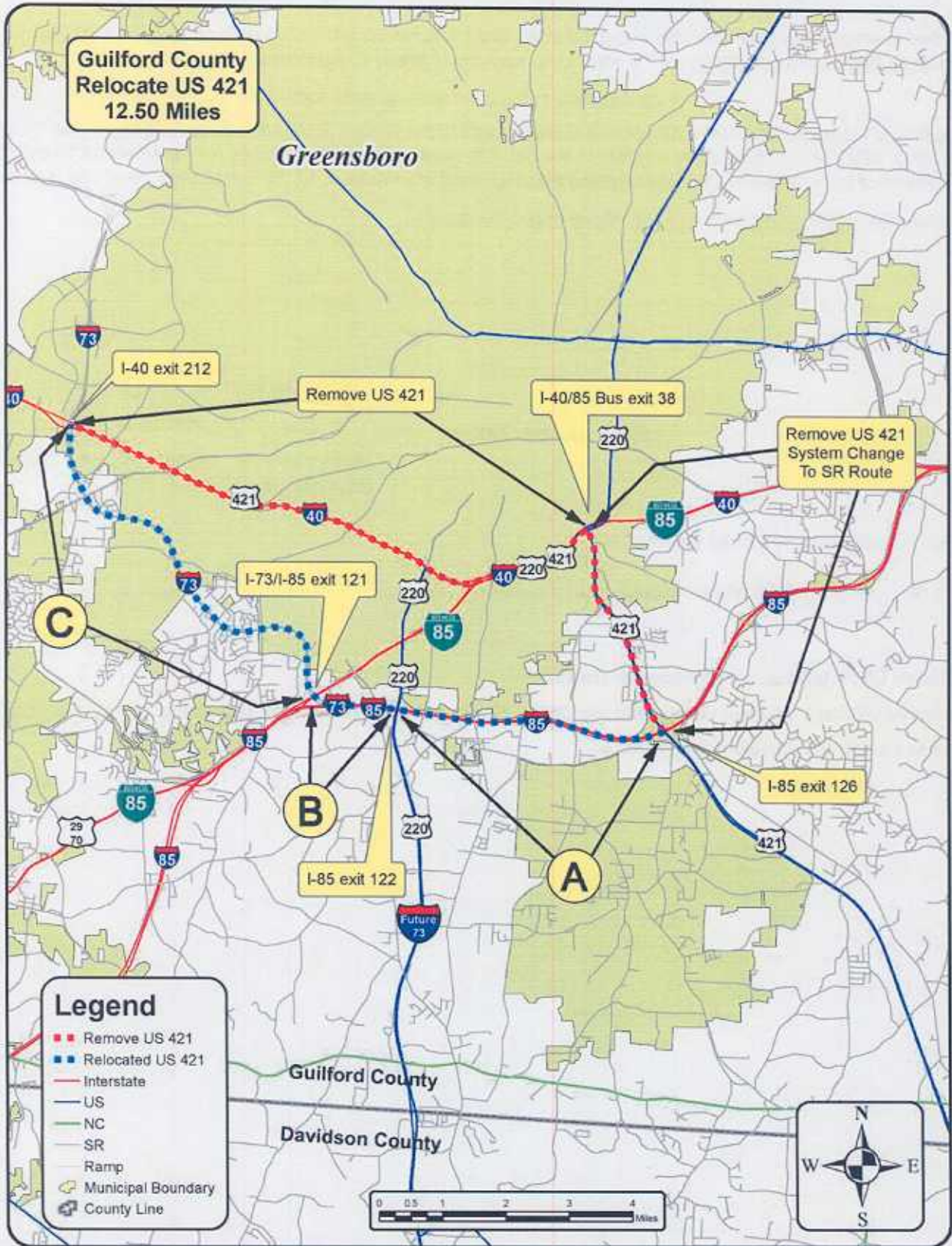
Does the petition propose a new routing over a portion of an existing Interstate Route? **Yes**
If so, where?

On I-85, between I-85 exit 126 to I-85 exit 122

On I-73/I-85, between I-85 exit 122 to I-73/I-85 exit 121

On I-73, between I-73/I-85 exit 121 to I-40 exit 212

Map of state, or portion thereof, indicating proposed addition or change in the (This includes US, Interstates and **Bicycle Routes**)
 U.S. Numbered or Interstate Numbered System:



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 **49,723** as compared to **12,295** for the year **2008** 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.

Chief Executive Officer

(Signature Required – see note below)



North Carolina Department of Transportation
(Member Department)

This petition is authorized by official action of

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

(This includes US, Interstates and Bicycle Routes)

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.

(US and Interstates Only)

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.

Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)

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							
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	Degree	Length			
0.00																				
2.00	A	H	E	66,000	Existing Interstate Route, Built to AASHTO Standards, No Deficiencies															
4.00																				
4.30																				
5.70	B			42,000	Existing Interstate Route, Built to AASHTO Standards, No Deficiencies															
6.00																				
8.00	C	H	E	41,000	Existing Interstate Route, Built to AASHTO Standards, No Deficiencies															
10.00																				
12.00																				
12.50				42,000																
14.00																				
16.00																				

(This includes US, Interstates and **Bicycle Routes**)

Contact regarding this application:

Name: **Thomas Schroeder**

Address: **3401 Carl Sandburg Ct. Raleigh, NC 27610**

Telephone Number: **919-212-6090**

Fax Number: **919-212-5999**

Email Address: **tschroeder@ncdot.gov**

Description to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

- o Where does the route begin? (Intersection or Mile Marker)

The intersection of US 421 with Interstate I-85 (exit 126)

- o Describe where it is going?

The route travels west following the alignment of I-85 to the intersection with US 220 (exit 122) where the route becomes I-73/I-85 until I-85 departs at exit 121 and the route continues to follow I-73 until it rejoins the original alignment of US 421 at I-40 (exit 212)

- o What type of facility is it traveling over? (New alignment or over an existing pathway)

Existing alignment, the route is traveling over an Interstate alignment that for the first two segments was built in 2004 and the third Interstate segment was built in 2008

- o Give the direction of travel(north, east, south, and west)

North

- o Name the focal point city or cities

Greensboro, North Carolina

- o Length of route in miles.

12.50 miles

- o Where does it end? (Terminal intersection or mile marker)

The route terminates upon returning to the original alignment of US 421 which runs common with I-40 at exit 212

Route Changes

Division 7

Guilford County

Delete the following routing of US 421:

1. I-85 (exit 126) to I-40/I-85 Business (exit 38)
2. I-40/ I-85 Business (exit 38) to I-40 (exit 212)

Add the following routing of US 421:

1. I-85 between US 421(exit 126) and US 220 (exit 122)
2. I-73/I-85 between US 220 (exit 122) and I-85 Business (exit 121)
3. I-73 between I-85 Business (exit 121) and I-40 (exit 212)

ATTACHMENT B

U.S. 421 NORTH CAROLINA				
Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Regular	State Line	0	0	
Regular	Jct. N.W. Boone	7	7	Joins U.S. 321
Regular	Boone	8	13	Leaves U.S. 321, joins U.S. 221
Regular	Deep Gap	10	23	Leaves US 221
Regular	Jct. N. Wilkesboro	21	44	U.S. 421 Bus. begins and leaves
Business	Jct N. Wilkesboro	0	0	Route begins, leaves U.S. 421
Business	Wilkesboro	6	6	Route ends, rejoins U.S. 421
Regular	Wilkesboro	5	49	U.S. 421 Bus. rejoins and ends
Regular	Marler	17	66	Crosses I-77
Regular	Brooks Cross Roads	2	68	Crosses U.S. 21
Regular	Jct. S. Yadkinville	6	74	Crosses U.S. 601
Regular	Jct. W. Winston-Salem	19	93	Joins I-40 Bus.
Regular	Winston-Salem	3	96	Joins U.S. 158
Regular	Winston-Salem	3	99	Crosses U.S. 52, U.S. 311
Regular	Winston-Salem	2	101	Leaves U.S. 158
Regular	Jct. E. Kernersville	11	112	Leaves I-40 Bus., Joins I-40
Regular	Greensboro	5	117	Leaves I-40, Joins I-73
Regular	Greensboro	7	124	Joins I-73A-85
Regular	Greensboro	1	125	Leaves I-73, crosses US 220
Regular	Greensboro	4	129	Leaves I-85
Regular	Siler City	26	155	Crosses U.S. 64
Regular	Sanford	23	178	Crosses U.S. 1, U.S. 15, U.S. 501
Regular	Sanford	1	179	Crosses U.S. 1 Bus.
Regular	Jct. N. Lillington	22	201	Joins U.S. 401
Regular	Lillington	1	202	Leaves U.S. 401
Regular	Dunn	14	216	Crosses U.S. 301
Regular	Dunn	1	217	Crosses I-95
Regular	Spivey's Corner	10	227	Crosses U.S. 13
Regular	Jct. S. Clinton	17	244	Joins U.S. 701
Regular	Jct. S. Clinton	3	247	Leaves U.S. 701; U.S. 701 Bus. rejoins and ends
Regular	Jct. N.W. Wilmington	55	302	U.S. 74 joins
Regular	Jct. W. Wilmington	1	303	Joins U.S. 76; U.S. 74 leaves; U.S. 17 Bus. Ends
Regular	Wilmington	1	304	Leaves U.S. 17, U.S. 76; U.S. 17 Bus. joins
Truck	Wilmington	0	0	Route begins, leaves U.S. 76/421/17 Bus.
Truck	Wilmington	1	1	Route ends, rejoins U.S. 421
Regular	Jct. S. Fort Fisher	20	324	Route ends