



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Office of the Administrator

November 10, 2008

1200 New Jersey Avenue, SE.  
Washington, DC 20590

*Kevin Lacy*

*MSC 1561*

In Reply Refer To: HEPI-20

W. F. Rosser, P.E.  
State Highway Administrator  
North Carolina Department  
of Transportation  
Raleigh, NC 27699-1536

Through: Mr. John F. Sullivan III  
Division Administrator  
Raleigh, NC

Dear Mr. Rosser:

We have completed the review of your September 3 request to Division Administrator John F. Sullivan III to eliminate the route numbering of the 8.36-mile segment of I-440 that is concurrent with I-40 from the U.S. 1 interchange to the I-40/U.S. 64 split. We understand the current dual signing of I-440 and I-40 for this section has created some confusion and problems with the motoring public.

After careful consideration of the request, we approve the removal of the I-440 route number from the section of I-40 between U.S. 1 and the eastern I-40/U.S. 64 split. Because this change is an Interstate route number action, it is governed by 23 CFR 470. Therefore, our approval is also subject to the concurrence of the American Association of State Highway and Transportation Officials.

Sincerely,

*Tom*

Thomas J. Madison, Jr.  
Administrator

cc: Ms. Marty Vitale-AASHTO

ADVERTISE  
**AMERICAN  
ECONOMY**

TRAFFIC ENGINEERING  
GREENFIELD PARKWAY  
RECEIVED  
NOV 21 2008

Refer To Revue

FILE  FILE

SEE ME  SEE ME

REVIEW & COMMENT

INVESTIGATE PORT

PLEASE ANSWER

REPLY FOR MY SIGNATURE



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

September 3, 2008

Mr. John F. Sullivan, III  
Division Administrator  
Federal Highway Administration  
310 New Bern Avenue  
Suite 410  
Raleigh, North Carolina 27601-1418

Dear John:

As you know, Interstate Route 440 (Raleigh Beltline) was approved by FHWA as an addition to the Interstate System on March 26, 1991 and AASHTO approved the Interstate number I-440 on June 14, 1991. Based on these approvals, the southern section of I-440 was concurrent with I-40 and recent discussions, NCDOT proposes to revise the route designation of I-440 as follows:

- Remove the designation of I-440 that is concurrent with I-40 from the US 1 interchange to the I-40/US 64 split, approximately 8.36 miles (see attached map).

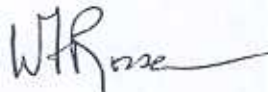
This section of I-40 and I-440 has created some confusion and problems with signing which we believe will be corrected with the requested system revision. The route designation and route number for I-40 along this section will remain unchanged. We are currently developing a rehabilitation project which includes revised signing consistent with the I-40 designation along this route. We have coordinated with the Capital Area Metropolitan Planning Organization on this Interstate route system change and have been advised that they concur with this action.

We plan to submit an application to the Route Numbering Committee of the American Association of State Highway and Transportation Officials (AASHTO) at the October 2008 meeting for the route number change of Interstate route number I-440 along this section. We understand that approval is needed by both FHWA and AASHTO for the route number change.

Mr. John Sullivan, III  
September 3, 2008  
Page 2

We would appreciate your favorable consideration of this request and prompt submission to your Washington office for coordination with AASHTO. Please let me know if you need any additional information.

Sincerely,



W. F. Rosser, P.E.  
State Highway Administrator

WFR:JKL:rbr

Attachments

- cc: Secretary Lyndo Tippett, w/attachments  
Nina S. Szlosberg, Board of Transportation Member, w/attachments  
Kenneth Spaulding, Board of Transportation Member, w/attachments  
W. S. Varnedoe, P.E., Chief Engineer – Operations, w/attachments  
Deborah M. Barbour, P.E., Director of Preconstruction, w/attachments  
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachments  
J. W. Bowman, P.E., Division Engineer, w/attachments

**Wake County**  
**I-440 Renumber**  
**8.36 Miles**

Cary

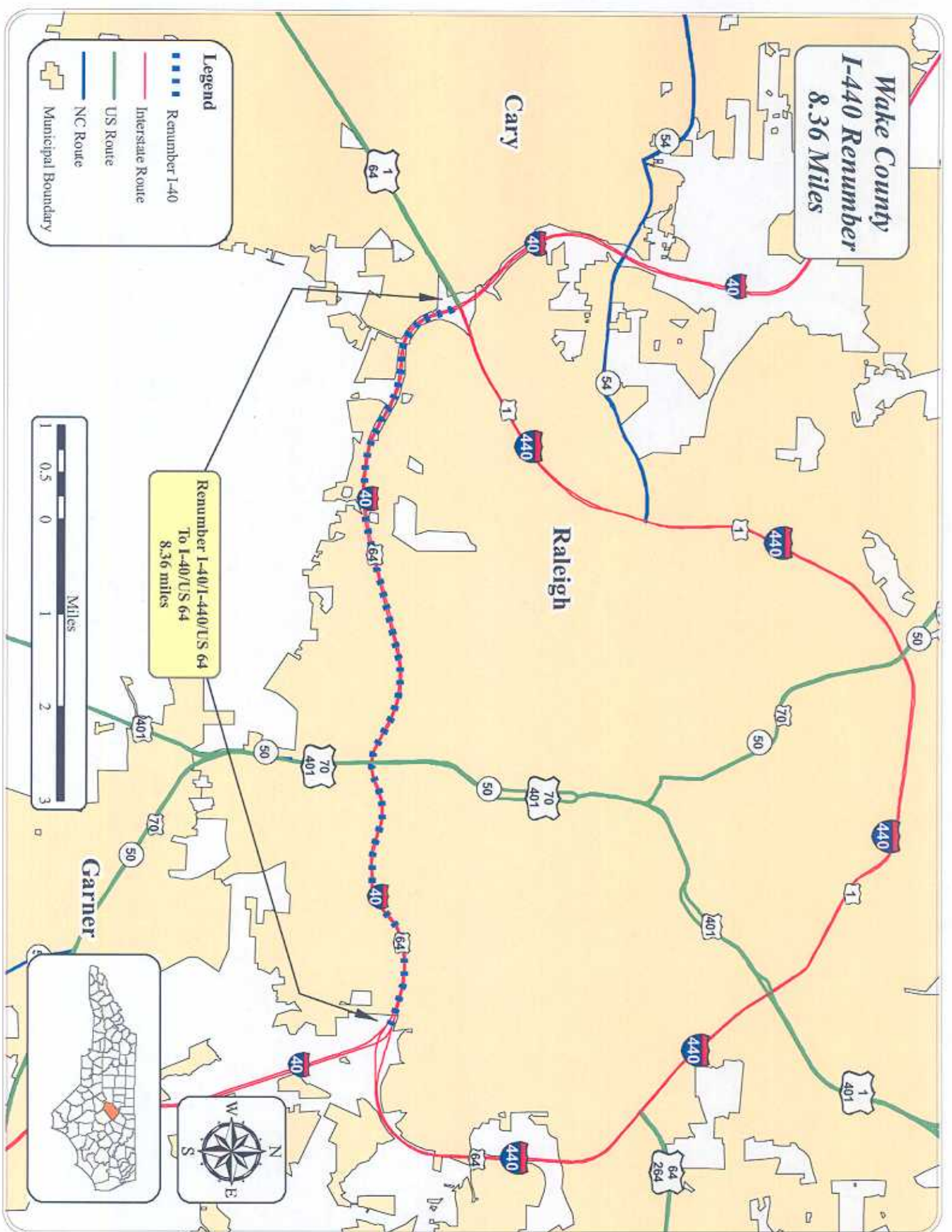
Raleigh

Garner

**Legend**

- Renumber I-40
- Interstate Route
- US Route
- NC Route
- Municipal Boundary

Renumber I-40/I-440/US 64  
To I-40/US 64  
8.36 miles





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)

I-440

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Between I 40 East (Exit 301) US 1/64 (Exit 293) in Raleigh

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: 8/29/08

SUBMIT APPLICATION ELECTRONICALLY TO [usroutes@aaashto.org](mailto:usroutes@aaashto.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):**

**This proposal is to eliminate approximately 8 miles of I-440, where I-440 running common but opposite of I-40 inventory from the junction where they merge at the southeast side of Raleigh (Exit 301) and extending westerly for approximately 8 miles to US 1/64 (Exit 293). This will eliminate the confusing duplication of designate intersection which has created inaccuracies in the reporting of crash data and would allow just one route number to be posted on this roadway. The result will have a unique designation with the intersection on I-40.**

Date facility available to traffic: **Immediately**

Does the petition propose a new routing over a portion of an existing U.S. Route? **No**  
If so, where?

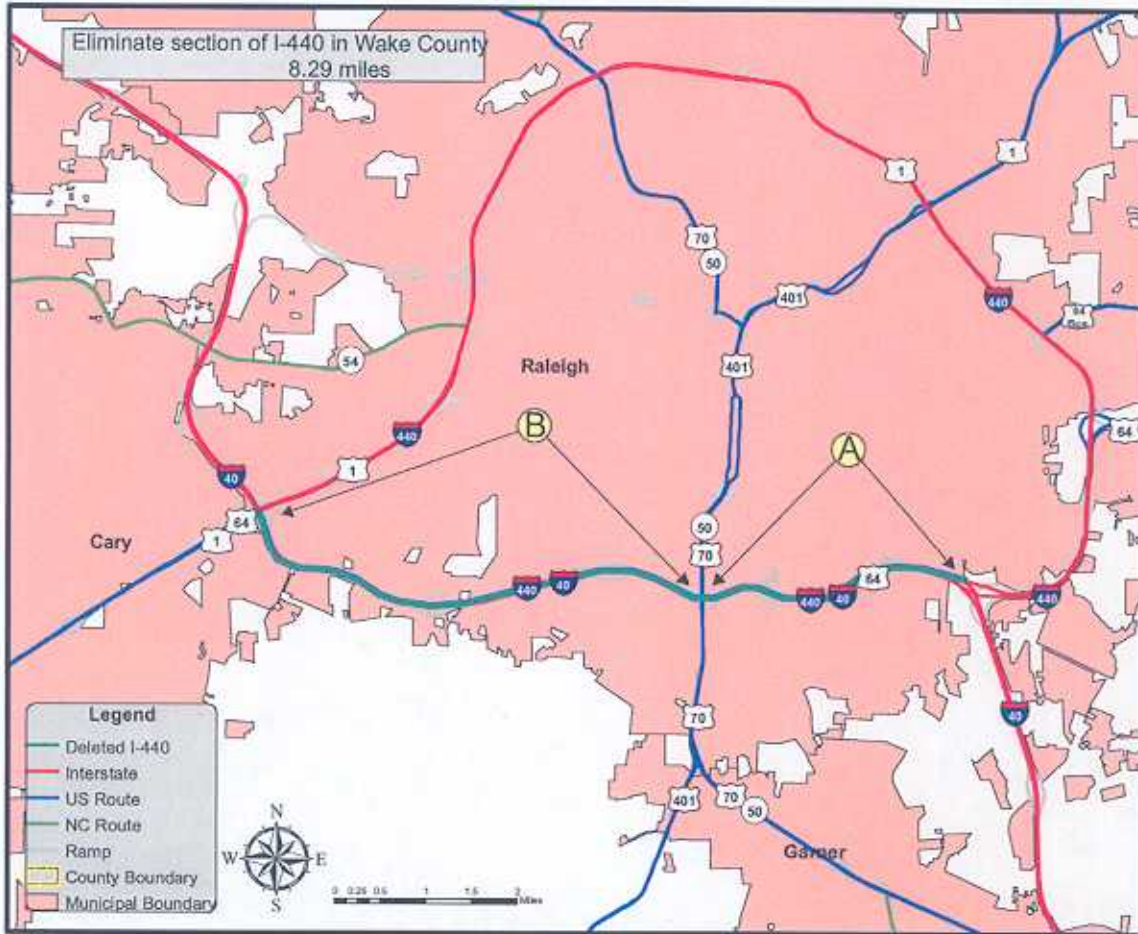
**The portion of I-440 that remains runs common with US 1 around the north side of Raleigh, this is not a new routing.**

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

**The portion of I-440 that ran common with I-40 is the section that is being eliminated.**

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:



(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

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

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is  compared to  the remaining portions of this U.S. Numbered Route in the State.

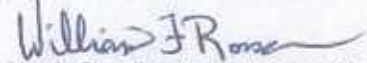
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*The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of 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.

<b>Column 2: Pavement Type.</b>	<b>Code</b>
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

<b>Column 3: Pavement Condition</b>	<b>Code</b>
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	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards						
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Show When In Excess of Standard	
							Roadway Width Deficiency	H - Loading Deficiency		Horizontal Curvature	Percent Grade
					Percent	Percent	Percent	Percent	Percent	Degree	Length
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80							
0.00	<b>A</b>			104000	<b>Built to AASHTO Standards, No Deficiencies</b>						
1.00				110000							
2.00				110000							
2.89	<b>H</b>	<b>E</b>	115000								
3.00			112000								
4.00			112000								
5.00	<b>B</b>			110000							
6.00											
7.00											
8.00											
8.29											

(This includes US, Interstates and **Bicycle Routes**)  
Contact regarding this application:

Name:

Address:

Telephone Number:

Fax Number:

Email Address:

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**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)

- o Describe where it is going?

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

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

- o Name the focal point city or cities

- o Length of route in miles.

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

## Attachment A

### Route Changes

#### Division 5

#### Wake County

Delete the following routing of I-440:

I-440 from I-40/US 64 (Exit 301) westward 8.29 miles to US 1/US 64 (Exit 293)

**US 64****North Carolina****Attachment B**

Partial table for US 64 showing changes made due to I-440 elimination

<u>Type</u>	<u>Intersection</u>	<u>Point to Point Mileage</u>	<u>Accumulated Mileage In State</u>	<u>Remarks</u>
Regular	W. Wendell	6	185	Route begins; Crosses US 64 Business
	S. Knightdale	5	190	Crosses I-540
	Raleigh	4	194	Joins I-440
	Jct. S. Raleigh	3	197	Joins I-40, I-440 ends
	Raleigh	3	200	Crosses US 70-401
	Jct. W. Raleigh	5	205	Leaves I-40; Joins US 1
	Cary/Apex	4	209	Leaves U.S. 1



The Special Committee on US Route Numbering met on Friday, October 17, 2008 at the Hartford, Connecticut Convention Center and considered 21 applications from 9 states. Members present were Don Vaughn, AL – Region 2, Chair; Kevin Keith, MO, Region 3 and Cathy Nelson, OR, Region 4. Not present was Ken Sweeney, ME, Region 1. Also attending were Marty Vitale, AASHTO, Secretary and Mike McGough, Corridor Steel Pipe Association.

The Chair called the meeting to order at 7:10 AM and the Special Committee took the following actions:

Member Department	USRN Decision
<a href="#">Indiana US 35</a>	Approved
<a href="#">Kansas US 24</a>	Approved
<a href="#">Kansas US 40</a>	Approved
<a href="#">Kansas US 73</a>	Approved
<a href="#">Kansas US 169</a>	Approved
<a href="#">Kentucky US 431</a>	Formally Approved — Interim Approval granted in June 2008
<a href="#">Kentucky US 119</a>	Approved
<a href="#">North Carolina I-73</a>	Conditional Approval of application but will require a re-submittal of application revised to designate route as <u>Future I-73</u> since route is not complete
<a href="#">North Carolina I-140</a>	Conditional Approval of application but will require a re-submittal of application revised to designate I-140 as a "SPUR"
<a href="#">North Carolina I-440</a>	Approved
<a href="#">North Carolina I-540</a>	Conditional Approval of application but will require a

Member Department	USRN Decision
	revised application requesting I-540 be designated as <u>Future I-540</u> and possibly also as a “SPUR”
<a href="#">North Carolina US 17 Bypass</a>	Approved
North Carolina US 117 and	Both Disapproved because information submitted appeared to be conflicting and inconsistent
North Carolina US 117 Alternate	
<a href="#">Oklahoma US 77</a>	Approved
<a href="#">Oregon US 97</a>	Approved
<a href="#">Oregon US 97 Business</a>	Approved
<a href="#">Pennsylvania US 222</a>	Approved (previously denied because application was incomplete)
<a href="#">Pennsylvania US 40 Business</a>	Approved
<a href="#">Utah US 163</a>	Approved
<a href="#">West Virginia US 35</a>	Approved

The Special Committee also discussed a resolution on “Endorsement of the US Bicycle Routes System” proposed by the Subcommittee on Design and the Subcommittee on Traffic Engineering for consideration of the Standing Committee on Highways. The concern with the proposal was that a US Bicycle Route Corridor Plan be used by the Special Committee on US Route Numbering to designate future US Bicycle Routes without accompanying route criteria. It was agreed that we would ask for discussion of the resolution at the Standing committee on Highways.

Mike McGough was also in attendance to discuss efforts to automate records of the Special Committee. Mr. McGough is a former AASHTO staff member and currently works for the Corrugated Steel Pipe Association and has agreed to assist with this project effort. The goal of this effort is to provide an electronic database for maintenance of committee records, and to create a web-based application process to better serve member departments. It is expected that a prototype system will be available by the end of this year.

There being no further business, the meeting adjourned at 7:40 AM.

Don Vaughn, AL  
Chair, Special Committee on US Route Numbering  
October 18, 2008