



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

North Carolina Division

310 New Bern Avenue, Suite 410
Raleigh, NC 27601

February 9, 2009

Mr. Terry R. Gibson, PE
State Highway Administrator
North Carolina Department of Transportation
1536 MSC
Raleigh, North Carolina

In Reply Refer To:
HDA-NC

Dear Mr. Gibson:

Enclosed is a letter from the Acting Deputy Federal Highway Administrator, which approves the addition of I-73, from I-85 south of Greensboro to Bryan Boulevard west of Greensboro. The letter also approves the deletion of I-73 (along U.S. 220) from I-85 Exit 122 to I-40 Exit 218.

Should you have any questions, please do not hesitate to contact Mr. Brad Hibbs at 747-7006.

Sincerely,

John F. Sullivan III, P.E.
Division Administrator

Enclosures

**MOVING THE
AMERICAN
ECONOMY**





U.S. Department
of Transportation
Federal Highway
Administration

Office of the Administrator

1200 New Jersey Avenue, SE.
Washington, DC 20590

February 3, 2009

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:

Your letter of April 2, 2008, to Mr. John F. Sullivan requested a segment of the Greensboro Western/Southern Loop be added to the Interstate System. This segment is part of the I-73/74 corridor that is designated a future part of the Interstate System by Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991, as amended.

Our North Carolina Division Office confirms this segment has been completed to Interstate standards and meets a Section 1105(e)(5) requirement by connecting to existing I-85. This requested addition will result in a conforming deletion and relocation of an existing segment of I-73 to the new location. The authority to relocate is governed by 23 U.S.C. 103(c)(3). I find the requirements Section 1105(e)(5)(A) and 23 U.S.C. 103(c)(3) have been satisfied and hereby approve the addition and deletion from the Interstate System as follows:

Add I-73 approximately 10 miles on new alignment from I-85 south of Greensboro to Bryan Boulevard west of Greensboro.

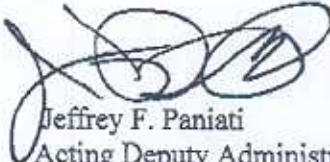
Delete I-73 (along U.S. 220) from I-85 Exit 122 to I-40 Exit 218.

The route numbering of the future Interstate corridor is established by Section 1105(c)(5) as I-73. The I-73 route numbering shall extend from U.S. 220 south of Greensboro to Bryan Boulevard. For the segment from U.S. 220 to Business Route 85, I-73 numbering will be concurrent with existing I-85.


**AMERICAN
ECONOMY**

Under 23 U.S.C. 119(a)(1)(C), this segment becomes eligible for Interstate Maintenance (IM) funds, and under 23 U.S.C. 104(b)(4), its lane miles and vehicle miles traveled will become eligible for inclusion in the IM funds apportionment formulas.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeffrey F. Paniati', written over a printed name and title.

Jeffrey F. Paniati
Acting Deputy Administrator

cc: Ms. Marty Vitale-AASHTO



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 I-73
- 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)

Between I-85 (exit 122) and the intersection of I-73 and (SR 2085)
Joseph Bryan Boulevard (exit 4)

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@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.)

Approval of this application is requested to extend Interstate 73 along a portion of the Future I-73 corridor, including a portion that is currently designated I-85 between US 220 and I-85 Business, south of Greensboro. The rest is to be located along a newly constructed multilane controlled access facility which will eventually become part of Greensboro Outer Loop. This designation will benefit the traveling public by providing a bypass route around much of the urbanized area of Greensboro and help enable more efficient movement of through traffic.

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?

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

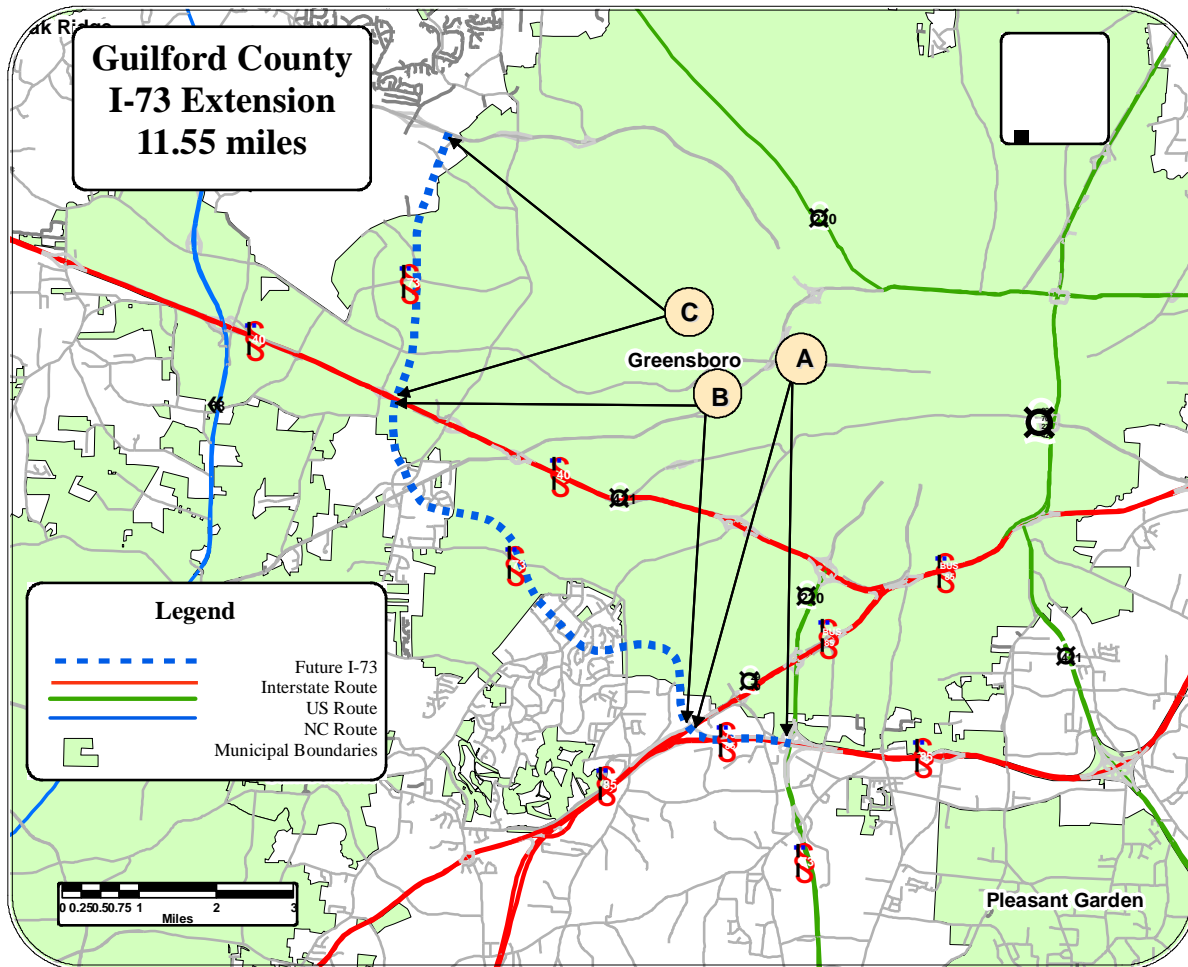
If so, where?

This routing of I-73 runs common with I-85 for a distance of approximately 1.40 miles, located between the intersection of US 220 and I-85 (exit 122) and the intersection of I-85 and I-85 Business (exit 120).

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:

There are two ways to do this follow the instructions below or convert your map in PDF format and submit as a separate document along with this application to usroutes@aashto.org. It is your preference, however all files are converted to PDF once received by AASHTO.



(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.

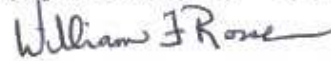
The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is **25240** as compared to **17960** for the year **2007** for the remaining portions of this U.S. Numbered Route in the State.

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	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		
0.00					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80				
1.37	A												
2.00													
4.00	B			32000									
6.00	H	E											
8.00													
10.00	C			10000									
11.55													
12.00													
14.00													
16.00													

Built to AASHTO Standards, No Deficiencies

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

Contact regarding this application:

Name: **Hardee Cox**

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

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

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

Email Address: hcox@ncdot.gov

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

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

Intersection of US 220 and I-85 (exit 122)

- Describe where it is going?

The I-73 extension runs common with I-85 for approximately 1.40 miles where it departs at exit 120 and follows a newly constructed divided highway in a northwesterly direction. It then crosses the existing I-40 at exit 212 and travels north over another newly constructed divided highway until it reaches SR 2085 - Joseph Bryan Boulevard (northeast of the PTI Airport).

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

This route travels over both existing and new alignments.

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

- Name the focal point city or cities **Greensboro**

- Length of route in miles. **11.55 miles**

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

SR 2085 - Joseph Bryan Boulevard (northeast of the Piedmont Triad International Airport) which is currently being reclassified as a NHS Route.

Attachment A

Division 7

Guilford County

Add the following routing of I-73:

I-73 from US 220, 11.55 miles westward to SR 2085 (Joseph Bryan Blvd).

Ballot Results

& Analysis

for

RN-08-03 -- Special Committee on US Route Numbering North Carolina Resubmission



Wednesday, April 15, 2009

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Executive Summary

This report contains a detailed statistical analysis of the results to the Ballot titled *RN-08-03 -- Special Committee on US Route Numbering North Carolina Resubmission*. The results analysis includes answers from all respondents who took the Ballot in the 31 day period from Wednesday, November 12, 2008 to Friday, December 12, 2008. 4 completed responses were received to the Ballot during this time.

Ballot Results & Analysis

Ballot: RN-08-03 -- Special Committee on US Route Numbering North Carolina Resubmission

Author: mvitale@ashto.org

Filter:

Responses Received: 4

1) Please Select the Special Committee on US Route Numbering Regional Representative Completing this Ballot

Response	Count	Percent
Reg. 1 - K Sweeney, ME	1	25.0%
Reg. 2 - D Vaughn, AL	1	25.0%
Reg. 3 - K Keith, MO	1	25.0%
Reg. 4 - C. Nelson, OR	1	25.0%

2.1) I-73(North Carolina)

Response	Count	Percent
Approve	4	100.0%
Disapprove	0	0.0%
Conditional Approval	0	0.0%

2.2) I-140(North Carolina)

Response	Count	Percent
Approve	4	100.0%
Disapprove	0	0.0%
Conditional Approval	0	0.0%

2.3) I-540(North Carolina)

Response	Count	Percent
Approve	4	100.0%
Disapprove	0	0.0%
Conditional Approval	0	0.0%

2.4) US 117(North Carolina)

Response	Count	Percent
Approve	4	100.0%
Disapprove	0	0.0%
Conditional Approval	0	0.0%

2.5) US 117 Alternate(North Carolina)

Response	Count	Percent
Approve	4	100.0%
Disapprove	0	0.0%
Conditional Approval	0	0.0%

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