



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-485
- 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 interchange and I-77 interchange

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: March 31st 2009

SUBMIT APPLICATION ELECTRONICALLY TO 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): (Keep concise and pertinent.)

Approval of this application is requested to extend Interstate 485 along a portion of the Future I-485 corridor. This segment has been constructed to Interstate standards from I-85 west of Charlotte clockwise to I-77. This facility will satisfy a great need to alleviate congestion in a urbanized area. I-85 Corridor is a major north/south vehicular artery and I-77 is a major north/south artery for the area. The addition of this section of I-485 will assist to ease congestion through the Charlotte area.

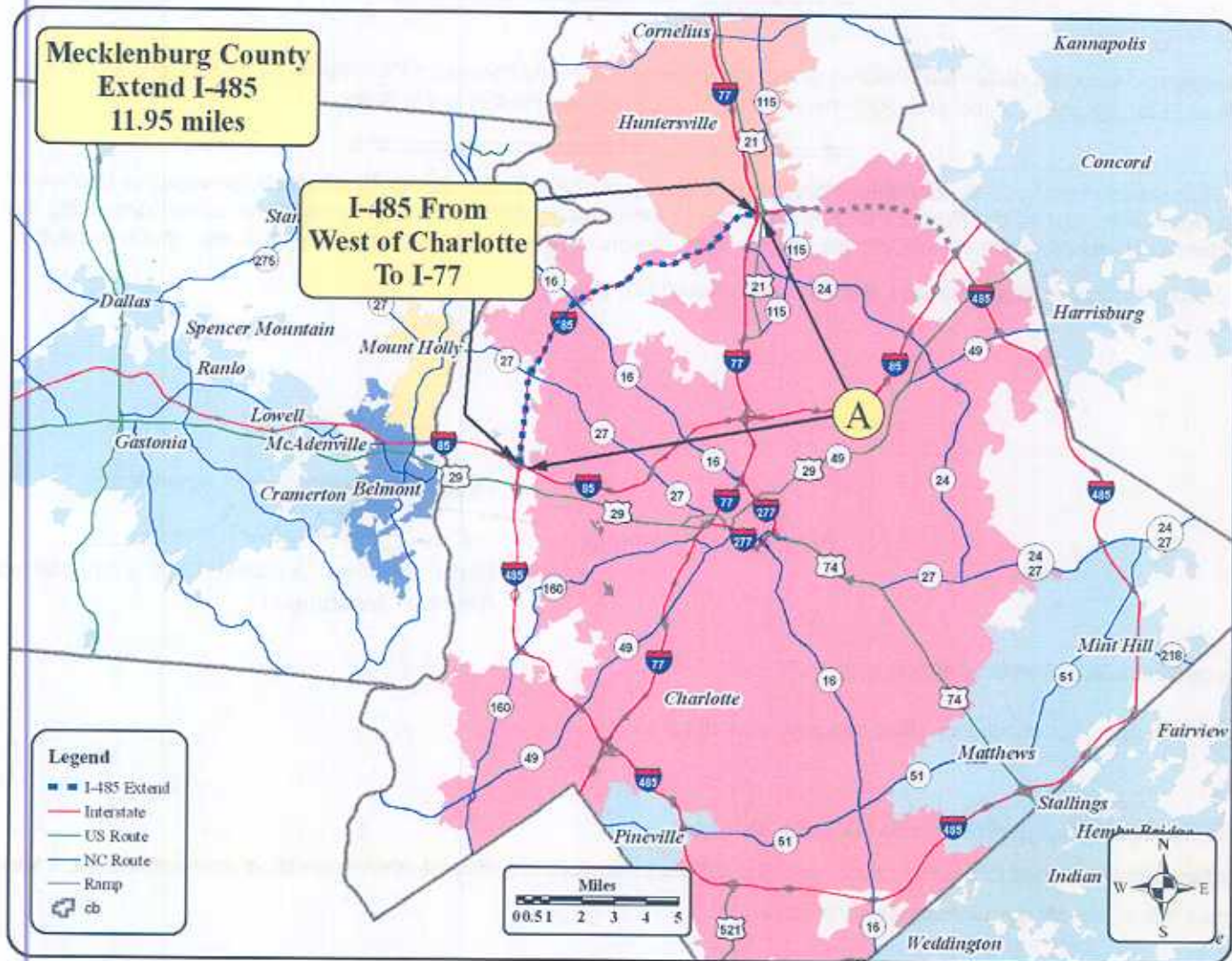
Date facility available to traffic: **Immediately**

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? **No**
If so, where?

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.

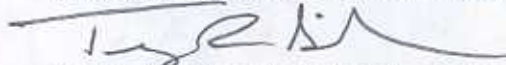
The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is **17,413** as compared to **32,588** for the year **2007** for all other U.S. Numbered Routes in the State.

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				25000	Built to AASHTO Standards, No Deficiencies								
2.00			22000										
4.00			15000										
6.00	A	H	E										
8.00													
10.00													
11.95													
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) **Intersection of I-85 and I-485 (I-485 exit 10) West side of Charlotte**
- o Describe where it is going? **Running northeastward to the I-77 interchange (I-77 exit 19) north of Charlotte and this road is part of the Charlotte outer loop.**
- o What type of facility is it traveling over? (New alignment or over an existing pathway) **Newly constructed six lane divided facility on a new alignment.**
- o Give the direction of travel(north, east, south, and west) **Northeastward**
- o Name the focal point city or cities **Charlotte**
- o Length of route in miles: **11.95 miles**
- o Where does it end? (Terminal intersection or mile marker) **I-77 interchange (I-77 exit 19)**

Attachment A

ROUTE CHANGES

Division 10

Mecklenburg County

1. Add the following routing of I-485:
I- 485 from I-85, 11.95 miles Northeast to I-77



US Route Numbering Report to the Standing Committee on Highways
 Friday, October 23, 2009 Palm Desert, California

Members:

Chair Don Vaughn, AL (Region 2) telephoned
 Ken Sweeney, ME (Region 1) - telephoned
 Kevin Keith, MO (Region 3) Present
 Cathy Nelson, OR (Region 4) - telephoned
 Marty Vitale, AASHTO (Secretary) Present

Guest: Michael McGough, NCHRP Present
 Richard Moeur, AZ Present

REPORT

The Special Committee on U.S. Route Numbering convened at 7:00 AM with Chair Don Vaughn, AL chairing the meeting by telephone. The minutes from the May 2009 – Bedford, PA were accepted by the committee.

A report on NCHRP Project 20-7 Task 228: *Update the United States Numbered Highways 1989 Edition* was presented by Michael McGough the contractor. M. McGough said that the updated U. S. route numbering information is up on the web at <http://nchrp20-7-228.com> in raw data and may be accessed and reviewed by the member departments. At this time there is no map included but will be added at a later date.

Recommendations by Special Committee on US Route Numbering Applications for SCOH approval:

State and Proposed Route Change	Description	USRN Decision
2009 AM - Alabama US 431	Route begins at MP 90.632 near Pittsview, Alabama South to end at MP 80.645 (1.056 Miles North of the Barbour County line in Alabama. This facility is a new alignment traveling south near Pittsview and Glenville, AL. The length is approximately 9.563 miles and ends at MP 80.645.	Conditional Approval <u>Comment Responses:</u> Approve when open to traffic in 2010
2009 AM - Kansas US 50 Business	The route begins at the east side of Dodge City where it leaves its parent route. Currently it passes through the central portion of the city over an existing facility traveling west towards Dodge City. The route's length is 8 miles and ends at the west side of Dodge City where it re-joins its parent route.	Approved
2009 AM - Kansas US 59	The change in this route is between the US-56/US-59 junction west of Baldwin City, MP 67, and the junction of US-59 and I-35 south of Ottawa, MP 82. The new alignment will bypass the city of Ottawa to the east side. This is a four-lane divided, full access controlled facility with portions being on new alignment. The route travels south to Ottawa, Kansas, its length is 10 miles, and the change ends at the junction of US-59 and I-35 at the south edge of Ottawa.	Approved
2009 AM - Kansas US 400	The route begins at the eastern edge of Dodge City at the intersection of US-56. It travels south and west along with US-56 to a new intersection at a point on the southwest edge of the city, then north on a new alignment to join US-50 at the west side of the city. Some portions are new two-lane roadways going west to Dodge City, length is 10 miles and the new alignment ends at MP 354 where it rejoins US-50, just west of Dodge City.	Approved

State and Proposed Route Change	Description	USRN Decision
2009 AM - New York I-781 (Future I-781)	<p>The proposed route begins at MP 158.4 on I-81, located .7 miles north of existing Exit 48 (Route 342). The proposed route will begin at a new interchange on I-81 and provide a direct connection to Fort Drum. It will travel over a new, fully controlled access, four-lane, divided highway. Direction of Travel is East - West near the focal point of For Drum - US Military Reservation. It will directly connect the Fort to interstate travel to the south and international travel to the north. The route is 4.9 miles in length and will end at the Fort Drum boundary at the location of the North Gate (main gate).FHWA approval 4/13/2009 as future part of the interstate (included in file)</p>	<p>Approved</p>
2009 AM - North Carolina I-485 Application 2009 AM - North Carolina I-485 FHWA Correspondence	<p>Interstate Fulfillment of Conditional Approval I-485</p> <p>From I-85 west of Charlotte clockwise to I-77 (11.95 miles addition) North Carolina I-485 Application North Carolina I-485 FHWA Correspondence (approved by FHWA as part of the interstate system on May 14, 2009) May 15, 2009, Bedford, PA meeting: Concur with I-485 designation but can only be referred to as "Future I-485" until officially added to the Interstate System by FHWA.</p>	<p>Approved</p>
2009 AM - North Carolina US 64	<p>The route begins at the intersection of US 64 with the new US 64 alignment, 0.16 mile east of the US 64 intersection with US 19/74/129 in the Town of Murphy. The route terminates upon returning to the existing alignment of US 64, approximate 4.38 miles east of the beginning of the new alignment.</p>	<p>Approved</p>
2009 AM - North Carolina US 258	<p>The route begins at the intersection of US 258 and US 264 Alt. on the southern side of Farmville on an existing facility. US 258 travels eastward common with US 264 Alt. for approximately 0.46 mile then follows the alignment of SR 1221 northward for a length of 2.49 miles, intersection with the interchange of US 264, then following common with US 264 westward until the route reconnects with the original alignment of US 258 on the north side of Farmville. The 6.21 mile route ends where it reconnects with the original alignment of US 258 at the interchange with US 264 and S 258 north of Farmville.</p>	<p>Approved</p>
2009 AM - North Carolina US 258 Business	<p>US Route 258 begins at the intersection of US 258 and US 264 Alternate south of Farmville, approximately 1.13 mile north of the Pitt/Green county line. The route travels through the central business district of Farmville, NC over existing alignment of US 258 North and is 3.21 miles ending at the interchange of US 258 and US 264, North of Farmville.</p>	<p>Approved</p>

State and Proposed Route Change	Description	USRN Decision
2009 AM - North Carolina US 311 Bus	US 311 Business begins at the intersection of US 311 and I-85 Business, approximate 1.50 miles north of the Randolph/Guilford County line traveling through the central business district of High Point and rejoins with US 311 to the north of High Point over the existing alignment of US 311 Business for 6.50 miles and terminates upon returning to the current alignment of US 311 approximately 0.20 mile east of the Davidson/Guilford County line, north of High Point at US 311 (exit 25).	Approved
2009 AM - North Carolina US 421	US 421 begins at the intersection of US 421 with I-85 (exit 126) raveling 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). The route travels over an existing alignment and over an interstate alignment that for the first two segments was build in 2004 and the third interstate segment built in 2008 going north for 12.50 miles terminating upon returning to the original alignment of US 421 which runs common with I-40 at exit 212.	Approved
2009 AM - Pennsylvania US 15	Route US 15 begins at SR 287 toward the New York State Line.	Disapproved PA must coordinate with NY who must comply with this new alignment in order for PA application to be approved.
2009 AM - South Carolina US 521	Route US 521 begins at MM 7.13 running northerly crossing US 15 to US 76 Business over an existing facility travels north to Sumter, SC for 5.52 miles ending at US 76 Business.	Approved

The meeting adjourned at 7:45 AM.

Respectfully submitted by

Marty Vitale

USRN Secretary

10/24/2009



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

December 12, 2008

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

Dear John:

This letter is in reference to the proposed addition to the Interstate System for Interstate route 485 in Mecklenburg County. The Federal Highway Administration (FHWA) has approved the Charlotte Outer Loop as a future Interstate. Subsequently, the North Carolina Department of Transportation (NCDOT) has received approval from both FHWA and American Association of State Highway (AASHTO) for the Interstate 485 route number designation.

A portion of I-485, south of Charlotte, from I-77 counterclockwise to US 74, met the requirements of Title 23 USC 103(c)(4)(A) and was designated as a part of the Interstate System effective on December 31, 1998.

The section of I-485, from I-85 west of Charlotte counterclockwise to I-77, was built to Interstate standards and opened to traffic in 2004. The eastern section of I-485 from US 74 counterclockwise to I-85 was also built to Interstate standards and opened to traffic in 2003. These sections were designated as additions to the Interstate System under Title 23 USC 103(c)(4)(A) and approved by FHWA on December 2, 2005.

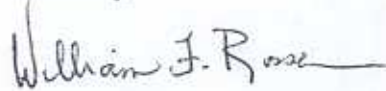
The next segment of Interstate is scheduled to be opened to traffic in December of 2008. This portion has been constructed to Interstate standards from I-85 west of Charlotte clockwise to I-77, a distance of 11.95 miles (see attached map). NCDOT hereby requests approval from FHWA to add this section of I-485 to the Interstate System under Title 23 USC 103(c)(4)(A).

This facility will satisfy a great need to alleviate congestion in the Charlotte Region, an urbanized area. The I-85 Corridor is a major east/west vehicular artery and I-77 is a major north/south artery for the area. The addition of this section of I-485 will help to ease congestion through the Charlotte area. In addition, the facility will ensure the potential for economic growth and development in this region.

Mr. John F. Sullivan, III
December 12, 2008
Page 2

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

Sincerely,



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

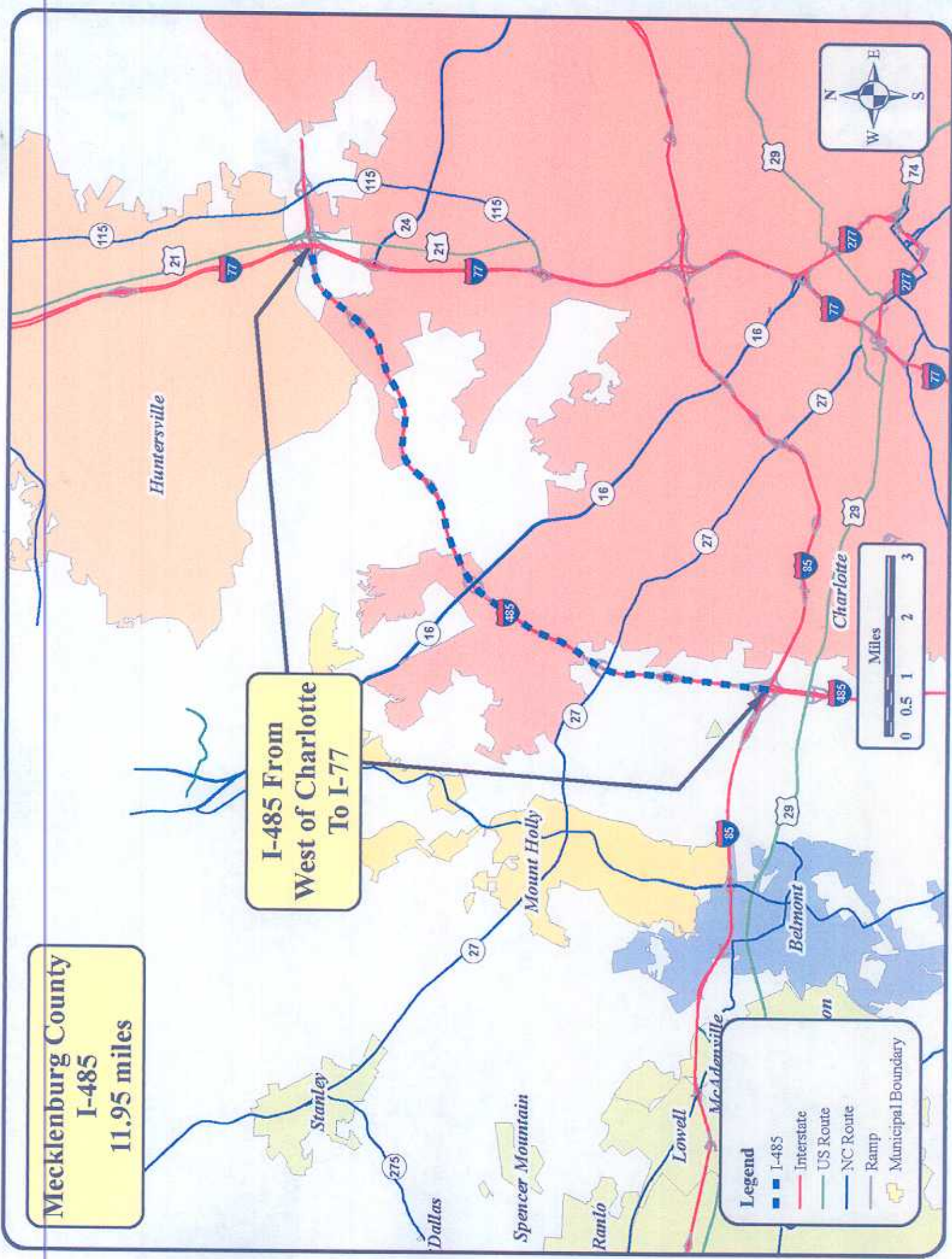
WFR: jkl

Attachments

cc: Secretary Lyndo Tippet, w/attachments
Marion A. Cowell, Jr., Member, Board of Transportation, w/attachments
Tony M. Dennis, Member, Board of Transportation, w/attachments
Jon Nance, 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
Barry Moose, P.E., Division Engineer, w/attachments
Rick Mason, Regional Traffic Engineer

Mecklenburg County
I-485
11.95 miles

**I-485 From
West of Charlotte
To I-77**



- Legend**
- I-485
 - Interstate
 - US Route
 - NC Route
 - Ramp
 - Municipal Boundary



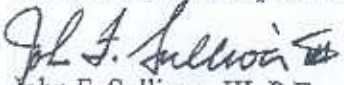


U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Subject: North Carolina - Addition to the Interstate System,
Charlotte Outer Loop in Mecklenburg County

Date: April 3, 2009

From: 
John F. Sullivan, III, P.E.
Division Administrator
Raleigh, North Carolina

In Reply Refer To:
HDA-NC

To: Gloria Shepherd
Associate Administrator,
Planning, Environment & Realty (HEP-1)
Washington, DC

The Charlotte Outer Loop, which is on the National Highway System, was approved for future addition to the Interstate System under former 23 USC Section 139(b) by the Federal Highway Administration on February 26, 1991, for the eastern section, and July 16, 1996, for the western section. The North Carolina Department of Transportation (NCDOT) has recently completed construction on a major section of the Charlotte Outer Loop; an 11.95-mile section from I-85 west of Charlotte clockwise to I-77 north of Charlotte. The attached letter from the NCDOT requests that this section of the Charlotte Outer Loop be added to the Interstate System under 23 USC(c) (4)(A).

The NCDOT previously coordinated with the American Association of State Highway and Transportation Officials (AASHTO) Route Numbering Committee to designate the Charlotte Outer Loop as Interstate-485. The final construction of this requested addition was completed from North Carolina State Route-16 to I-77 (see attached map) in December, 2008. The FHWA North Carolina Division has conducted final inspections and accepted these construction projects, finding that all work meets Interstate design requirements. The FHWA North Carolina Division concurs with the NCDOT request, and recommends this addition to the Interstate System.

Please contact Mr. Brad Hibbs in our office at (919) 747-7006 if you have any questions. Thank you for your consideration in this matter.

Attachment

cc: Mr. Terry Gibson, P.E., NCDOT

MOVING THE
AMERICAN
ECONOMY



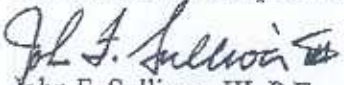


U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Subject: North Carolina - Addition to the Interstate System,
Charlotte Outer Loop in Mecklenburg County

Date: April 3, 2009

From: 
John F. Sullivan, III, P.E.
Division Administrator
Raleigh, North Carolina

In Reply Refer To:
HDA-NC

To: Gloria Shepherd
Associate Administrator,
Planning, Environment & Realty (HEP-1)
Washington, DC

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Please contact Mr. Brad Hibbs in our office at (919) 747-7006 if you have any questions. Thank you for your consideration in this matter.

Attachment

cc: Mr. Terry Gibson, P.E., NCDOT

MOVING THE
AMERICAN
ECONOMY





U.S. Department
of Transportation
Federal Highway
Administration

Received

MAY 28 2009

State Highway
Administrator's Office

Office of the Administrator

1200 New Jersey Avenue, SE
Washington, D.C. 20590

MAY 14, 2009

In Reply Refer To: HEPI-20

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

Mr. Rosser:
Dear Mr. Rosser:

Through: *J.F. Sullivan III*
Mr. John F. Sullivan III *5/18/2009*
Division Administrator
Raleigh, NC

Thank you for your December 12, 2008, letter to Division Administrator John F. Sullivan requesting the 11.95-mile northwestern segment of the Charlotte Outer Loop from I-85 west of Charlotte northeast to I-77 be added to the Interstate System under the provisions of 23 U.S.C. 103(c)(4)(A).

The entire outer loop was designated a future Interstate under former 23 U.S.C. 139(b), first for the east and south portions in 1991 and then for the north and west portions in 1996. The route numbering for the entire loop as I-485 was approved by American Association of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration in 1988 and 1996. Around 45 miles of I-485, from I-85 east of Charlotte clockwise to I-85 west were added to the Interstate System in 1998 and 2005.

You note that the segment will alleviate congestion of both I-77 and I-85 through the Charlotte area. Our Division Office confirmed the segment has been completed to Interstate standards in accordance with our Section 139(b) agreement. Therefore, I find that the segment satisfies the requirements of Section 103(c)(4)(A) and designate it as part of the Interstate System.

I hereby formally concur in the numbering of the route as I-485. By copy of this letter, I am notifying the AASHTO which approved this numbering on October 5, 1996.

The route description for this 11.95-mile addition will read as follows:

I-485 From I-85 west of Charlotte clockwise to I-77.



Under 23 U.S.C. 119(a)(1)(B), these segments become eligible for Interstate Maintenance (IM) funds. Under 23 U.S.C. 104(b)(4), their lane miles and vehicle miles traveled will become eligible for inclusion in the IM funds apportionment formulas.

Should you have any questions, please direct them to Mike Neathery in the Office of Interstate and Border Planning at mike.neathery@dot.gov or (202) 366-1257.

Sincerely yours,



Jeffrey F. Parnati
Acting Deputy Administrator