



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-140 |  |
|       |  |
|       |  |
|       |  |
|       |  |
|       |  |
|       |  |
|       |  |

|  |  |
|--|--|
|  |  |
|  |  |

Between US 17/US 421 interchange and I- 40/US 17 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: 8/29/08

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aashto.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):**

**Approval of this application is requested. The proposed routing is along a newly constructed multilane facility. This designation will provide additional access to the state port facilities and encourage truck traffic to bypass much of the urbanized area of Wilmington. This designation will benefit the traveling public by providing a bypass route, thus alleviating congestion in downtown Wilmington and by enabling the more efficient movement of through traffic.**

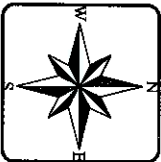
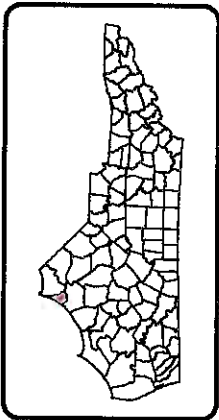
Date facility available to traffic **Immediately**

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

**US 17, from the US 17/421 interchange northwest of Wilmington to the I-40 interchange (I-40 exit 416)**

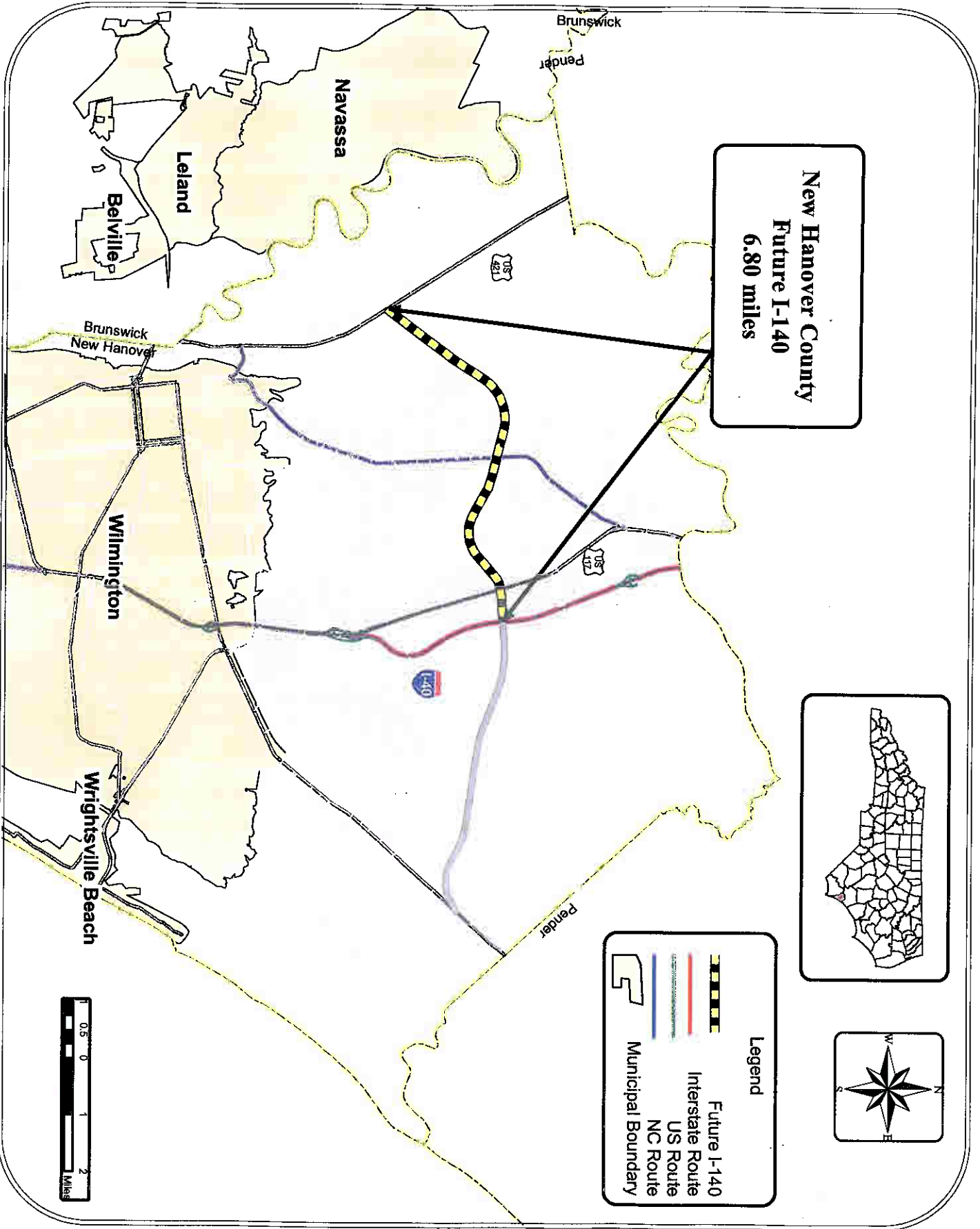
Does the petition propose a new routing over a portion of an existing Interstate Route? **No**  
If so, where?

**New Hanover County**  
**Future I-140**  
**6.80 miles**



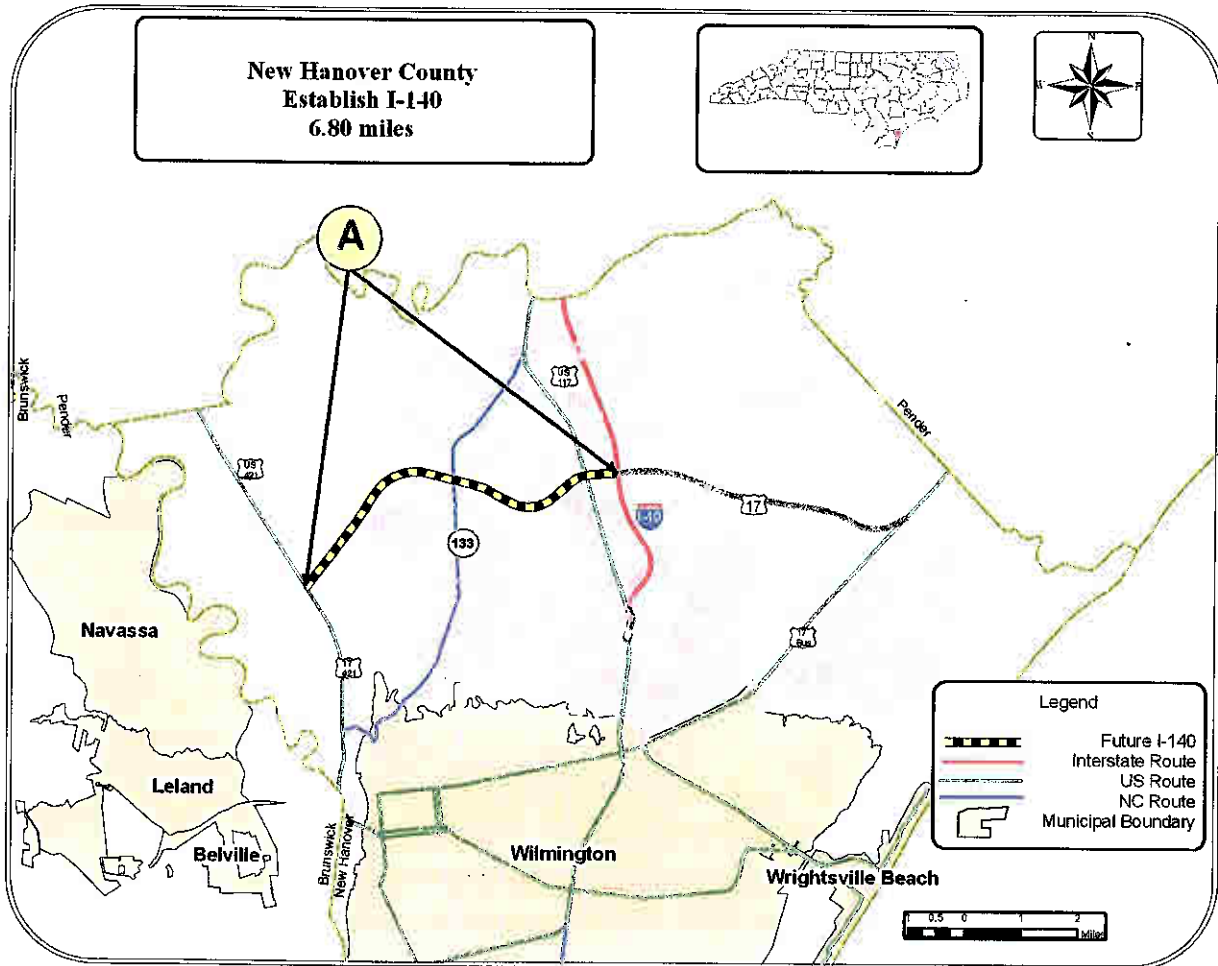
**Legend**

- Future I-140
- Interstate Route
- US Route
- NC Route
- Municipal Boundary



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 8000 as compared to 8000 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.

| <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<br>Mileage | Pavement Type | Pavement Condition | Traffic ADT | Pavement<br>Width<br>Deficiency                   | Shoulder<br>Width<br>Deficiency | Major Structures            |    |         |    |                           |    |         |    | Vertical Sight<br>Distance<br>Deficiency |    |         | SHOW WHETHER<br>Excess of Standard |                  |        |        |    |    |
|---------|---------------------------|---------------|--------------------|-------------|---|---------------------------------|-----------------------------|----|---------|----|---------------------------|----|---------|----|--|----|---------|------------------------------------|------------------|--------|--------|----|----|
|         |                           |               |                    |             |   |                                 | Roadway Width<br>Deficiency |    |         |    | H - Loading<br>Deficiency |    |         |    | Vertical Sight<br>Distance<br>Deficiency |    |         | Horizontal<br>Curvature            | Percent<br>Grade |        |        |    |    |
|         |                           |               |                    |             | 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 |
| 0.00    |                           |               |                    |             |   |                                 |                             |    |         |    |                           |    |         |    |  |    |         |                                    |                  |        |        |    |    |
| 1.00    |                           |               |                    |             |   |                                 |                             |    |         |    |                           |    |         |    |  |    |         |                                    |                  |        |        |    |    |
| 2.00    |                           |               |                    |             |   |                                 |                             |    |         |    |                           |    |         |    |  |    |         |                                    |                  |        |        |    |    |
| 3.00    |                           |               |                    |             |   |                                 |                             |    |         |    |                           |    |         |    |  |    |         |                                    |                  |        |        |    |    |
| 4.00    | <b>A</b>                  | <b>H</b>      | <b>E</b>           | <b>8000</b> | <b>Built to AASHTO Standards, No Deficiencies</b> |                                 |                             |    |         |    |                           |    |         |    |  |    |         |                                    |                  |        |        |    |    |
| 5.00    |                           |               |                    |             |   |                                 |                             |    |         |    |                           |    |         |    |  |    |         |                                    |                  |        |        |    |    |
| 6.00    |                           |               |                    |             |   |                                 |                             |    |         |    |                           |    |         |    |  |    |         |                                    |                  |        |        |    |    |
| 6.80    |                           |               |                    |             |   |                                 |                             |    |         |    |                           |    |         |    |  |    |         |                                    |                  |        |        |    |    |
| 7.00    |                           |               |                    |             |   |                                 |                             |    |         |    |                           |    |         |    |  |    |         |                                    |                  |        |        |    |    |
| 8.00    |                           |               |                    |             |   |                                 |                             |    |         |    |                           |    |         |    |  |    |         |                                    |                  |        |        |    |    |

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

Name: **Hardee Cox**

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

Telephone Number: **919-212-6060**

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 17 and US 421 Northeast of Wilmington**
- Describe where it is going? **Running common with US 17 to the I-40 interchange (I-40 exit 416)**
- What type of facility is it traveling over? (New alignment or over an existing pathway) **Newly constructed four lane divided facility on a new alignment.**
- Give the direction of travel(north, east, south, and west) **East**
- Name the focal point city or cities **Wilmington**
- Length of route in miles. **6.80 miles**
- Where does it end? (Terminal intersection or mile marker) **I-40 interchange (I-40 exit 416)**



Attachment A

**ROUTE CHANGES**

**Division 3**

**New Hanover County**

1. Add the following routing of Interstate 140:  
Interstate 140 from US 17 north of Wilmington eastward 6.80 miles to I-40 north of Wilmington.

US 17 (partial)

ATTACHMENT B

| Type     | Intersection         | Point to Point<br>Mileage | Accumulated<br>Mileage in<br>State | Remarks  |
|----------|----------------------|---------------------------|------------------------------------|--|
| Business | Jct. NE Jacksonville | 0                         | 0                                  | Route begins, leaves US 17                                       |
|          | Jct. SW Jacksonville | 3                         | 3                                  | US 258 joins and ends  |
|          | Jct. SW Jacksonville | 1                         | 4                                  | Route ends, rejoins US 17  |
| Regular  | Jct. SW Jacksonville | 6                         | 184                                | US 17 Business rejoins and ends                                  |
|          | Jct. NE Wilmington   | 38                        | 222                                | Joins Future I-140; US 17 Business begins and leaves             |
| Business | Jct. NE Wilmington   | 0                         | 0                                  | Route begins, leaves US 17                                       |
|          | Jct. NE Wilmington   | 6                         | 6                                  | US 74 crosses  |
|          | Wilmington           | 1                         | 7                                  | US 117 crosses   |
|          | Wilmington           | 6                         | 13                                 | Joins US 421, US 76  |
| Regular  | Jct. NE Wilmington   | 6                         | 228                                | Crosses I-40, I-140 ends   |
|          | N. Wilmington        | 1                         | 229                                | Crosses US 117   |
|          | Jct. NW Wilmington   | 6                         | 235                                | US 421 joins, I-140 begins                                       |
|          | W. Wilmington        | 4                         | 239                                | US 17 Business rejoins and ends; US 421 leaves; Rejoins US 74-76 |
|          | Jct. W. Wilmington   | 3                         | 242                                | Leaves US 74, US 76  |
|          | State Line           | 44                        | 286                                |  |

