



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

P.O. BOX 25201, RALEIGH, NC 27611-5201

CERTIFICATION OF RULEMAKING

Form with sections: Certifying Agency: Department of Transportation; Action: X Adoption; Statutory Authority: 136-54, 136-30, 20-141, 20-115.1; Public Hearing Not Required For This Action Under: GS 150B; Rule Summary: Rural Speed Zones, Route Changes, STAA National Truck Network; Division: 7; Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare; Effective Date: March 29, 2023

March 29, 2023
DATE

DocuSigned by:
[Signature]
EA05256E2012491...
OFFICER SIGNATURE

Brian K. Mayhew, PE
TYPED NAME
State Traffic Engineer
TITLE

STAA National Truck Network

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0104).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt all necessary rules for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0104).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances in accordance with General Statute 20-115.1.

COUNTY GUILFORD **DIVISION** 7

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
GUILFORD	1084326	I 840	National Network between US 220 and I 785, US 29 (OHenry Boulevard).

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (136-54, 136-30, 20-141, 20-115.1).

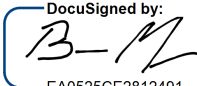
All the actions herein adopted are effective March 29, 2023 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
Rural Speed Zones	1	0
Route Changes	1	0
STAA National Truck Network	1	0
Total	3	0

For ordinances requiring signing or marking, the Division Engineer for each affected Division shall cause to be installed appropriate signs or markings indicating the action of the State Traffic Engineer and these ordinances shall be in full force and effect from and after the installation of such signs or markings.

March 29, 2023

DATE

DocuSigned by:

EA0525CE2812491...

OFFICER SIGNATURE

Brian K. Mayhew, PE

TYPED NAME

State Traffic Engineer

TITLE



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

Office of the Administrator

1200 New Jersey Ave., SE
Washington, DC 20590

March 29, 2023

James H. Trogon III, P.E.
Secretary
North Carolina Department of Transportation
1 South Wilmington Street
Raleigh, NC 27699

Dear Mr. Trogon:

Thank you for the North Carolina Department of Transportation's (NCDOT) letter requesting the designation of 7.28 miles from U.S 220 (I-840) to U.S 29 (I-785/I-840) in Guilford County as I- 840. The requested addition is the final portion of the I-840 Greensboro Loop, designated as a future Interstate System route per the agreement between NCDOT and the Federal Highway Administration on August 2, 2011.

Our North Carolina Division Office confirms that the segment described in your request meets American Association of State Highway and Transportation Officials (AASHTO) Interstate Design Standards and that there are no design exceptions along this segment. The requested segment also meets the statutory requirement to connect to the existing Interstate System at both ends.

Based on our reviews and AASHTO's conditional approval of the numbering, I hereby approve the addition of U.S. 220 (I-840) to U.S. 29 (I-785/I-840) in Guilford County to the Interstate System as I-840.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shailen P. Bhatt".

Shailen P. Bhatt
Administrator

cc: Jim McDonnell, P.E., AASHTO

Special Committee on U. S. Route Numbering 2022 Annual Meeting Report to the Council on Highways and Streets

Members:

- Region 1 – William Cass, New Hampshire DOT (Chair)
- Region 2 – Rex Vines, Arkansas DOT (New member)
- Region 3 – Burt Morey, Kansas DOT
- Region 4 – Dwane Kailey, Montana DOT
- AASHTO – Jim McDonnell

Guests:

- Nevada DOT
- Florida DOT
- Oklahoma DOT
- Pennsylvania DOT

Activities:

Below are results of 17 applications (10 U.S. Bike Routes, 5 U.S. Routes, 2 Interstate Routes), from 10 Member departments, sent to AASHTO for review and approval.

- 17 Applications Received
- 17 Approved
- 0 Not Approved

Presentation by Matt Hardy, AASHTO, on the role of the Committee on Planning with respect to maintaining and updating the US Bike Routes National Corridor Plan.

Discussion of US Bike Routes corridor questions from Alaska, Washington, and Minnesota.

AASHTO 2022 ANNUAL MEETING ROUTE NUMBERING APPLICATIONS FINAL BALLOT RESULTS

Application	Decision
Item 1: Arkansas, USBR 80	Approved
Action: Establishment of a new U.S. Bicycle Route or segment	
Description: Establish USBR 80 between the Arkansas/Tennessee State Line and North Little Rock, Arkansas, consistent with the support of local road authorities along the route, state and regional planning partners involved in the study of this route, and the Arkansas State Highway Commission.	
Item 2: Minnesota, USBR 41	Approved
Action: Relocation/realignment of U.S. Bicycle Route or segment	
Description: US Bicycle Route 41 was originally designated in 2017. Since that time, local partners have built many miles of new trails that provide a safer and more comfortable experience for bicyclists. MnDOT undertook a stakeholder engagement process to identify new segments constructed and suggestions for routing adjustment. This application includes extensive rerouting along the length of US Bicycle Route 41, and also corrects errors found in the original route log; therefore the route log for the entire length of USBR 41 is being submitted.	

Item 3: Nevada, I-11	Approved
Action: Extension of a route or segment	
Description: The requested Interstate Route contains portions of existing roadways previously designated by legislative action and includes the following: Segment One (currently operating as IR-515) from the IR-215/SR 564 interchange along the IR-515 corridor and terminates at the United States (US) Route US 93/US 95/IR 515/IR-15 interchange. Segment Two (currently operating as US 95) from US 93/US 95/IR-515/IR-15 interchange along the US 95 corridor to the North ramps of SR 157 (Kyle Canyon) in Clark County, NV.	
Item 4: New York, USBR 11	Approved
Action: Relocation/realignment of U.S. Bicycle Route or segment	
Description: In the fall of 2020, the application for USBR 11 was approved by AASHTO. It has come to our attention that a slight realignment/extension of the route at the northern end of the trail in Sodus Point, NY, would be beneficial. The route currently ends in a residential neighborhood and with the realignment the rider would end at Sodus Point Beach and the Village of Sodus Point.	
Item 5: North Carolina, I-840	Approved
Action: Extension of a route or segment	
Description: The requested route is a full control access, divided, multi-lane facility with connection to existing I-840 at both ends, between I-840 and US 220 and I-785/I-840 and US 29. The route is 7.28 miles in length and is being built to interstate standards. The requested route is currently under construction with an estimated completion of December 2022. This section was previously approved as Future I-840 by AASHTO on October 29, 2010. The proposed route would allow traffic to bypass Greensboro and improve congestion on existing I-40. It would be a logical addition to the Interstate System and will provide essential freeway connectivity to the existing sections of I-840.	
Item 6: North Carolina, US 258 Business	Approved
Action: Deletion of a route or segment	
Description: US 258 Business is proposed to be eliminated with this request. The eliminated section of US 258 Business is 3.23 miles in length. This route currently runs through the Town of Farmville and has a number of turns that are difficult or unable to be made by large trucks. The Farmville Board of Commissioners passed a resolution on October 4, 2021 supporting this request.	
Item 7: Ohio, USBR 21	Approved
Action: Relocation/realignment of U.S. Bicycle Route or segment	
Description: This realignment request for USBR 21 reflects three recently completed shared use path (SUP) connections. The most significant one is in southeast Cincinnati and now includes the new Beechmont Bridge. This redirects USBR 21 on the eastern side of the Little Miami River and reconnects to the original route near Lunken Airport. The other two are located in Sunbury and include a minor extension of the trail just past Columbus Street and Letts Ave and a larger trail extension leaving Sunbury and heading NE up to the Wyandot Golf Course, replacing an on-road portion entirely with shared use path. One other minor alignment is located in Dalton, to align with the Ohio to Erie Trails preferred routing near E Main St and Shultz Ave.	
Item 8: Ohio, USBR 25	Approved
Action: Relocation/realignment of U.S. Bicycle Route or segment	
Description: This alignment moves the route in Dayton from the west side of the Miami River to the east side.	

Item 9: Ohio, USBR 30	Approved
Action: Relocation/realignment of U.S. Bicycle Route or segment	
Description: Alignment reflects a recently completed segment of the North Coast Inland Trail between Elmore and Genoa. The new alignment replaces an on-road portion with a shared use path.	
Item 10: Ohio, USBR 44	Approved
Action: Relocation/realignment of U.S. Bicycle Route or segment	
Description: One minor alignment is located in Dalton, to align with the Ohio to Erie Trails preferred routing near E Main St and Shultz Ave. This also represents an overlap with USBR 21 and the same edit is noted in the USBR 21 realignment submission.	
Item 11: Ohio, USBR 50	Approved
Action: Deletion of a U.S. Bicycle Route or segment	
Description: This request is to delete a small segment of USBR 50 in Dayton. Previously, USBR 50 designated routes on both sides of the Miami River in Dayton. This proposal deletes the northern route of the river only, leaving one designated route through Dayton along the preferred alignment (the south side of the river).	
Item 12: Ohio, USBR 225	Approved
Action: Deletion of a U.S. Bicycle Route or segment	
Description: This request deletes USBR 225 entirely. This is because a recent bridge project was completed improving accessibility along USBR 25 in Piqua therefore removing the need for an alternate route.	
Item 13: Oklahoma, US 75A	Approved
Action: Relocation/realignment of an existing route	
Description: This realignment is necessary to shift traffic away from the Downtown area of the City of Sapulpa.	
Item 14: Tennessee, USBR 21	Approved
Action: Establishment of a new U.S. Bicycle Route or segment	
Description: TDOT supports the USBR system, and supports this route for USBR 21. This designation would fill in the current gap in designation of USBR 21 across Tennessee. USBR 21, as planned by Adventure Cycling Association, is already designated (north of Tennessee) from Cleveland, Ohio, to the Tennessee-Kentucky border, and already designated (south of Tennessee) from Chattanooga, Tennessee to Atlanta, Georgia. This designation (across Tennessee) would thus complete the planned USBR 21 designation nationally.	
Item 15: Wisconsin, US 151	Approved
Action: Deletion of a route or segment	
Description: The city of Manitowoc (City) has proposed and supports removing USH 151 from the downtown area. This helps balance the overall miles of State and Federal Highways within the community and in fact, results in a reduction of US Highway miles within the city limits.	

Item 16: Wisconsin, USH 10 Addition	Approved
Action: Relocation/realignment of an existing route	
Description: The city of Manitowoc (City) has proposed and supports rerouting USH 10 to improve circulation and safety in the downtown area. The City has worked closely with WisDOT toward converting the USH 10 one-way pair that exists on 8th Street and 10th/11th Streets back to the original two-way pattern. The proposed relocation and reversion to two-way traffic will: relocate trucks and oversized traffic to streets with fewer conflict points due to fewer residential driveways; help move traffic to the downtown instead of through it; achieve a better balance between development and transportation goals in keeping with the City's Comprehensive Plan and Downtown Master Plan; help slow traffic and lead to improved safety for bicycles and pedestrians in the downtown area; and provide a more direct route along Quay Street for tourists to get to the Car Ferry.	
Item 17: Wisconsin, USH 10 Deletion	Approved
Action: Deletion of a route or segment	
Description: The city of Manitowoc (City) has proposed and supports rerouting USH 10 to improve circulation and safety in the downtown area. The City has worked closely with WisDOT toward converting the USH 10 one-way pair that exists on 8th Street and 10th/11th Streets back to the original two-way pattern. The proposed relocation and reversion to two-way traffic will: remove trucks and oversized traffic from residential areas along the existing corridor; move through traffic away from the downtown area; achieve a better balance between development and transportation goals in keeping with the City's Comprehensive Plan and Downtown Master Plan; help slow traffic and lead to improved safety for bicycles and pedestrians; eliminate the confusion created by one-way traffic flow in the growing tourist destination; and eliminate an active railroad track crossing.	

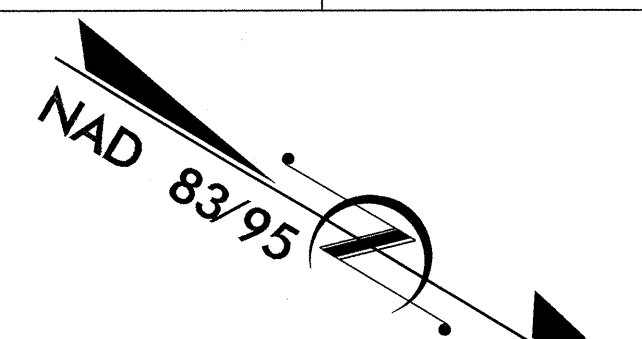
See Sheet 1-A For Index of Sheets
See Sheet 1-B For Conventional Plan Sheet Symbols
See Sheet 1-C and 1-D For Survey Control Sheets

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GUILFORD COUNTY

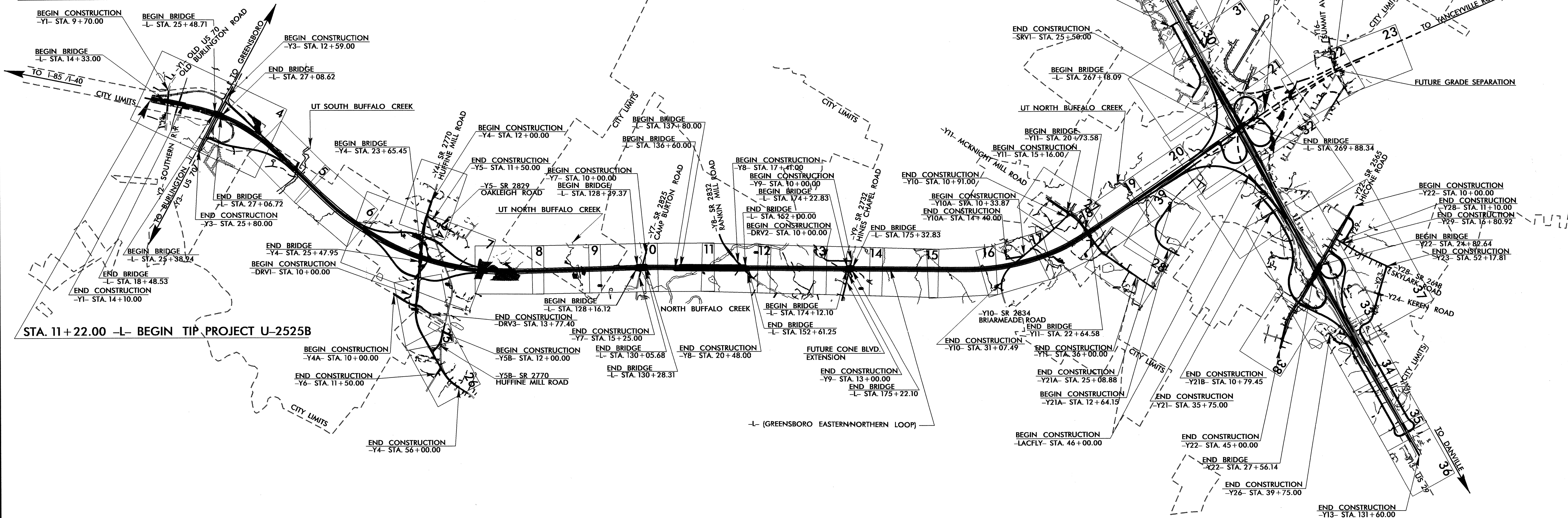
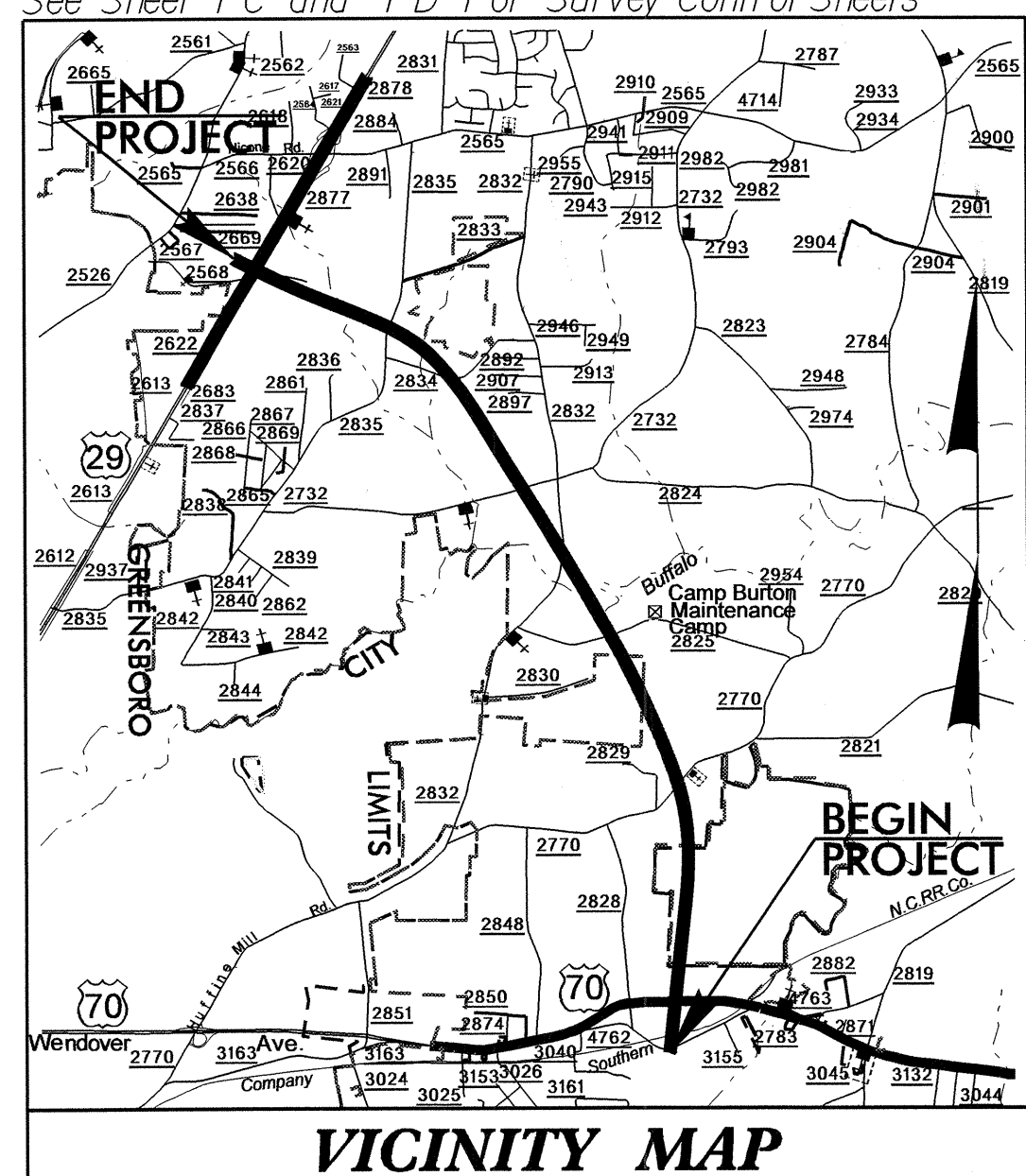
**LOCATION: GREENSBORO EASTERN LOOP FROM NORTH OF US 70
RELOCATION TO US 29 NORTH OF GREENSBORO**
**TYPE OF WORK: GRADING, DRAINAGE, PAVING, SIGNALS, CULVERTS,
ITS, RETAINING WALLS, AND STRUCTURES**

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-2525B	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
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34821.2.3		RW & UTILITIES	
34821.3.56		CONST.	

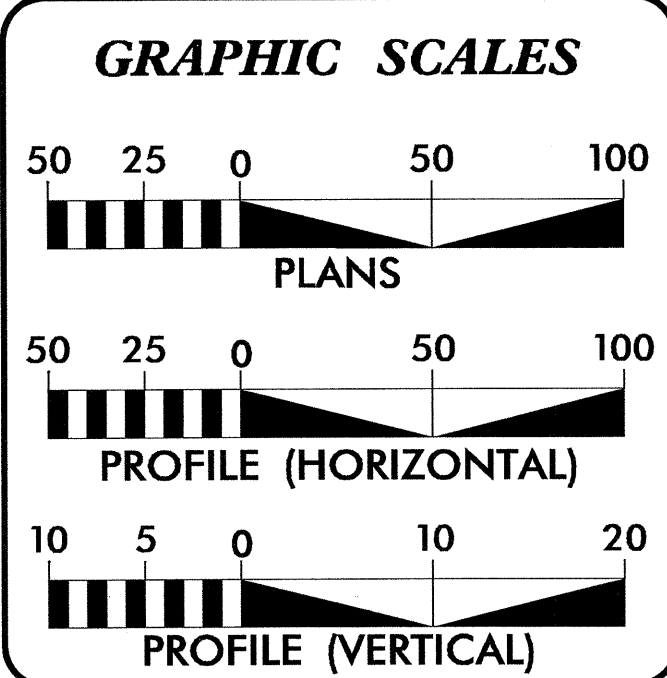


TIP PROJECT: U-2525B

CONTRACT: C203399



THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.



DESIGN DATA

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DHV =	10 %
D =	60 %
T =	14 % *
V =	70 MPH
* TTST 8% DUAL 6%	
FUNC CLASS=INTERSTATE "STATEWIDE TIER"	

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT U-2525B =	4.474 Miles
LENGTH STRUCTURE TIP PROJECT U-2525B =	0.522 Miles
TOTAL LENGTH OF TIP PROJECT U-2525B =	4.996 Miles

Prepared In the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh NC, 27610

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MAY 22, 2012

LETTING DATE: JUNE 17, 2014

JAMES A. SPEER, PE
PROJECT ENGINEER

DANIEL W. GARDNER JR., PE
PROJECT DESIGN ENGINEER

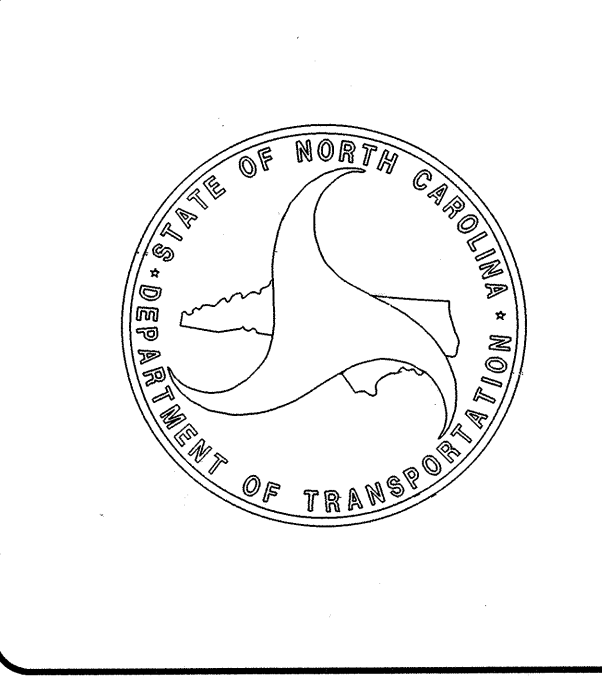
HYDRAULICS ENGINEER

[Signature]

ROADWAY DESIGN ENGINEER

[Signature]

Professional Engineer Seals for Daniel W. Gardner Jr., PE (Seal 33871) and James A. Speer, PE (Seal 12575).



09/08/14

See Sheet 1-A For Index of Sheets
See Sheet 1-B For Conventional Plan Sheet Symbols
See Sheet 1-C and 1-D For Survey Control Sheets

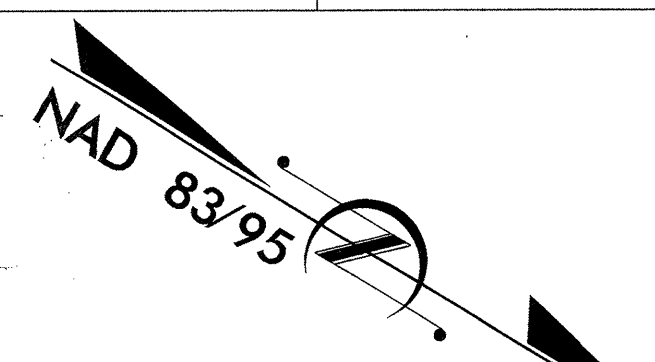
STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

GUILFORD COUNTY

**LOCATION: GREENSBORO EASTERN LOOP FROM NORTH OF US 70
RELOCATION TO US 29 NORTH OF GREENSBORO**
**TYPE OF WORK: GRADING, DRAINAGE, PAVING, SIGNALS, CULVERTS,
ITS, RETAINING WALLS, AND STRUCTURES**

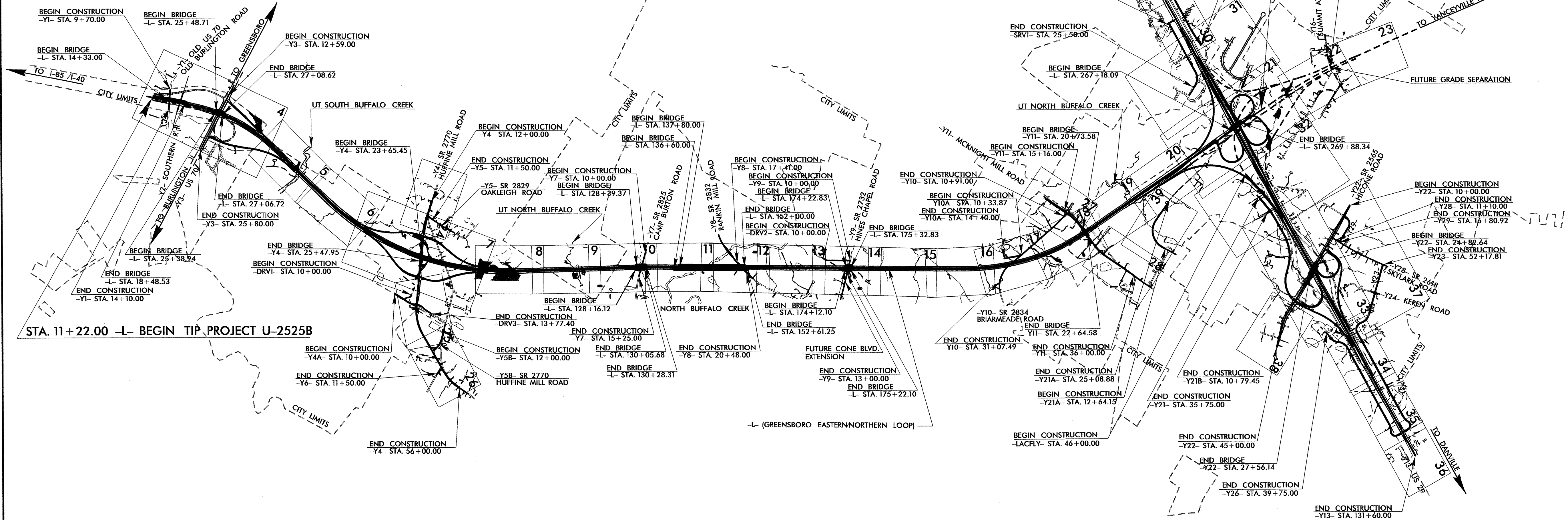
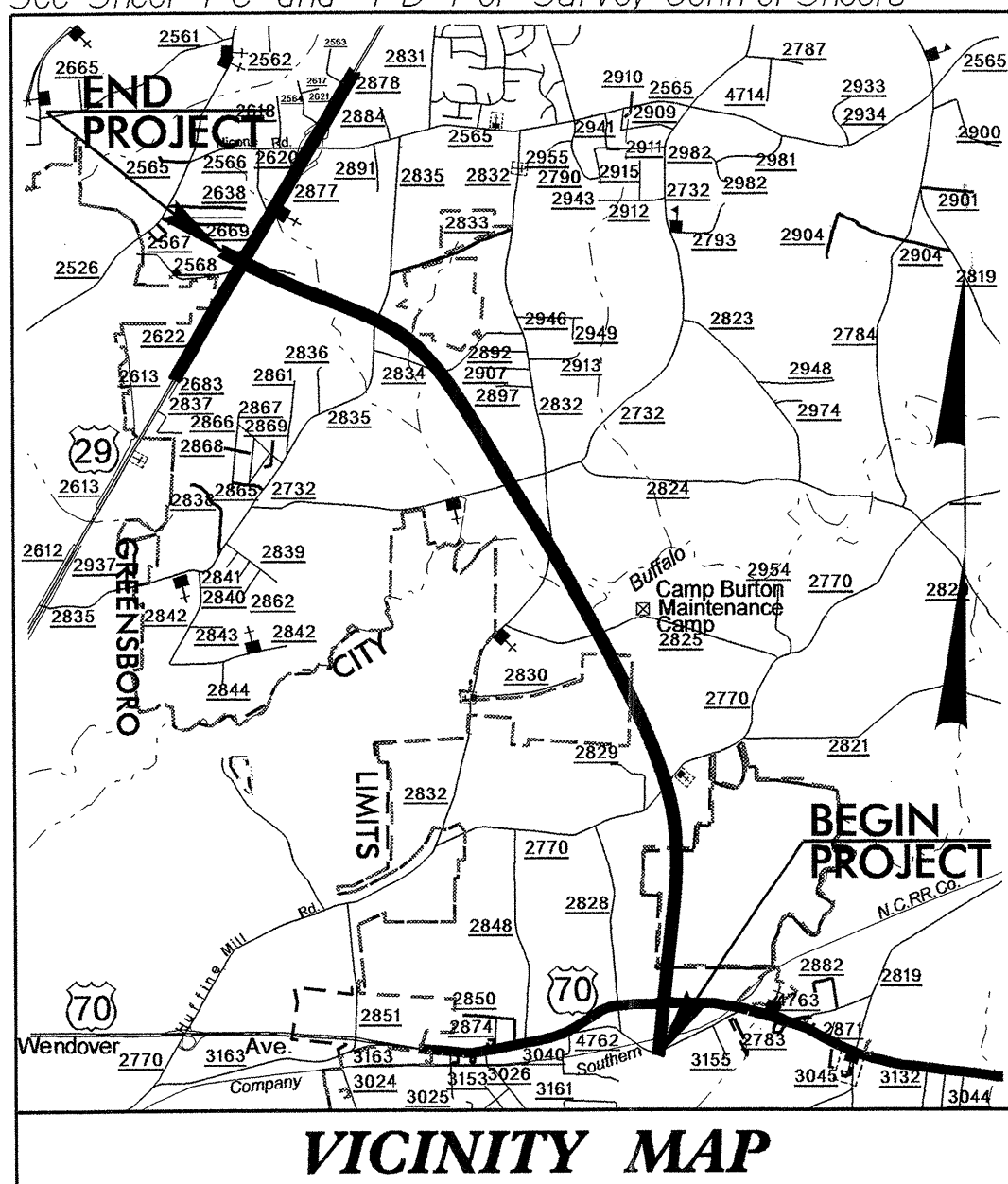
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STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
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34821.2.3		RW & UTILITIES	
34821.3.S6		CONST.	

Part 1 of 4



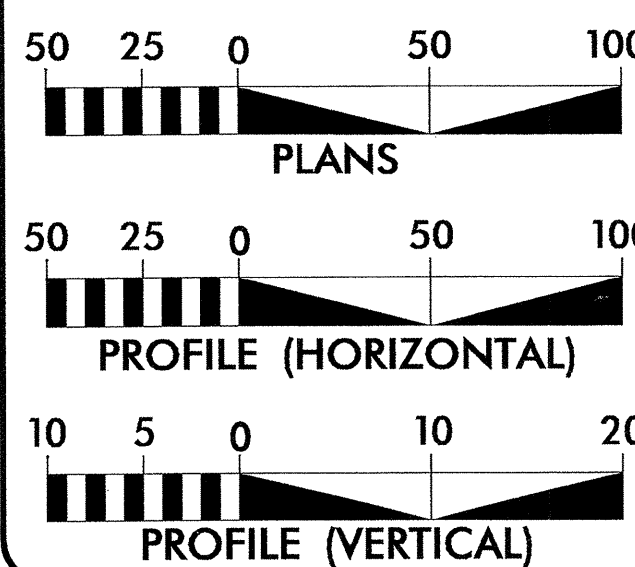
TIP PROJECT: U-2525B

CONTRACT: C203399



THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.

GRAPHIC SCALES



DESIGN DATA

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 ADT 2040 = 58000
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 D = 60 %
 T = 14 % *
 V = 70 MPH
 * TTST 8% DUAL 6%
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 "STATEWIDE TIER"

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT U-2525B = 4.474 Miles
 LENGTH STRUCTURE TIP PROJECT U-2525B = 0.522 Miles
 TOTAL LENGTH OF TIP PROJECT U-2525B = 4.996 Miles

Prepared in the Office of: DIVISION OF HIGHWAYS

1000 Birch Ridge Dr., Raleigh NC, 27610

2012 STANDARD SPECIFICATIONS

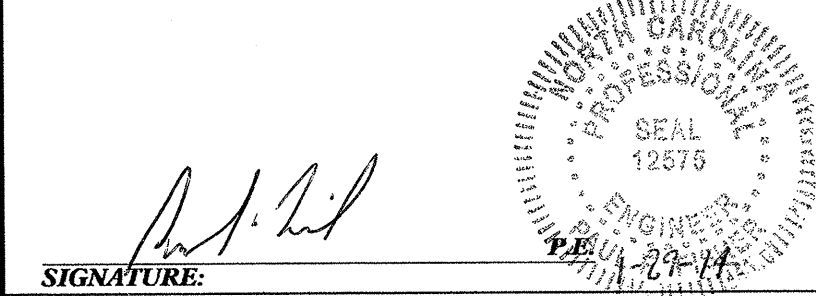
RIGHT OF WAY DATE:
MAY 22, 2012

JAMES A. SPEER, PE
PROJECT ENGINEER

LETTING DATE:
JUNE 17, 2014

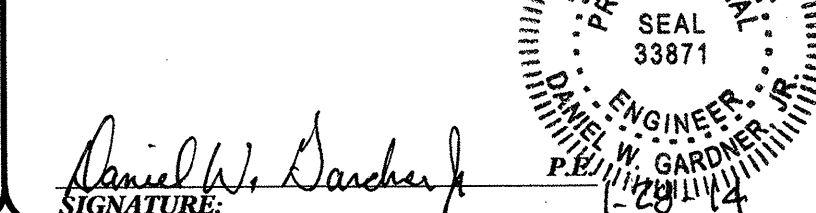
DANIEL W. GARDNER JR., PE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

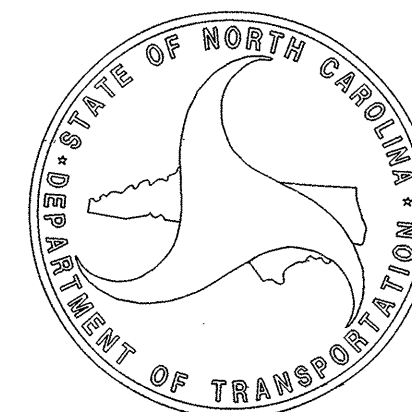


SIGNATURE: *Daniel W. Gardner, Jr.*

ROADWAY DESIGN ENGINEER



SIGNATURE: *Daniel W. Gardner, Jr.*

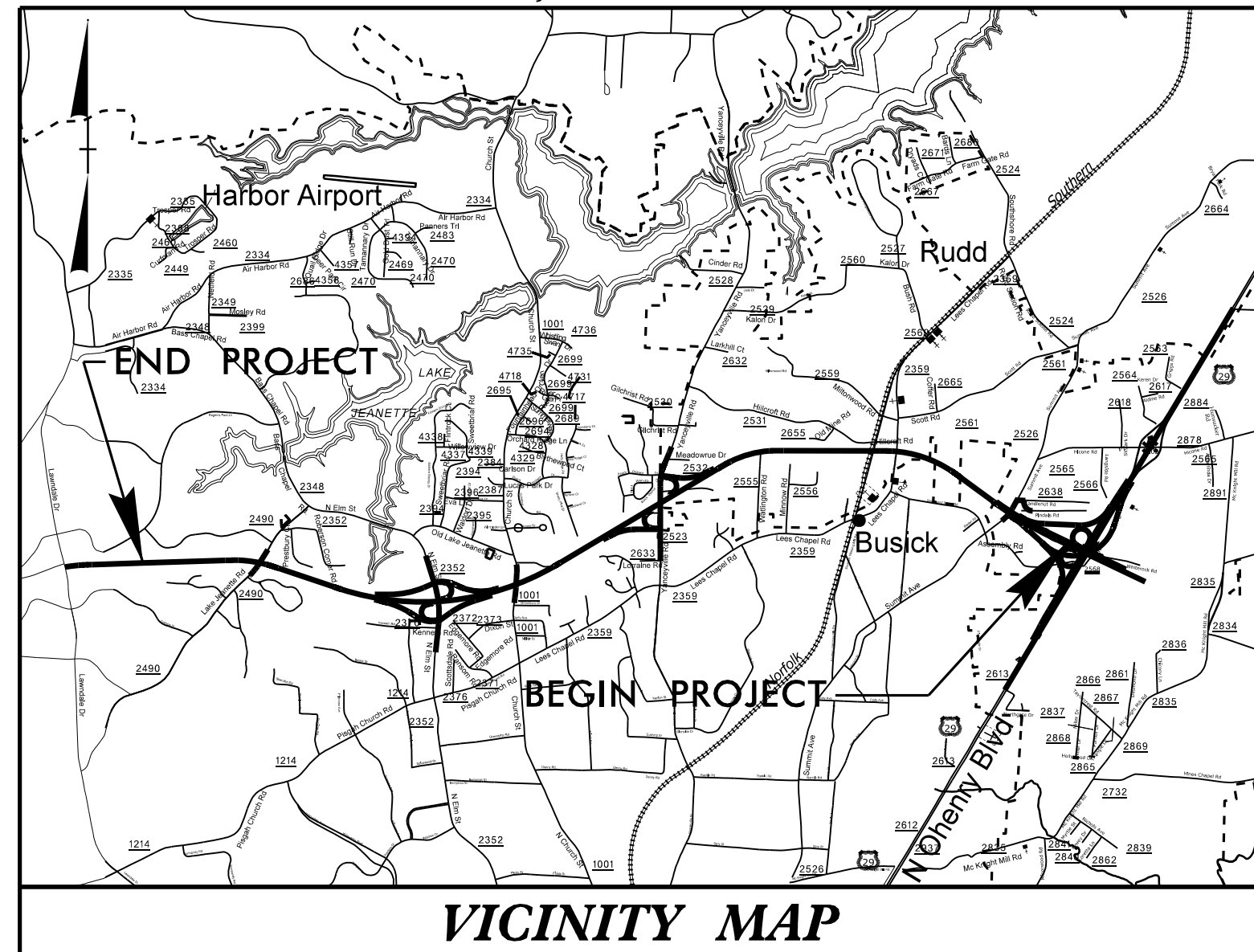


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TIP PROJECT: U-2525C

CONTRACT: C204096

See Sheet 1A For Index of Sheets
See Sheet 1B For Conventional Plan Sheet Symbols
See Sheets 1C-1 - 1C-4 For Survey Control Sheet



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GUILFORD COUNTY

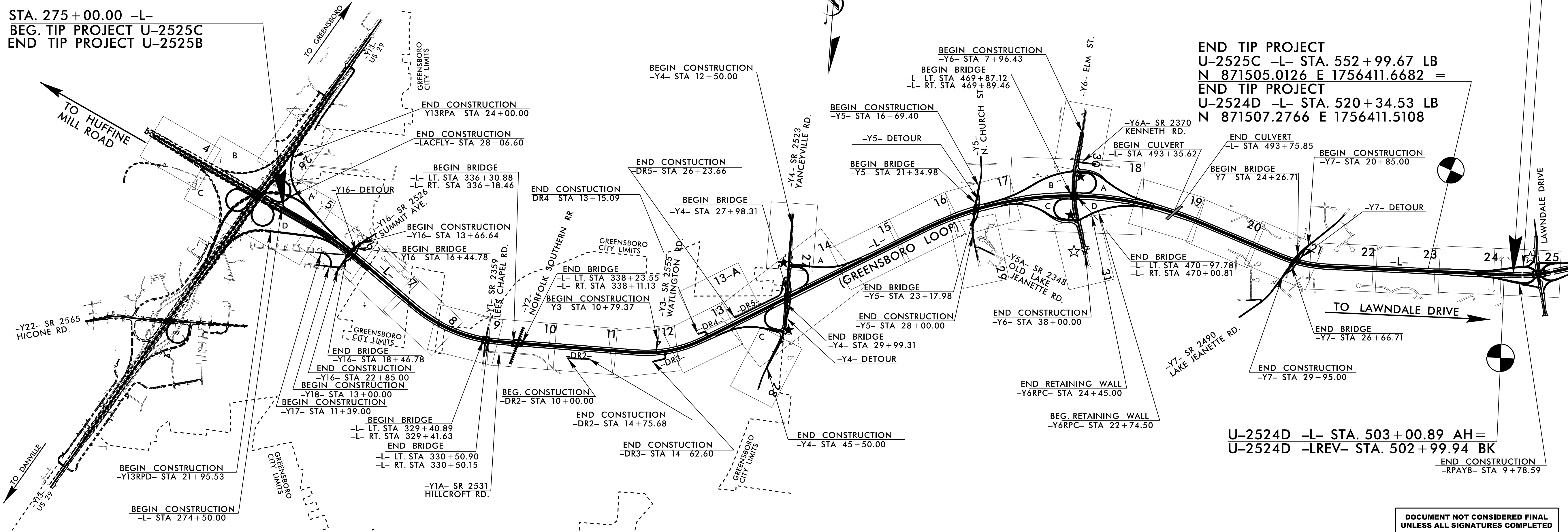
LOCATION: GREENSBORO LOOP FROM US 29 NORTH OF GREENSBORO TO EAST OF LAWNDALE DRIVE

TYPE OF WORK: GRADING, DRAINAGE, PAVING, SIGNALS, CULVERTS, STRUCTURES, ITS, AND RETAINING WALLS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-2525C	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34821.1.5		PE	
34821.2.4		RW, UTIL.	
34821.2.5		RW	
34821.3.7		CONST.	

★ PROPOSED SIGNAL
☆ REVISED SIGNAL

STA. 275+00.00 -L-
BEG. TIP PROJECT U-2525C
END TIP PROJECT U-2525B



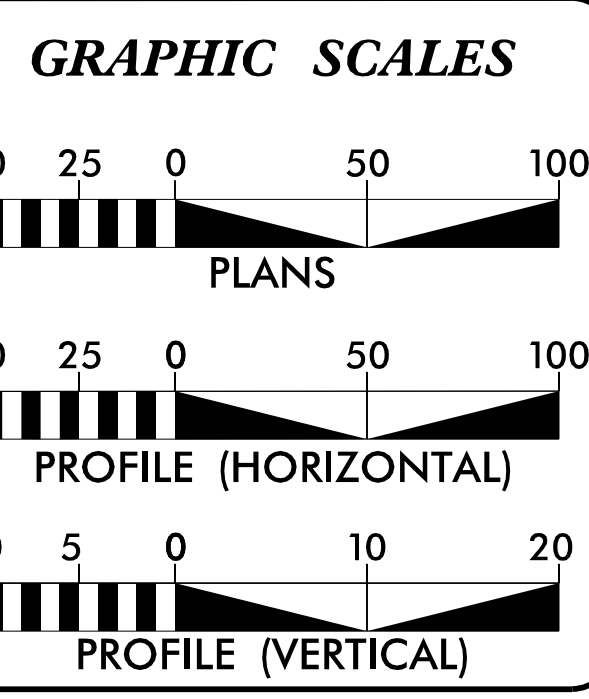
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N 871505.0126 E 1756411.6682 =
END TIP PROJECT U-2524D -L- STA. 520+34.53 LB
N 871507.2766 E 1756411.5108

U-2524D -L- STA. 503+00.89 AH=
U-2524D -LREV- STA. 502+99.94 BK

THIS IS A CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

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ADT 2040 =	96400
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D =	60 %
T =	14 % *
V =	70 MPH
* TTST =	8% DUAL = 6%
FUNC CLASS = INTERSTATE "STATEWIDE TIER"	

PROJECT LENGTH USE -L- LT FOR LENGTH

LENGTH ROADWAY TIP PROJECT U-2525C =	5.179 MILES
LENGTH STRUCTURE TIP PROJECT U-2525C =	0.086 MILES
TOTAL LENGTH OF TIP PROJECT U-2525C =	5.265 MILES

WETHERILL ENGINEERING
1223 JONES FRANKLIN ROAD, Raleigh, N.C. 27606
License No. P-0317, Exp. 9/9/2017, Fax: 919-858-8077, Cell: 919-851-8007

2018 STANDARD SPECIFICATIONS
RIGHT OF WAY DATE: MAY 31, 2016
LETTING DATE: MARCH 20, 2018
NCDOT CONTACT: TATIA L. WHITE, PE, PLS
ROADWAY DESIGN-PROJECT DESIGN ENGINEER

EDWARD G. WETHERILL, PE
PROJECT ENGINEER

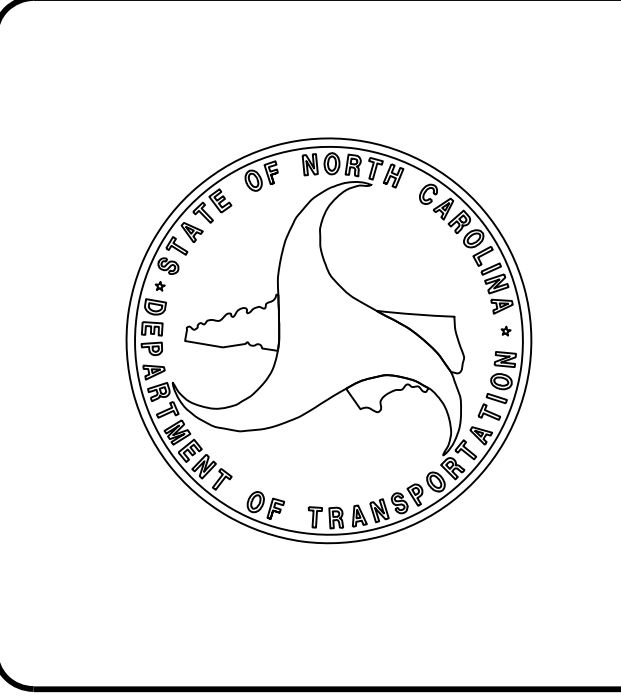
BOB A. MAY, PE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

Designed by: Max S. Price
SIGNATURE: _____ P.E. 1/10/2018

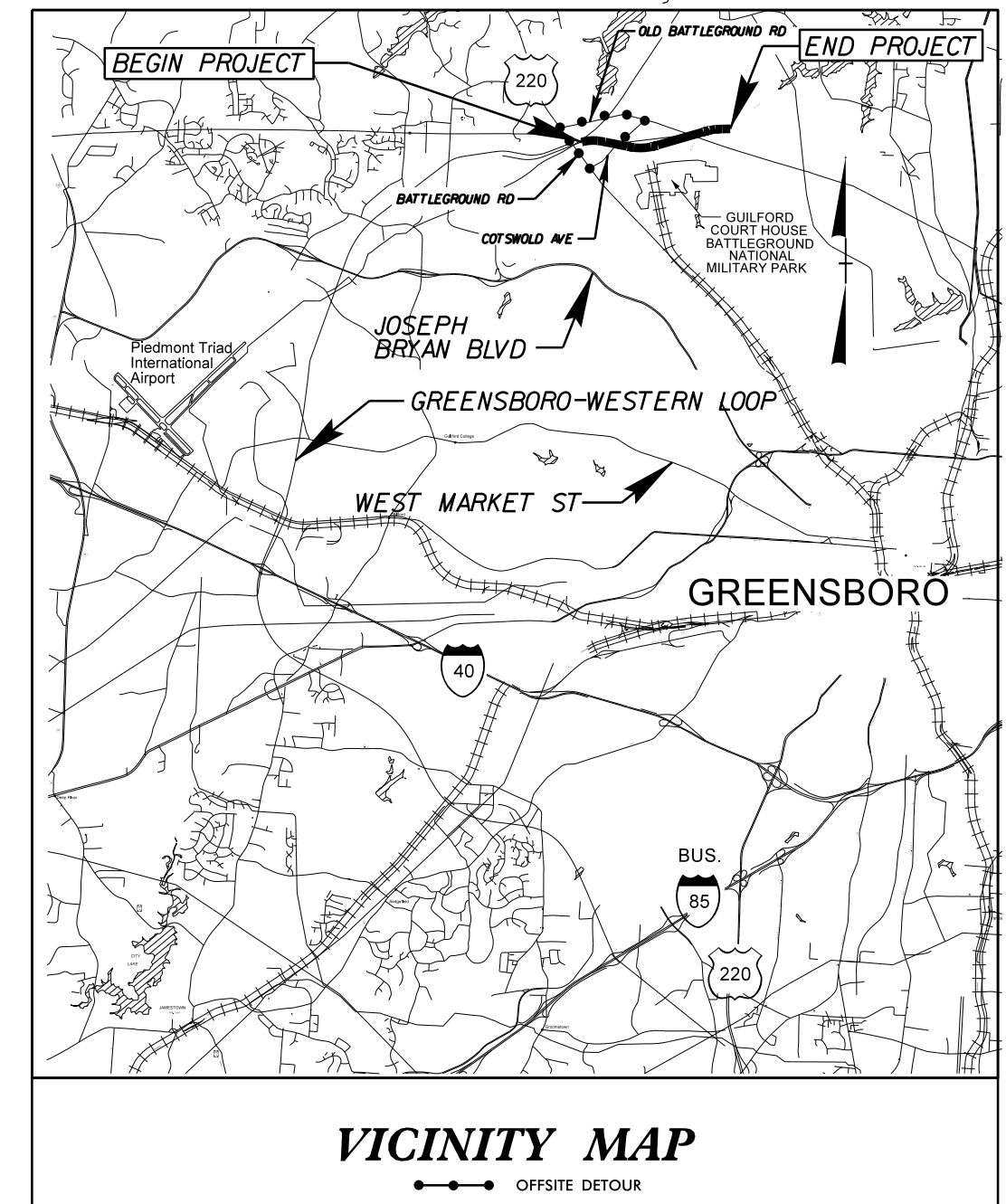
ROADWAY DESIGN ENGINEER

Designed by: Bob A. May
SIGNATURE: _____ P.E. 1/8/2018



09/08/19

See Sheet 1A For Index of Sheets
 See Sheet 1B For Conventional Symbols
 See Sheet 1C-1 & 1C-2 For Survey Control Sheets



STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS

GUILFORD COUNTY

**LOCATION: GREENSBORO-WESTERN LOOP FROM EAST OF US 220
 (BATTLGROUND AVENUE) TO EAST OF SR 2303 (LAWNDALE DRIVE)**

**TYPE OF WORK: GRADING, PAVING, CULVERTS, DRAINAGE,
 STRUCTURES, ITS AND SIGNALS**

**END TIP PROJECT U-2524D
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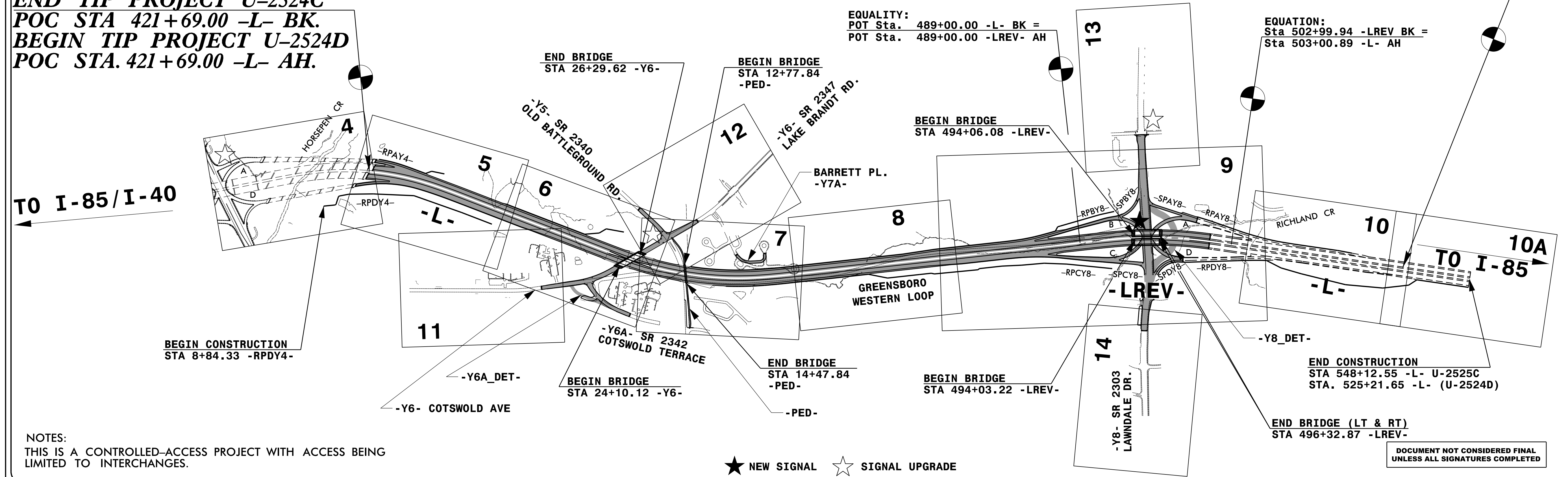
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STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-2524D	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34820.1.2	STP-NHF-1241(1)	P.E.	
34820.2.19	NHF-0708(53)	R.O.W./UTILITY	
34820.3.30	NHF-0708(53)	CONSTR.	

TIP PROJECT: U-2524D

CONTRACT: C203792

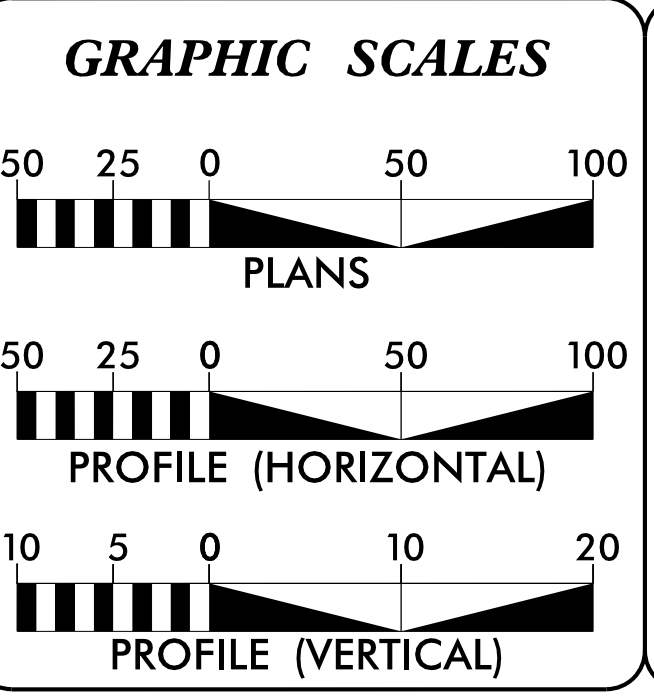
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 BEGIN TIP PROJECT U-2524D
 POC STA. 421+69.00 -L- AH.**



NOTES:
 THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.

★ NEW SIGNAL ☆ SIGNAL UPGRADE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2016 =	65,756
ADT 2036 =	98,793
K =	10 %
D =	60 %
T =	14 % *
V =	70 MPH
* TTST =	8% DUAL 6%
FUNC CLASS =	FREWAY
INTERSTATE TIER	

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT U-2524D	=	1.825 MILES
LENGTH STRUCTURES TIP PROJECT U-2524D	=	0.043 MILES
TOTAL LENGTH OF TIP PROJECT U-2524D	=	1.868 MILES

NC DOT CONTACT:
 REKHA PATEL, P.E.

PLANS PREPARED BY:
PARSONS
5540 Cantonwood Drive, Suite 217
 Raleigh, NC 27606
 919-854-1340 Fax: 919-851-2103
 NC LICENSE NO. 16046
 FOR NORTH CAROLINA DEPT. OF TRANSPORTATION

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
 SEPTEMBER 23, 2011

LETTING DATE:
 SEPTEMBER 20, 2016

TIM D. GOINS, P.E.
 PROJECT ENGINEER

DAVID GARRETT
 PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

ROADWAY DESIGN ENGINEER

DocuSigned by:
 James A. Byrd
 SIGNATURE

DocuSigned by:
 Tim Goins
 SIGNATURE

6/24/2016

**DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA**

24-JUN-2016 10:03
 J:\U-2524D\Roadway\Proj\U2524D_RDY_TSH.DGN
 \$\$\$USERNAME\$\$\$



Application for Interstate or U.S. Route Numbering

Please submit application electronically to usroutes@aaashto.org

Member Department submitting application: North Carolina Department of Transportation

Interstate* or U.S. Route Number: I-840

* **Note:** All applications pertaining to **Interstate** facilities are subject to concurrence and approval by the FHWA.

The following state(s) are involved in this application: North Carolina

Date of Application: September 1, 2022

This is an application for (please check one*):

* **Note:** Each action requires a **separate** application, even if the actions pertain to the same route.

- | | |
|--|---|
| <input type="checkbox"/> Establishment of a new route or segment | <input type="checkbox"/> Establishment of an Alternate Route (U.S. Routes only) |
| <input checked="" type="checkbox"/> Extension of a route or segment | <input type="checkbox"/> Establishment of a Temporary Route (U.S. Routes only) |
| <input type="checkbox"/> Relocation/realignment of an existing route | <input type="checkbox"/> Recognition of a Business Route |
| <input type="checkbox"/> Deletion of a route or segment | <input type="checkbox"/> Recognition of a By-Pass Route (U.S. Routes only) |

Reason for requested action. Please provide a short statement explaining the rationale behind the requested action.

The requested route is a full control access, divided, multi-lane facility with connection to existing I-840 at both ends, between I-840 and US 220 and I-785/I-840 and US 29. The route is 7.28 miles in length and is being built to interstate standards. The requested route is currently under construction with an estimated completion of December 2022. This section was previously approved as Future I-840 by AASHTO on October 29, 2010. The proposed route would allow traffic to bypass Greensboro and improve congestion on existing I-40. It would be a logical addition to the Interstate System and will provide essential freeway connectivity to the existing sections of I-840.

Endpoints. Route segment starts at: Existing I-840/US220 in Greensboro, Guilford County and ends at: Existing I-785/I-840/US 29 near Greensboro, Guilford County

(Sample start/end points: state border, international border, existing Interstate or US Route, etc.)

Traffic Volume. The weighted average daily traffic along the proposed route is: 70,700

Description. Please provide a short description of the proposed action, including such information as: length of route, direction of travel, type of facility, and focal points (such as cities) along the route.

The route begins at the I-840/US 220 interchange in Greensboro. The route is going along new alignment in Guilford County. The route is traveling along a full control access, multi-lane, divided facility, going east through segments of Greensboro. The route will cover approximately 7.28 miles. The route ends at the I-785/I-840/US 29 interchange in Guilford County.

Date facility will be open to traffic: December 2022

Does the petition propose a new routing over a portion of an *existing* Interstate Route? Yes No

If so, where? N/A

Does the petition propose a new routing over a portion of an *existing* U.S. Route? Yes No

If so, where? N/A

Additional Information. Please submit the following documents with your application, as appropriate, and label as noted.

Attachment A: Map. [Required] Please provide a color PDF map clearly indicating the proposed change being

requested to the applicable Interstate or U.S. route. If including Attachment B, *Comparison to AASHTO Standards*, indicate termini and control points on the map for the route, number them in sequence, and use these in column 1 of the tabulation when listing mileage. Towns, cities, major highway intersections, and state lines may be used as control points.

Attachment B: Comparison to AASHTO Standards. If Establishing, Extending, or Relocating an Interstate or US route along a stretch of road not already designated as such, please provide detailed information, by mileage posts or control points, on any design exceptions, deficiencies, or deviations from applicable AASHTO standards along the route. This information should be provided in Excel or Word format.

Attachment C: Supporting documentation. [Optional] Please provide any supporting documentation related to this application, such as petitions from affected jurisdictions or official Congressional actions.


By signing below, the member department attests to the following statements:

The member department 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 Council on Highways and Streets of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within the jurisdiction of the member department.

The following statements have been read and this application complies with the applicable policy:

- [Establishment and Development of United States Numbered Highways](#), as retained from October 13, 1991.
- [Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways](#), as retained from August 10, 1973.

North Carolina
Department of
Transportation

DocuSigned by:

3830243421992747

09/01/2022

Member Department

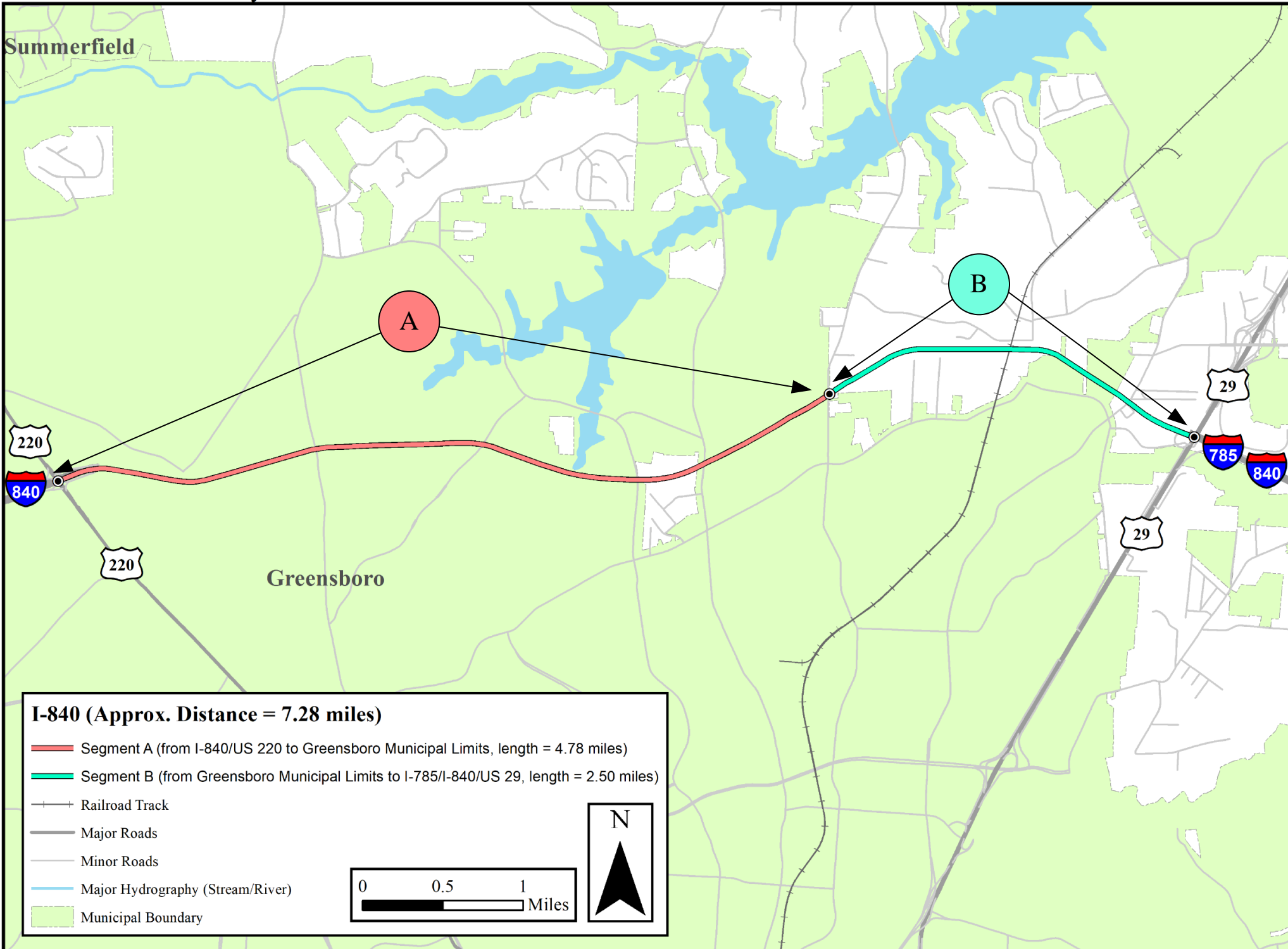
Signature of Member Department Chief Executive Officer

Date

Note: All applications **must** be endorsed by the member department CEO. If the agency chooses not to include a signature on this form, a letter from the member department's CEO with signature is sufficient for completion of this application.

Member Department contact person for this application:

Name: Renee Roach, PE
Title: State Signing and Delineation Engineer
Telephone: 919-814-5020
E-Mail: rroach@ncdot.gov





August 30, 2010

Mike Mills, P.E.
Division 7 Engineer
NC Department of Transportation
P.O. Box 14996
Greensboro, NC 27415-4996

Subject: **Resolution requesting the Northern Urban Loop be designated I-840**

Dear Mr. Mills,

Please find enclosed an electronic copy of the resolution from the Greensboro Urban Area MPO requesting that the Northern Urban Loop be designated as I-840. The resolution requests the I-840 designation for the Northern Urban Loop from I-40 to the west to I-40/I-85 to the east. An original copy is being forwarded. The Transportation Advisory Committee adopted the resolution on August 25, 2010.

Sincerely,

Robbie Perkins, Chair
Transportation Advisory Committee

Attachments

cc:

Michael Fox, Board of Transportation
Tyler Meyer, Transportation Planning Division Manager, Greensboro DOT
Mike Stanley, TIP Development Unit

Planning for the transportation future

RESOLUTION SUPPORTING THE I-840 DESIGNATION OF THE NORTHERN URBAN LOOP

A motion was made by TAC Member Zack Matheny and seconded by TAC Member Mike Winstead for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, The United States Congress in amendments to the Intermodal Surface Transportation Act of 1991 has authorized several new interstate highways to be part of the interstate highway system of the United States; and

WHEREAS, the Interstate Highway System has proven vital in transporting people and goods from one region to another speedily and safely, has facilitated trade both within our national borders and globally and has helped create unprecedented economic expansion and opportunities for millions of Americans; and

WHEREAS, Greensboro is the crossroads for key Strategic Highway Corridors including I-85, I-40, US 29, US 421, US 220, NC 68, and the future I-73 and I-785 and is located near the geographic center of the State; AND

WHEREAS, the Northern Urban Loop from I-40/I-85 on the east to I-40 on the west is suitable for designation as part of these new interstate highways because it was built to Interstate standards, is a logical connection or addition and is coordinated with affected jurisdictions; and

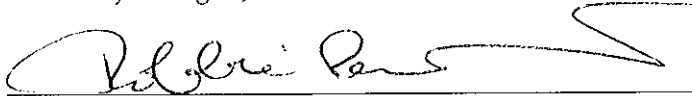
WHEREAS, the Northern Urban Loop as an Interstate highway would improve the safety of the highway users – drivers and passengers, as well as improve travel efficiency; and

WHEREAS, such designation is key in the twenty-first century economy for our Region, and for the realization of the State's economic development goals for freight, logistics, and associated industries; AND

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee of the Greensboro Urban Area MPO hereby requests the appropriate federal and state officials designate the Northern Urban Loop from I-40/I-85 on the east to I-40 on the west as part of the new Interstate highways, which Congress has authorized.

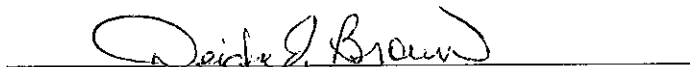
I, Robbie Perkins, TAC Chair,
(Name of Certifying Official) *(Title of Certifying Official)*

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this, the 25th day of August, 2010.



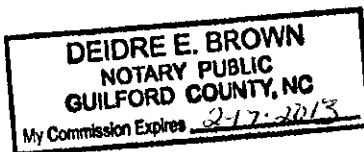
Chair, Transportation Advisory Committee

Subscribed and sworn to me on this, the 25th day of August 25, 2010.



Notary Public

My commission expires 2-17-2013.





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

Office of the Administrator

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

August 2, 2011

In Reply Refer To:HEPH-20

Terry R. Gibson, P.E.
State Highway Administrator
North Carolina Department
of Transportation
Raleigh, NC 27699-1536

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

Dear Mr. Gibson:

Thank you for your letter, requesting that the combined Eastern and Western portions of the Greensboro Loop from I-40 west of Greensboro to I-40 east of Greensboro be added to the Interstate System as I-840 and Future I-840. Based on your request we are considering the following actions: (i) co-numbering the built portion of the Western Greensboro Loop from I-40 to Joseph Bryan Boulevard as I-73 and I-840; (ii) adding of the built portion of the Eastern Greensboro Loop from U.S. 70 to I-40 to the Interstate System as I-840; (iii) designating the unbuilt portion of the Greensboro Loop from Joseph Bryan Boulevard to U.S. 70 as a future part of the Interstate System.

Based on your request the following determinations were made:

(i) After careful consideration, we are in agreement with the co-numbering of the Western Greensboro Loop from I-40 to Joseph Bryan Boulevard as I-73 and I-840. With concurrence from the Route Numbering Committee of American Association of State Highway and Transportation Officials (AASHTO) the numbering of the 3.56-mile segment will be approved as follows:

I-73/840 from I-40 west of Greensboro to Joseph Bryan Boulevard

(ii) We have reviewed your request for the addition of the built portion of the Eastern Greensboro Loop from U.S. 70 to I-40 east of Greensboro to the Interstate System as I-840. This segment is part of the High Priority Corridor #40 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 Division Office confirms this segment has been completed to Interstate standards and meets a statutory requirement by connecting to existing I-40. We find the requirements of Section 1105(e)(5)(A) have been satisfied and hereby approve the addition of the 2.21-mile segment to the Interstate System as follows:

I-840 from U.S. 70 to I-40 east of Greensboro

The route numbering is contingent on concurrence from AASHTO. 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.

(iii) The future addition of the 15.26-mile unbuilt segment of the Greensboro Loop between Joseph Bryan Boulevard and U.S. 70, will allow traffic to bypass Greensboro and improve congestion on exiting I-40. After careful consideration of the criteria outlined in 23 U.S.C. 103(c)(4)(B), we find this segment to be a logical future addition to the Interstate System and approve the request.

Enclosed are two signed copies of the 103(c)(4)(B) agreement, for the future addition of I-840 from Joseph Bryan Boulevard to U.S. 70. Please return one executed copy for our records.

Under the agreement, all projects on the proposed route must meet Interstate System design standards for formal addition of this route to the Interstate system under Section 103(c)(4)(A). We recommend that you continue to closely coordinate with the FHWA North Carolina Division Office during construction.

We concur with your proposed I-840 route number for this future route. Our concurrence is based on the condition that the route corridor may only be referred to as "Future I-840" until a route is added to the System. This numbering is also subject to concurrence by the AASHTO, and we are informing the Association by copy of this letter.

The last subparagraph of Section 103(c)(4)(B) provides that:

No law, rule, regulation, map, document, or other record of the United States, or of any State or political subdivision of a State, shall refer to any highway under this subparagraph, nor shall any such highway be signed or marked, as a highway on the Interstate System until such time as the highway is constructed to the geometric and construction standards for the Interstate System and has been designated as a route on the Interstate System.

We advise that, under 23 U.S.C. 103(c)(4)(A) and (B), designation of this route as a part or future part of the Interstate System creates no new Federal financial responsibility nor eligibility under 23 U.S.C. 119(a)(1) for IM funds. However, when this route is added to the Interstate System, its lane miles and vehicle miles traveled will be included in the next calculation of the IM funds apportionment formula.

Sincerely,

A handwritten signature in blue ink, appearing to read "Victor M. Mendez". The signature is fluid and cursive, with the first name "Victor" being the most prominent.

Victor M. Mendez
Administrator

Enclosures (2)

cc: Marty Vitale (AASHTO)

**23 U.S.C. 103(c) AGREEMENT
FOR
INTERSTATE HIGHWAY CONSTRUCTION
IN THE
STATE OF NORTH CAROLINA**

This agreement between the State Highway Administrator of the North Carolina Department of Transportation ("State") and the Acting Federal Highway Deputy Administrator ("Parties"):

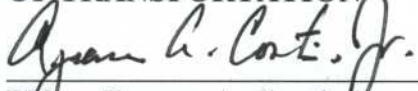
WITNESSETH

WHEREAS, the State recommends that Greensboro Loop from Joseph Bryan Boulevard to State Route 70, a distance of 15.26 miles solely within the State of North Carolina ("Route"), be designated a future Interstate System route pursuant to the provisions of 23 U.S.C. Section 103(c)(1)(B), and Section 103(c)(4)(B) and

WHEREAS, the Administrator has determined that this Route would be a logical addition to the Interstate System (the "Dwight D. Eisenhower National System of Interstate and Defense Highways") and would qualify for designation as part of said System when completed to the geometric and construction standards for the Interstate System.


NOW, THEREFORE, the Parties hereto agree that this Route shall be constructed by the State in accordance with all requirements of 23 U.S.C. Section 103(c)(1)(B), and Section 103(c)(4)(B) and all other applicable provisions of Title 23, United States Code, within twenty five (25) years after the date of this Agreement, and upon completion of such construction the Administrator shall designate said Route as part of the Interstate System.

**NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION**


BY: Eugene A. Conti, Jr.
Secretary

8/18/2011
Date

**U.S. DEPARTMENT OF
TRANSPORTATION**


BY: Victor M. Mendez
Administrator
Federal Highway
Administration

08/02/2011
Date



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

August 2, 2017

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

SUBJECT: Request for extension of (Interstate 840) to the Interstate System

Dear John:

This letter is a request for continuation of both eastern and western portions of the Greensboro Loop I-840 in Guilford County previously approved as future I-840 on August 2, 2011. The proposed eastern section of I-840 route is from US 70 to US 29. This segment of roadway will coincide with the recent Interstate designation request of Interstate 785. The proposed western section of I-840 route is from Joseph Bryan Boulevard to US 220.

The Eastern portion of the Greensboro Loop extension has been designed and constructed to Interstate standards from US 70 to US 29, a distance of 4.6 miles. The segment is a controlled access, divided, multi-lane freeway on new location east of Greensboro. Also, please note that the existing I-840 freeway between I-40 east of Greensboro north to US 70, and the proposed segment from US 70 northeast to US 29, is part of the high priority corridor from Greensboro, North Carolina to Danville, Virginia.

The Western portion of the Greensboro Loop extension has been designed and constructed to Interstate standards from Joseph Bryan Boulevard to US 220, a distance of 3.1 miles (see attached map). The segment is a controlled access, divided, multi-lane freeway on new location west of Greensboro. Previous approved eastern and western segments of I-840 are National Highway System routes.

We request Federal Highway Administration approval for the extension of the Greensboro Loop I-840 from US 70 (east of Greensboro) to US 29 and Bryan Boulevard west of Greensboro to US 220 to the Interstate system under Title 23 USC 103 (c)(4)(A) a total distance of 7.7 miles.

We would appreciate your favorable consideration of this request and prompt submission to your Washington office. We plan to submit an application to the American Association of State and Transportation Officials (AASHTO) Route Numbering Committee for the extension of route number I-840 at the next scheduled meeting. We will appreciate your coordinating this request with the AASHTO Route Numbering Committee and understand approval is needed both by FHWA and the Route Numbering Committee for the I-840 designation.

Sincerely,



Michael L. Holder, P.E.
Chief Engineer

MLK:JKL:rbr

Attachments

cc: Secretary James H. Trogon, III, P.E., w/attachment
Ron Hancock, P.E., Deputy Chief Engineer, w/attachment
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachment
M. Mills., P.E., Division Engineer, w/attachment
Renee B. Roach, P.E., State Signing and Delineation Engineer, w/attachment
Brian Thomas, P.E., Regional Traffic Engineering, w/attachment
Bradley Hibbs, P.E., FHWA, w/attachment



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

August 26, 2022

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

SUBJECT: Request for Extension of Interstate 840 to the Interstate System

Dear John:

This letter is a request for the addition of the final portion of the Greensboro Loop to the Interstate System in Guilford County from US 220/I-840 to US 29/I-785/I-840. The Greensboro Loop I-840 in Guilford County was previously approved as future I-840 on August 2, 2011.

This portion of the Greensboro Loop extension has been designed and constructed to Interstate standards from US 220/I-840 to US 29/I-785/I-80, a distance of 7.28 miles and plans to be opened to traffic late fall of this year. The segment is a controlled access, divided, multi-lane freeway on new location north of Greensboro. Previous approved eastern and western segments of I-840 are National Highway System routes.

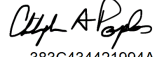
We request Federal Highway Administration approval for the extension of the Greensboro Loop I-840 from US 220/I-840 (east of Greensboro) to US 29/I-785/I-840 west of Greensboro to US 220 to the Interstate system under Title 23 USC 103 (c)(4)(A) a total distance of 7.28 miles.

We plan to submit an application to the American Association of State and Transportation Officials (AASHTO) Route Numbering Committee for the establishment of route number I-840 at the next scheduled meeting this Fall. Please coordinate this request with the AASHTO Route Numbering Committee and we understand approval is needed by both FHWA and the Route Numbering Committee for the I-840 designation.

Mr. John F. Sullivan, III
August 26, 2022
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 additional information.

Sincerely,

DocuSigned by:

383C434421994A4...
Chris Peoples, P.E.
Chief Engineer

CP:JKL:rbr

Attachments

cc: Secretary J. Eric Boyette, w/attachment
Lamar Sylvester, P.E., Deputy Chief Engineer, w/attachment
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachment
Wright R. Archer, III, P.E., Division Engineer, w/attachment
Renee B. Roach, P.E., State Signing and Delineation Engineer, w/attachment
Brian Thomas, P.E., Regional Traffic Engineering, w/attachment
Bradley Hibbs, P.E., FHWA, w/attachment