



STATE OF NORTH CAROLINA  
**DEPARTMENT OF TRANSPORTATION**

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

## CERTIFICATION OF RULEMAKING

<b>Certifying Agency:</b> Department of Transportation				
<b>Action:</b>	<input checked="" type="checkbox"/>	Adoption	<input checked="" type="checkbox"/>	Repeal
<b>Statutory Authority:</b> 136-18, 136-54, 136-30, 20-141, 20-115.1.				
<b>Public Hearing Not Required For This Action Under:</b> GS 150A-1, 20-1.				
<b>Rule Summary:</b> Rural Speed Zones, No Left Turn, No U-Turn, Route Changes, STAA National Truck Network.				
<b>Circumstances Requiring Rule Adoption, Repeal:</b> Necessary for public safety and welfare.				
<b>Effective Date:</b> August 07, 2018				

August 07, 2018

DATE

  
OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

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## Rural Speed Zones

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.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances 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.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-141.

COUNTY   BRUNSWICK

DIVISION   3

### DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
BRUNSWICK	1074034	I 140	70	70	I 140, NC 140 between US 17 (Ocean Highway) and the New Hanover County Line.

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### RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
BRUNSWICK	1068197	NC 140	70	70	Between US 17 (Ocean Highway) and the New Hanover County Line.

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COUNTY   NEW HANOVER

DIVISION   3

### DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
NEW HANOVER	1074035	I 140	70	70	I 140, NC 140 between the Brunswick County Line and US 421.

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**RESCIND THE FOLLOWING**

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
NEW HANOVER	1068205	NC 140	70	70	Between the Brunswick County Line and US 421.

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## No Left Turn

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.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances 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.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 136-18.

COUNTY    BRUNSWICK

DIVISION    3

### DECLARE THE FOLLOWING

County	Ordinance Number	Route	Intersecting Route	Description
BRUNSWICK	1074036	US 74	I 140	From private driveway, located on south side of US 74, US 76 (Andrew Jackson Highway) 0.14 mile east of I 140, NC 140, onto US 74, US 76.

### RESCIND THE FOLLOWING

County	Ordinance Number	Route	Intersecting Route	Description
BRUNSWICK	1068691	US 74	NC 140	From private driveway, located on south side of US 74/US 76 (Andrew Jackson Highway) 0.14 mile east of NC 140, onto US 74/US 76.

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## No U-Turn

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.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances 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.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 136-18.

COUNTY   BRUNSWICK

DIVISION   3

### DECLARE THE FOLLOWING

County	Ordinance Number	Route	Intersecting Route	Description
BRUNSWICK	1074038	US 74	I 140	From eastbound or westbound US 74, US 76 (Andrew Jackson Highway) at the ramp terminal located 0.11 mile east of I 140, NC 140.
BRUNSWICK	1074039	US 74	I 140	From eastbound or westbound US 74, US 76 (Andrew Jackson Highway) at the ramp terminal located 0.14 mile west of I 140, NC 140.

### RESCIND THE FOLLOWING

County	Ordinance Number	Route	Intersecting Route	Description
BRUNSWICK	1068692	US 74	NC 140	From eastbound or westbound US 74/US 76 (Andrew Jackson Highway) at the ramp terminal located 0.11 mile east of NC 140.
BRUNSWICK	1068693	US 74	NC 140	From eastbound or westbound US 74/US 76 (Andrew Jackson Highway) at the ramp terminal located 0.14 mile west of NC 140.

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## Route Changes

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.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances 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.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 136-30, 136-54.

COUNTY    BRUNSWICK                      DIVISION    3

### DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
BRUNSWICK	1074032	I 140	Add I 140 along existing alignment between US 17 (Ocean Highway) and the New Hanover County Line.

COUNTY    NEW HANOVER                      DIVISION    3

### DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
NEW HANOVER	1074033	I 140	Add I 140 along existing alignment between the Brunswick County Line and US 421.

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## 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.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances 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.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-115.1.

COUNTY    BRUNSWICK                      DIVISION    3

### DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
BRUNSWICK	1074044	I 140	National Network between US 17 (Ocean Highway) and the New Hanover County Line.
BRUNSWICK	1074045	NC 140	Non-Network, concurrent with I 140 between US 17 (Ocean Highway) and the New Hanover County Line.

COUNTY    NEW HANOVER                      DIVISION    3

### DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
NEW HANOVER	1074046	NC 140	Non-Network, concurrent with I 140 between the Brunswick County Line and I 40.
NEW HANOVER	1074047	I 140	National Network between the Brunswick County Line and I 40.

### RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
NEW HANOVER	1068207	NC 140	Non-Network, concurrent with I 140 between US 421 and I 40.
NEW HANOVER	1070158	I 140	National Network between US 421 and I 40.

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (136-18, 136-54, 136-30, 20-141, 20-115.1).

All the actions to the Highway Traffic Ordinances herein adopted are effective August 07, 2018 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
Rural Speed Zones	2	2
No Left Turn	1	1
No U-Turn	2	2
Route Changes	2	0
STAA National Truck Network	4	2
Total	11	7

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

August 07, 2018

DATE



OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



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

Office of the Administrator

August 7, 2018

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

In Reply Refer To:  
HEPH-20

**RECEIVED**

AUG 14 2018

N.C. DEPT. OF TRANSPORTATION  
OFFICE OF THE SECRETARY

James H. Trogdon, P.E.  
Secretary  
North Carolina Department of Transportation  
1 South Wilmington Street  
Raleigh, NC 27699-1501

Dear Mr. Trogdon:

Thank you for your letter requesting the Federal Highway Administration's (FHWA) approval to add the Wilmington North Outer Loop from U.S. Route 421 in New Hanover County westward to U.S. Route 17 in Brunswick County to the Interstate Highway System as I-140. Your request is to include the remainder of the western segments described in the 2002 Future I-140 Agreement between the North Carolina Department of Transportation and FHWA.

Our North Carolina Division Office confirms that the segment meets the American Association of State Highway and Transportation Officials (AASHTO) Interstate Design Standards. The requested segment also meets the statutory requirement by connecting to I-40. Based on our reviews and AASHTO's conditional approval of the numbering, I hereby approve the addition of the segment from U. S. Route 421 to U.S. Route 17 to the Interstate System as I-140.

Sincerely,

Brandye L. Hendrickson  
Deputy Administrator

cc: Keith Platte (AASHTO)

## Avery, Lisa N

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**From:** Roach, Renee B  
**Sent:** Monday, July 09, 2018 8:17 AM  
**To:** Avery, Lisa N; Jaeger, Jeff; Lacy, Kevin  
**Subject:** FW: [External] AASHTO Notification of Interstate Routes  
**Attachments:** Letter from AASHTO to FHWA on 2018 SM USRN Interstate Route Applications (7-6-18).pdf; Indiana I-69.pdf; North Carolina\_I-140.pdf; North Carolina\_I-285.pdf; Report to CHS\_USRN Application Results.pdf

**Categories:** Route Changes

Official approval for I-140 and I-285

**Renee B. Roach, PE, CPM**  
State Signing and Delineation Engineer  
Mobility and Safety Division, Signing and Delineation Unit  
North Carolina Department of Transportation

919 814-5020 office  
[rroach@ncdot.gov](mailto:rroach@ncdot.gov)  
1561 Mail Service Center  
Raleigh, NC 27699-1561  
750 N. Greenfield Parkway  
Garner, NC 27529



*Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.*

**From:** Ng'ethe, Patricia [mailto:[pnethe@ashto.org](mailto:pnethe@ashto.org)]  
**Sent:** Friday, July 06, 2018 3:06 PM  
**To:** [brandye.hendrickson@dot.gov](mailto:brandye.hendrickson@dot.gov)  
**Cc:** McDonnell, Jim <[jmcdonnell@ashto.org](mailto:jmcdonnell@ashto.org)>; usrn@ashto.org; Gee, King W. <[kgee@ashto.org](mailto:kgee@ashto.org)>; Tamburelli, Donna <[dtamburelli@ashto.org](mailto:dtamburelli@ashto.org)>; Adderly, Kevin <[kevin.adderly@dot.gov](mailto:kevin.adderly@dot.gov)>; Roach, Renee B <[rroach@ncdot.gov](mailto:rroach@ncdot.gov)>; Larson, Erik <[ELarson@indot.IN.gov](mailto:ELarson@indot.IN.gov)>  
**Subject:** [External] AASHTO Notification of Interstate Routes

**CAUTION:** External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to [Report Spam](#).

Dear Ms. Hendrickson,

Attached is an official notification from AASHTO regarding the application decisions made by the Special Committee on U.S Route Numbering during the 2018 AASHTO Spring Meeting. Along with this notification is the report that was presented to the Council on Highways and Streets and 3 interstate route applications from the member departments listed below.

- **Indiana (I-69)**
- **North Carolina (I-140 and I-285)**

If you have any questions, please let me know.

Thank you and have a great weekend!

**PATRICIA NG'ETHE**  
Engineering Program Specialist

**AASHTO**  
444 North Capitol Street NW  
Suite 249  
Washington, DC 20001  
202-624-5862 | [pngethe@ashto.org](mailto:pngethe@ashto.org)

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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

July 6, 2018

Ms. Brandye L. Hendrickson  
Acting Administrator  
Federal Highway Administration  
12 New Jersey Avenue, SE  
Washington, DC 20590

Dear Ms. Hendrickson,

This is an official notification that AASHTO is in receipt of the following member department applications for interstate route establishments and modifications:

**Indiana** – I-69 Extension  
**North Carolina** – I-140 Extension  
**North Carolina** – I-285 Establishment

The Special Committee on U.S Route Numbering reviewed and approved these applications at the AASHTO Spring Meeting on May 21, 2018 in Franklin, Tennessee. The report to the Council on Highways and Streets (CHS), which details the ballot results, as well as the applications for the 3 segments, are attached.

If you have any further questions, please contact Patricia Ng'ethe ([pngethe@aaashto.org](mailto:pngethe@aaashto.org)). Thank you.

Sincerely,



Bud Wright  
Executive Director

Enclosure (3 applications, 2018 SM USRN Report to CHS)

Cc: Kevin Adderly – HEPI-20  
Special Committee on USRN



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

June 4, 2018

Mr. Frederick G. Wright  
Executive Director  
American Association of State Highway and Transportation Officials  
444 North Capitol Street, NW, Suite 249  
Washington, D.C. 20001

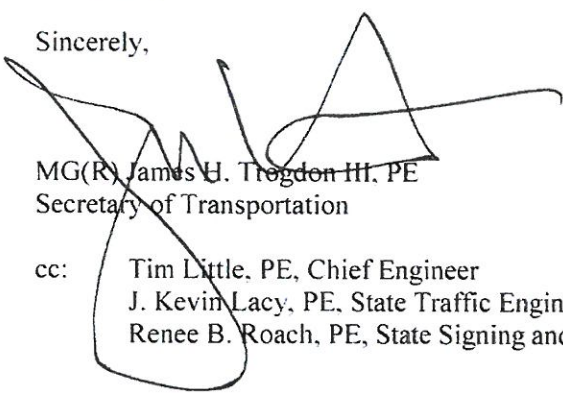
Dear Mr. Wright:

This is in reference to recent review of Interstate and US route applications from the AASHTO Special Committee on US Route Numbering. North Carolina received contingent approval on Interstate applications pending CEO signature. These applications were signed by the Chief Engineer Tim M. Little.

By this letter, I am delegating authority to the Chief Engineer position from this point forward to sign the AASHTO applications for the North Carolina Department of Transportation.

I trust this correspondence will be sufficient for the AASHTO Special Committee on US Route Numbering.

Sincerely,



MG(R) James H. Trogon III, PE  
Secretary of Transportation

cc: Tim Little, PE, Chief Engineer  
J. Kevin Lacy, PE, State Traffic Engineer  
Renee B. Roach, PE, State Signing and Delineation Engineer

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
SECRETARY'S OFFICE  
1501 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1501

*Telephone:* (919) 707-2800  
*Fax:* (919) 733-9150  
*Customer Service:* 1-877-368-4968

*Website:* [www.ncdot.gov](http://www.ncdot.gov)

*Location:*  
1 SOUTH WILMINGTON STREET  
RALEIGH, NC 27661



# AASHTO



Updated June 12, 2017

## American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina for:

- ☐ 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

I-140

**AASHTO Use Only**

Between US 17 in Brunswick County and US 421 in New Hanover County

The following states or states are involved:  
North Carolina

- \*\*\*"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:** April 20, 2018

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

- \*Bike Routes: this form is not applicable for US Bicycle Route System

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:** (Keep concise and pertinent.)

This section of roadway has been built to interstate standards and is currently open to traffic. The FHWA approved the adjacent section to the east between US 421 and I-40 as I-140 on December 15, 2008. As a result, the establishment of this remaining section as an interstate route will connect US 17 in Brunswick County, southwest of Wilmington, to I-40 in New Hanover County, north of Wilmington. This proposed interstate route will provide a logical connection to serve the growing transportation needs in the area.

Date facility available to traffic Currently open to traffic

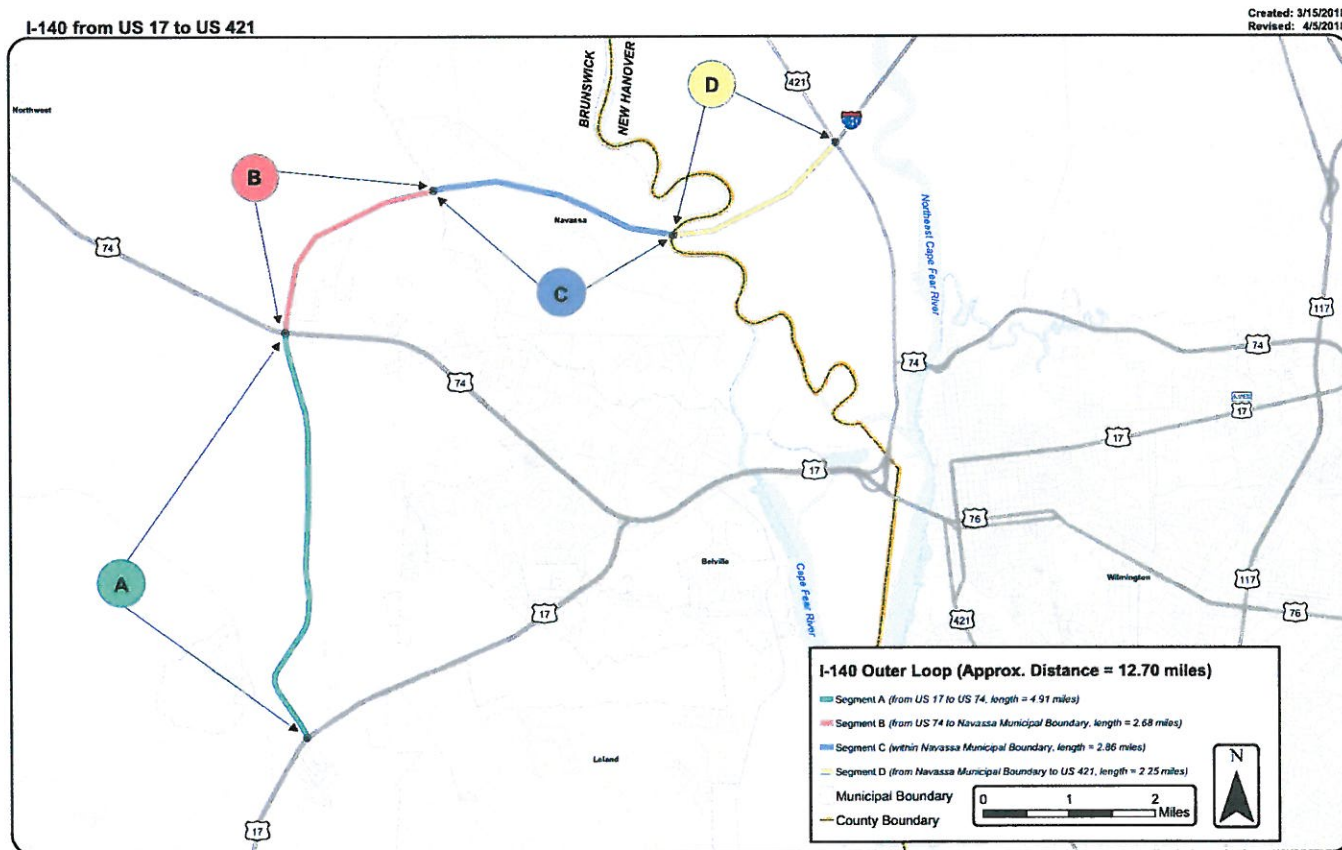
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? \_\_\_\_\_

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 U.S. Numbered or Interstate Numbered System:**

Send your PDF color map to [pngethe@aashto.org](mailto:pngethe@aashto.org) with this application.

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



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

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 24,568 as compared to 16,930 for the year 2016 for the remaining portions of this U.S. Numbered Route in the State.

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The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991* or the *Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

DocuSigned by:



(Signature)

NCDOT Chief Engineer's Office

Chief Executive Officer

(Member Department)

This petition is authorized by official action of \_\_\_\_\_

under date of \_\_\_\_\_ as follows: (Copy excerpt from minutes.)

All applications must be endorsed by the member department CEO. 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.

## 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.*

1	2	3	4	5	6	7	8	9	10	11		
Mileage	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards						Show When in Excess of Standard	
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Horizontal Curvature	Percent Grade	
							Roadway Width Deficiency	H - Loading Deficiency				
												Percent
				10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length		
0												
2	A			2,300 *Now connected to other sections								
4												
6	B	H	E	31,200	None	None	None	None	None	None		
8												
10	C			40,700								
12	D			45,200								
14												
16												

Attach additional sheet here if necessary

Contact Information:  
**Renee B. Roach, PE**  
**919-814-5020 (phone)**  
**919-771-2745 (fax)**  
**rroach@ncdot.gov**

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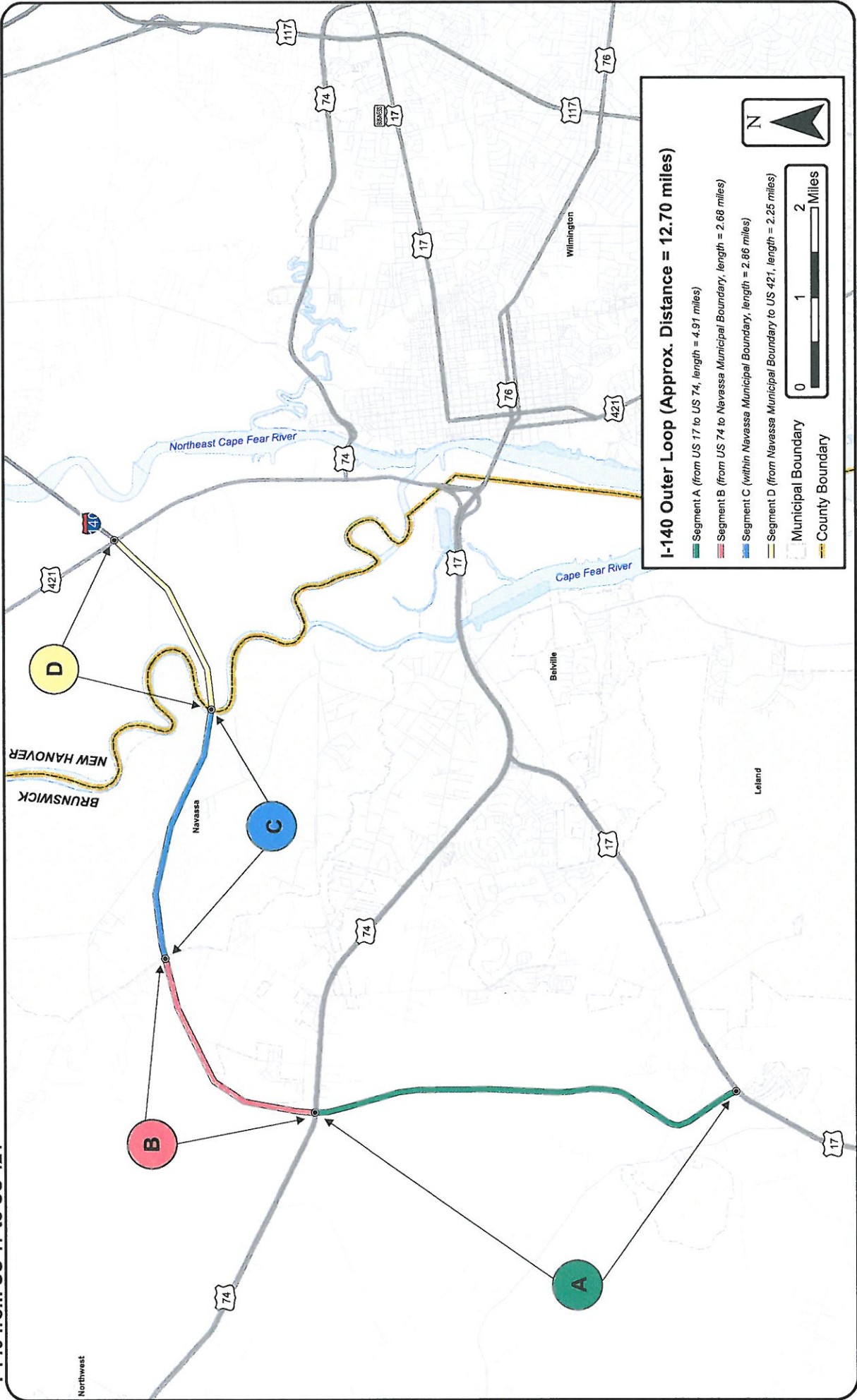
The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin?  
Where is it going?  
What type of facility is it traveling over?  
Explain the direction (north, east, south, and west)  
Name the focal point city or cities  
Total number of miles the route will cover  
Where does it end?

**Begin your description here in unformatted single spaced paragraph format:**

The route begins at the US 17 interchange (Exit 1) in Brunswick County.  
The route is going north and east connecting to I-40.  
The route is traveling along sections of new and existing alignment in Brunswick and New Hanover Counties.  
The route is traveling along a multi-lane, divided, full control of access facility.  
The route is going north and east.  
The focal point town along the route is Navassa.  
The route will cover approximately 12.70 miles.  
The route ends at the US 421 interchange (Exit 14) in New Hanover County.

I-140 from US 17 to US 421



## Segment Worksheet for Route Change Requests

This form shall be completed for each segment in each county associated with the route change requests and attached to the route change request form (use additional sheets as necessary for route changes having more than five (5) segments).

Route change (i.e. *US 17 in Craven/Jones counties*): I-140 in Brunswick / New Hanover Counties

Date: March 22, 2018

Location		A	B	C	D	
1. Segment number (1, 2, 3, etc. - must match map):		A	B	C	D	
2. Is the segment currently open to traffic ( <u>Yes</u> or <u>No</u> )?	Y	Y	N/A	N/A	N/A	
3. If not currently open to traffic, what is the expected completion date?	N/A					
4. Current number of through lanes:	4	4	4	4	4	
5. Proposed number of through lanes:	4	4	4	4	4	
6. Current median type ( <u>Divided</u> or <u>Undivided</u> ):	D	D	D	D	D	
7. Proposed median type ( <u>Divided</u> or <u>Undivided</u> ):	D	D	D	D	D	
8. Currently has a two-way left turn lane ( <u>Yes</u> or <u>No</u> )?	N	N	N	N	N	
9. Proposed to have a two-way left turn lane ( <u>Yes</u> or <u>No</u> )?	N	N	N	N	N	
10. Current <u>access control</u> ( <u>Full</u> , <u>Limited</u> , <u>Partial</u> , <u>None</u> ):	F	F	F	F	F	
11. Proposed <u>access control</u> ( <u>Full</u> , <u>Limited</u> , <u>Partial</u> , <u>None</u> ):	F	F	F	F	F	
12. Proposed route number (or state "New SR"):	I-140	I-140	I-140	I-140	I-140	
13. Existing high order route number (or N/A if new alignment):	NC 140	NC 140	NC 140	NC 140	NC 140	
14. Beginning milepost from TEAAS features report for existing high order route (N/A if new alignment):	0.000	7.646	4.926	0.000		
15. Ending milepost from TEAAS features report for existing high order route (N/A if new alignment):	2.347	10.388	7.646	4.926		
16. Current <u>AADT</u> (or N/A if new alignment):	N/A	N/A	N/A	2,300		
17. Future/expected AADT: 2035	80,800	70,800	50,200	46,800		
18. Are there any at-grade railroad crossings affected by this proposed route change ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )? If "yes" then list the crossing numbers in item 49.	N	N	N	N		
19. Are there any bridges affected by this proposed route change ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )? If "yes" then list the bridge numbers in item 49.	Y	Y	Y	Y		
20. Are there any traffic signals (proposed/new or existing) affected by this proposed route change ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )? If "yes" then list the signal inventory numbers in item 49.	N	N	N	N		

# Segment Worksheet for Route Change Requests

Route change (i.e. *US 17 in Craven/Jones counties*): *I-140 in Brunswick / New Hanover Counties*

Date: March 22, 2018

Networks					
21.	Current facility (functional class) type ( <u>Freeway</u> , <u>Arterial</u> , <u>Collector</u> , <u>Local</u> , <u>New alignment</u> ):	N	N	N	F
22.	Proposed facility (functional class) type ( <u>Freeway</u> , <u>Arterial</u> , <u>Collector</u> , <u>Local</u> ):	F	F	F	F
23.	Current <u>Strategic Highway Corridor</u> type ( <u>Freeway</u> , <u>Expressway</u> , <u>Boulevard</u> , <u>Thoroughfare</u> , or <u>N/A</u> ):	N/A	N/A	N/A	N/A
24.	Proposed <u>Strategic Highway Corridor</u> type ( <u>Freeway</u> , <u>Expressway</u> , <u>Boulevard</u> , <u>Thoroughfare</u> , or <u>N/A</u> ):	N/A	N/A	N/A	N/A
25.	Current <u>National Highway System</u> route type (see note for codes):	N/A	N/A	N/A	O
26.	Proposed <u>National Highway System</u> route type (see note for codes):	I	I	I	I
27.	Is the proposed route a <u>High Priority Corridor</u> ( <u>Yes</u> or <u>No</u> )?	N	N	N	N
28.	Is the existing route a transit route ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N/A	N/A	N/A	N/A
29.	Does the existing route carry a <u>US</u> or <u>NC bicycle route</u> (indicate <u>route number/s</u> or <u>N/A</u> )?	N/A	N/A	N/A	N/A
30.	Is the existing route a <u>light traffic road</u> ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N/A	N/A	N/A	N/A
31.	Is the existing route a <u>STAA red line</u> ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N/A	N/A	N/A	N
32.	Does the existing route currently allow STAA reasonable access ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )? If "yes" then list all application numbers in item 49.	N/A	N/A	N/A	N/A
33.	Does the existing route have any ordinance truck restrictions ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )? If "yes" then list the ordinance number/s in item 49.	N	N	N	N
34.	Can the proposed route accommodate 53' semitrailers ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> if a proposed primary)?	Y	Y	Y	Y
35.	Can the proposed route accommodate twin trailers ( <u>Yes</u> or <u>No</u> )?	Y	Y	Y	Y
36.	Pavement type ( <u>Heavy Duty</u> , <u>Intermediate</u> , <u>Low Duty</u> , <u>Not Paved</u> ):	H	H	H	H
37.	Pavement condition ( <u>Excellent</u> , <u>Good</u> , <u>Fair</u> , <u>Poor</u> ):	E	E	E	E
38.	Are there any pavement width deficiencies ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
39.	Are there any shoulder width deficiencies ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
40.	Are there any roadway width deficiencies on/under structures ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
41.	Are there any H-loading (weight) deficiencies on structures ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
42.	Are there any vertical sight distance deficiencies ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
43.	Are there any horizontal curvature deficiencies ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
44.	Are there any percent grade deficiencies ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N

AASHTO Standards					
21.	Current facility (functional class) type ( <u>Freeway</u> , <u>Arterial</u> , <u>Collector</u> , <u>Local</u> , <u>New alignment</u> ):	N	N	N	F
22.	Proposed facility (functional class) type ( <u>Freeway</u> , <u>Arterial</u> , <u>Collector</u> , <u>Local</u> ):	F	F	F	F
23.	Current <u>Strategic Highway Corridor</u> type ( <u>Freeway</u> , <u>Expressway</u> , <u>Boulevard</u> , <u>Thoroughfare</u> , or <u>N/A</u> ):	N/A	N/A	N/A	N/A
24.	Proposed <u>Strategic Highway Corridor</u> type ( <u>Freeway</u> , <u>Expressway</u> , <u>Boulevard</u> , <u>Thoroughfare</u> , or <u>N/A</u> ):	N/A	N/A	N/A	N/A
25.	Current <u>National Highway System</u> route type (see note for codes):	N/A	N/A	N/A	O
26.	Proposed <u>National Highway System</u> route type (see note for codes):	I	I	I	I
27.	Is the proposed route a <u>High Priority Corridor</u> ( <u>Yes</u> or <u>No</u> )?	N	N	N	N
28.	Is the existing route a transit route ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N/A	N/A	N/A	N/A
29.	Does the existing route carry a <u>US</u> or <u>NC bicycle route</u> (indicate <u>route number/s</u> or <u>N/A</u> )?	N/A	N/A	N/A	N/A
30.	Is the existing route a <u>light traffic road</u> ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N/A	N/A	N/A	N/A
31.	Is the existing route a <u>STAA red line</u> ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N/A	N/A	N/A	N
32.	Does the existing route currently allow STAA reasonable access ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )? If "yes" then list all application numbers in item 49.	N/A	N/A	N/A	N/A
33.	Does the existing route have any ordinance truck restrictions ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )? If "yes" then list the ordinance number/s in item 49.	N	N	N	N
34.	Can the proposed route accommodate 53' semitrailers ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> if a proposed primary)?	Y	Y	Y	Y
35.	Can the proposed route accommodate twin trailers ( <u>Yes</u> or <u>No</u> )?	Y	Y	Y	Y
36.	Pavement type ( <u>Heavy Duty</u> , <u>Intermediate</u> , <u>Low Duty</u> , <u>Not Paved</u> ):	H	H	H	H
37.	Pavement condition ( <u>Excellent</u> , <u>Good</u> , <u>Fair</u> , <u>Poor</u> ):	E	E	E	E
38.	Are there any pavement width deficiencies ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
39.	Are there any shoulder width deficiencies ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
40.	Are there any roadway width deficiencies on/under structures ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
41.	Are there any H-loading (weight) deficiencies on structures ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
42.	Are there any vertical sight distance deficiencies ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
43.	Are there any horizontal curvature deficiencies ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N
44.	Are there any percent grade deficiencies ( <u>Yes</u> , <u>No</u> , or <u>N/A</u> )?	N	N	N	N

# Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties): I-140 in Brunswick / New Hanover Counties

Date: March 22, 2018

45.	Proposed speed limit:	70	70	70	70	
Other non-speed limit proposed ordinances (if any) - all segments:						
46.						
Active and approved ordinance/s on the existing route - list <u>all</u> ordinance numbers for <u>all</u> segments EXCEPT type 22 (route change) ordinances:						
1072901, 1068205, 1072899, 1072900, 1068197, 1072898						
47.						
Active and approved ordinance/s on side roads referencing the existing route/s - list <u>all</u> ordinance numbers EXCEPT type 22 (route change) ordinances:						
1068691, 1068692, 1068693						
48.						

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties): I-140 in Brunswick / New Hanover Counties

Date: March 22, 2018

Comments	
49.	<p>Enter all additional comments here. Include reasonable access application numbers (from item 32), truck restriction ordinance numbers (from item 33), at-grade railroad crossing numbers (from item 18), bridge numbers (from item 19), and traffic signal numbers (from item 20). Also include a description of any AASHTO deficiencies (identified in items 36 through 44) and their location, length, percent, etc. Also include any known design exceptions (and attach, if available).</p> <p>Bridge #'s: 090232, 090233, 090234, 090235, 090236, 090237, 090238, 090239, 090240, 090241, 090242, 090247, 090248, 090249, 090250, 090251, 090252, 090253, 090254, 090255, 640189, 640190, 640191, 640192, 640193, 640194, 640195, 640196, 640197 (US 421 EB Off Ramp), 640198 (US 421 WB On Ramp)</p>



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

January 2, 2018

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

Dear John:

As you know, the Federal Highway Administration (FHWA) approved I-140 Wilmington North Outer Loop to the Interstate System on December 15, 2008 from US 17 north of Wilmington eastward 6.80 miles to I-40 north of Wilmington. This action was approved under 23 USC 103(c)(4)(A). AASHTO approved the Interstate number I-140 on June 30, 2003 for this facility.

The remaining portions of Wilmington North Outer Loop from US 421 in New Hanover County westward 12.7 miles to US 17 in Brunswick County has been completed and built to interstate standards. Based on the information above, we request your approval of this remaining segment of Wilmington North Outer Loop as an addition to the Interstate System under 23 USC 103(c)(4)(A) and designation of I-140.

We plan to submit an application to the Route Numbering Committee of the American Association of State Highway and Transportation Officials (AASHTO) at the spring 2018 meeting for the extension of Interstate route number I-140 along this section. We understand that approval is needed by both FHWA and AASHTO for Interstate designation.

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

Sincerely,



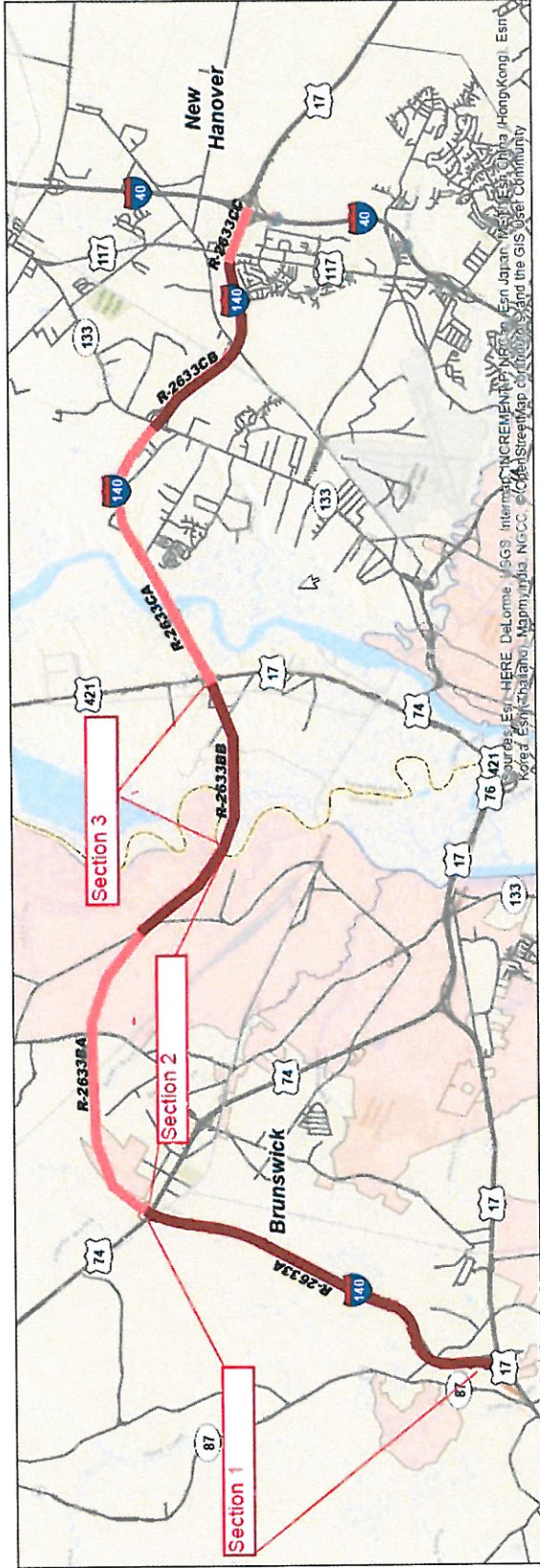
Tim Little, PE  
Chief Engineer

TML:JKL:rbr;kmw

Attachments

cc: Secretary James H. Trogon, III, w/attachments  
Bobby Lewis, Chief Operating Officer, w/attachments  
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachments  
Karen E. Collette, P.E., Division Engineer, w/attachments  
Renee B. Roach, P.E., State Signing and Delineation Engineer, w/attachments

# R-2633 BRUNSWICK/NEW HANOVER COUNTIES I-140/US 17 WILMINGTON BYPASS PROJECT BREAKDOWN MAP



SITE	DESCRIPTION	COUNTY / DIVISION	MILES	REMARKS	R/W UTILITIES	LET	UTILITY COST	R/W COST	CON COST
R-2633A	NC 87 SOUTH OF BISHOP TO US 74/US 76 EAST OF MALMO.	BRUNSWICK, DIV. 3	5.3	COMPLETE		FY 11		29,500,000	102,500,000
R-2633BA	US 74/US 76 EAST OF MALMO TO SR 1430 (CEDAR HILL ROAD)	BRUNSWICK, DIV. 3	3.9	UNDER CONSTRUCTION		FY 13		13,900,000	101,100,000
R-2633BB	SR 1430 (CEDAR HILL ROAD) IN BRUNSWICK COUNTY TO WEST OF US 421 NORTH OF WILMINGTON.	BRUNSWICK/NEW HANOVER/DIV. 3	3.7	UNDER CONSTRUCTION		FY 13		13,900,000	164,200,000
R-2633CA	WEST OF US 421 NORTH OF WILMINGTON TO WEST OF NC 133.	NEW HANOVER/DIV. 3	3.6	COMPLETE		FY 01		10,900,000	102,400,000
R-2633CB	WEST OF NC 133 TO US 117.	NEW HANOVER/DIV. 3	2.6	COMPLETE		FY 99		6,700,000	28,000,000
R-2633CC	US 117 TO EAST OF I-140 SOUTH OF CASTLE HAYNE	NEW HANOVER/DIV. 3	0.9	COMPLETE		FY 97		4,255,000	18,650,000



UPDATED - 9/26/2017

PROJECTS SCHEDULES AND COSTS ARE ACCURATE AS OF DATE SHOWN

I-140 Wilmington North Outer Loop

