



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

Office of the Administrator

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

December 22, 2016

In Reply Refer To:  
HEPH-20

Michael L. Holder, P.E.  
Chief Engineer  
North Carolina Department of Transportation  
1 South Wilmington Street  
Raleigh, NC 27699-1501

Dear Mr. Holder:

Thank you for your letter requesting that I-440 from I-40 to U.S. 64 (existing I-495) and U.S. 64 from existing I-440 to Rolesville Road be added to the Interstate System as I-87. Your request would allow for the co-numbering of I-440 from I-40 to U.S. 64 as I-87/I-440, the renumbering of U.S. 64 from I-440 to I-540 as I-87 and the designation of U.S. 64 from I-540 to Rolesville Road as I-87.

Our North Carolina Division Office conducted field and other reviews based on the North Carolina Department of Transportation's submittal. The Federal Highway Administration confirmed that U.S. 64 from I-540 to Rolesville Road as described in your request meets American Association of State Highway and Transportation Officials (AASHTO) Interstate Design Standards and meets a statutory requirement by connecting to existing I-540. Based on our reviews and AASHTO's conditional approval of the numbering, the addition of the new I-87 segment to the Interstate System is approved as requested. In addition, the co-numbering and renumbering of existing Interstate segments to I-87 is hereby approved.

Sincerely,

Gregory G. Nadeau  
Administrator

cc: Marty Vitale (AASHTO)



Transportation

PAT McCRORY  
Governor

NICHOLAS J. TENNYSON  
Secretary

August 18, 2016

Mr. Edward T. Parker  
Acting Division Administrator  
Federal Highway Administration – NC Division  
310 New Bern Avenue, Suite 410  
Raleigh, North Carolina 27601-1418

Dear Edward:

This letter is a request to begin signing segments of the Raleigh Beltline and the Knightdale Bypass in Wake County as Interstate 87. The segments are built to Interstate standards, and are in fact now signed as I-440 and I-495. The American Association of State Highway Transportation Officials (AASHTO) recently approved the designation of I-87 for the corridor from I-40 in Raleigh to the Virginia state line just south of Norfolk, and our request is for permission to begin signing the southernmost portion of that corridor.

The map in Attachment A shows the segments we are requesting to be signed as I-87. The segments total 14.27 miles. They would begin at I-40 Exit 301 and proceed northeasterly from there on the Beltline (I-440) to Exit 14, the Knightdale Bypass (currently I-495). That segment is 2.65 miles long. I-87 would then proceed easterly on the Knightdale Bypass to just east of the Buffalo Creek bridge, east of the interchange with SR-1003 (Rolesville Road), east of current Milepost 430, where the cross section changes. That segment is 11.62 miles long. US-64 and US-264 would resume as the primary routes from Milepost 430 northeastward. The segments to be signed as I-87 serve the City of Raleigh and the Towns of Knightdale and Wendell.

To alleviate any concerns about creating two instances each of Exit 1, Exit 2, and Exit 3 on the Beltline, our proposed I-87 exit numbering will begin northbound with Exit 4 at New Hope Road, the first interchange on the Knightdale Bypass east of the Beltline. Proposed I-87 exit numbering will end southbound with Exit 3 at I-440 West, the last interchange on the Knightdale Bypass. Proposed exit numbering for I-87 is in Attachment B. All interchanges on the Beltline would retain their current numbers, which follow I-440. There is precedent for our proposal, that a stretch of interstate has exit numbers from a secondary route, such as on I-465 in concurrence with I-74 around Indianapolis.

 Nothing Compares™

Mr. Edward T. Parker  
August 18, 2016  
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Note that we plan to submit an application to AASHTO in the Fall to delete the I-495 designation from Raleigh to Rocky Mount, as I-87 will henceforth traverse that same corridor.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Michael L. Holder". The signature is fluid and cursive, with a long horizontal stroke at the end.

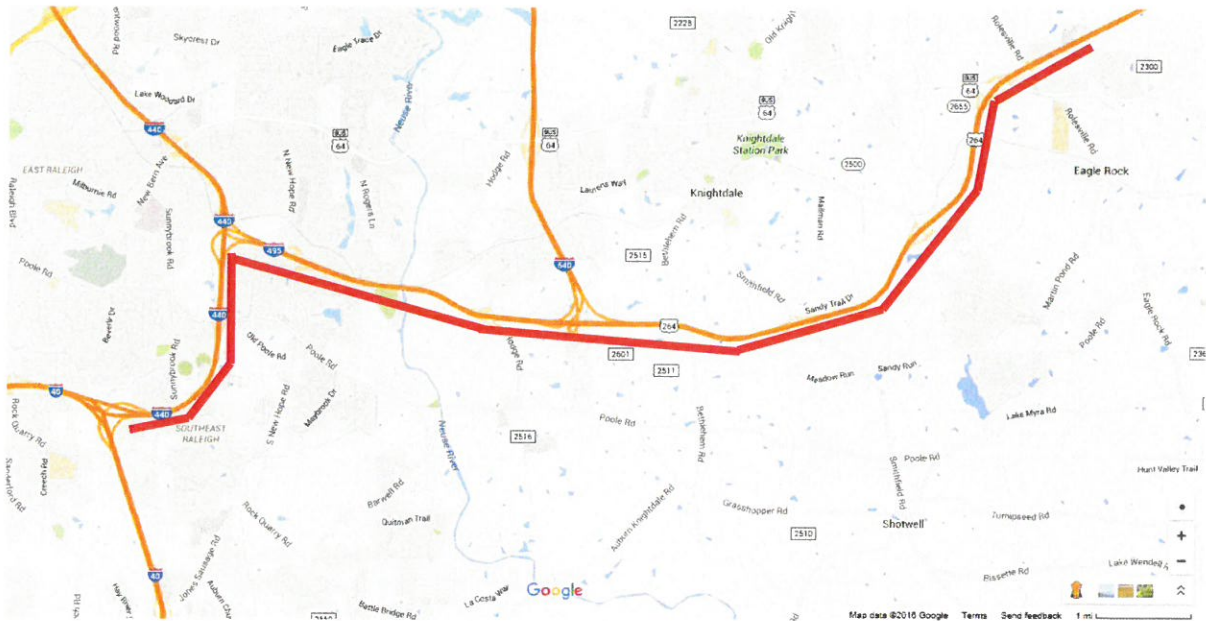
Michael L. Holder, PE  
Chief Engineer

MLH:JKL:jeh

#### Attachments

cc: Secretary Nicholas J. Tennyson  
Walt Gray, Chief Deputy Secretary  
Joey Hopkins, PE, Division 5 Engineer  
J. Kevin Lacy, PE, CPM, State Traffic Engineer  
Joseph E. Hummer, PhD, PE, Mobility and Safety Staff Engineer  
Renee B. Roach, PE, CPM, Central Region Signing and Delineation Engineer

Attachment A—Segments proposed to be signed as I-87 highlighted in red.



Attachment B—Proposed I-87 exit numbers.

Northbound I-87, from Raleigh to Wendell

(Begin I-87 at I-40 junction)

[I-440 Exit 15] – Poole Road

[I-440 Exit 14] – I-440 WEST

Exit 4 – New Hope Road

Exit 6 – Hodge Road

Exit 7 – I-540

Exit 9 – Smithfield Road

Exit 11 – Wendell Falls Parkway

Exit 12 – US-64 Business / Wendell Blvd

(End I-87 just north of the Buffalo Creek bridge)

Southbound I-87, from Wendell to Raleigh

(Begin I-87 just north of the Buffalo Creek bridge)

Exit 13 – Rolesville (note that this is a partial interchange—there is no northbound Exit 13)

Exit 12 – US-64 Business WEST / Knightdale

Exit 11 – Wendell Falls Parkway

Exit 9 – Smithfield Road

Exit 7 – I-540

Exit 6 – Hodge Road

Exit 4 – New Hope Road

Exit 3 – I-440 WEST

[I-440 Exit 15] – Poole Road

[I-440 Exit 16] – I-40

(End I-87 at I-40 junction)



May 25, 2016 Des Moines, IA  
M. Vitale

Special Committee on U. S. Route Numbering  
May 24, 2016  
*Waterloo*  
Des Moines, Iowa  
Meeting Minutes

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Call to Order at 5:15 PM by chair Mark McConnell, MS.

In attendance.

- Region 1 – Richard Tetreault, Vermont AOT
- Region 2 – Mark McConnell, Mississippi DOT (Chair)
- Region 3 – Mark Van Port Fleet, Michigan DOT
- Region 4 – Joshua Laipply, Colorado DOT

District of Columbia, Iowa, Arkansas, Adventure Cycling.

Order of the Day: Ballot Number: USRN-16-01 (action-below attachment)

Fifteen states submitted applications. They included 18 U.S. Routes, 5 Interstate Routes, and 5 Bicycle Routes.

28 applications receive  
23 approved  
3 approved conditionally  
2 denied

Discussion – Purpose and Policy on U.S. Bicycle Routes – Ginny Sullivan will send purpose and policy that was adopted in 2009 by the AASHTO Board of Directors.

Under FAQs for planners, the way numbering should be applied is detailed:

<https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/faqs-for-planners/>

The purpose and policy statement lives on this page:

<https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/implementation-resources/>

And the direct link is:

<http://www.adventurecycling.org/default/assets/File/USBRSAASHTOPurposePolicyStatement.pdf>

Adjourn at 6:19 PM

Respectfully submitted by Marty Vitale, Secretary for the Special Committee on U.S. Route Numbering,  
May 25, 2016.

**AASHTO SPRING 2016 ROUTE NUMBERING APPLICATIONS  
BALLOT RESULTS**

<b>State</b>	<b>Route</b>	<b>Description</b>	<b>Decision</b>	<b>Comments</b>
<b>Alabama</b>	U.S. 431 Relocation	Route begins on existing US 431 at Milepost 232.892 Back / 234.574 Ahead in Anniston, Alabama. New location from Milepost 232.892 Back / 234.574 Ahead thence East/South/East to end at Milepost 221.328. New Alignment. South/East. Anniston, Alabama. 11.564 miles. Route ends on existing US 431 at Milepost 221.328 Southeast of Anniston, Alabama.	4 Affirmative	
<b>Arkansas</b>	U.S. 79 Bearden Relocation	The route begins at the junction with U.S. Highway 79 Business near the western city limits of Bearden, Arkansas. The route travels along the northern city limits of Bearden, Arkansas toward U.S. Highway 79 Business east of the City of Bearden, Arkansas. The route is a four-lane divided roadway on new location. The route travels in a southwest-northeast direction in Arkansas. The focal city is Bearden, Arkansas. The route is 3.85 miles long. This segment of the route ends at the junction of U.S. Highway 79 Business east of the City of Bearden, Arkansas	4 Affirmative	
<b>Arkansas</b>	U.S. 79 Thornton Relocation	The route begins at the junction with U.S. Highway 79 Business within the City of Thornton, Arkansas. The route travels outside the northern city limits of Thornton, Arkansas toward U.S. Highway 79 Business. The route is a four-lane divided roadway on new location. The route travels in a southwest-northeast direction in Arkansas. The focal city is Thornton, Arkansas. The route is 2.08 miles long. This segment of the route ends at the junction of U.S. Highway 79 Business east of the City of Thornton, Arkansas.	4 Affirmative	

State	Route	Description	Decision	Comments
Arkansas	U.S. 79 Fordyce Relocation	The route begins at the junction with U.S. Highway 79 Business west of the City of Fordyce, Arkansas. The route travels through the northwestern city limits of Fordyce, Arkansas toward U.S. Highway 167. The route is a four-lane divided roadway on new location. The route travels in a southwest-northeast direction in Arkansas. The focal city is Fordyce, Arkansas. The route is 2.59 miles long. This segment of the route ends at the junction with U.S. Highway 167 and U.S. Highway 79 Business within the City of Fordyce, Arkansas.	4 Affirmative	
Arkansas	U.S. 79 Bus @ Bearden - Recognition of a Business Route	The route begins at the junction with U.S. Highway 79 near the western city limits of Bearden, Arkansas. The route travels through the City of Bearden, Arkansas and joins U.S. Highway 79 east of the City of Bearden, Arkansas. The route is a two-lane undivided roadway on existing location. The route travels in a southwest to northeast direction in Arkansas. The focal city is Bearden, Arkansas. The route is 3.51 miles long. The route ends at the junction of U.S. Highway 79 east of the City of Bearden, Arkansas.	4 Affirmative	
Arkansas	U.S. 79 Bus @ Thornton - Recognition of a Business Route on U.S. Route	The route begins at the junction with U.S. Highway 79 in the City of Thornton, Arkansas. The route travels through the City of Thornton, Arkansas and joins U.S. Highway 79 northeast of the City of Thornton, Arkansas. The route is a two-lane undivided roadway on existing location. The route travels in a south-north direction in Arkansas. The focal city is Thornton, Arkansas. The route is 2.06 miles long. The route ends at the junction of U.S. Highway 79 northeast of the City of Thornton, Arkansas.	4 Affirmative	

State	Route	Description	Decision	Comments
Arkansas	U.S. 79 Bus @ Fordyce- Recognition of a Business Route on U.S. Route	The route begins at the junction with U.S. Highway 79 west of the City of Fordyce, Arkansas. The route travels through the City of Fordyce, Arkansas and joins U.S. Highway 167. The route is a two-lane undivided roadway on existing location. The route travels in a west-east direction in Arkansas. The focal city is Fordyce, Arkansas. The route is 3.30 miles long. The route ends at the junction of U.S. Highway 79 and U.S. Highway 167 within the City of Fordyce, Arkansas. The log serves all applications for U.S. 79 and U.S. 79 BUS	4 Affirmative	
Arkansas	I-555 - Extension of an Interstate Route	The route begins at the junction of U.S. Highway 49 and Highway 18 in the City of Jonesboro, Arkansas. The route travels northwest within the City of Jonesboro, Arkansas and joins U.S. Highway 63 and Highway 91 in the City of Jonesboro, Arkansas. The route is a four-lane divided roadway built to Interstate standards on existing location. The route travels in a southeast-northwest direction in Arkansas. The focal city is Jonesboro, Arkansas. The route is 4.81 miles long. The route ends at the junction with U.S. Highway 63 and Highway 91 in the City of Jonesboro, Arkansas.	4 Affirmative	
Connecticut	USBR 7 Establishment	Connect East Coast Greenway in Norwalk, CT and Massachusetts Boarder.	4 Affirmative	



State	Route	Description	Decision	Comments
Florida	US 441 Relocation	<p>US 441 currently traverses a two lane segment through historic downtown Lake City. The proposed bypass/realignment will relocate US 441 around Lake City, following the currently signed truck route. This relocation will allow the Local Government to take over ownership of the section of US 441 within their historic district and allow them flexibility to utilize grants for historic preservation. The new alignment of US 441 is proposed to travel north to US 90, turn west onto US 90, then turn north on US 41 to parallel the existing US 441 corridor. It will turn back east onto CR 100A to again adjoin the current US 441 corridor north of Lake City. The roadways proposed as the new alignment location have no known deficiencies. It should be noted, however, that two structures along US 41 have been improved with a concrete barrier between the travel lane and the pedestrian facility. This improvement reduced the paved shoulder to 2'9", narrower than the AASHTO 4' requirement for new structures. Finally, the Lake City and Columbia County officials support this realignment. The transfer of the segment within the historic district to the local government, and CR 100A to the state is contingent upon approval of this realignment request.</p>	4 Affirmative with condition	USRN wants documentation where this was transferred from the City to the state.
Georgia	USBR 621 Establish new USBR	<p>Route Connects USBR 21 and City of Rome, Georgia. Please refer to the introduction above about the number. The state has not gotten back to me on giving this application a correction and making the number even. Received 4/22/2016: Thank you for being flexible. The route number can be amended to 621 for submission to the USRN Committee. Please let me know if you would like for me to update anything or provide any additional information.</p>	4 Affirmative	

State	Route	Description	Decision	Comments
Idaho	USBR 10 Realignment	Existing USBR 10 between Newport, Washington and Montana State Line.	4 Affirmative	
Iowa	US 6 Relocation	Relocation of U.S. 6 in Council Bluffs, beginning at the existing junction of I-480/I-29/U.S.6, joining I-29 traversing south for approx. 2.2 miles to the junction with I-80, then east for approx. 2.33 miles to the IA 192 interchange, continuing east approx. 0.7 miles before leaving I-29 to join I-80, traversing northeast for approx. 4.71 miles, ending at the junction of I-80/U.S.6.	4 Affirmative with condition	
Massachusetts	USBR 7 Establishment	Route connects Connecticut and Vermont.	4 Affirmative	
Missouri	US 60 Business - Relocation	The route will proceed north from its new West Junction location and follow FR 253 (Future Missouri Route B) until it meets existing U.S. Business 60 (Center Street). U.S. Business 60 will then proceed east along existing US Business 60 (Center Street) through Rogersville, MO until it meets the location of existing Missouri Route B (Mill Street). U.S. Business 60 will continue easterly until it reaches the existing location of the East Junction of U.S. Business 60 with US 60 for a total length of 3.289 miles. Reason for Request: U.S. 60 is being upgraded from an expressway to a freeway in the immediate vicinity. The west end of U.S. Business 60 is currently an at-grade intersection. The west end of the existing route will be relocated to a new interchange that is currently under construction.	4 Affirmative	

State	Route	Description	Decision	Comments
<b>North Carolina</b>	<del>I-36</del> <b>I-42</b> Future Establishment	The route begins at existing I-40 in Garner. The route is going generally southeast, through Clayton, Smithfield, Selma, Goldsboro, Kinston, New Bern, and Havelock. The route is travelling along a multi-lane facility with varying levels of access control. The route is generally travelling southeast. The focal points are the Town of Garner, Town of Clayton, Town of Smithfield, Town of Selma, City of Goldsboro, City of Kinston, City of New Bern, City of Havelock and the Town of Morehead City. This route will cover approximately 136.6 miles. The route ends at the international multimodal Port of Morehead City. 8The attached letter from North Carolina addresses all five applications both U.S. and Interstate routes.	<b>4</b> Affirmative with Condition	NC agreed to change the number to I-42. AASHTO will type in the change on the existing application. FHWA will be notified and then the application is required to be approved by FHWA.  Pending FHWA Approval
<b>North Carolina</b>	US 70 Relocation	The route begins at existing US 70 west of Beaufort. The route is going generally north and east, with connectivity through the Town of Beaufort. The route is travelling along a multi-lane partial access controlled facility generally along new alignment. The route is generally travelling north and east, around the north side of Beaufort. The focal point is the Town of Beaufort. This route will cover approximately 3.2 miles. The route ends northeast of Beaufort, at existing US 70.	<b>4</b> Affirmative	

State	Route	Description	Decision	Comments
<b>North Carolina</b>	US 158 Relocation	The route begins in southwest Reidsville, at US 158/US 29 Business. The route is going generally south and east, before turning north. The route is travelling along a multi-lane partial access controlled facility and a fully access controlled freeway facility. The route is generally travelling east, around the south side of Reidsville. The focal point is the City of Reidsville. This route will cover approximately 7 miles. The route ends northeast of Reidsville, at existing US 29.	4 Affirmative	
<b>North Carolina</b>	US 501 Relocation	The route begins in the City of Roxboro, at existing US 501. The route is going generally north and east. The route is travelling along a multi-lane partial access controlled new facility. The route is generally travelling north and east. The focal point is the City of Roxboro. This route will cover approximately 4.2 miles. The route ends north of Roxboro, at existing US 501.	4: Affirmative	
<b>North Carolina</b>	<del>I-89</del> I-87 (Future)	The route begins at existing I-440 in Raleigh. The route is going generally north and east, through Rocky Mount, Williamston, and Elizabeth City in North Carolina. The route is travelling along a multi-lane facility with varying levels of access control. The route is generally travelling north and east. The focal points are the City of Raleigh, the City of Rocky Mount, Town of Williamston, Town of Windsor, and City of Elizabeth City. This route will cover approximately 179.0 miles. The route ends north of Elizabeth City, at the North Carolina/Virginia state line.	4 Affirmative with Conditions	NC agreed to change the number to <b>I-87</b> . AASHTO will type in the change on the existing application. FHWA will be notified and then the application is required to be approved by FHWA.  Pending FHWA Approval

State	Route	Description	Decision	Comments
<b>Tennessee</b>	I-269 Extension of Interstate	The route will begin at the northern terminus of I-269 at the Mississippi / Tennessee State line The route will extend I-269 to Interstate 40 in Memphis, Tennessee The existing facility is a 4 lane divided route with full access control The route will extend I-269 from south to north Memphis is the focal point city The route segment is 19.176 miles long. The route will end at existing Interstate 40 in Memphis	4 Affirmative	
<b>Texas</b>	I-14 Establishment	Route will begin at the U.S. 190/Business 190 junction in Copperas Cove, Texas Route will extend 25 miles to the east Existing facility is a 4- to 6-lane divided, access controlled route. This route will travel from west to east Killeen, TX is the focal point city Route will extend 25 miles Route will end at IH 35 in Belton, TX	4 Negative	USRN will work with Texas on the number of choice. The number is not acceptable.
<b>Texas</b>	US 83 Relocation and Extension of BU US 83	For this petition, the route will begin at 1.7 miles east of FM 886 (El Faro Road). The route will travel west to east with La Joya and Piñetas as the focal point cities. The route covers 6.3 miles and will end at the intersection of existing Business U.S.83.	4 Negative	Committee says that the next section should be a business route as well. Needs to be continuous business US 83.
<b>Texas</b>	US 287 Business Relocation	For this petition, the route will begin from the existing U.S. Highway 287 and will travel north to south with the city of Mansfield as the focal point city. The route covers 1.3 miles and will end at the intersection of the existing Business U.S. Highway 287.	4 Affirmative	
<b>Virginia</b>	USBR 176	Route Connects U.S. Bicycle Route 76 at Willis Church Rd and U.S. Bicycle Route 1 at 2nd St	4 Affirmative	



State	Route	Description	Decision	Comments
<b>West Virginia</b>	U.S. 33 Relocation	US 33 enters WV in Jackson County at the Ohio stateline near Ravenswood. The route traverses West Virginia through Jackson, Roane, Calhoun, Gilmer, Lewis, Upshur, Barbour, Randolph, and Pendleton Counties to the Virginia stateline. The road is a combination of 2-lane paved highway and 4-lane divided highway. US 33 runs in an Easterly direction through the towns of Ravenswood, Ripley, Reedyville, Spencer, Arnoldsburg, Glenville, Weston, Buckhannon, Elkins, Harman, and Franklin, WV. The entire length of US Route 33 in West Virginia is approximately 225 miles.	4 Affirmative	
<b>Wisconsin</b>	U.S. 18 Relocation	The route begins at Meadowbrook Road and is going to the south of existing USH 18 on the Waukesha Bypass and it is traveling over an Existing roadway (Built to USH standards) and new alignment. The route's direction is South and East and the focal point is the City of Waukesha; it covers 9.7 miles and ends at Wolf Road.	4 Affirmative	
<b>Wisconsin</b>	US 18 Temporary Location	This route begins at Interstate 94 (Mile Marker 297) and is going to the north of existing USH 18 an existing interstate and state trunk highways in a West and South direction. The focal point is the City of Waukesha; total number of miles the route will cover is 13 miles and ends at STH 83.	4 Affirmative	



Transportation

PAT McCRORY  
Governor

NICHOLAS J. TENNYSON  
Secretary

April 4, 2016

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

Dear John:

This letter is a request to establish the proposed Interstate number of I-89 for the Raleigh-Norfolk Corridor. This proposed route as shown on the attached map will begin from the I-40 / I-440 interchange southeast of Raleigh, North Carolina, along I-440, I-495, to US 64 through Rocky Mount, Williamston, and US 17 Elizabeth City, North Carolina, to Norfolk, Virginia for approximately 179 miles.

As you are aware, this proposed route was congressionally designated as a high priority future Interstate corridor on the National Highway System, as identified in the Fixing America's Surface Transportation Act (FAST), which was signed into Federal law December 4, 2015. The FAST Act provided inclusion of this portion of roadway in North Carolina by amending Section 1105e(5)A of the Intermodal Surface Transportation Efficiency Act of 1991.

We plan to submit an application for the spring 2016 American Association of State and Transportation Officials (AASHTO) Route Numbering Committee for the reservation of I-89.

We would appreciate your favorable consideration of this request and prompt submission to your Washington office.

Please let me know if you need any additional information.

Sincerely,

Michael L. Holder, P.E.  
Chief Engineer

MLK:JKL:rbr  
Attachment

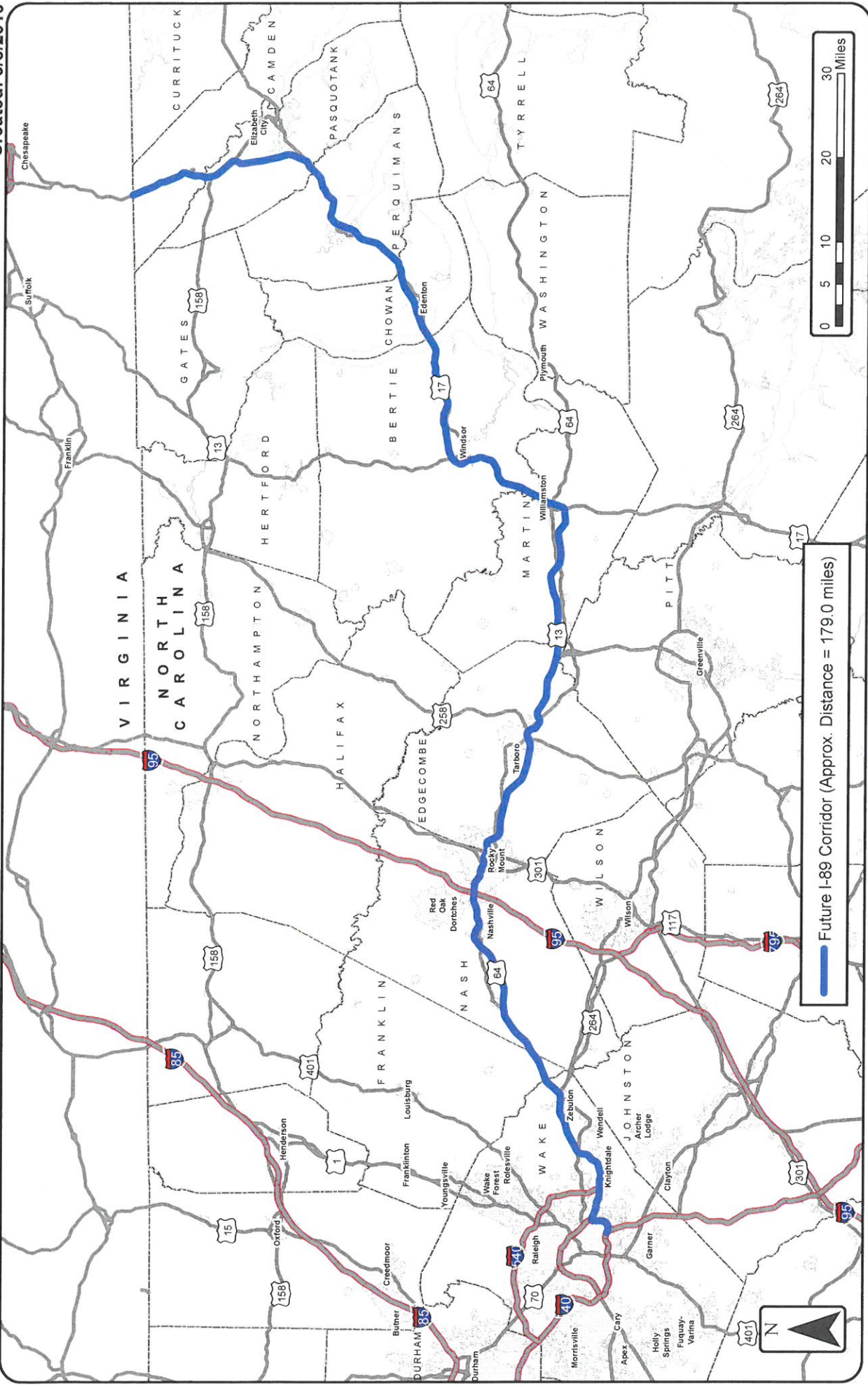
Nothing Compares™

Mr. John F. Sullivan, III  
April 4, 2016  
Page 2

cc: Secretary Nicholas J. Tennyson., att.  
Emmett R. Heltzel, P.E., Virginia State Maintenance Engineer, att.  
Ron Hancock, P.E., Deputy Chief Engineer, att.  
J. Kevin Lacy, P.E., State Traffic Engineer, att.  
J. Jennings, P.E., Division Engineer, att.  
T. Little, P.E., Division Engineer, att.  
J. Hopkins, P.E., Division Engineer, att.  
Bradley Hibbs, P.E, FHWA, att.  
Bill Marley, FHWA, att.

Future I-89 Corridor

Created: 3/8/2016



Future I-89 Corridor (Approx. Distance = 179.0 miles)



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, 20-115.1, 20-141.					
<b>Public Hearing Not Required For This Action Under:</b> GS 150A-1, 20-1.					
<b>Rule Summary:</b> No Parking, Rural Speed Zones, Route Changes, STAA National Truck Network.					
<b>Circumstances Requiring Rule Adoption, Repeal:</b> Necessary for public safety and welfare.					
<b>Effective Date:</b> December 22, 2016					

December 22, 2016  
DATE

  
OFFICER SIGNATURE

James. K. Lacy, P.E.  
TYPED NAME

State Traffic Engineer  
TITLE



---

## No Parking

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 WAKE DIVISION 5

### DECLARE THE FOLLOWING

County	Ordinance Number	Route	Description
WAKE	1071983	I 87	On the on ramp of westbound I 87 at the SR 2516 (Hodge Road) exit (Exit 422).
WAKE	1072112	SR 2233	Along the west side between US 64 Business (Knightdale Boulevard) and 275 feet south of US 64 Business (Knightdale Boulevard).

### RESCIND THE FOLLOWING

County	Ordinance Number	Route	Description
WAKE	1043823	SR 2233	Along the west side of SR 2233 from a pount 275 feet south of US 64, northward to US 64, north of Knightdale.
WAKE	1071344	I 495	On the on ramp of westbound I-495 at the SR 2516 (Hodge Road) exit (Exit 422).

## 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 WAKE DIVISION 5

### DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE	1071999	I 87	60	60	Between I-40 (East Interchange, Exit 16) and US 264 (Interchange, Exit 14).
WAKE	1072000	I 440	60	60	Between SR 1728 (Wade Avenue) and US-264 (Interchange, Exit 14).
WAKE	1072002	US 64	70	70	Between SR 1003 (Rolesville Road) and the Franklin County Line
WAKE	1072006	I 87	70	70	Between I 440 and SR 1003 (Rolesville Road).
WAKE	1072108	I 540	70	70	Between the Durham County Line and I 87.
WAKE	1072110	SR 2036	45	45	Between 0.092 mi south of SR 2906 and SR 2215.
WAKE	1072116	SR 2516	35	35	Between 0.05 mile south of SR 2593 (Whitfield Street) and US 64 Business (New Bern Avenue).

### RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE	1045199	SR 2516	35	35	From a point 0.05 mile south of SR 2593, northwest to US 64, east of Raleigh.

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE	1045279	SR 2233	35	35	From the western corporate limit of Knight- dale, a point 0.32 mile south of US64, north-ward to US 64.
WAKE	1045540	SR 2036	45	45	From US 64 northward to SR 2215.
WAKE	1045566	SR 2233	35	35	From US 64 northward to a point 0.30 mile north of US 64.
WAKE	1045956	I 440	60	60	From SR 1728 (Wade Avenue) eastward to I-40.
WAKE	1054063	SR 2233	35	35	From a point 0.30 mile north of US 64 northward to a point 0.45 mile north of US 64.
WAKE	1066964	I 540	70	70	Between the Durham County Line and US 64.
WAKE	1068192	I 495	70	70	From SR 2697 (New Hope Road), eastward to I 540.
WAKE	1068193	US 64	70	70	From I 540, eastward to the Franklin County Line.
WAKE	1068350	I 495	70	70	I-495 Northbound Couplet between I-440 and SR 2697 (New Hope Road).



## 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** WAKE **DIVISION** 5

**DECLARE THE FOLLOWING**

County	Ordinance Number	Route	Long Description
WAKE	1071982	I 87	National Network between I 440 and SR 1003 (Rolesville Road)
WAKE	1071998	I 440	National Network between I-40, US 1, US 64 (west interchange, Exit 1) and I-87 (interchange, Exit 14).
WAKE	1072003	US 64	Network, concurrent with I 87 between I 40, I 440 (Exit 301) and SR 1003 (Rolesville Road).
WAKE	1072004	US 64	National Network between SR 1003 (Rolesville Road) to the Franklin County Line.
WAKE	1072007	I 87	National Network between I 40 and SR 1003 (Rolesville Road).
WAKE	1072008	US 264	Non-Network, concurrent with I 87 between I 440 and SR 1003 (Rolesville Road).
WAKE	1072105	US 64	Non-network, concurrent with I 40 between I 40, I 440, US 1 (Exit 293) and I 87, I 40, I 440 (Exit 301).
WAKE	1072107	US 264	Non-Network, concurrent with US 64 between SR 1003 (Rolesville Road) and US 64 (east interchange).
WAKE	1072109	I 540	National Network between I 87, US 64, US 264 and the Durham County Line.



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**RESCIND THE FOLLOWING**

County	Ordinance Number	Route	Long Description
WAKE	1058954	I 540	National Network between US 64, US 264 and the Durham County line.
WAKE	1059082	I 440	National Network between I 40, US 1, US 64 (west interchange, Exit 1) and I 40 (east interchange, Exit 16).
WAKE	1061094	US 64	Non-Network, concurrent with I 40 between I 40, I 440, US 1 (Exit 293) and I 40, I 440 (Exit 301).
WAKE	1068186	I 495	National Network between I 440 and I 540.
WAKE	1068187	US 64	Network, concurrent with I 495 between I 440 (Exit 14) and I 540.
WAKE	1068188	US 64	National Network between I 540 and the Franklin County line.
WAKE	1068189	US 264	Non-Network, concurrent with I 495, US 64 between I 440 and I 540.
WAKE	1068190	US 264	Non-Network, concurrent with US 64 between I 540 and US 64 (east interchange).

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

All the actions to the Highway Traffic Ordinances herein adopted are effective December 22, 2016 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
No Parking	2	2
Rural Speed Zones	7	10
Route Changes	3	1
STAA National Truck Network	9	8
Total	21	21

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.

December 22, 2016

DATE

  
OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

113TH CONGRESS  
2D SESSION

# S. 2720

To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to high priority corridors on the National Highway System, and for other purposes.

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IN THE SENATE OF THE UNITED STATES

JULY 31, 2014

Mrs. HAGAN (for herself and Mr. BURR) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

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## A BILL

To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to high priority corridors on the National Highway System, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Route to Opportunity  
5 And Development Act of 2014” or the “ROAD Act of  
6 2014”.

1 **SEC. 2. HIGH PRIORITY CORRIDORS ON NATIONAL HIGH-**  
2 **WAY SYSTEM.**

3 (a) IN GENERAL.—Section 1105(c) of the Intermodal  
4 Surface Transportation Efficiency Act of 1991 (105 Stat.  
5 2032) is amended by striking paragraph (13) and insert-  
6 ing the following:

7 “(13) Raleigh-Norfolk Corridor from Raleigh,  
8 North Carolina, through Rocky Mount, Williamston,  
9 and Elizabeth City, North Carolina, to Norfolk, Vir-  
10 ginia.”.

11 (b) INCLUSION OF CERTAIN ROUTE SEGMENTS ON  
12 INTERSTATE SYSTEM.—Section 1105(e)(5)(A) of the  
13 Intermodal Surface Transportation Efficiency Act of 1991  
14 (109 Stat. 597; 115 Stat. 872; 118 Stat. 293) is amended  
15 in the first sentence by inserting “subsection (c)(13),”  
16 after “subsection (c)(9),”.

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