

## Chapter 6

### Route Changes

#### 6.1 *Route Change*

Ordinance Type Number:	22
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§136-30(a)</a> , <a href="#">§136-54</a>
NCAC Authority:	<a href="#">19A:04A.0104(b)</a>
TEPPL Reference:	<a href="#">H-12</a> , <a href="#">I-5</a> , <a href="#">I-6</a> , <a href="#">N-2</a> , <a href="#">N-8</a>
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	None
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	Sometimes (see “Guidelines”)

#### Guidance:

This guidance applies to all route changes (see next section “Steps” for additional information).

In many cases resolutions and municipal certificates are required for route change packages. When the need for a route change has been identified, Division and Region staff should begin working with municipalities as needed to secure resolutions, concurrence for new speed zone ordinances, and concurrence for rescinding existing speed zone ordinances.

Station numbers shall not be used in the descriptions of route changes.

Route change ordinances shall only be written for secondary routes if the secondary route is being elevated to a primary route, or if a primary route is being downgraded to a secondary route.

Completed and published route change packages shall include the following:

- Maps of affected segments
- Municipal and/or county resolutions supporting/requesting the route change
- STIP project title sheet (if appropriate)
- AASHTO application and approval (if appropriate)
- Existing ordinances being repealed (speed limits, parking, etc.)
- New ordinances being enacted (speed limits, truck prohibitions, parking, etc.)
- Municipal ordinance concurrences (approval and repeals)

Considerations for route changes shall include the following:

- National Network (NN) routes
- STAA designated routes, and routes that may need designation
- STAA reasonable access routes
- Truck routes, truck prohibitions, and no through truck restrictions
- Strategic highway corridors
- Bicycle routes
- Transit routes
- Light weight roads
- High priority corridors and NHS routes (interstate route changes)
- Overhead signs
- National Highway Freight Network (NHFN)
- Farm Equipment Authorization (fully controlled access routes only)
- Control cities/focal cities – updates and adjustments
- Signals and signal systems
- Detour routes (STOC – Traffic Systems Operations Unit)
- Traffic count milepost adjustments
- Intersection database updates (when an intersection database is live)
- Mobility funding impacts (statewide mobility, regional impacts, division needs)
- Low ground clearance railroad crossings
- Signing changes/installation (non-project funding)
- Crash Web “Highway XX” rules (may need to be deleted)
- Have a TEAAS Primary Data Maintainer (PDM) update the TEAAS exclusion list table with all affected routes (when available). Be sure to also include old route numbers with begin milepost = 0 if they have been completely replaced with another route number.
- LOGO and TODS programs

Examples:

Add US 70 along new alignment between 0.59 mile east of SR 2318 (Shiloh Road, Fanjoy Road, old US 70) and 0.76 mile east of SR 2362 (Triplett Road, old US 70). Project R-2911A.

Add NC 53 along existing alignment of NC 24 between US 17 (west interchange) and US 258, NC 24, NC 24 Business (Burgaw Highway).

Add SR 2638 to replace existing US 70 between 0.21 mile west of SR 2316 (Bell Road, new US 70) and 0.29 mile east of SR 2363 (Knox Farm Road, new US 70). Project R-2911A.

Add NC 162 to replace parts of existing SR 1133, SR 1141, and SR 1363 between SR 1132 (Legion Road) and SR 1107 (Fisher Road). Project U-0620.

Add SR 2008 along new alignment between NC 138 (new alignment) and SR 2042 (Old NC 138). Project R-2320G.

Delete existing US 70 and replace with SR 2638 between 0.21 mile west of SR 2316 (Bell Road, new US 70) and 0.29 mile east of SR 2363 (Knox Farm Road, new US 70). Project R-2911A.

Delete existing SR 1133 and replace with NC 162 between SR 3065 (Columbine Drive) and 0.09 mile south of SR 1141 (Cumberland Road). Project U-0620.

Delete existing US 70 Business and retain existing NC 55 between NC 55 (Neuse Boulevard) and NC 55 (First Street). Project U-4755.

Delete existing US 70 Business (E. Front Street) from the State Highway System between Broad Street and US 17, US 70, NC 55. Project B-2532.

Delete existing US 52 (remove pavement) between 0.622 mile southeast of SR 1720 (Stoney Gap Road) and 0.461 mile southeast of SR 1720 (Stoney Gap Road). Project R-2320G.

Steps:

The following steps occur after FHWA and AASHTO approval (for interstate route changes), AASHTO approval (for US route changes), or after initial approval by the State Traffic Engineer (for NC route changes).

However, changes to interstates may be mileposted prior to final approval due to the nature of the FHWA approval process (road is usually open to traffic before the FHWA and AASHTO provide final approval), but there should be pre-approval on file from FHWA and AASHTO for the mainline and/or “future” designation.

1. The Ordinance Program Coordinator or contractors shall request secondary road numbers (if needed).
2. The Ordinance Program Coordinator or contractors shall make sure the route changes are mileposted.
3. The Ordinance Program Coordinator or contractors shall notify the appropriate Regions that they can proceed with ordinances needed for the route change.
4. Regions or contractors enter new ordinances necessary for the route change (speed zones, no parking, truck prohibitions, etc.). **Do not click any approvals at this time.** Regions or contractors email the list of new ordinance numbers to the Ordinance Program Coordinator, and proceed with obtaining municipal concurrence (if needed).
5. Regions or contractors identify all existing ordinances (on both the mainline and intersecting routes) that will need to be repealed due to the route change (speed zones, no parking, truck prohibitions, etc.). **Do not click any repeal recommendations at this time.** Regions or contractors email the list of ordinance numbers to be repealed to the Ordinance Program Coordinator, and proceed with obtaining municipal concurrence (if needed). **NOTE – all existing route change (type 22) ordinances can be ignored for this step.**
6. The Ordinance Program Coordinator or contractors shall enter route change segments into TEAAS using ordinance type 22 (see “Examples”).
7. The Ordinance Program Coordinator or contractors shall enter, adjust, or rescind National Network (type 43), designation (types 44, 45, and 46), and reasonable access (types 40, 41, and 42) ordinances, and click Division/Regional approvals and repeal recommendations, as appropriate.
8. The Ordinance Program Coordinator shall have a temporary date entered into the effective date field of the new ordinances (from steps 3, 5, 6, and 7) and into the repealed date field of the ordinances that need to be repealed (from steps 4 and 7).

9. The Ordinance Program Coordinator or contractors shall notify the Regions that they can proceed with clicking Division/Regional approvals and repeal recommendations.
10. Once TEAAS approvals/repeal recommendations have been completed, and municipal concurrences (if needed) have been secured and sent to the Ordinance Program Coordinator, the Regions shall notify the Ordinance Program Coordinator that the route change package can be completed.
11. The Ordinance Program Coordinator shall replace the temporary effective dates and repeal dates with the actual route change package dates and submit to the State Traffic Engineer for signing.