

## Chapter 9

### Vehicle Routes and Restrictions

#### 9.1 *Definitions and General Guidance*

Municipalities do not have statutory authority to prohibit trucks on portions of any route on the State highway system.

A trailer is fully supported by its own axles and wheels, and a semitrailer is partially supported by a power unit (tractor) and its own axles and wheels.

Long combination vehicles (LCVs) are generally defined as single unit trucks (2 or more axles) with trailers, buses with trailers, recreational vehicles (RVs) with trailers, truck tractor semitrailers (TTST), and truck tractor double trailers (TTDT – semitrailer and trailer).

A commercial motor vehicle (CMV) is defined as any vehicle with a commercial license plate and are designed or used to transport passengers or property ([§20-4.01, 3d](#)).

The definition of “trucks” does not include pickup trucks or vans.

A highway is “the entire width between property or right-of-way lines of every way or place of whatever nature, when any part thereof is open to the use of the public as a matter of right for the purposes of vehicular traffic. The terms "highway" and "street" and their cognates are synonymous” ([§20-4.01, 13](#)).

A roadway is “that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the shoulder” ([§20-4.01, 38](#)).

Road tractors are “vehicles designed and used for drawing other vehicles upon the highway and not so constructed as to carry any part of the load, either independently or as a part of the weight of the vehicle so drawn” ([§20-4.01, 37](#)).

Truck tractors are “vehicles designed and used primarily for drawing other vehicles and not so constructed as to carry any load independent of the vehicle so drawn” ([§20-4.01, 48](#)).

Vehicles are “every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices moved by human power or used exclusively upon fixed rails or tracks; [except that] bicycles shall be deemed vehicles [but vehicles] shall not include a device which is designed for and intended to be used as a means of transportation for a person with a mobility impairment” ([§20-4.01, 49](#)).

### **9.1 Truck Prohibited Route**

Ordinance Type Number:	28
Ordinance Type Status:	Inactive
NCGS Authority:	<a href="#">§20-115.1 (b)</a> , <a href="#">§20-116 (h)</a> , <a href="#">§20-121, §136-18 (5)</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	12, 28, 40, 41, 42, 43, 44, 45, 46, 49, 50
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	Yes

#### Guidance:

The Department of Transportation “may, at any time, prohibit motor vehicle combinations on portions of any route on the State highway system” ([§20-115.1, b](#)).

Trailer/semitrailer lengths may be specified if an engineering investigation or engineering judgment determines some trailer/semitrailer lengths may operate safely on the road but others may not (typical trailer/semitrailer lengths are 28, 28.5, 33, 42.5, 48, and 53 feet).

Any route that is prohibited to “heavy trucks or other vehicles of a gross vehicle weight or axle load limit in excess of a designated maximum” shall have a designated truck route that is “approximately the same distance” as the weight prohibited route, and both routes shall be signed ([§20-116, h](#)). However, any route that has a vehicle or weight restriction to avoid damage by “deterioration, rain, snow or other climatic conditions” for a period “not to exceed 90 days in any one calendar year” does not need an adjoining truck route but shall be posted at each end of the route ([§20-121](#)).

Routes may be prohibited to trucks based on safety and capacity reasons ([§20-115.1, b](#)) but do not need an associated truck route.

Any route that is restricted or prohibited to trucks shall have justification.

The Ordinance Program Coordinator shall prepare a draft letter from the State Traffic Engineer to the NCDOT Deputy Secretary for Intergovernmental Affairs (NCDOT DSIA) and the Legislative Liaison. Once the letter and ordinance package are signed and approved by the State Traffic Engineer, the Ordinance Program Coordinator will send the final letter, along with the ordinance package and any additional supporting documentation, to the NCDOT DSIA and the Legislative Liaison. They will forward the letter to the Joint Legislative Transportation Oversight Committee (JLTOC), thereby notifying the committee of the truck restriction.

Examples:

No commercial multi-unit vehicles between SR 1211 (Paxton Road) and SR 1340 (Mason Road).

No long combination vehicles between NC 54 and SR 3020 (Robert McKenna Road).

No truck tractors with semitrailers between NC 41 and SR 4430 (Jefferson Road).

No truck tractors with semitrailers longer than 33 feet between SR 1511 (Shalom Church Road) and SR 1523 (Audrey Smith Road).

No commercial vehicles between NC 54 and SR 3020 (Robert McKenna Road).

No trucks between US 64 and NC 55.

No trucks with hazardous material between NC 41 and SR 4430 (Jefferson Road).

No trucks with three or more axles between US 158 Business and SR 1301 (Columbia Road).

No trucks with semitrailers and a gross vehicle weight of greater than 26,000 pounds between US 70 and SR 1553 (Tree Farm Road).

## 9.2 *Truck Lane Restriction*

Ordinance Type Number:	50
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§136-18 (5)</a>
NCAC Authority:	None
TEPPL Reference:	<a href="#">T-39</a>
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	28, 49, 50, 55
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	Yes
Additional Information/Justification Required:	No

### Guidance:

Generally used to position large vehicles out of the highest speed lanes, reduce the frequency of large trucks surrounding passenger vehicles, and/or to provide additional truck clearance from the opposing direction of traffic.

Should not be used on segments that have left-side exits and merging areas, or that have closely spaced interchanges.

The Department of Transportation is vested with the power to make ordinances for the use of the State highways.

No ordinances shall be made that will conflict with any statute now in force or any ordinance of incorporated municipalities.

### Examples:

Single trucks with a gross vehicle weight rating (GVWR) of greater than 26,000 pounds with three (3) or more axles, or truck and trailer combinations with three (3) or more axles and a combined gross vehicle weight rating (GVWR) of greater than 26,000 pounds, shall be prohibited to use the leftmost lane between SR 1973 (Page Road) and the Wake County line.

No truck tractors with trailers in left two lanes between US 1 (Capital Boulevard) and NC 55 (Apex Highway).

All eastbound trucks over 10,000 pounds, excluding pickup trucks and vans, shall use the right lane between the truck information station and SR 1505 (Joe Miller Road), except when passing slower moving vehicles.

### 9.3 *No Through Trucks*

Ordinance Type Number:	49
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§136-18 (5)</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	12, 28, 43, 44, 45, 46, 49, 50, 51, 52, 55
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	Yes

#### Guidance:

A “no through trucks” prohibition is defined as allowing only trucks with legitimate commerce related business (this does not include gas, food, or lodging) to travel on the road to and from their destination to conduct this business. This restriction may be applied to trucks with a specific dimension (width, length, number of axles, weight, etc.). Any other truck (or any truck meeting or exceeding the dimensions specified in the ordinance) using any part of the route and does not have legitimate commerce related business on the route is considered a “through” truck.

Any route that restricts through trucks “of a gross vehicle weight or axle load limit in excess of a designated maximum” shall have a designated truck route that is “approximately the same distance” as the weight restricted through route, and both routes shall be signed ([§20-116, h](#)).

Any route that has a through vehicle or weight restriction to avoid damage by “deterioration, rain, snow or other climatic conditions” for a period “not to exceed 90 days in any one calendar year” does not need an adjoining truck route but shall be posted at each end of the route ([§20-121](#)).

Routes may be prohibited to through trucks based on safety and capacity reasons ([§20-115.1, b](#)) but do not need an associated truck route. Trailer/semitrailer lengths may be specified if an engineering investigation or engineering judgment determines some trailer/semitrailer lengths may operate safely on the road but others may not (typical trailer/semitrailer lengths are 28, 28.5, 33, 42.5, 48, and 53 feet).

Any route that is restricted or prohibited to trucks shall have justification.

The Ordinance Program Coordinator shall prepare a draft letter from the State Traffic Engineer to the NCDOT Deputy Secretary for Intergovernmental Affairs (NCDOT DSIA) and the Legislative Liaison. Once the letter and ordinance package are signed and approved by the State Traffic Engineer, the Ordinance Program Coordinator will send the final letter, along with the ordinance package and any additional supporting documentation, to the NCDOT DSIA and the Legislative Liaison. They will forward the letter to the Joint Legislative Transportation Oversight Committee (JLTOC), thereby notifying the committee of the truck restriction.

Examples:

No through commercial multi-unit vehicles between SR 1211 (Paxton Road) and SR 1340 (Mason Road).

No through long combination vehicles between NC 54 and SR 3020 (Robert McKenna Road).

No through truck tractors with semitrailers between NC 41 and SR 4430 (Jefferson Road).

No through truck tractors with semitrailers longer than 33 feet between SR 1511 (Shalom Church Road) and SR 1523 (Audrey Smith Road).

No through commercial vehicles between NC 54 and SR 3020 (Robert McKenna Road).

No through trucks between US 64 and NC 55.

No through trucks with hazardous material between NC 41 and SR 4430 (Jefferson Road).

No through trucks with three or more axles between US 158 Business and SR 1301 (Columbia Road).

No through trucks with semitrailers and a gross vehicle weight of greater than 26,000 pounds between US 70 and SR 1553 (Tree Farm Road).

#### **9.4 Temporary Truck Restriction**

Ordinance Type Number:	48
Ordinance Type Status:	Inactive
NCGS Authority:	<a href="#">§20-115.1 (b)</a> , <a href="#">§20-121</a> , <a href="#">§136-18 (5)</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	48
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

##### Guidance:

Reasonable restrictions on the use of interstate routes on the National Network are limited to specific travel lanes of multi-lane facilities, construction zones, adverse weather conditions, or structural or clearance deficiencies ([23 CFR 658.11, d, 4](#)).

Reasonable restrictions on the use of non-interstate Federal-Aid Primary (FAP) routes on the National Network are limited to peak hours of travel, specific travel lanes of multi-lane facilities, construction zones, seasonal operation, adverse weather conditions, or structural or clearance deficiencies ([23 CFR 658.11, g, 1](#)).

Reasonable restrictions on the National Network shall be submitted in writing to the appropriate FHWA Division Office with justification of significant negative impact on safety, the environment, and/or operational efficiency ([23 CFR 658.11, g, 2](#)).

The Department of Transportation “may, at any time, prohibit motor vehicle combinations on portions of any route on the State highway system” ([§20-115.1, b](#)).

The Department of Transportation “may prohibit the operation of vehicles upon or impose restrictions as to the weight thereof, for a total period not to exceed 90 days in any one calendar year...whenever any said highway by reason of deterioration, rain, snow or other climatic conditions will be damaged unless the use of vehicles thereon is prohibited or the permissible weights thereof reduced” ([§20-121](#)). Signs shall be erected “designating the provisions of the ordinance at each end of that portion of any highway to which the ordinance is applicable, and the ordinance shall not be effective until or unless such signs are erected and maintained” ([§20-121](#)).

Trailer/semitrailer lengths may be specified if an engineering investigation or engineering judgment determines some trailer/semitrailer lengths may operate safely on the road but others may not (typical trailer/semitrailer lengths are 28, 28.5, 33, 42.5, 48, and 53 feet).

Any route that is prohibited to “heavy trucks or other vehicles of a gross vehicle weight or axle load limit in excess of a designated maximum” shall have a designated truck route that is “approximately the same distance” as the weight prohibited route, and both routes shall be signed ([§20-116, h](#)). However, any route that has a vehicle or weight restriction to avoid damage by “deterioration, rain, snow or other climatic conditions” for a period “not to exceed 90 days in any one calendar year” does not need an adjoining truck route but shall be posted at each end of the route ([§20-121](#)).

Any route that is prohibited to trucks by any dimension other than weight does not need an associated truck route.

Routes may be prohibited to trucks based on safety and capacity reasons ([§20-115.1, b](#)) but do not need an associated truck route.

Any route that is restricted or prohibited to trucks shall have justification.

The Ordinance Program Coordinator shall prepare a draft letter from the State Traffic Engineer to the NCDOT Deputy Secretary for Intergovernmental Affairs (NCDOT DSIA) and the Legislative Liaison. Once the letter and ordinance package are signed and approved by the State Traffic Engineer, the Ordinance Program Coordinator will send the final letter, along with the ordinance package and any additional supporting documentation, to the NCDOT DSIA and the Legislative Liaison. They will forward the letter to the Joint Legislative Transportation Oversight Committee (JLTOC), thereby notifying the committee of the truck restriction.

Examples:

No truck tractors with semitrailers between NC 41 and SR 4430 (Jefferson Road).

No truck tractors with semitrailers longer than 33 feet between SR 1511 (Shalom Church Road) and SR 1523 (Audrey Smith Road).



### **9.5 *Truck Prohibition by Weight (paired with type 52)***

Ordinance Type Number:	51
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§20-116 (h)</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	12, 40, 41, 42, 43, 44, 45, 46, 51, 67
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	Yes
Additional Information/Justification Required:	Yes

#### Guidance:

Routes may be prohibited to “heavy trucks or other vehicles of a gross vehicle weight or axle load limit in excess of a designated maximum” ([§20-116, h](#)).

Routes with a gross vehicle weight or axle load limit prohibition shall have a designated truck route that is “approximately the same distance” as the weight prohibited route ([§20-116, h](#)).

See Section 9.6 for associated truck route ordinances.

Both routes shall be signed ([§20-116, h](#)).

Any route that is restricted or prohibited to trucks shall have justification.

The Ordinance Program Coordinator shall prepare a draft letter from the State Traffic Engineer to the NCDOT Deputy Secretary for Intergovernmental Affairs (NCDOT DSIA) and the Legislative Liaison. Once the letter and ordinance package are signed and approved by the State Traffic Engineer, the Ordinance Program Coordinator will send the final letter, along with the ordinance package and any additional supporting documentation, to the NCDOT DSIA and the Legislative Liaison. They will forward the letter to the Joint Legislative Transportation Oversight Committee (JLTOC), thereby notifying the committee of the truck restriction.

#### Examples:

No trucks with an axle load limit in excess of 13,000 pounds between US 15-501 Business (Chapel Hill Boulevard) and US 15-501 Bypass.

No trucks with a gross vehicle weight in excess of 13,000 pounds between SR 1834 (Norwood Road) and the Durham County line.

### **9.6 *Truck Route by Weight (paired with type 51)***

Ordinance Type Number:	52
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§20-116 (h)</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	49, 67
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	Yes
Additional Information/Justification Required:	Yes

#### Guidance:

Any route that is prohibited to “heavy trucks or other vehicles of a gross vehicle weight or axle load limit in excess of a designated maximum” shall have a designated truck route that is “approximately the same distance” as the weight prohibited route, and both routes shall be signed ([§20-116, h](#)).

See Section 9.5 for associated truck prohibition by weight ordinances.

#### Examples:

Between SR 1211 (Paxton Road) and SR 1340 (Mason Road).

## 9.7 *Truck Prohibition by Safety and Capacity*

Ordinance Type Number:	55
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§20-115.1 (b)</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	28, 40, 41, 42, 43, 44, 45, 46, 49, 50,
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	Yes

### Guidance:

The Department of Transportation “may, at any time, prohibit motor vehicle combinations on portions of any route on the State highway system” based on safety and capacity reasons ([§20-115.1, b](#)).

Trailer/semitrailer lengths may be specified if an engineering investigation or engineering judgment determines some trailer/semitrailer lengths may operate safely on the road but others may not (typical trailer/semitrailer lengths are 28, 28.5, 33, 42.5, 48, and 53 feet).

An associated truck route is not required.

Any route that is restricted or prohibited to trucks shall have justification.

The Ordinance Program Coordinator shall prepare a draft letter from the State Traffic Engineer to the NCDOT Deputy Secretary for Intergovernmental Affairs (NCDOT DSIA) and the Legislative Liaison. Once the letter and ordinance package are signed and approved by the State Traffic Engineer, the Ordinance Program Coordinator will send the final letter, along with the ordinance package and any additional supporting documentation, to the NCDOT DSIA and the Legislative Liaison. They will forward the letter to the Joint Legislative Transportation Oversight Committee (JLTOC), thereby notifying the committee of the truck restriction.

### Examples:

No truck tractors with semitrailers between NC 41 and SR 4430 (Jefferson Road).

No truck tractors with semitrailers longer than 33 feet between SR 1511 (Shalom Church Road) and SR 1523 (Audrey Smith Road).

No trucks between US 64 and NC 55.

No trucks with three or more axles between US 158 Business and SR 1301 (Columbia Road).

## 9.8 *Truck Routes*

Ordinance Type Number:	12
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§20-141 (i)</a>
NCAC Authority:	<a href="#">19A:02B.0213</a>
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	12, 28, 49, 51, 55
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

### Guidance:

The Department of Transportation may designate truck routes ([§20-141, i](#)).

Municipalities can establish truck routes within their corporate limits ([§160A-77, b, 5](#)), however, any municipally established truck route on the State Highway System shall have approval (i.e. a concurring ordinance) by the Department of Transportation ([19A:02B.0213](#)).

Type 12 ordinances shall not be used in association with routes prohibited to trucks by weight – see Sections 9.5 and 9.6 for additional information.

The M4-4 auxiliary sign is used for highway numbering and shall not be used to designate truck routes established by [§20-141 \(i\)](#).

### Examples:

Between US 401 and US 64.

Between NC 41 (Main Street) and SR 1101 (Price Avenue).

## **9.9 Truck Information Station**

Ordinance Type Number:	23
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§136-18 (5)</a>
NCAC Authority:	None
TEPPL Reference:	None
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:	No

### Guidance:

Truck information stations provide information to truck operators of upcoming road conditions and any applicable speed limits or lane restrictions. Truck operators are required to stop and review this information before proceeding for the safety of all road users.

### Examples:

All eastbound trucks over 10,000 pounds, excluding pickup trucks and vans, shall enter the truck information station at the top of Old Fort Mountain to be advised of steep grade conditions, truck speed limits, lane restrictions, and any other posted information before descending the mountain.

### ***9.10 Temporary Vehicle Restriction by Weight to Prevent Damage***

Ordinance Type Number:	53
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§20-121</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	53, 54
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	Yes
Additional Information/Justification Required:	Yes

#### Guidance:

The Department of Transportation may restrict the weight of vehicles on a given route, for a period not to exceed 90 days in any one calendar year, when that route will be damaged by deterioration or climatic conditions unless the permissible weights are reduced ([§20-121](#)).

An associated truck route is not required.

Signs shall be erected “designating the provisions of the ordinance at each end of that portion of any highway to which the ordinance is applicable, and the ordinance shall not be effective until or unless such signs are erected and maintained” ([§20-121](#)).

The Ordinance Program Coordinator shall prepare a draft letter from the State Traffic Engineer to the NCDOT Deputy Secretary for Intergovernmental Affairs (NCDOT DSIA) and the Legislative Liaison. Once the letter and ordinance package are signed and approved by the State Traffic Engineer, the Ordinance Program Coordinator will send the final letter, along with the ordinance package and any additional supporting documentation, to the NCDOT DSIA and the Legislative Liaison. They will forward the letter to the Joint Legislative Transportation Oversight Committee (JLTOC), thereby notifying the committee of the truck restriction.

#### Examples:

No trucks with a gross vehicle weight of greater than 26,000 pounds between US 70 and SR 1553 (Tree Farm Road) between December 1 and February 28.

### **9.11 Temporary Vehicle Prohibition to Prevent Damage**

Ordinance Type Number:	54
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§20-121</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	53, 54
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	Yes
Additional Information/Justification Required:	Yes

#### Guidance:

The Department of Transportation may prohibit vehicles on a given route, for a period not to exceed 90 days in any one calendar year, when that route will be damaged by deterioration or climatic conditions unless certain vehicles are prohibited ([§20-121](#)).

Signs shall be erected “designating the provisions of the ordinance at each end of that portion of any highway to which the ordinance is applicable, and the ordinance shall not be effective until or unless such signs are erected and maintained” ([§20-121](#)).

An associated truck route is not required.

The Ordinance Program Coordinator shall prepare a draft letter from the State Traffic Engineer to the NCDOT Deputy Secretary for Intergovernmental Affairs (NCDOT DSIA) and the Legislative Liaison. Once the letter and ordinance package are signed and approved by the State Traffic Engineer, the Ordinance Program Coordinator will send the final letter, along with the ordinance package and any additional supporting documentation, to the NCDOT DSIA and the Legislative Liaison. They will forward the letter to the Joint Legislative Transportation Oversight Committee (JLTOC), thereby notifying the committee of the truck restriction.

#### Examples:

No commercial multi-unit vehicles between SR 1211 (Paxton Road) and SR 1340 (Mason Road) between September 1 and November 29.

No trucks with 3 or more axles between US 64 and NC 55 between December 1 and February 28.

No farm equipment, including tractors, between March 1 and May 29.

### 9.12 *Light Traffic Road*

Ordinance Type Number:	67
Ordinance Type Status:	Inactive
NCGS Authority:	<a href="#">§20-118 (b) (4)</a>
NCAC Authority:	<a href="#">19A:04A.0106</a>
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	40, 41, 42, 43, 44, 45, 46, 51, 52, 67
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	Yes
Additional Information/Justification Required:	Yes

#### Guidance:

The Department of Transportation may establish light traffic roads and restrict the axle weight limit on such roads below the statutory limits “when in the opinion of the Department of Transportation, such road is inadequate to carry and will be injuriously affected by vehicles using the said road carrying the maximum axle weight”.

Light traffic roads shall not apply to interstates or primary routes (I, US, and NC routes).

All light traffic roads shall be posted with the maximum axle weight (13,000 pounds or less).

Division Engineers are responsible for keeping records of light traffic roads and the reasons for their designation, and shall review their status at least annually.

Light traffic roads are currently maintained by the State Road Maintenance Unit and are available at the following URL: <https://apps.ncdot.gov/prt/RoadSearch.aspx>

#### Examples:

Maximum axle weight 6.5 tons between SR 1211 (Paxton Road) and SR 1340 (Mason Road).



### **9.13 Motorized Vehicles Only**

Ordinance Type Number:	66
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§136-18 (5)</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	27, 65
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

#### Guidance:

This ordinance is used to restrict the use of a road, or segment of road, to motorized vehicles only which will prohibit its use by pedestrians (including pedestrians with electric personal assistive mobility devices) and any non-motorized vehicles (such as bicycles, skateboards, and other devices moved by human power).

Time of day and/or time of year constraints may be included.

The Department of Transportation is vested with the power to make ordinances for the use of the State highways.

No ordinances shall be made that will conflict with any statute now in force or any ordinance of incorporated municipalities.

#### Examples:

Between SR 1443 (Broughton Road) and SR 2336 (Ashton Road).

### **9.14 No Motorized Vehicle Zone**

Ordinance Type Number:	27
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§136-18 (5)</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	12, 40, 41, 42, 43, 44, 45, 46, 47, 49, 50, 52, 60, 61, 62, 63, 64, 66, 69, 80, 81
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

#### Guidance:

This ordinance is used to restrict the use of a road, or segment of road, to pedestrians (including pedestrians with electric personal assistive mobility devices) and any non-motorized vehicles (such as bicycles, skateboards, and other devices moved by human power).

Time of day and/or time of year constraints may be included.

The Department of Transportation is vested with the power to make ordinances for the use of the State highways.

No ordinances shall be made that will conflict with any statute now in force or any ordinance of incorporated municipalities.

#### Examples:

Between 0.58 miles west of SR 1443 (Broughton Road) and 0.92 miles east of SR 2336 (Ashton Road).

### **9.15 Farm Equipment Authorization**

Ordinance Type Number:	64
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§20-116(j)(8)</a>
NCAC Authority:	None
TEPPL Reference:	<a href="#">F-28</a>
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	64
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	Yes

#### Guidance:

In general, self-propelled grain combines and other self-propelled farm equipment with or without implements not exceeding 25 feet in width are allowed to operate on any road except interstates and other fully controlled access highways ([§20-116, j](#)).

However, self-propelled grain combines and other self-propelled farm equipment with or without implements not exceeding 25 feet in width may be allowed to operate on interstates and other fully controlled access highways if they have authorization from NCDOT through an application process ([§20-116, j](#)). See TEPPL for more information.

Also, any approved route may be subject to any of the following additional conditions:

- A requirement that the subject equipment be followed by a flag vehicle with flashing lights that shall be operated at all times on the route so as to be visible from a distance of at least 300 feet.
- Restrictions on maximum and minimum speeds of the equipment.
- Restrictions on the maximum dimensions of the equipment.
- Restrictions on the time of day that the equipment may be operated on the approved route.

#### Examples:

Between SR 1225 (Kingsboro Road) and SR 1524 (Chinquapin Road), only during daylight hours and must be accompanied by a trailing escort vehicle at an appropriate distance for conditions and as a minimum with its emergency flashers operating. Application F-13-4.

Between NC 581 and US 13, only during the hours of 10:00 AM and 4:00 PM Monday through Thursday and no travel on Memorial Day, July 4th, or Labor Day holidays. Must be accompanied by a trailing escort vehicle at an appropriate distance for conditions, using a wide load banner, and with its emergency flashers operating. Application F-16-1.

### **9.16 Bikeway**

Ordinance Type Number:	65
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§136-71.11</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	66
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

#### Guidance:

Bikeways may be designated along and upon the public roads.

#### Examples:

Between SR 1443 (Broughton Road) and SR 2336 (Ashton Road).

Between the greenway/multi-use path located approximately 0.58 miles west of SR 1443 (Broughton Road) and SR 2336 (Ashton Road).

### **9.17 *Passenger Bus Prohibition***

Ordinance Type Number:	68
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§20-116 (l)</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	68
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	Yes

#### Guidance:

The Department of Transportation may prevent the operation of passenger buses that are owned and operated by units of local government, operated as a single vehicle only and having an overall length of 45 feet or less if the operation of such buses on a street or highway presents a hazard to passengers of the buses or to the motoring public.

#### Examples:

Between SR 1443 (Broughton Road) and SR 2336 (Ashton Road).

### **9.18 *Farm Equipment Authorization for Traversing Median Crossovers***

Ordinance Type Number:	74
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§136-18 (5)</a>
NCAC Authority:	None
TEPPL Reference:	None
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:	No

#### Guidance:

This ordinance is used to allow farm vehicles to transverse channelizing traffic control devices at intersections where they are able to do so.

Restrictions may be placed on the authorization and may include, but are not limited to, the following: time of day, time of year, daylight hours, holidays, left turns, U-turns, etc.

The Department of Transportation is vested with the power to make ordinances for the use of the State highways. However, no ordinances shall be made that will conflict with any statute now in force or any ordinance of incorporated municipalities.

#### Examples:

Farm vehicles may transverse a channelizing traffic control devices at the intersection with SR 1234 (Roberts Road).

Farm vehicles may transverse a channelizing traffic control devices at the intersection with SR 1234 (Roberts Road) during daylight hours only.

Farm vehicles may transverse a channelizing traffic control devices at the intersection with SR 1234 (Roberts Road) except for the hours of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.

Farm vehicles may transverse a channelizing traffic control devices at the intersection with SR 1234 (Roberts Road) except on state and federal holidays.

### **9.19 *Platooning***

Ordinance Type Number:	80
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§20-152 (c)</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	27
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

#### Guidance:

This ordinance is used to authorize vehicles to travel by platoon, which is defined as “a group of individual commercial motor vehicles traveling at close following distances in a unified manner through the use of an electronically interconnected braking system” ([20-152, c](#)).

There shall be no more than three total vehicles, the minimum spacing shall be thirty (30) feet, and all vehicles shall have the same equipment. Software used shall be vendor specific, and there shall be an operational test on the toll roads in the Raleigh area (scheduled with the NCDOT Transportation Mobility and Safety Division).

Ordinances should include the name of the company/companies having approval to platoon along the authorized segment.

#### Examples:

Volvo trucks are allowed to platoon between Forsyth County Line and Randolph County Line. No more than three combination vehicles platooning. Non-leading vehicles shall be no closer than thirty feet (30) feet while at operating speeds. The Platooning Operators shall notify the State Traffic Engineer of the North Carolina Department of Transportation (919) 814-5100 prior to operation to provide planned activities.

### **9.20 Low Speed Vehicle Prohibition for Safety**

Ordinance Type Number:	70
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§20-121.1 (4)</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	27
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

#### Guidance:

A “low-speed vehicle” is defined as a “four-wheeled electric vehicle whose top speed is greater than 20 miles per hour but less than 25 miles per hour” ([§20-4.01, 27, g](#)).

Engineering and traffic investigations should be conducted or approved by the NCDOT.

#### Example(s):

Between NC 50 (Benson Highway) and SR 1342 (Banks Road).

Between SR 1010 (Ten-Ten Road) and NC 50 (Benson Highway), between the hours of 6:00 p.m. and 8:00 a.m.



### **9.21 *Emergency Operations***

Ordinance Type Number:	100
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§136-18 (5)</a>
NCAC Authority:	None
TEPPL Reference:	None
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:	No

#### Guidance:

The Department of Transportation is vested with the power to make ordinances for the use of the State highways. This ordinance type is used to manage access and resources during emergency operations in response to declared disasters and other incidents (whether or not a state of emergency has been declared). This ordinance type should be managed in accordance with the [National Response Framework \(NRF\)](#) so that specific ordinances are scalable, flexible, and adaptable to respond to the changing needs of the emergency operations they are intended to support without having to enact new ordinances every time conditions change.

#### Example(s):

None.

## 9.22 *HOT Lanes – Vehicle Control*

Ordinance Type Number:	82
Ordinance Type Status:	Active
NCGS Authority:	<a href="#">§20-158.2</a>
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	82
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	Yes
Additional Information/Justification Required:	Yes

### Guidance:

Generally used to designate what vehicles may/may not use high occupancy toll (HOT) lanes ([§20-158.2](#)).

High occupancy toll (HOT) lanes are defined in General Statutes ([§136-89.199](#)).

### Examples:

Between the Mecklenburg County line and NC 150 (Exit 36, Plaza Drive): with the exception of public transit vehicles and first responder vehicles, the following vehicles are restricted from travel on designated High Occupancy Toll (HOT) Lanes: all motor vehicles with three or more axles and two axle vehicles larger than 20 feet in length.