

BOARD OF TRANSPORTATION
HIGHWAY TRAFFIC ORDINANCES

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 (f), (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, pursuant to authority of N.C.G.S. 143B-350 (f), (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 (5).

US ROUTE CHANGES

DIVISION 06

CUMBERLAND COUNTY

Delete the following routing of US 401 Business:

US 401 Business-NC 24 (Bragg Boulevard) from the CBD Loop Interchange southeastward to NC 24 (East Rowan Street).

Delete the following routings of US 401 Business and revert to City System.

US 401 Business (Bragg Boulevard) from the intersection with NC 24 (East Rowan Street) running southeastward along Bragg Boulevard to Mason Street and US 401 Business from Rankin Street to the CBD Loop Interchange with Robeson Street.

US 401 North Business from Robeson Street along Rankin, Winslow and Mason Streets to the intersection with Bragg Boulevard.

US 401 South Business along Robeson Street from Mason Street to Rankin Street.

Add the following routing of US 401 Business:

US 401 Business from the CBD Loop Interchange with NC 24
(Bragg Boulevard) running southward along the CBD Loop to
Robeson Street.

Report of the Special Committee on U.S. Route Numbering
to the
Executive Committee
Keystone, Colorado
June 15, 1992

The Special Committee on U.S. Route Numbering met on Saturday, June 13. The members in attendance included: John Tabb, Mississippi, Chairman; Ray Zink, North Dakota; and Donna Tamburelli, AASHTO, Secretary. Alden Small, Maine, and Ralph Wehner, Illinois, were unable to attend, however, they forwarded their completed rating sheets to the Secretary prior to the meeting.

Others in attendance included: Ed Green, Arizona; Dick Weaver, California; Ray Chamberlain, Colorado; Darrell Rensink and Dan Franklin, Iowa; Clarke Bennett, FHWA, Jack Stanton, AASHTO Staff, and Dave Hensing, AASHTO staff.

The first item on the agenda of the Special Committee was a discussion of Section 6012 of the ISTEA, which calls for a study by the Secretary of Transportation to "determine an appropriate symbol or emblem to be placed on highway signs referring to the Interstate System to commemorate the vision of President Dwight D. Eisenhower in creating the Dwight D. Eisenhower System of Interstate and Defense Highways." The study is to be completed and submitted to the Congress by no later than one year after the date of enactment of the ISTEA, which is December 18, 1992. In April, the FHWA proposed forming a partnership between FHWA and AASHTO to develop a number of candidate symbols and a placement policy which would be embedded in the required report from the Secretary. Following consultation with President Ray Chamberlain, the AASHTO panel was formed consisting of the members of Special Committee on Route Numbering plus Dick Weaver, Tom Hicks and George Dale, members of the Subcommittee on Traffic Engineering, to work with FHWA staff on this matter. Clarke Bennett, Director of the Office of Highway Safety for FHWA, will direct the FHWA staff portion of this effort.

Mr. Bennett provided a handout at the meeting which included the full text of Section 6012, a letter from Senator Bob Dole, and a paper by Ralph E. Becker, both who are supporters of this effort. Also included were five drawings of proposed symbols designed by the FHWA, and a schedule for implementation of the effort. Mr. Bennett said that the two tasks of the panel would be to develop an appropriate symbol, and recommend a placement policy which would be embedded in the report of the Secretary.

Mr. Weaver proposed that the Subcommittee on Traffic Engineering be asked for their input into the effort. Mr. Hensing advised that AASHTO currently holds the trademark for the Interstate sign, and therefore, the design of the symbol should be different from the Interstate shield so as not to detract from the current shield. He suggested that the effort be viewed as having two parts: an "aesthetic" portion devoted to the development of an attractive and dignified symbol, and a placement policy recommendation, which should be prepared in light of AASHTO Policy HO6, "Memorial Signing Policy," and should include a rough estimate of the cost of initial deployment and consideration of a recommendation for federal financial assistance for this deployment. Mr. Tabb suggested that the members of the panel ask their staff

for input into the design of the symbol and into the placement policy.

It was recommended that a "strawman" be developed by AASHTO and the FHWA with respect to the placement policy and circulated to the panel for their review and comment by August 1. Their comments on the policy and any ideas from their staff for an appropriate symbol will be submitted to Dave Hensing or Clarke Bennett by at least mid-August. The panel will then meet at the next regularly scheduled meeting of the Special Committee on Route Numbering in October during the AASHTO Annual Meeting with the intent to finalize the study and make a report on Section 6012 to the AASHTO Executive and Policy Committees which will meet during that same time. Depending on the outcome, action by these Committees may or may not be sought.

The Special Committee next considered 34 applications from 15 states. Thirty-two of the applications were approved without conditions.

- o Action was withheld on the application from Arizona for the relocation of U.S. Route 89 Alternate. The Committee suggested that since U.S. 89 was eliminated, the Alternate signing would not be practical, and that Arizona should review the route and resubmit the application at the next meeting of the Special Committee.
- o The application from Tennessee for the establishment of Interstate Route 140 was approved subject to the completion of the Interstate and FHWA approval.

The final agenda item of the Special Committee was for a review of the comments from the member departments on the "First Working Draft of Mediation and Arbitration Procedures" and submission of the "Final Working Draft of Mediation and Arbitration Procedures" to the Executive Committee for their consideration.

In October the Board of Directors/Policy Committee adopted an amendment to AASHTO's route numbering procedures, allowing for the use of mediation and arbitration in instances where there is a stalemate between two states over an application for route numbering. At that same time, a motion was passed calling for the development of mediation and arbitration procedures and their approval by the Board of Directors/Policy Committee, before the new provision can be implemented.

In February, the Executive and Policy Committees approved a seven-step process for developing and adopting the mediation and arbitration procedures. Subsequently, steps one through six of the process have been completed. Step seven called for the Special Committee to consider the comments received from the member departments on the working draft, make any changes in its first working draft document, then submit a final working draft document to the Executive Committee for consideration at its June meeting. The Executive

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Committee would then take up the final working draft document, and make its recommendation thereon to the July meeting of the Policy Committee.

A copy of the "First Working Draft of Mediation and Arbitration Procedures" and a summary of the responses from the member departments are included in the Executive Committee agenda as EC TAB 6 and Supplement to EC TAB 6, respectively. There were 22 responses from the member departments on the working draft, with seven offering comments. The Special Committee considered the comments suggested by the member departments and have incorporated several of them into the "Final Working Draft of Mediation and Arbitration Procedures," provided to the members as "Supplement 2 to EC TAB 6." Additions to the document are shown in bold, and deletions to the document are noted with strike throughs.

Following consideration of the comments offered by the member departments and adoption of some of them as noted, the Special Committee approved a motion that it had completed the task assigned to it by the Policy Committee and that it submit the resulting "Final Working Draft of Mediation and Arbitration Procedures" to the Executive Committee without comment.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
444 North Capitol Street, N.W., Suite 225
Washington, D.C. 20001

ROUTE NUMBERING COMMITTEE AGENDA
June 13, 1992
Keystone, Colorado

SHOWING ACTION TAKEN

ALABAMA

Relocation of U.S. Route 80

APPROVED

Beginning at the intersection of present U.S. Route 80 and Interstate Route 65 in the city of Montgomery, then southerly over I-65 to the intersection of a newly constructed facility, then westerly over the new facility to the intersection of present U.S. Route 80.

Relocation of U.S. Route 72
Alternate

APPROVED

Beginning at the intersection of present U.S. Route 72 Alternate and Interstate Route 565 in the city of Huntsville, then southwesterly over I-565 for 21.70 miles to the intersection of present U.S. Route 72 Alternate in the city of Mooresville.

ARIZONA

Elimination of U.S. Route 89
RESUBMITTAL

APPROVED

Eliminate the present U.S. Route 89 designation between the intersection with Interstate Route 40 east of Flagstaff and the intersection at the International Boundary.

Relocation of U.S. Route 89
Alternate
RESUBMITTAL

ACTION DEFERRED

Beginning at the intersection of present U.S. Route 89 Alternate and Interstate Route 17 north of Sedona, then northerly over I-17 to the intersection of present U.S. Route 89 Alternate in the city of Flagstaff.

Extension of U.S. Route 93
RESUBMITTAL

APPROVED

Beginning at the present terminus of U.S. Route 93 at the intersection of proposed old U.S. Route 89 west of Wickenburg then southerly over old U.S. Route 89 for 5.95 miles to the intersection of U.S. Route 60 south of Wickenburg.

ARIZONA (continued)

Relocation of U.S. Route 60
RESUBMITTAL

APPROVED

Beginning at the intersection of present U.S. Route 60 and Interstate Route 17 in Phoenix, then southerly and easterly over I-17 to the intersection of Interstate Route 10, then southerly and easterly over I-10 to the intersection of State Route 360, then easterly over S.R. 360 to the intersection of present U.S. Route 60 in Apache Junction.

Elimination of U.S. Route 666 and the Establishment of U.S. Route 191

APPROVED

Eliminate the present U.S. Route 666 designation between the intersection with Interstate Route 40 in the city of Lupton and the intersection with U.S. Route 80 near the International Boundary in the city of Douglas. Redesignate proposed old U.S. Route 666 as U.S. Route 191 beginning at the present terminus of U.S. Route 191 at the intersection of Interstate Route 40 in the city of Chambers, then northwesterly over I-40 to the intersection of proposed old U.S. Route 666 in the city of Sanders, then southerly over proposed old U.S. Route 666 to the International Boundary in the city of Douglas.

GEORGIA

Recognition of U.S. Route 441
Business

APPROVED

Beginning at the intersection of present U.S. Route 441 and State Route 15 north of Commerce, then southerly over S.R. 15 to the intersection of State Route 98, then southeasterly over S.R. 98 to the intersection of present U.S. Route 441 east of Commerce.

Recognition of U.S. Route 25
Bypass

APPROVED

Beginning at the intersection of present U.S. Route 25 and a facility being constructed northwest of Statesboro, then southerly over the new facility for 4.6 miles to the intersection of present U.S. Route 25 southwest of Statesboro.

GEORGIA (continued)

Recognition of U.S. Route 301
Bypass

APPROVED

Beginning at the intersection of present U.S. Route 301 and a facility being constructed northeast of Statesboro, then southerly and westerly over the new facility for 7.8 miles to the intersection of present U.S. Route 301 southwest of Statesboro.

IOWA

Relocation of U.S. Route 20

APPROVED

Beginning at the intersection of present U.S. Route 20 and U.S. Route 65 in the city of Iowa Falls, then southerly over U.S. Route 65 for 5.02 miles to the intersection of a newly constructed facility, then westerly over the new facility for 15.75 miles to the intersection of present U.S. Route 20.

NEW YORK

Relocation of U.S. Route 11

APPROVED

Beginning at the intersection of present U.S. Route 11 and State Route 11C in the city of Stockholm Center, then easterly over S.R. 11C to the intersection of present U.S. Route 11 in North Lawrence.

RHODE ISLAND

Relocation of U.S. Route 6 and
Recognition of U.S. Route 6
Alternate

APPROVED

Beginning at the intersection of present U.S. Route 6 and Interstate Route 295 west of Providence, then southerly over I-295 to the intersection of State Route 195, then easterly over S.R. 195 to the intersection of present U.S. Route 67 in the city of Providence. Redesignate present U.S. Route 6 between these points as U.S. Route 6 Alternate.

SOUTH CAROLINA

Elimination of U.S. Route 17
Business

APPROVED

Eliminate the present U.S. Route 17 Business designation between the intersection with present U.S. Route 17 in the city of Mount Pleasant.

SOUTH CAROLINA (continued)

Establishment of Interstate
Route 526 Spur

APPROVED

(Request for Extension of I-
526 from north of Charleston
southwesterly to U.S. Route 17
previously approved in
October, 1989)

Elimination of U.S. Route 701

APPROVED

Beginning at the present terminus of
Interstate Route 526 in the city of
Mount Pleasant, then southwesterly
over proposed old U.S. Route 17
Business to the intersection of
State Route 703.

Eliminate the present U.S. Route 701
designation between the intersection
with U.S. Route 521 in Georgetown
and the intersection with U.S. Route
52 in Charleston.

TENNESSEE

Establishment of Interstate
Route 140

**APPROVED SUBJECT TO COMPLETION
OF THE INTERSTATE AND FHWA
APPROVAL**

Beginning at the intersection of
Interstate Route 40 and State Route
162 west of Knoxville, then
southeasterly over S.R. 162 from 12
miles to the intersection of U.S.
Route 29 in the city of Alcoa.

TEXAS

Elimination of U.S. Route 290

APPROVED

Eliminate the present U.S. Route 290
designation between the intersection
with Interstate Route 10 east of
Kent and Interstate Route 10
southeast of Junction.

VIRGINIA

Relocation of U.S. Route 340
and Recognition of U.S. Route
340 Business

APPROVED

Beginning at the present
intersection of U.S. Route 340 and
U.S. Route 211 in the city of Luray,
then southwesterly over U.S. Route
211 to the intersection of present
U.S. Route 340 west of Stanley.
Redesignate present U.S. Route 340
between these points as U.S. Route
340 Business.

Establishment of Interstate
Route 664

APPROVED

Beginning at the intersection of
Interstate Route 64 and a newly
constructed facility in the city of
Hampton, then southerly over the new
facility to the intersection of
Interstate Route 64 in the city of
Portsmouth.

WEST VIRGINIA

Relocation of U.S. Route 33

APPROVED

Beginning at the intersection of present U.S. Route 33 and a newly constructed facility north of Buckhannon, then southeasterly over the new facility for 3.5 miles to the intersection of U.S. Route 33 in the city of Heavener Grove.

WISCONSIN

Relocation of U.S. Route 8

APPROVED

Recognition of U.S. Route 8
Business

APPROVED

Beginning at the intersection of present U.S. Route 8 and a new facility in the city of Monico, then westerly over the facility for 6.11 miles to the intersection of U.S. Route 8 in the city of Rhinelander. Designate present U.S. Route 8 between these points as U.S. Route 8 Business.

ALABAMA/MISSISSIPPI

Relocation of U.S. Route 82

APPROVED

Beginning at the intersection of present U.S. Route 82 and a new facility in Columbus, Mississippi, then easterly over the new facility for 13.14 miles to the intersection of present U.S. Route 82 north of Ethelville, Alabama.

ADDENDUM

ROUTE NUMBERING COMMITTEE AGENDA

June 13, 1992

Keystone, Colorado

NEW MEXICO

Elimination of U.S. Route 666

APPROVED

Eliminate the present U.S. Route 666 designation between the intersection with Interstate Route 40 at the New Mexico/Arizona State Line and the intersection with Interstate Route 40 in the city of Gallup, New Mexico.

NORTH CAROLINA

Relocation of U.S. Route 17

APPROVED

Beginning at the intersection of present U.S. Route 17 and a new facility being constructed in north Bolivia, then southwesterly over the facility being constructed for 7.45 miles to the intersection of present U.S. Route 17 southwest of Bolivia.

8-21-92

Recognition of U.S. Route 17 Business

APPROVED

Redesignate present U.S. Route 17 as U.S. Route 17 Business between the points described above.

8-21-92

Relocation of U.S. Route 52

APPROVED

Beginning at the intersection of present U.S. Route 52 and a new facility being constructed in west Lexington, then northeasterly and northerly over the facility being constructed for 9.83 miles to the intersection of present U.S. Route 52 north of Lexington.

8-21-92

Recognition of U.S. Route 52 Business

APPROVED

Beginning at the intersection of present U.S. Route 52 and First Street in Albemarle, then southerly over First Street for 2.10 miles to the intersection of present U.S. Route 52.

8-21-92

Relocation of U.S. Route 64

APPROVED

Beginning at the intersection of present U.S. Route 64 and a newly constructed facility in Statesville, then southeasterly over the new facility for 1.52 miles to the intersection of present U.S. Route 64.

8-21-92

NORTH CAROLINA (continued)

Relocation of U.S. Route 64
Business

APPROVED

Beginning at the intersection of present U.S. Route 64 Business and Avery Avenue in Morganton, then southwesterly over Avery Avenue for .24 miles to the intersection of South Green Street, then southeasterly over South Green Street for .24 miles to the intersection of present U.S. Route 64 Business.

8-21-92

Relocation of U.S. Route 264

APPROVED

Beginning at the intersection of present U.S. Route 264 and a newly constructed facility west of Farmville, then easterly over the new facility for 6 miles to the intersection of present U.S. Route 264 east of Farmville.

8-21-92

Extension of U.S. Route 264
Alternate

APPROVED

Beginning at the present terminus of U.S. Route 264 Alternate south of Farmville, then northwesterly over proposed old U.S. Route 264 for 5 miles to the intersection of the proposed relocation of U.S. Route 264.

8-21-92

Relocation of U.S. Route 401
Business

APPROVED

Beginning at the intersection of present U.S. Route 401 Business and a newly constructed facility north of Fayetteville, then southerly over the new facility for 1.25 miles to the intersection of present U.S. Route 401 Business south of Fayetteville.

8-17-92