



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
P. O. BOX 25201
RALEIGH 27611-5201

CERTIFICATION OF RULEMAKING

Certifying Agency: Department of Transportation

Certified Rule (citation): Highway Traffic Ordinances 92-121

Action:

☒ ADOPTION

☐ AMENDMENT

☒ REPEAL

Formal Action Date:

Statutory Authority:
G.S. 136-18 (5)

Public Notice Date:
N/A

Public Hearing Date: N/A

Public Hearing Not Required for This Action Under G.S.: 150A-1, 20-1

Rule Summary (also indicate change in rule if amended):
Interstate Route Change

Circumstances Requiring Rule Adoption, Amendment or Repeal:
Necessary for public safety and welfare.

Effective Date (no earlier than the 1st day of second calendar month following filing): November 9, 1992



Officer Signature

J. M. Lynch, P.E.

Typed Name

State Traffic Engineer

Title

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).

INTERSTATE ROUTE CHANGE

DIVISION 09

FORSYTH COUNTY

Delete the following routing of I-40 and add as I-40 Business:

I-40/US 421 from I-40/Project 8.16204 (I-900) to US 158 (Stratford Road) in Winston-Salem.

I-40/US 421/158 from US 158 (Stratford Road) to US 158 (Reidsville Road) in Winston-Salem.

I-40/US 421 from US 158 (Reidsville Road) to US 421 in Kernersville.

I-40 from US 421 in Kernersville to the Guilford County Line.

Add the following routing as I-40:

Project 8.16204 (I-900) from SR 1126 (Hanes Mall Boulevard) at approximate Sta. 125 in Winston-Salem to the Guilford County Line. (Length 17.18 miles).

DIVISION 07

GUILFORD COUNTY

Delete the following routing of I-40 and add as I-40
Business:

I-40 from the Forsyth County Line to I-40/Project 8.16204
(I-900).

Add the following routing as I-40:

Project 8.16204 (I-900) from the Forsyth County Line to Sta.
790, approximately 0.90 mile west of SR 1850 (Sandy Ridge
Road). (Length 1.85 miles).

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (G.S. 136-18 (5); 143B-350 (f), 143B-350 (g) and 19ANCAC 4A.0004). The Highway Traffic Ordinances herein adopted are identified as follows:

<u>ORDINANCE NO.</u>	<u>ORDINANCE TYPE</u>	<u>ADOPT</u>	<u>REPEAL</u>	<u>AMEND</u>	<u>EFFECTIVE DATE</u>
92-121	Interstate Route	2	4		November 9, 1992
	Change				

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.



 State Traffic Engineer

11-9-92

 Date

Report of the Special Committee on U.S. Route Numbering
to the
Executive Committee

Rapid City, South Dakota
October 3, 1992

Report on Applications Considered

The Special Committee on U.S. Route Numbering met on October 2. Members in attendance included John Tabb, Mississippi, Secretary; Alden Small, Maine; Ralph Wehner, Illinois; Ray Zink, North Dakota, and Donna Tamburelli, AASHTO, Secretary.

The Special Committee first considered 14 applications from seven states. All applications were approved as submitted, with the exception of the application from Ohio for the relocation of U.S. Route 35 in Dayton. The members were concerned with the proposed temporary routing of U.S. Route 35 and suggests that the application be resubmitted by Ohio with clarification on the temporary routing.

The Special Committee again discussed the need for the states to submit applications which include clear and complete explanations and reasons for the request, including a map clearly reflecting the proposed change to the route.

Report on Eisenhower Memorial Signing

The Special Committee then turned to the next agenda item, 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 and Defense Highway System to commemorate the vision of President Dwight D. Eisenhower in creating the System.

An advisory panel was formed in April of this year to assist the Federal Highway Administration in its task of preparing the report. The panel includes the four members of the AASHTO Special Committee on U.S. Route Numbering: John Tabb, Mississippi; Ray Zink, North Dakota; Ralph Wehner, Illinois; Alden Small, Maine; and three members from the Highway Subcommittee on Traffic Engineering: Dick Weaver, California; George Dale, Wyoming and Tom Hicks, Maryland. The FHWA is represented by Clarke Bennett, Director, Office of Highway Safety. Mr. Muri, Missouri and Dave Hensing, AASHTO, were also in attendance at the meeting.

Initial discussions on the Section 6012 study by the panel took place previously during the meeting of the Special Committee on U.S. Route Numbering in Keystone Colorado in June, and

comments were provided to the FHWA. Based on these comments, the FHWA prepared three alternative graphic designs and also three alternative placement policies together with initial and annually recurring cost estimates.

Mr. Bennett informed the members that the FHWA will be providing the requested report to Congress on December 18 with the recommendations of the advisory panel on the graphic designs and the placement policy.

Mr. Dale then provided for the review of the panel 36" x 36" replications of the proposed graphic designs. He also provided a videotape previewed by the panel which showed the proposed designs placed on highway signs on the Wyoming Interstate system.

After discussing the design alternatives, the advisory panel recommended the sign with the blue background containing the circle of five yellow stars, with "Interstate Highway System" in white lettering below them.

The advisory panel then discussed the placement policy alternatives and recommended that the sign be placed such that it will be encountered by drivers on the Interstate Highway System at 40-50 mile intervals, at such locations as rest areas, scenic overlooks and similar locations. The Advisory Panel further recommended that implementation to be completed within a one year period after passage of legislation directing their placement, and that Congress appropriate the necessary funds to allow the initial installation of these signs. FHWA estimates that the initial installation of these signs nationwide would be approximately \$950,000 and the estimated annual replacement cost will be \$275,000.

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

ROUTE NUMBERING COMMITTEE AGENDA
October 2, 1992
Rapid City, South Dakota

SHOWING ACTION TAKEN

DELAWARE

Relocation of U.S. Route 301

APPROVED

Beginning at the intersection of present U.S. Route 301 and State Route 896 in Mt. Pleasant, then northerly over S.R. 896 to the intersection of U.S. Route 40, then northeasterly over U.S. Route 40 to the intersection of present U.S. Route 301 south of Wilmington.

ILLINOIS

Relocation of U.S. Route 54

APPROVED

Beginning at the present terminus of U.S. Route 54 at the intersection of State Route 106, then easterly over S.R. 106 and northerly over S.R. 107, to the intersection of U.S. Route 36.

NEW MEXICO

Relocation of U.S. Route 64

APPROVED

Beginning at the intersection of present U.S. Route 64 and a newly constructed facility in Bloomfield, then easterly over the facility for 3.4 miles to the intersection of present U.S. Route 64 near Blanco.

NORTH CAROLINA

Relocation of Interstate 40

APPROVED

Beginning at the intersection of present Interstate Route 40 and State Route 150 in Winston-Salem, then easterly over S.R. 150 for 20.89 miles to the intersection of present Interstate Route 40 in Greensboro.

Recognition of Interstate 40 Business

APPROVED

Redesignate present Interstate Route 40 between the above points as Interstate Route 40 Business.

11-9-92

11-9-92

NORTH CAROLINA (continued)

Relocation of U.S. Route 74/76

APPROVED

Beginning at the intersection of present U.S. Route 74/76 and a newly constructed facility, then easterly over the new facility for 6.45 miles to the intersection of present U.S. Route 74/76 in Bolton.

OHIO

Relocation of U.S. Route 35
(Xenia)

APPROVED

Beginning at the intersection of present U.S. Route 35 and a new facility west of Xenia, then easterly over the facility for 7.41 miles to the intersection of present U.S. Route 35 in Xenia.

Relocation of U.S. Route 42
(Xenia)

APPROVED

Beginning at the intersection of present U.S. Route 42 and a new facility, then easterly over the facility for .59 mile to the intersection of present U.S. Route 42 in the city of Xenia.

Relocation of U.S. Route 35
(Dayton)

DEFERRED

Beginning at the intersection of present U.S. Route 35 and a newly constructed facility, then southerly and easterly over the new facility for 1.27 miles to the intersection of present U.S. Route 35 in Dayton.

Relocation of U.S. Route 35
(Rio Grande)

APPROVED

Beginning at the intersection of present U.S. Route 35 and a newly constructed facility in Rio Grande, then southeasterly over the facility for 10.36 miles to the intersection of present U.S. Route 35 north of Gallipolis.

Relocation of U.S. Route 250
(Ashland)

APPROVED

Beginning at the intersection of present U.S. Route 250 and U.S. Route 42 east of Ashland, then northerly over the facility for 1.30 miles to the intersection of a newly constructed facility, then northwesterly over the facility for 2.25 miles to the intersection of present U.S. Route 250 north of Ashland.

OHIO (continued)

Relocation of U.S. Route 42
(Ashland)

APPROVED

Beginning at the intersection of present U.S. Route 42 and the proposed relocation of U.S. Route 250 east of Ashland, then southerly over U.S. Route 250 for 1.11 mile to the intersection of present U.S. Route 42 in Ashland.

WISCONSIN

Relocation of U.S. Route 10

APPROVED

Beginning at the intersection of present U.S. Route 10 and State Route 441 south of Appleton, then northerly over S.R. 441 to the intersection of U.S. Route 41, then easterly over U.S. Route 41 to the intersection of present U.S. Route 10 north of Appleton.

ADDENDUM
to the
ROUTE NUMBERING COMMITTEE AGENDA
October 2, 1992
Rapid City, South Dakota

ARIZONA

Elimination of U.S. Route 89
Alternate

Eliminate the U.S. Route 89
Alternate designation between the
intersections with old U.S. Route 89
in Prescott and Flagstaff.

APPROVED