



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 P.O. BOX 25201, RALEIGH, N.C. 27611-5201

**CERTIFICATION OF RULEMAKING**

Certifying Agency: Department of Transportation

Certified Rule (Citation): Highway Traffic Ordinances 1995-73, 1995-74, 1995-75, 1995-76, 1995-77, 1995-78

Action:      Adoption            Amendment            Repeal

| <u>Formal Action Date</u> | <u>Statutory Authority</u>                                      | <u>Public Notice Date</u> |
|---------------------------|---|---------------------------|
| N/A                       | GS 136-18 (5), 20-141,<br>20-141.1, 20-158 (b)<br>136-89.58 (5) | N/A                       |

Public Hearing Date: N/A | Public Hearing Not Required For  
 This Action Under GS 150A-1, 20-1

Rule Summary (Also indicate change in rule if amended):  
 No Parking Zone, Municipal Speed Zone, Rural Speed Zone, Prohibition of  
 Right Turn On Red, No Stopping, Standing or Parking on Right of Way,  
 Route Changes

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

Effective Date: July 28, 1995

  
 \_\_\_\_\_  
 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 (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 (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 136-30, 136-54.

ROUTE CHANGES

Division 9

Forsyth County

Delete the following routing of US 311 and add as a secondary road:

US 311 (Thomasville Road) from I-40 northward to SR 3875  
(Waughtown Street)  
(Length 0.87 mile)

US 311 (M.L. King Jr. Drive) from SR 3875 (Waughtown Street)  
northward to US 311 (New Walkertown Road)  
(Length 2.56 miles)

Add the following routing as US 311:

I-40 from NC 109 (Thomasville Road) westward to US 52, NC 8  
(Length 1.08 miles)

US 52, NC 8 from I-40 northward to SR 2516 (M.L. King Jr.)  
(Length 3.14 miles)

SR 2516 (M.L. King Jr. Drive) from US 52, NC 8 eastward to US  
311 (New Walkertown Road)  
(Length 0.51 mile)

Division 9

Forsyth County

Delete the following routing of NC 109:

NC 109 (Thomasville Road) from I-40 northward to SR 3875  
(Waughtown Street)  
(Length 0.87 mile)

NC 109 (M.L. King Jr. Drive) from SR 3875 (Waughtown Street)  
northward to I-40 Business, US 158-421, NC 150  
(Length 2.08 miles)

Division 10

MECKLENBURG COUNTY

Delete the following routing of US 521 and add as a Secondary Road:

US 521 (Lancaster Highway) from Project 8.1672401 (R-2242),  
approximately one (1) mile north of the South Carolina State Line,  
north along Lancaster Highway, Polk Street and Pineville Road to  
I-485.  
(Length 5.69 miles)

Add the following routing of US 521:

Project 8.1672401 (R-2242) from Lancaster Highway at STA 1050 to  
Project 8.1670102 (R-211DD) at STA 1172.  
(Length 2.31 miles)

Project 8.1670102 (R-211DD) from Project 8.1672401 (R-2242) at STA  
1172 to I-485 at STA 1196.  
(Length 0.46 mile)

I-485 from Project 8.1670102 (R-211DD) to US 521 (Pineville Road).  
(Length 3.68 miles)

Division 12

CLEVELAND COUNTY

Delete the following routing of NC-150 in and south of Shelby:

NC 18-150 from NC 150 north to US-74 Business (Warren Street).

Delete the following routing of NC-150 in Shelby:

US 74 Business - NC-150 North (Warren Street) from Lafayette  
Street NC 18 east to Dekalb Street (SR 2104).

Division 12

CLEVELAND COUNTY

Delete the following routing of NC 150 South (Graham Street) in Shelby and add as SR 2050:

NC-150 south from Lafayette Street (NC 18) east to Dekalb Street (SR 2104).

Add the following route as NC-150 in and south of Shelby:

Along project R-519 (State Project 8.1800502) from NC-18 north to SR 2104.

Delete the following routing of SR 2104 and add as NC-150 in Shelby:

SR 2104 from 0.47 mile south of US 74 By-Pass-NC 226 (Dixon Blvd.), the point of connection with project R-519, north to SR 2050 (Graham Street).

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:

| ORDINANCE NO. | ORDINANCE TYPE                                   | -----+-----+-----+ |        |       | EFFECTIVE DATE |
|---------------|--|--------------------|--------|-------|----------------|
|               |  | ADOPT              | REPEAL | AMEND |                |
| 1995-73       | No Parking Zone                                  | 17                 | 1      |       | July 28, 1995  |
| 1995-74       | Municipal Speed Zone                             | 3                  | 3      |       | July 28, 1995  |
| 1995-75       | Rural Speed Zone                                 | 139                | 41     |       | July 28, 1995  |
| 1995-76       | Prohibition of Right Turn on Red                 | 1                  |        |       | July 28, 1995  |
| 1995-77       | No Stopping, Standing or Parking on Right of Way | 1                  |        |       | July 28, 1995  |
| 1995-78       | Route Changes                                    | 17                 | 4      |       | July 28, 1995  |
|               |  |                    |        |       |                |
|               |  |                    |        |       |                |
|               |  |                    |        |       |                |
|               |  |                    |        |       |                |

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

7-28-95  
 \_\_\_\_\_  
 Date

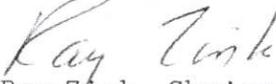
Report of the  
Special Committee on U.S. Route Numbering  
to the  
Standing Committee on Highways  
April 23, 1995

The AASHTO Special Committee on U.S. Route Numbering met on Saturday, April 22 in Savannah, Georgia. Members in attendance included Ray Zink, North Dakota, Allan Abbott, Nebraska, Alden Small, Maine; and Donna Tamburelli, AASHTO Staff. B.K. Jones, South Carolina, was not in attendance.

The members considered 24 applications from 12 member departments.

All applications were approved as submitted with the exception of the application from the Nebraska Department of Roads for the establishment of U.S. Route 183 Alternate, which was denied.

Submitted by,

  
Ray Zink, Chairman

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

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ROUTE NUMBERING COMMITTEE AGENDA  
Saturday, April 22, 1995  
Savannah, Georgia

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SHOWING ACTION TAKEN

**ALABAMA**

Relocation of U.S. Route 278

**APPROVED**

Beginning at the intersection of present U.S. Route 278 and State Route 118 in Guin, then southerly and westerly over S.R. 118 for 2 miles to the intersection of present U.S. Route 278.

Relocation of U.S. Route 82

**APPROVED**

Beginning at the intersection of present U.S. Route 82 and a newly constructed facility west of Ethelsville, then westerly and northwesterly over the new facility for 8.20 miles to the intersection of present U.S. Route 82.

**GEORGIA**

Relocation of U.S. Route 27  
Alternate

**APPROVED**

Beginning at the intersection of present U.S. Route 27 Alternate and State Route 85 at Warm Springs, then southerly over S.R. 85 for 8.5 miles to the intersection of present U.S. Route 27 Alternate at south of Shiloh.

Elimination of U.S. Route 23  
Business

**APPROVED**

Eliminate the U.S. Route 23 Business designation between the intersections with U.S. Route 19 in the City of Hazlehurst.

**INDIANA**

Relocation of U.S. Route 20

**APPROVED**

Beginning at the intersection of present U.S. Route 20 and a newly constructed facility east of Elkhart, then westerly over the new facility for 19.82 miles to the intersection of U.S. Route 31, then northwesterly over U.S. Route 31 for 8.50 miles to the intersection of present U.S. Route 20 west of Southbend.

**INDIANA (continued...)**

Relocation of U.S. Route 40

**APPROVED**

Beginning at the intersection of present U.S. Route 40 and Interstate Route 465 west of Cumberland, then southerly, westerly and northerly over I-465 for 25.89 miles to the intersection of present U.S. Route 40 south of Speedway.

Relocation of U.S. Route 50

**APPROVED**

Beginning at the intersection of present U.S. Route 50 and newly constructed facility, then northerly and westerly over the new facility for 4.49 miles to the intersection of present U.S. Route 50 in Bedford.

Relocation of U.S. Routes  
50/150

**APPROVED**

Beginning at the intersection of present U.S. Routes 50/150 and a newly constructed facility east of Washington, then southerly and northwesterly over the new facility for 7.50 miles to the intersection of present U.S. Routes 50/150 west of Washington.

**MARYLAND**

Elimination of U.S. Route 222

**APPROVED**

Eliminate the U.S. Route 222 designation from the intersection with U.S. Route 40 south of Port Deposit to the intersection with U.S. Route 1 north of Port Deposit.

**NEBRASKA**

Establishment of U.S. Route  
183 Alternate

**DISAPPROVED**

Beginning at the intersection of present U.S. Route 183 and State Route 7 south of Springview, then easterly and southerly over S.R. 7 for 23.7 miles to the intersection of present U.S. Route 183 in Bassett.

**NORTH CAROLINA**

Relocation of U.S. Route 311

**APPROVED**

Beginning at the intersection of present U.S. Route 311 and State Route 2516 in Winston-Salem, then northwesterly over S.R. 2516 for .51 miles to the intersection of U.S. Route 52, then southerly over U.S. Route 52 for 3.14 miles to the intersection of Interstate Route 40, then southeasterly over I-40 for 1.08 miles to the intersection of present U.S. Route 311.

7/28/95

Relocation of U.S. Route 521

**APPROVED**

Beginning at the intersection of present U.S. Route 521 and a newly constructed facility southeast of Pineville, then northerly over the facility for 2.77 miles to the intersection of Interstate Route 485, then westerly and northerly over I-485 for 4.14 miles to the intersection of present U.S. Route 521.

7/28/95

**PENNSYLVANIA**

Extension of Interstate Route 476 (RESUBMITTAL)

**APPROVED**

Beginning at the present terminus of Interstate Route 476 at the intersection of Interstate Route 276 and State Route 9 (Pennsylvania Turnpike, Northeast Extension) north of Philadelphia, then northerly over S.R. 9 to the intersection of Interstate Route 81 in Dickson City.

**SOUTH CAROLINA**

Relocation of Interstate Route 85 and Recognition of a Business Route on Interstate Route 85

**APPROVED**

Beginning at the intersection of present Interstate Route 85 and a newly constructed facility northwest of Spartanburg, then northeasterly over the new facility to the intersection of present Interstate Route 85 north of Spartanburg.

Redesignate present Interstate Route 85 between the above points as Interstate Route 85 Business.

**SOUTH CAROLINA (continued...)**

Extension of Interstate Route  
77 and Elimination of  
Interstate Route 77 Temporary  
and Interstate Route 326

**APPROVED**

Beginning at the present terminus of  
Interstate Route 77 and a newly  
constructed facility northeast of  
Columbia, then southerly over the  
facility to the intersection of  
present Interstate Route 326, then  
southwesterly over I-326 to the  
intersection of Interstate Route 26  
southwest of Columbia.

Eliminate the Interstate Route 77  
Temporary designation between its  
intersection with State Route 277  
north of Columbia and Interstate  
Route 26 southwest of Columbia.  
Eliminate the Interstate Route 326  
designation between its intersection  
with Interstate Route 26 southwest  
of Columbia and State Route 48  
(Bluff Road) south of Columbia.

Relocation of U.S. Route 278

**APPROVED**

Beginning at the present  
intersection of U.S. Route 278 and  
U.S. Route 17 at Ridgeland, then  
southerly over U.S. Route 17 to the  
intersection of State Route 88, then  
easterly over S.R. 88 to the  
intersection of present U.S. Route  
278 south of Ridgeland.

**TENNESSEE**

Relocation of U.S. Route 64

**APPROVED**

Beginning at the intersection of  
present U.S. Route 64 and a newly  
constructed facility in Monteagle,  
then northerly, southwesterly and  
westerly over the facility to the  
intersection of present U.S. Route  
64 in Winchester.

Recognition of a Business  
Route on U.S. Route 64

**APPROVED**

Redesignate present U.S. Route 64  
between the above points as U.S.  
Route 64 Business.

**TENNESSEE (continued...)**

Relocation of U.S. Route 43

**APPROVED**

Beginning at the intersection of present U.S. Route 43 and a newly constructed facility west of Columbia, then northeasterly over the facility for 6 miles to the intersection of present U.S. Route 43 east of Columbia.

**WISCONSIN**

Relocation of U.S. Routes 18/151

**APPROVED**

Beginning at the intersection of present U.S. Routes 18/151 and a newly constructed facility southwest of Verona, then southeasterly and northerly over the facility for 4.8 miles to the intersection of present U.S. Routes 18/151.

Recognition of a Business Route on U.S. Routes 18/151

**APPROVED**

Redesignate present U.S. Routes 18/151 between the above points as U.S. Route 18/151 Business.

Relocation of U.S. Route 45

**APPROVED**

Beginning at the intersection of present U.S. Route 45 and an existing facility in Oshkosh, then easterly and northerly over the facility for 2.2 miles to the intersection of present U.S. Route 45.

**ILLINOIS/MISSOURI**

Extension of Interstate Route 72

**APPROVED**

Beginning at the present terminus of Interstate Route 72 and Interstate Route 55 east of Springfield, Illinois, then southerly over I-55 to the intersection of U.S. Route 36, then easterly over U.S. Route 36 to the intersection of Interstate Route 61 in Hannibal, Missouri.

**ILLINOIS**

Establishment of Interstate Route 172

**APPROVED**

Beginning at the intersection of proposed Interstate Route 72 and State Route 336 near Quincy, then northerly over the new facility for 17 miles to the intersection of U.S. Route 24.

**Report of the Special Committee  
on Route Numbering**

The Special Committee on Route Numbering met on October 27, 1995, at the Norfolk Waterside Marriott in Norfolk, Virginia. Members present at the meeting included Chair Raymond Zink, North Dakota, and B. K. Jones, South Carolina. Allan Abbott, Nebraska, was not present but previously submitted his yellow rating forms. Leon Kenison, New Hampshire, was not present, but has submitted his yellow rating forms.

The Special Committee considered 21 applications from seven states. The members present reaffirmed their previously submitted yellow rating forms, approving 20 applications.

One application for U.S. Route 51 in Illinois will be voted on by mail.

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

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ROUTE NUMBERING COMMITTEE AGENDA  
Friday, October 27, 1995  
Norfolk, Virginia

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SHOWING ACTION TAKEN

GEORGIA

Relocation of U.S. Routes  
129/441 and Recognition of  
U.S. Routes 129/441 Business

APPROVED

Beginning at the intersection of  
present U.S. Routes 129/441 and a  
new facility being constructed north  
of Watkinsville, then southerly over  
the facility for 3.0 miles to the  
intersection of present U.S. Routes  
129/441.

Redesignate present U.S. Routes  
129/441 between the above points as  
U.S. Routes 129/441 Business.

Recognition of U.S. Route 341  
Business and Establishment of  
U.S. Route 341

APPROVED

Redesignate as U.S. Route 341  
Business presently designated U.S.  
Route 341 from the intersection of  
U.S. Route 341 in Hawkinsville to  
the intersection of U.S. Route  
129/341 northwest of Hawkinsville.

Establish U.S. Route 341 over  
existing U.S. Route 129 from the  
intersections with proposed U.S.  
Route 341 Business and U.S. Route  
341 in Hawkinsville.

Recognition of U.S. Route 129  
Business

APPROVED

Redesignate as U.S. Route 129  
Business presently designated U.S.  
Route 129 from the intersection of  
U.S. Route 129 in Hawkinsville to  
the intersection of U.S. Route 129  
northwest of Hawkinsville.

Relocation of U.S. Route 19

APPROVED

Beginning at the intersection of  
present U.S. Route 19 and a new  
facility begin constructed in  
Thomaston, then southerly over the  
facility for 2.2 miles to the  
intersection of present U.S. Route  
19 south of Thomaston.

GEORGIA (continued...)

Relocation of U.S. Route 29

APPROVED

Beginning at the intersection of present U.S. Route 29 and State Route 893 in LaGrange, then southwesterly over S.R. 893 for 1.5 miles to the intersection of present U.S. Route 39 in West LaGrange.

Relocation of U.S. Route 27

APPROVED

Beginning at the intersection of present U.S. Route 17 and State Route 1 in Fort Oglethorpe, then southerly over S.R. 1 for 5.9 miles to the intersection of present U.S. Route 27 south of Fort Oglethorpe.

Relocation of U.S. Route 301  
Business

APPROVED

Beginning at the intersection of present U.S. Route 301 Business and a facility southwest of Sylvania, then southwesterly over the facility for 0.1 mile to the intersection of present U.S. Route 301.

ILLINOIS

Relocation of U.S. Route 24

APPROVED

Beginning at the intersection of present U.S. Route 24 and a facility being constructed west of Washington, then easterly over the facility for 9.2 miles to the intersection of present U.S. Route 24 in Cruger.

Relocation of U.S. Route 51

APPROVED

Beginning at the intersection of present U.S. Route 51 and a facility begin constructed north of Elwin, then southerly over the facility for 1.5 miles to the intersection of present U.S. Route 51 south of Elwin.

Recognition of U.S. Route 51  
Business

APPROVED

Redesignate present U.S. Route 51 between the above points as U.S. Route 51 Business.

**IOWA**

Recognition of Interstate  
Route 35 Business

**APPROVED**

Beginning at the intersection of Interstate 35 and a facility northeast of Ames, then westerly over the facility for 3.26 miles to the intersection of U.S. Route 69, then southerly, easterly and southerly over U.S. Route 69 for 2.53 miles to the intersection of U.S. Route 30, then easterly over U.S. Route 30 for 3.13 miles to the intersection of Interstate 35 southeast of Ames.

**OKLAHOMA**

Recognition of U.S. Route 70  
Bypass

**APPROVED**

Beginning at the intersection of present U.S. Route 70 and State Route 70 northwest of Idabel, then southerly, easterly and northerly over S.R. 70 for 7.31 miles to the intersection of present U.S. Route 70 east of Idabel.

Recognition of U.S. Route 259  
Bypass

**APPROVED**

Beginning at the intersection of present U.S. Route 259 and State Route 70 south of Idabel, then easterly and northerly over S.R. 70 for 2.97 miles to the intersection of present U.S. Route 259 east of Idabel.

Relocation of U.S. Route 62

**APPROVED**

Beginning at the intersection of present U.S. Route 62 and a temporary facility in Lawton, then northerly over the temporary facility for .88 mile to the intersection of a newly constructed facility (Rogers Lane), then easterly over the new facility for 4 miles to the intersection of present U.S. Route 62.

**PENNSYLVANIA**

Recognition of U.S. Route 422  
Business

**APPROVED**

Beginning at the intersection of present U.S. Route 422 and State Route 6422 (old U.S. Route 422) west of Indiana, then easterly and southerly over S.R. 6422 for 5.6 miles to the intersection of present U.S. Route 422 south of Indiana.

PENNSYLVANIA (continued...)

Relocation of U.S. Route 30

APPROVED

Beginning at the intersection of present U.S. Route 30 and facility being constructed north of Downington, then southeasterly and northeasterly over the facility for 4.8 miles to the intersection of present U.S. Route 30 west of Frazer.

Extension of U.S. Route 30  
Business

APPROVED

Beginning at the present terminus of U.S. Route 30 Business at the intersection of proposed old U.S. Route 30 north of Downington, then northwesterly over old U.S. Route 30 for 4.8 miles to the intersection of U.S. Route 30 west of Frazer.

SOUTH CAROLINA

Elimination of U.S. Route 25  
Business

APPROVED

Eliminate the U.S. Route 25 Business designation between the intersections with U.S. Route 25 in Greenville.

WISCONSIN

Relocation of U.S. Route 53

APPROVED

Beginning at the intersection of present U.S. Route 53 and a facility being constructed south of Solon Springs, then northwesterly and northeasterly over the facility for 5.6 miles to the intersection of present U.S. Route 53 north of Solon Springs.

Recognition of U.S. Route 53  
Business

APPROVED

Redesignate present U.S. Route 53 between the above points as U.S. Route 53 Business.

Relocation of U.S. Route 53

APPROVED

Beginning at the intersection of present U.S. Route 53 and a facility being constructed in South Minong, then northwesterly and northeasterly over the facility for 2.6 miles to the intersection of present U.S. Route 53 in North Minong.