



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 1997-66, 1997-67, 1997-68, 1997-69, 1997-70, 1997-71,

Action: Adoption Amendment Repeal

Formal Action Date N/A	Statutory Authority GS 136-18 (5), 20-141, 20-141.1, 136-30, 136-54, 20-141 (I), 20-116 (h),	Public Notice Date N/A
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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, No U-Turn,
Route Change, Truck Route

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

Effective Date: July 25, 1997


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 CHANGE

DIVISION 1

MARTIN COUNTY

Delete the following routing of US 13-US 64 and add as US 64 Alternate:

US 13-US 64 from the Pitt County Line eastward to NC 125 west of Williamston.

Delete the following routing of US 13-US 64 and add as US 64 Alternate:

US 13-US 64-NC 125 from NC 125 west of Williamston eastward to US 17/NC 125 in Williamston.

Delete the following routing of US 13-US 64 and add as US 64 Alternate, in Williamston: ✓

US 13-US 17-US 64 from US 17/NC 125 eastward to the intersection of US 13-US 17 and US 64.

Delete the following routing of US 64 and add as US 64 Alternate, in Williamston:

US 64 from US 13-US 17 eastward to Project R-2112 (6.099002T).

Delete the following routing of US 13, in Williamston:

US 13-US 17 from US 64 northward to Project R-2112 (6.099002T).

Add the following routing of US 13-US 64:

US 13-US 64 along Project R-2111 (6.2990001T) from the Edgecombe County Line eastward to Project R-2112 (6.099002T).

Add the following routing of US 13-US 64:

US 13-US 64 along Project R-2112 (6.099002T) from Project R-2111 (6.299001T) eastward to US 64 in Williamston.

Add the following routing of US 13 in Williamston:

US 13 along Project R-2112 (6.099002T) from US 64 northward to US 17.

DIVISION 2

PITT COUNTY

Delete the following routing of US 64 and add as US 64 Alternate:

US 64 from the Edgecombe County Line eastward to US 13. ✓

Delete the following routing of US 13-US 64 and add as US 64 Alternate:

US 13-US 64 from US 13 eastward to the Martin County Line.

Add the following routing of US 13:

US 13-NC 11 from US 64 northward to the Edgecombe County Line.

DIVISION 4

EDGECOMBE COUNTY

Delete the following routing of US 64 and add as US 64 Alternate:

US 64 from the western intersection with Project R-2111 (6.299001T) eastward to the Pitt County Line.

Add the following routing of US 64: ✓

US 64 along Project R-2111 (6.299001T) from its western intersection with US 64 eastward to US 13-NC 11.

Add the following routing of US 13:

US 13-NC 11 from the Pitt County Line northward to Project R-2111 (6.299001T).

Add the following routing of US 13-US 64:

US 13-US 64 along Project R-2111 (6.299001T) from NC 11 eastward to the Martin County Line.

DIVISION 4

JOHNSTON COUNTY

Delete the following routing of US 70 and add as US 70 Business:

US 70 from its western intersection with Project R-0084BA (6.319003T) eastward to the eastern intersection of Project R-0084BA (6.319003T).

Add the following routing of US 70:

US 70 along Project R-0084BA (6.319003T) from its western intersection with US 70-US 70 Business to the eastern intersection of Project R-0084BA (6.319003T) with US 70-US 70 Business.

DIVISION 9

ROWAN COUNTY

Delete the following routing of US 29A and add as a Secondary Road:

US 29A from the Cabarrus County Line, north to US 29, a distance of 6.62 miles.

DIVISION 10

CABARRUS COUNTY

Delete the following routing of US 29A and add as a Secondary Road:

US 29A from US 29/601, north to the Rowan County Line, a distance of 4.86 miles.

DIVISION 11

WATAUGA COUNTY

Delete the following routing of US 421-US 221:

US 421-US 221 from NC 194 to the South Fork New River (Length 1.19 miles). ✓

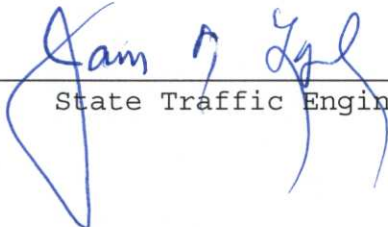
Add the following routing as US 421-US 221:

Along Project 6.759001T (R-0529A) from NC 194 to the South Fork New River (Length 1.19 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:

ORDINANCE NO.	ORDINANCE TYPE	ADOPT	REPEAL	AMEND	EFFECTIVE DATE
1997-66	No Parking Zone	9	2		July 25, 1997
1997-67	Municipal Speed Zone	4	1		July 25, 1997
1997-68	Rural Speed Zone	117	15		July 25, 1997
1997-69	No U-Turn	1			July 25, 1997
1997-70	Route Change	20	2		July 25, 1997
1997-71	Truck Route	4			July 25, 1997

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

7/24/97

 Date

Report of the Special Committee on U.S. Route Numbering
to the
Standing Committee on Highways
Sunday, April 27, 1997
Des Moines, Iowa

The Special Committee on U.S. Route Numbering met on Friday, April 25, 1997 in Des Moines, Iowa. Members present included Ray Zink, North Dakota, Chairman; Leon Kenison, New Hampshire; Larry Goode, North Carolina; and Donna Tamburelli, AASHTO, Secretary. Allan Abbott, Nebraska, was unable to attend the meeting, however, he had previously submitted his rating sheets.

The Committee considered 34 applications from 17 states. All applications were approved as submitted with the exception of the following:

- o The application from Arkansas for the establishment of Interstate Route 49 was disapproved. The proposed Interstate Route does not have the concurrence of the Federal Highway Administration. The proposed Interstate Route is part of a concept for a future Interstate Route extending I-49 in Louisiana through western Arkansas to Kansas City, with substantial unbuilt portions of the concept Route not designated as a future part of the Interstate System, nor indications that the other states involved support the proposed Route.

- o The application from North Carolina for the elimination of U.S. Route 601 Business was approved, however, the Committee members request that North Carolina submit an application to renumber U.S. Route 601 Bypass in Concord as U.S. Route 601.

Ray Zink, Chairman
Special Committee on
U.S. Route Numbering

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

ROUTE NUMBERING COMMITTEE AGENDA
Friday, April 25, 1997
Des Moines, Iowa

SHOWING ACTION TAKEN

ARKANSAS

Establishment of Interstate
Route 49

DISAPPROVED

Beginning at the intersection of Interstate Route 40 and State Route 540 near Alma, then northerly over S.R. 540 for 11 miles to the intersection of a new facility being constructed at Mountainburg, then northerly over the new facility for 36 miles to the intersection of U.S. Route 71 at Fayetteville, then northerly over U.S. Route 71 for 6 miles to the intersection of U.S. Route 71 Business.

FLORIDA

Elimination of U.S. Route 92
Business

APPROVED

Eliminate the existing U.S. Route 92 Business designation between the intersections with U.S. Route 92 in Lakeland.

GEORGIA

Recognition of a By-pass Route
on U.S. Route 19

APPROVED

Beginning at the intersection of present U.S. Route 19 and new facility being constructed north of Leesburg, then southwesterly and southeasterly over the new facility for 1.8 miles to the intersection of present U.S. Route 19 south of Leesburg.

Relocation of U.S. Route 27
(Roopville)

APPROVED

Beginning at the intersection of present U.S. Route 27 and a new facility being constructed north of Roopville, then southerly over the new facility for 2.3 miles to the intersection of present U.S. Route 27 south of Roopville.

GEORGIA (continued...)

Relocation of U.S. Route 78
and Extension of U.S. Route
378

APPROVED

RELOCATION - Beginning at the intersection of present U.S. Route 78 and a new facility being constructed in Washington, then southeasterly and northeasterly over the new facility for 0.5 miles to the intersection of present U.S. Route 78 east of Washington.

EXTENSION - Beginning at the present terminus of U.S. Route 378 at the intersection of proposed old U.S. Route 78 east of Washington, then westerly over old U.S. Route 78 for 0.2 miles to the intersection of U.S. Route 78 in Washington.

Relocation of U.S. Route 27
(Bluffton)

APPROVED

Beginning at the intersection of present U.S. Route 27 and a new facility being constructed north of Bluffton, then southerly over the new facility for 1.6 miles to the intersection of present U.S. Route 27 south of Bluffton.

Recognition of a By-pass Route
on U.S. Route 341

APPROVED

Beginning at intersection of present U.S. Route 341 and an existing facility northwest of Perry, then northerly, easterly and southeasterly over the facility for 6.20 miles to the intersection of present U.S. Route 341 east of Perry.

IOWA

Relocation of U.S. Route 71

APPROVED

Beginning at the intersection of present U.S. Route 71 and an existing facility north of Storm Lake, then southerly over the facility for 6.58 miles to the intersection of present U.S. Route 71 south of Storm Lake.

Recognition of a Business
Route on U.S. Route 151

APPROVED

Beginning at the intersection of present U.S. Route 151 and State Route 922 in Cedar Rapids, then westerly and southwesterly over S.R. 922 for 12.52 miles to the intersection of present U.S. Route 151.

KANSAS

Relocation of U.S. Route 56

APPROVED

Beginning at the intersection of present U.S. Route 56 and U.S. Route 400 east of Dodge City, then southerly for one mile to the intersection of a newly constructed facility, then southerly and westerly over the new facility for 3 miles to the intersection of present U.S. Route 56 south of Dodge City.

MARYLAND

Recognition of a Business Route on U.S. Route 113

APPROVED

Beginning at the intersection of present U.S. Route 113 and State Route 394 south of Snow Hill, then northeasterly over S.R. 394 for 2.67 miles to the intersection of State Route 394/12, then northeasterly over S.R. 394/12 for 0.18 miles to the intersection of State Route 394, then northeasterly over S.R. 394 for 1.31 miles to the intersection of present U.S. Route 113 north of Snow Hill.

MISSOURI

Relocation of U.S. Route 71

APPROVED

Beginning at the intersection of present U.S. Route 71 and a new facility being constructed at Tipton Ford, then southerly over the new facility for 17.31 miles to the intersection of present U.S. Route 71 at Anderson.

MONTANA

Extension of U.S. Route 191

APPROVED

Beginning at the present terminus of U.S. Route 191 at the intersection of U.S. Route 2 at Malta, then easterly over U.S. Route 2 for 0.2 miles to the intersection of State Route 242, then northerly over S.R. 242 for 54 miles to the International Boundary.

NEBRASKA

Recognition of a By-pass Route on U.S. Route 30

APPROVED

Beginning at the intersection of present U.S. Route 30 and U.S. Route 275 east of Fremont, then northerly and westerly over U.S. Route 275 for 4.03 miles to the intersection of an existing facility north of Fremont, then westerly and southwesterly over the facility for 3.09 miles to the intersection of present U.S. Route 30 west of Fremont.

NORTH CAROLINA (continued...)

Relocation of U.S. Route 64
APPROVED

Beginning at the intersection of present U.S. Route 64 and a new facility being constructed in Princeville, then easterly over the new facility for 29.84 miles to the intersection of present U.S. Route 64 south of Williamston.

7-25-97

Extension of U.S. Route 64 Alternate
APPROVED

Extend U.S. Route 64 Alternate over present U.S. Route 64 between the points described above.

7-25-97

Relocation of U.S. Route 70
APPROVED

Beginning at the intersection of present U.S. Route 70 and a new facility being constructed east of Smithfield, then easterly over the new facility for 2.60 miles to the intersection of present U.S. Route 70.

7-25-97

Recognition of a Business Route on U.S. Route 70
APPROVED

Redesignate present U.S. Route 70 between the above points as U.S. Route 70 Business.

7-25-97

OHIO

Relocation of U.S. Route 35
APPROVED

Beginning at the intersection of present U.S. Route 35 and a newly constructed facility, then easterly over the facility for 4.05 miles to the intersection of present U.S. Route 35 west of Dayton.

Relocation of U.S. Route 33
APPROVED

Beginning at the intersection of present U.S. Route 33 and a newly constructed facility north of Valley Hi, then easterly and southeasterly over the facility for 8.66 miles to the intersection of present U.S. Route 33 southeast of Middleburg.

OKLAHOMA

Relocation of U.S. Route 277
APPROVED

Beginning at the intersection of present U.S. Route 277 and State Route 8 in Cyril, then northerly over S.R. 8 for .74 miles to the intersection of a newly constructed facility, then easterly over the new facility for 1.44 miles to the intersection of present U.S. Route 277 southwest of Cement.

PENNSYLVANIA

Relocation of U.S. Route 6

APPROVED

Beginning at the intersection of present U.S. Route 6 and Interstate Route 81 west of Dickson City, then southeasterly over I-81 for 4.2 miles to the intersection of a new facility being constructed east of Dunmore, then easterly and northeasterly over the new facility for 15.7 miles to the intersection of present U.S. Route 6 in Mayfield.

Recognition of a Business Route on U.S. Route 6

APPROVED

Redesignate present U.S. Route 6 between the above points as U.S. Route 6 Business.

Relocation of U.S. Route 222

APPROVED

Beginning at the intersection of present U.S. Route 222 and a new facility being constructed west of Mohnton, then northerly over the new facility to the intersection of U.S. Route 422 Business at Wyomissing, then northerly over the facility to another new facility being constructed west of Reading, then westerly over the new facility to the intersection of an existing facility west of Greenfield Manor, then northeasterly over the facility to the intersection of present U.S. Route 222 south of Maiden creek.

Extension of U.S. Route 222 Business

APPROVED

Extend U.S. Route 222 Business over present U.S. Route 222 between the points described above.

Relocation of U.S. Route 15

APPROVED

Beginning at the intersection of present U.S. Route 15 and a newly constructed facility at Trout Run, then southerly over the new facility for 7.3 miles to the intersection of present U.S. Route 15 north of Williamsport.

INDIANA/MICHIGAN

Elimination of U.S. Route 33

APPROVED

Eliminate the U.S. Route 33 designation between the present terminus at the intersection of U.S. Route 12 south of Niles, Michigan, and the intersection with U.S. Route 20 in Elkhart, Indiana.

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

ADDENDUM
ROUTE NUMBERING COMMITTEE AGENDA
Friday, April 25, 1997
Des Moines, Iowa

CALIFORNIA

Recognition of a Business
Route on U.S. Route 101

APPROVED

Beginning at the intersection of
present U.S. Route 101 and Petaluma
Boulevard in Petaluma, then westerly
and northwesterly over Petaluma
Boulevard for 4.8 miles to the
intersection of present U.S. Route
101.

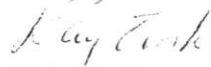
REPORT OF THE SPECIAL COMMITTEE ON U.S. ROUTE NUMBERING
TO THE
STANDING COMMITTEE ON HIGHWAYS

Saturday, November 15, 1997

The Special Committee on U.S. Route Numbering met on Friday, November 14, 1997. The following members were present: Ray Zink, North Dakota, Chairman; Larry Goode, North Carolina; Leon Kenison, New Hampshire; and Donna Tamburelli, Secretary, AASHTO staff. Allan Abbott, Nebraska, was not in attendance, however, he did submit his rating forms for each route numbering application.

The Special Committee considered 17 route numbering applications from eight states. All applications were approved as submitted on the agenda, with the exception of the following:

1. The applications from Arkansas for the extension of Interstate Route 540 and the establishment of Interstate Route 530 were approved conditionally. Both routes have been designated as future Interstates, and should be marked as such.
2. The application from Iowa for the recognition of a Business Route on Interstate Route 35 was disapproved. The route contains serious deficiencies.
3. The application from Kansas for the relocation of U.S. Route 75 and the elimination of U.S. Route 75 By-pass was disapproved. There was some confusion regarding the description for the relocation of the route, therefore, the Committee members requested that the application be resubmitted.
4. The application from Oklahoma for the relocation of U.S. Route 62 was approved, however, the state will be asked for clarification on the removal of the segment of U.S. Route 62 from W. 82nd Street west.
5. The application from Virginia for the extension of Interstate Route 264 was approved subject to FHWA approval.
6. The applications from Virginia and North Carolina for the establishment of Interstate Route 785 was approved subject to FHWA approval.



Submitted by
Ray Zink, Chairman
Special Committee on U.S. Route Numbering

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

ROUTE NUMBERING COMMITTEE AGENDA
Friday, November 14, 1997
Salt Lake City, Utah

SHOWING ACTION TAKEN

ARKANSAS

Extension of Interstate Route
540

APPROVED - MARK AS "FUTURE I-
540"

Beginning at the present terminus of Interstate Route 540 and Interstate 40 near Van Buren, then easterly over I-40 to the intersection of State Route 540 near Alma, then northerly over S.R. 540 for 10.05 miles to the intersection of a new facility being constructed at Mountainburg, then northerly over the new facility for 36 miles to the intersection of U.S. Route 71 at Fayetteville, then northerly over U.S. Route 71 for 5.59 miles to the intersection of U.S. Route 71 Business.

Establishment of Interstate
Route 530

APPROVED - MARK AS "FUTURE I-
530"

Beginning at the intersection of Interstate Route 30 and U.S. Route 65 in Little Rock, then southerly over U.S. Route 65 to the intersection of a new facility being constructed south of Pine Bluff, then southeasterly over the new facility to the intersection of U.S. Route 65.

MISSISSIPPI/ARKANSAS

Extension of U.S. Route 278

APPROVED

Beginning at the present terminus of U.S. Route 278 and U.S. Route 45 south of Nettleton, Mississippi, then northerly over U.S. Route 45 for 18 miles to the intersection of State Route 6 at Tupelo, then westerly over S.R. 6 for 116 miles to the intersection of U.S. Routes 61/49 at Lyon then southerly over U.S. Routes 61/49 for 4 miles to the intersection of U.S. Route 61 at Clarksdale, then southerly over U.S. Route 61 for 63 miles to the intersection of U.S. Route 82 at Leland, then westerly, southwesterly, and northwesterly over U.S. Route 82 for 24 miles to the intersection of U.S. Route 65 at Lake Village, Arkansas, then northerly over U.S. Route 65 for 20 miles to the intersection of State Route 4 at McGehee, then westerly, northwesterly, and westerly over S.R. 4 for 226.9 miles to the intersection of U.S. Route 71 at Wickes, Arkansas.

IOWA

Relocation of U.S. Route 65

APPROVED

Beginning at the intersection of present U.S. Route 65 and Interstate Route 80 northeast of Des Moines, then westerly over I-80 for 1.40 miles to the intersection of an existing facility, then southerly and westerly over the facility for 13.52 miles to the intersection of present U.S. Route 65 south of Des Moines.

Recognition of a Business
Route on U.S. Route 30

APPROVED

Beginning at the intersection of present U.S. Route 30 and an existing facility west of Marshalltown, then easterly and southerly over the facility for 5.55 miles to the intersection of present U.S. Route 30 east of Marshalltown.

Recognition of a Business
Route on U.S. Route 71

APPROVED

Beginning at the intersection of present U.S. Route 71 and an existing facility southeast of Storm Lake, then westerly, northwesterly, northerly and easterly over the facility for 10.61 miles to the intersection of present U.S. Route 71 northeast of Storm Lake.

IOWA (continued...)

Recognition of a Business
Route on Interstate Route 35

DISAPPROVED

Beginning at the intersection of present Interstate Route 35 and U.S. Route 69 south of Lamoni, then northerly and easterly over U.S. Route 69 for 5.83 miles to the intersection of present I-35 east of Lamoni.

KANSAS

Relocation of U.S. Route 75
and Elimination of U.S. Route
75 By-pass

DISAPPROVED

Beginning at the intersection of present U.S. Route 75 and a new facility north of Holton, then southerly over the facility for 2 miles to the intersection of Interstate Route 70 in northwest Topeka, then southwesterly over I-70 for 2 miles to the intersection of Interstate Route 470 in west Topeka, then southeasterly over I-470 for 6 miles to the intersection of a new facility in southwest Topeka, then southerly and southeasterly over the facility for 15 miles to the intersection of present U.S. Route 75 south of Topeka.

Eliminate the existing U.S. Route 75 Bypass designation between the intersections with U.S. Route 75 in Topeka.

Relocation of U.S. Route 83

Beginning at the intersection present U.S. Route 83 and a new facility being constructed north of Liberal, then easterly and southerly over the new facility to the intersection of present U.S. Route 83 south of Liberal.

NORTH CAROLINA

Elimination of U.S. Route 601
By-pass

APPROVED

Eliminate the existing U.S. Route 601 By-pass designation between the intersections with old U.S. Route 601 Business in the city of Concord.

Establishment of U.S. Route
601

APPROVED

Redesignate present U.S. Route 601 By-pass between the above points as U.S. Route 601.

NORTH CAROLINA (continued...)

Relocation of U.S. Route 74

APPROVED

Beginning at the intersection of present U.S. Route 74 and Interstate Route 40 southeast of Enka, then westerly over I-40 for 18 miles to the intersection of present U.S. Route 74 in Clyde.

OKLAHOMA

Relocation of U.S. Route 62

APPROVED

Beginning at the intersection of present U.S. Route 62 and a newly constructed facility north of Lawton, then westerly over the new facility for 2 miles to the intersection of Temporary U.S. Route 62 (see below).

Establishment of Temporary U.S. Route 62

APPROVED

Beginning at the terminus of the proposed relocation of U.S. Route 62 at W. 82nd Street at Lawton, then southerly over W. 82nd Street for .48 miles to the intersection of present U.S. Route 62.

PENNSYLVANIA

Recognition of a Business Route on U.S. Route 219

APPROVED

Designate as U.S. Route 219 Business the portion of present U.S. Route 219 through Meyersdale.

VIRGINIA

Extension of Interstate Route 264

APPROVED - SUBJECT TO FHWA APPROVAL

Beginning at the present terminus of Interstate Route 264 and State Route 44 in Norfolk, then westerly over S.R. 44 for 12 miles to the intersection of Parks Avenue in Virginia Beach.

VIRGINIA/NORTH CAROLINA

Establishment of Interstate Route 785

APPROVED - SUBJECT TO FHWA APPROVAL

Beginning at the intersection of U.S. Route 58 and U.S. Route 29 in Danville, Virginia, then southwesterly and southerly over U.S. Route 29 for 47.22 miles to the intersection of Interstate Route 85 in Greensboro, North Carolina.

NEVADA

Establishment of U.S. Route 50
Alternate

APPROVED

Beginning at the intersection of present U.S. Route 50 and U.S. Route 95 Alternate at Silver Springs, then northerly over U.S. Route 95 Alternate for 14.1 miles to the intersection of an existing facility at Fernley, then southeasterly over the facility for 18.3 miles to the intersection of present U.S. Route 50 west of Fallon.

NORTH CAROLINA

Relocation of U.S. Route 17
Business

APPROVED

Beginning at the intersection of present U.S. Route 17 Business and State Route 32 east of Edenton, then northwesterly over S.R. 32 for .63 miles to the intersection of present U.S. Route 17.

Elimination of U.S. Route 29
Alternate

APPROVED

Eliminate the existing U.S. Route 29 Alternate designation between the intersection with U.S. Route 29 at China Grove and the intersection with U.S. Route 29 south of Kannapolis.

7-25-97

Relocation of U.S. Routes
221/421

APPROVED

Beginning at the intersection of present U.S. Routes 221/421 and a newly constructed facility in Boone, then westerly over the facility for 0.70 miles to the intersection of present U.S. Routes 221/421.

7-25-97

Elimination of U.S. Route 601
Business

APPROVED - APPLICATION
REQUESTED TO RENUMBER U.S. 601
BYPASS IN CONCORD AS U.S.
ROUTE 601

Eliminate the existing U.S. Route 601 Business designation between the intersections with U.S. Route 601 in the city of Concord.

7-25-97

Relocation of U.S. Route 13

APPROVED

Beginning at the intersection of present U.S. Route 13 and a new facility being constructed in Bethel, then northerly and easterly over the new facility for 22.46 miles to the intersection of present U.S. Route 13 south of Williamston.

7-25-97