

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

P.O. BOX 25201, RALEIGH, NC 27611-5201

CERTIFICATION OF RULEMAKING

Certifying Agency Department of Tra				
Action:	X	Adoption	х	Repeal
Statutory Authori 136-54, 136-30, 20	The state of the s			
Public Hearing No GS 150A-1, 20-1.	ot Required Fo	or This Action Unde	r:	
Rule Summary:				
	ones, Rural Sp	peed Zones, Route C	hanges.	
Circumstances R Necessary for pub Effective Date:		Adoption, Repeal: velfare.		
October 19, 2010				
October 13, 2010				1-Kez
DATE				OFFICER SIGNATURE
				James, K. Lacy, P.E.
				TYPED NAME
				State Traffic Engineer
				TITLE



STATE OF NORTH CAROLINA **DEPARTMENT OF TRANSPORTATION**

P.O. BOX 25201, RALEIGH, NC 27611-5201

CERTIFICATION OF RULEMAKING

Certifying Agency:					
Department of Transpo	ortation	1			
Action:	X	Adoption		X	Repeal
Statutory Authority:		•			
136-54, 136-30, 20-14	1, 20-141.				
Public Hearing Not R	equired Fo	or This Actio	n Under:		
GS 150A-1, 20-1.					
Rule Summary:					
Municipal Speed Zone	s, Rural Sp	eed Zones, F	oute Changes.		
Circumstances Demu	inina Dula	Adoption D			
Circumstances Requi Necessary for public sa			epeai:		
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Municipal Speed Zones

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, and to set, change, or extend route numbers on the Primary Highway System of North Carolina 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 20-141.

COUNTY STANLY

DIVISION 10

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	1	Trk Spd Lmt	Description
STANLY	1062113	NC 24	45	45	from a point 0.24 mile west of SR 1963 (St. Martin Road) to SR 1731 (Sweet Home Church Rd).
STANLY ALBEMARLE	1062115	US 52	45	45	from a point 0.15 mile north of NC 138, SR 2043 to SR 1645 (First Street).
STANLY	1062116	NC 138	45	45	from a point 0.11 mile south of SR 2008
ALBEMARLE					(Oakhurst Rd) to US 52.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt		Description
STANLY ALBEMARLE	1041116	NC 24	45	45	-27-73 from South First Street (US 52) to East Main Street (SR 1597)
STANLY	1041121	NC 138	45	45	Aquadale Road (NC 138) from the southern corporate limit, approximately0.10 mile north of SR 2008, northward to Morgan Road.
STANLY	1041122	NC 24	45	45	-27 Bypass from the western corporate limit, approximately 0.24 mile west of SR 1963 to South First Street (US 52).
STANLY	1041125	NC 24	45	45	East Main Street (NC 24-27-73) from the Albemarle Bypass (NC 740) to the eastern corporate limit at Sweet Home

October 14, 2010 Page 2 of 7

County / Municipality	Ordinance Number	Route		Trk Spd Lmt	Description
					Church Road (SR 1731).
STANLY	1041128	US 52	45	45	US 52 from NC 24-27, northward to First
ALBEMARLE					Street (SR 1645).

October 14, 2010 Page 3 of 7

Rural Speed Zones

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, and to set, change, or extend route numbers on the Primary Highway System of North Carolina 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 20-141.

COUNTY STANLY

DIVISION 10

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route		Trk Spd Lmt	Description
STANLY	1062114	US 52	45	45	from a point 0.45 mile south of NC 138, SR 2043 to a point 0.15 mile north of NC 138, SR 2043.
STANLY	1062138	SR 1837	45	45	Between 1.7 miles north of US 52 and 0.5 mile north of SR 1735 (Ross Drive). Project R-2320G.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt		Description
STANLY	1041328	US 52	45	45	From a point 0.30 mile south of the south intersection with SR 1735 (Ross Drive) northward to the southern corporate limit of Albemarle, approximately 0.55 mile north of SR 1735.
STANLY	1041329	NC 138	45	45	From SR 1906 northward to the Albemarle city limit, a point 0.10 mile north of SR2008

October 14, 2010 Page 4 of 7

Route Changes

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).

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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.

COUNTY STANLY

DIVISION 10

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
STANLY	1061940	US 52	Delete existing US 52 and replace with SR 1837 between 0.461 mile southeast of SR 1720 (Stoney Gap Road) and NC 24, NC 27, NC 73 (Spaulding Street, new US 52 Business, old US 52). Project R-2320G.
STANLY	1061941	SR 1837	Add SR 1837 to replace existing US 52 between NC 24, NC 27, NC 73 (Spaulding Street, new US 52 Business, old US 52) and 0.461 mile southeast of SR 1720 (Stony Gap Road). Project R-2320G.
STANLY	1061963	US 52	Delete existing US 52 (remove pavement) between 0.622 mile southeast of SR 1720 (Stoney Gap Road) and 0.461 mile southeast of SR 1720 (Stoney Gap Road). Project R-2320G.
STANLY	1061964	SR 1837	Add SR 1837 along new alignment between 0.516 mile southeast of SR 1720 (Stoney Gap Road) and 0.461 mile southeast of SR 1720 (Stoney Gap Road). Project R-2320G.
STANLY	1061965	US 52	Delete existing US 52 and replace with US 52 Business between US 52 Business (Second Street), SR 1837 (Old US 52) and US 52 (new/existing alignment), NC 73 (Aquadale Road), Old NC 138. Project R-2320G.
STANLY	1061966	US 52B	Add US 52 Business to replace existing US 52 between SR 1837 (Old US 52) and US 52 (new/existing alignment, Aquadale Road). Project R-2320G.
STANLY	1061968	SR 2008	Add SR 2008 along new alignment between NC 138

October 14, 2010 Page 5 of 7

County	Ordinance Number	Route	Long Description
			(new alignment) and SR 2042 (Old NC 138). Project R-2320G.
STANLY	1061969	SR 2043	Add SR 2043 along new alignment between US 52 (new alignment) and 0.421 mile southeast of US 52 (new alignment). Project R-2320G.
STANLY	1061970	NC 138	Delete existing NC 138 (remove pavement) between 0.078 mile southeast of SR 2010 (Elm Tree Road) and SR 2010 (Elm Tree Road). Project R-2320G.
STANLY	1061971	NC 138	Delete existing NC 138 (remove pavement) between 0.222 mile northwest of SR 2010 (Elm Tree Road) and 0.329 mile northwest of SR 2010 (Elm Tree Road). Project R-2320G.
STANLY	1061972	NC 138	Delete existing NC 138 and replace with SR 2042 between SR 2010 (Elm Tree Road) and 0.222 mile northwest of SR 2010 (Elm Tree Road). Project R-2320G.
STANLY	1061973	SR 2042	Add SR 2042 to replace existing NC 138 between SR 2010 (Elm Tree Road) and 0.222 mile northwest of SR 2010 (Elm Tree Road). Project R-2320G.
STANLY	1061974	NC 138	Delete existing NC 138 and replace with US 52 between 0.358 mile southwest of SR 1903 (Morgan Road) and NC 24, NC 27, NC 73 (Spaulding Street). Project R-2320G.
STANLY	1061975	US 52	Add US 52 to replace existing NC 138 between 0.358 mile southwest of SR 1903 (Morgan Road) and NC 24, NC 27, NC 73 (Spaulding Street). Project R-2320G.
STANLY	1061976	US 52	Add US 52 along new alignment between 0.49 mile northwest of SR 1785 (Johns Road) and 0.358 mile southwest of SR 1903 (Morgan Road, Old NC 138). Project R-2320G.
STANLY	1061977	NC 138	Add NC 138 along new alignment between 0.228 mile northeast of SR 1956 (Old Aquadale Road) and US 52 (new alignment), SR 2043. Project R-2320G.

October 14, 2010 Page 6 of 7

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (136-54, 136-30, 20-141, 20-141).

All the actions to the Highway Traffic Ordinances herein adopted are effective October 19, 2010 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
Municipal Speed Zones	3	5
Rural Speed Zones	2	2
Route Changes	16	0
Total	21	7

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.

October 14, 2010	
ATE	OFFICER SIGNATURE
	James. K. Lacy, P.E.
	TYPED NAME
	State Traffic Engineer
	TITLE

October 14, 2010 Page 7 of 7

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October	13,	2010	
DATE			

TYPED NAME

State Traffic Engineer

James. K. Lacy, P.E.

TITLE



US Route Numbering Report to the Standing Committee on Highways Thursday, May 20, 2010 Natchez, Mississippi

Members:

Chair Don Vaughn, AL (Region 2) Ken Sweeney, ME (Region 1) Kevin Keith, MO (Region 3) Cathy Nelson, OR (Region 4) Marty Vitale, AASHTO (Secretary)

Guest: Michael McGough, Consultant

REPORT

The Special Committee on U.S. Route Numbering convened at 7:00 AM at the Natchez Convention Center. The committee considered 31 applications from 10 states. Actions of the committee are:

State	Proposed Route Change	Description	USRN Decision	
Alabama	AL US Alt 331	The route begins at mile marker/post MP 24.445 and from there at the junction of US 331 North of Opp, Alabama southerly to MP 19.451 at the junction of US 84/US 331 south of Opp, Alabama. It is traveling over an existing pathway south near Opp, AL for 4.994 miles and ends at MP 19.451.	Approved	
Alabama	AL US ALT 84	The route begins at mile marker/post MP 150.639 at the junction of US 84/US 331 northeast of Opp, Alabama to MP 144.923 at junction of US 84 west of Opp, AL. It travels over an existing pathway south/southwest of Opp, AL for 5.716 miles and ends at MP 144.923.	Approved	
Colorado	CO US 50	The route begins at mile Marker 91.878 (existing US 50) traveling from junction of proposed US 550 in Montrose, along San Juan Avenue to junction of existing US 50 (Main Street) east for 1.680 miles and ends at mile marker 93.558 (existing US 50)	Approved	
Colorado	CO US 550	Route begins at mile marker 129.257 (junction of CO 90) and travels north from junction of existing US 50 and State Route 90, along Townsend Avenue to junction of existing US 50 and proposed US 50, in Montrose. The length of this route is .953 miles and ends at mile marker 130.210 (junction of US 50)	Approved	
Iowa	IA US61 Bus Rte	US 61 Business Route begins at the junction of US61 and I-280 and travels east on West River Drive to the east junction of US67 then north along Brady Street to its junction with I-80. Length is 14.16 miles.	Approved	
lowa IA US61 Rte on I280 to Jct w		US61 begins at the junction of US 61 and I280 traveling north on I280 to Jct with I80 then east on I80 to Jct with existing US61 on existing interstate going north then east to the city of Davenport for about 12 miles and ends at the jct of I80 and existing US61.	Approved	

State	Proposed Route Change	Description	USRN Decision
Indiana	IN I-69	I-69 begins at I64 at I-164/PR-69 (mile marker 20.81) to US 231 on a new alignment going north and south near the city of Evansville, Indiana for approximately 67.07 miles (1.77 miles is already open to traffic and total corridor is to be completed in 2012) and ends at US 231 (mile marker 87.93). A letter has been sent to FHWA HQ for their decision. SM2010, IN Letter to FHWA on I-69	Conditional as Future I-69 pending FHWA approval letter
Kentucky	KY GarrardUS27	The route begins on existing US 27 near the intersection with KY 1845. US 27 continues and intersects with Ky 152, KY 753, KY 1355 and then intersects with existing US 27, 1/2 mile south of the intersection with KY 34 on a new alignment with the direction of travel being south near Lancaster, KY for 5.748 miles and ends at the intersection with US 27, 1/2 mile south of intersection with KY 34.	Approved
Kentucky	KY Carter US 60	The route begins on existing US 60 near Counts Crossroads and continues and intersects with KY 3298 and KY 1025 and then intersects with existing US 60 in Olive Hill on a new alignment west near the city of Olive Hill for 1.761 miles. The route ends at the intersection with existing US 60 near the intersection with KY 1025 in Olive Hill.	Approved
Kentucky	KY Owensboro US 60B	The route begins where US 60 currently intersects the Owensboro Bypass (US60B) on the east side of Owensboro. The Owensboro Bypass will be designated as US 60 and the US 60B designation will be removed. US. 60 will head in a westerly direction along the Bypass, south Owensboro. US 60 will be routed over an existing pathway, the Owensboro Bypass (presently designated as US 60B), a four-lane, median-divided, access-controlled facility. The route will head in a general westerly direction. The focal point city is Owensboro, KY. The re-designated portion of US 60 will travel along the Owensboro Bypass a distance of 10.212 miles. The route will rejoin the current US 60 alignment on the west side of Owensboro.	Approved
Kentucky	KY Owensboro US60	The route begins where US 60 currently intersects the Owensboro Bypass (US60B) on the east side of Owensboro. The Owensboro Bypass will be designated as US 60 instead of US 60B; thus, US 60 will head in a westerly direction along the Bypass, south of Owensboro. US 60 will be routed over an existing pathway, the Owensboro Bypass (Presently designated as US 60B) a four-lane, median-divided, access-controlled facility. The route will head in a general westerly direction near Owensboro, KY for 10.212 miles. The route will rejoin the current US 60 alignment on the west side of Owensboro.	Approved

State	Proposed Route Change	Description	USRN Decision
Kentucky	KY US 62	The route begins on existing US 62 near the intersection with KY 453 northwest of Grand Rivers. US 62 continues across the Tennessee River near the Kentucky Lake Dam and crosses the Livingston County/Marshall County line and intersects with existing US 62 and US 641 at the Kentucky Dam Village State Resort Park. It is a new bridge and approaches over the Tennessee River near the Kentucky Lake Dam in a southwest direction for the new section. The focal points are Grand Rivers and Kentucky Dam Village State Resort Park near Gilbertsville for 2.269 miles. The route ends at the intersection with US 641 near Kentucky Dam Village State Resort Park.	Approved
Kentucky	KY Jessamine US 68	The route begins on existing US 68 near the intersection with KY 1980 then intersects with KY 3375, KY 169 (twice), and then KY 29 and then intersects with existing US 68 west of Nicholasville near the intersection with southbound KY 29 on a new alignment south near Nicholasville for 6.019 miles and ends at the intersection with existing US 68 near the intersection with southbound KY 29 near Nicholasville.	Approved
Kentucky	KY Lincoln Rockcastle US150	The route begins on existing US 150 at the intersection with KY 461, west of Mt. Vernon. US 150 continues and intersects with KY 2108, KY 1250, KY 70, KY 1229, KY 3245, KY 39, KY 643, and KY 1369 and then intersects with existing US 150, west of Crab Orchard all on a new alignment traveling northwest near Crab Orchard, Brodhead, and Mt. Vernon for 6.770 miles. The route ends at the intersection with existing US 150 at the intersection with KY 1369 near Crab Orchard.	Approved
Kentucky	KY Owensboro US431	The route will begin at US 60 (currently US 60 Bypass) in south Owensboro continuing along the existing US 431 route to the Tennessee State Line on an existing pathway - new begin point south within the city of Owensboro removing approximately 3.3 miles and ends at the Tennessee State Line.	Approved
Kentucky	KY Morgan US 460	The route begins on existing US 460 near the intersection with KY 203 and continues and intersects with KY 946 on a new alignment traveling west to Mize and Ezel for 1.464 miles ending near the intersection with KY 772.	Approved
Missouri	MO US-40 to I- 64	The routing begins at the interchange at I-70 in St. Charles County, to connect to the existing I-64 that begins at I-270 to the east on an existing pathway, US 40/61 traveling east where it begins in Wentzville, travels through Lake St. Louis, O'Fallon, Dardenne Prairie, Weldon Spring, Chesterfield, Town and Country for approximately 25 miles and ends at the interchange of I-270, St. Louis County.	Approval pending FHWA approval letter
Missouri	MO US-60	Carter Co Project begins just east of Route DD, Shannon County part of the east/west corridor upgrade from 2-lane to 4-lane divided highway facility connecting Joplin to Poplar Bluff primarily along existing alignment, some slight re-alignment in an east direction towards Freemont and Van Buren for approximately 10.2 miles and ends just west of Route C, Carter County.	Approved

State	Proposed Route Change	Description	USRN Decision
North Carolina	NC US 17 Bus Recognize	The route begins at the intersection with SR 1149 and relocated US 17. The route travels northward across the Tar River into Washington, North Carolina on an existing Alignment North towards Washington and Chocowinity, North Carolina for 6.02 miles and ends as it rejoins US 17 approximately 1.56 miles north of US 264 along the old alignment of US 17.	Approved
North Carolina	NC US 17 Relocate	The route begins at the intersection of SR 1149 and existing US 17. The route travels northward across the Tar River into Washington, North Carolina and is it traveling over a new alignment North to Washington and Chocowinity, North Carolina 5.60 miles. The route ends as it rejoins the existing alignment of US 17 approximately 0.70 mile north of US 264 along the new alignment of US 17	Approved
North Carolina	NC Craven Co US 70 Bus Eliminate	The route begins at the intersection of US 17 and US 70 west of downtown New Bern. The route travels east through New Bern on an existing alignment East to New Bern, North Carolina for 3.89 Miles and the route ends south of New Bern at US 17/70 – NC 55.	Approved
North Carolina	NC Iredell Co US 70 Relocate	The realignment begins approximately 0.59 mile east of the intersection of SR 2318 and the original alignment of US 70. The route is traveling eastward towards Salisbury, North Carolina on New alignment East to Statesville, North Carolina. The length of the realignment is 3.81 miles. The relocated route terminates at the end of the US 70 realignment, approximately 0.76 mile east of SR 2362.	Approved
North Carolina	NC Stanly Co US 52 Bus Recognize	The route begins at the intersection where the new US 52 alignment ends and NC 24/27 intersects with US 52. The route is traveling over the existing alignment of US 52 in order to maintain the connection with the proposed beginning of the new alignment for US 52 on an existing alignment East to Albemarle, North Carolina for 0.26 Mile. The route ends at the current end of US 52 Business and the intersection of NC 24/27/73.	Approved
North Carolina	NC Stanly Co US 52 Relocate	The new alignment begins approximately 0.68 mile north of the intersection of SR 1785 and US 52. The route travels along a new alignment northward towards Albemarle until it intersects with the original alignment of US 52 on a new alignment North to Albemarle, North Carolina for 2.86 Miles. The route ends at the intersection where the new US 52 alignment ends and NC 24/27 intersects with US 52.	Approved
Ohio	OH US 24	US 24 begins at mile marker 0.0 at the Indiana State Line to west side of the City of Defiance on new alignment east to the Village of Antwerp, Village of Cecil and the City of Defiance for 22.97 miles ending in the City of Defiance.	HOLD – pending application from adjoining state (Indiana)

State	Proposed Route Change	Description	USRN Decision
Oregon	OR US20	The route begins at mile point 263.9 The intersection of NE 3rd Street with NE Greenwood Avenue. This is also the end of the McKenzie-Bend Highway. It is also the beginning of the Central Oregon Highway (US20) and going through Bend, Oregon on an existing pathway nor to Bend, Oregon for 1.3 miles and ends at route mile point 265.1. Southbound exit from the McKenzie-Bend Highway (US20) (NE 3rd Street) to division Street.	Approved
Oregon	OR US97	The route begins at southbound exit from the Dalles-California Hwy. (US97) to NE 3rd Street at mile point 133.4 through Bend, Oregon on a new alignment south to Bend, Oregon for 6.1 miles and ends at northbound exit from the Dalles-California Hwy. (US97) to SE 3rd Street at mile point 139.5.	Approved
Oregon	OR US97Bus	Route begins at mile point 133.4 southbound exit from the Dalles-California Hwy. (US97) to NE 3rd Street through Bend, Oregon on an existing pathway south through Bend, Oregon for 6 miles and ends at route mile point 139.5. Northbound exit from the Dalles-California Hwy.	Approved
Texas	TX US 271 Relocation	Route US 271 begins at US 67 going southward and southeastward and is traveling over a new alignment south near Mount Pleasant, Texas approximately 3.9 and it ends at the intersection with US 271/BU 271-E (old location of US 271, approximately 1.3 miles north of FM 3417.	Approved
Texas	TX US 271 Recognition of a Business	Route on U.S. Route The route begins at SH 49 and current southern terminus of BU 271 traveling southward on an existing roadway - former location of US 271 in a south direction to Mount Pleasant, Texas for approximately 2.3 and ending at an intersection with new location of US 271 south of Mount Pleasant, approximately 1.3 miles north of FM 3417.	Approved
Texas	TX US 380	Route begins at mile marker 0.321 east of intersection with County Road 1063 southwestward on new location on a new alignment south (this segment) to Greenville, Texas for 0.8 miles and ends at 0.479 mile west of intersection with US69.	

It was also discussed that USRN information was posted on-line in December 2009 and that it is important for states to ensure accuracy. Information can be accessed through the AASHTO Route Numbering Website. Marty Vitale, committee Secretary will email SCOH members and state contacts requesting this review.

The committee wishes to thank Marty Vitale for her hard work and support of the work of this committee.

Submitted by D.W. Vaughn, Chair (Alabama)

May 20, 2010









American Association of State Highway and Transportation Officials

Please save and send as a word file. You can attach a map in PDF or JPG with the application to

usroutes@aashto.org (M.Vitale)

An Application from the State Highway or Transportation Department of North Carolina for:

Ш	Elimination of a U.S. (Interstate) Route		AASHTO Use Only
	Establishment of a U.S. (Interstate) Route		Date received:
	Extension of a U.S. (Interstate)Route Relocation of a U.S. (Interstate) Route	US 52	Date to Special Committee on U.S. Route Number: Date Presented to Standing Committee on Highways (SCOH):
	Establishment of a U.S. Alternate Route		Action taken by SCOH:
	Establishment of a Temporary U.S. Route		
	**Recognition of a Business Route on		
	U.S. (Interstate) Route		
Ш	**Recognition of a By-Pass Route on		Member Department Notified:
	U.S. Route		monitor beparament notifica,
	Between NC 24/27/73	and 0.68 n	nile N. of SR 1785
	The following st	ates or states ar No	e involved: orth Carolina
	-		
	**"Recognition of"A local vicinity	map needed on	page 3. On page 6 a short statement to the effect that there
	 are no deficiencies on proposed routi If there are deficiencies, they should 		
			ent or changes are subject to concurrence and approval
	by the FHWA	Jordon Jimic	and or original and subject to concurrence and approval

DATE SUBMITTED: April 9, 2010

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aashto.org

*U.S. Bicycle Route System: this form is not applicable for US Bicycle Route System see new form.

The purpose of the **United States** (U.S.) **Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the National System of Interstate and Defense Highways will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request (US and Interstates Only): (Keep concise and pertinent.)

US 52 is a North Carolina Truck Network route and is designated as a Strategic Highway Corridor in North Carolina. Strategic Highway Corridors represent the core highway facilities providing mobility and connectivity throughout North Carolina. The reason for the request to designate the new alignment as US 52 is to enhance the mobility of the motoring public, provide an improved facility for freight or heavy traffic, and to remove the higher volume of traffic from the current residential roadway. The constructed facility will provide a wider cross section with improved shoulders. Relocating US 52 will also remove the need to negotiate a 90 degree turn and an interchange loop in order to remain on the route. The new alignment provides the most direct connection and will greatly improve traffic flow.

Date facility available to traffic:

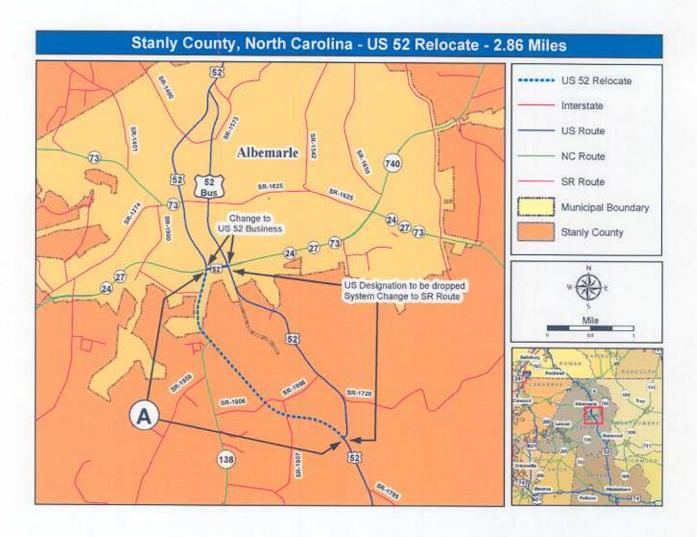
Estimated completion date is February, 2011

Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where?

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where?

Map of state, or portion thereof, indicating proposed addition or change in the (This includes US and Interstates)
U.S. Numbered or Interstate Numbered System:

There are two ways to do this follow the instructions below or convert your map in PDF format and submit as a separate document along with this application to usroutes@aashto.org. It is your preference, however all files are converted to PDF once received by AASHTO.



(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. Towns, cities, major highway intersections and state lines to be used as control points. The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication U.S. Numbered Highways if the application is approved by the Standing Committee on Highways.)

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, not withstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 8,100 est. as compared to 11,800 for the year 2008 for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

(Signature Required - see note below)

Chief Executive Officer

North Carolina Department of Transportation

This petition is authorized by official action of

under date of

as follows: (Copy excerpt from minutes.)

(This includes US, Interstates)

A letter from your Chief Executive Officer with the CEO's signature is sufficient when submitting your application, if you choose not to include the signature on this form.

(US and Interstates Only)

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical

number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type. Code
High type, heavy duty H

Intermediate type

Low type, dustless L (show in red)
Not paved N (show in red)

Column 3: Pavement Condition Code

Excellent E Good G

Fair F (show in red)
Poor P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to

be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate

mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards

of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of

the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards.

Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there

are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of

which will indicate the deficiency as determined in accordance with comparisons with comparable

AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this

column by a short horizontal line with degree of curve shown immediately above the line. To be

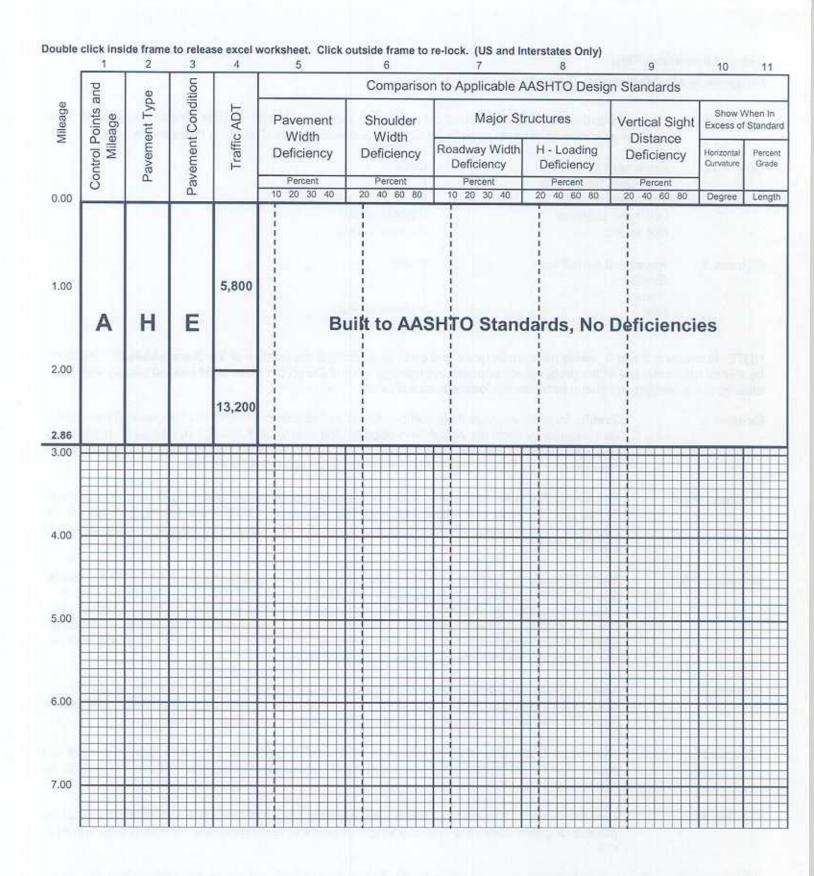
shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show

percent of grade above the line and length of grade in feet immediately below. To be shown in

red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select "Worksheet Object" – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.



(Contact person regarding this application:

Name: Thomas Schroeder

Address: 3401 Carl Sandburg Ct., Raleigh, NC 27610

Telephone Number: 919-212-6090

Fax Number: 919-212-5999

Email Address: tschroeder@ncdot.gov

Description to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

Where does the route begin? (Intersection or Mile Marker)
 The new alignment begins approximately 0.68 mile north of the intersection of SR 1785 and US 52.

o Describe where it is going?

The route travels along a new alignment northward towards Albemarle until it intersects with the original alignment of US 52.

- What type of facility is it traveling over? (New alignment or over an existing pathway)
 New alignment
- Give the direction of travel(north, east, south, and west)
 North
- Name the focal point city or cities
 Albemarle, North Carolina
- Length of route in miles.
 2.86 Miles
- Where does it end? (Terminal intersection or mile marker)

The route ends at the intersection where the new US 52 alignment ends and NC 24/27 intersects with US 52.









American Association of State Highway and Transportation Officials

Please save and send as a word file. You can attach a map in PDF or JPG with the application to

usroutes@aashto.org (M.Vitale)

An Application from the State Highway or Transportation Department of North Carolina for:

Elimination of a U.S. (Interstate) Route		AASHTO Use Only
Establishment of a U.S. (Interstate) Route		Date received:
Extension of a U.S. (Interstate)Route Relocation of a U.S. (Interstate) Route		Date to Special Committee on U.S. Route Number: Date Presented to Standing Committee on Highways (SCOH):
Establishment of a U.S. Alternate Route	- 1 74	Action taken by SCOH:
Establishment of a Temporary U.S. Route		
**Recognition of a Business Route on U.S. (Interstate) Route	US 52 Bus.	
**Recognition of a By-Pass Route on U.S. Route		Member Department Notified:
Between US 52/NC 73/NC 138 (A	quadale Rd) and	US 52/US 52 Business (S. Second St).
The following st	ates or states are	involved: th Carolina

- **"Recognition of..."A local vicinity map needed on page 3. On page 6 a short statement to the effect that there
 are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA

DATE SUBMITTED: April 9, 2010
SUBMIT APPLICATION ELECTRONICALLY TO <u>usroutes@aashto.org</u>

*U.S. Bicycle Route System: this form is not applicable for US Bicycle Route System see new form.

The purpose of the **United States** (U.S.) **Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the National System of Interstate and Defense Highways will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request (US and Interstates Only): (Keep concise and pertinent.)

This request is to extend the existing US 52 Business route. This is in conjunction with the US 52 application and will provide the necessary terminus point at a US route. The change to the US 52 designation is requested in order to maintain the connection between the existing end of US 52 Business and the proposed new alignment of US 52.

Date facility available to traffic:

Route is currently open to traffic.

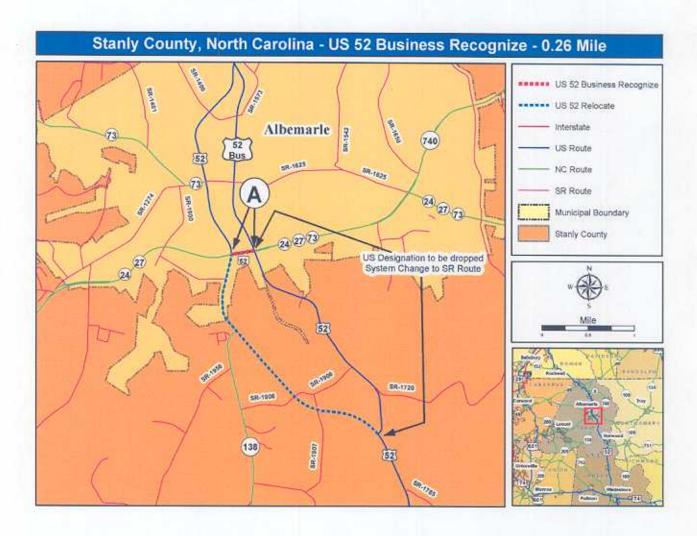
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where?

The routing of US 52 Business is proposed to replace the designation of US 52 on the segment of road where it runs common with NC 24/27/73.

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where?

Map of state, or portion thereof, indicating proposed addition or change in the (This includes US and Interstates)
U.S. Numbered or Interstate Numbered System:

There are two ways to do this follow the instructions below or convert your map in PDF format and submit as a separate document along with this application to usroutes@aashto.org. It is your preference, however all files are converted to PDF once received by AASHTO.



(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. Towns, cities, major highway intersections and state lines to be used as control points. The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication U.S. Numbered Highways if the application is approved by the Standing Committee on Highways.)

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, not withstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 21,000 as compared to 11,800 for the year 2008 for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

(Signature Required - see note below)

Chief Executive Officer

North Carolina Department of Transportation

This petition is authorized by official action of

under date of

as follows: (Copy excerpt from minutes.)

(This includes US, Interstates)

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Any existing main line rail crossing that is not separated shall be indicated at the appropriate

mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards

of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of

the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards.

Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there

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Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of

which will indicate the deficiency as determined in accordance with comparisons with comparable

AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

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column by a short horizontal line with degree of curve shown immediately above the line. To be

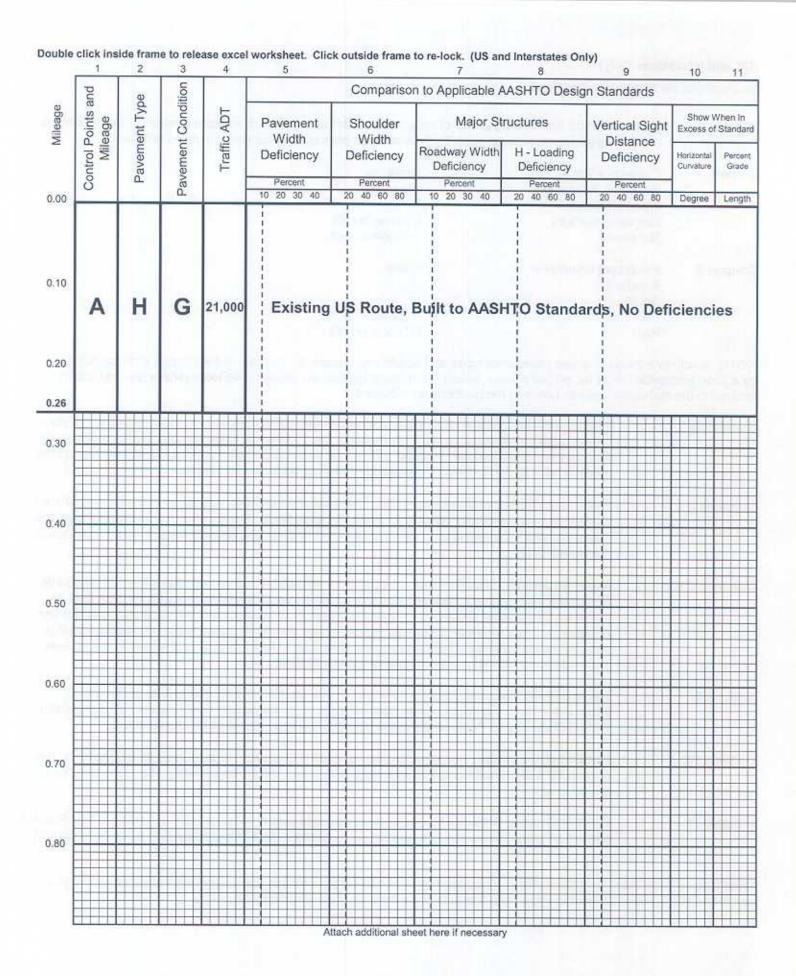
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(Contact person regarding this application:

Name: Thomas Schroeder

Address: 3401 Carl Sandburg Ct., Raleigh, North Carolina 27610

Telephone Number: 919-212-6090

Fax Number: 919-212-5999

Email Address: tschroeder@ncdot.gov

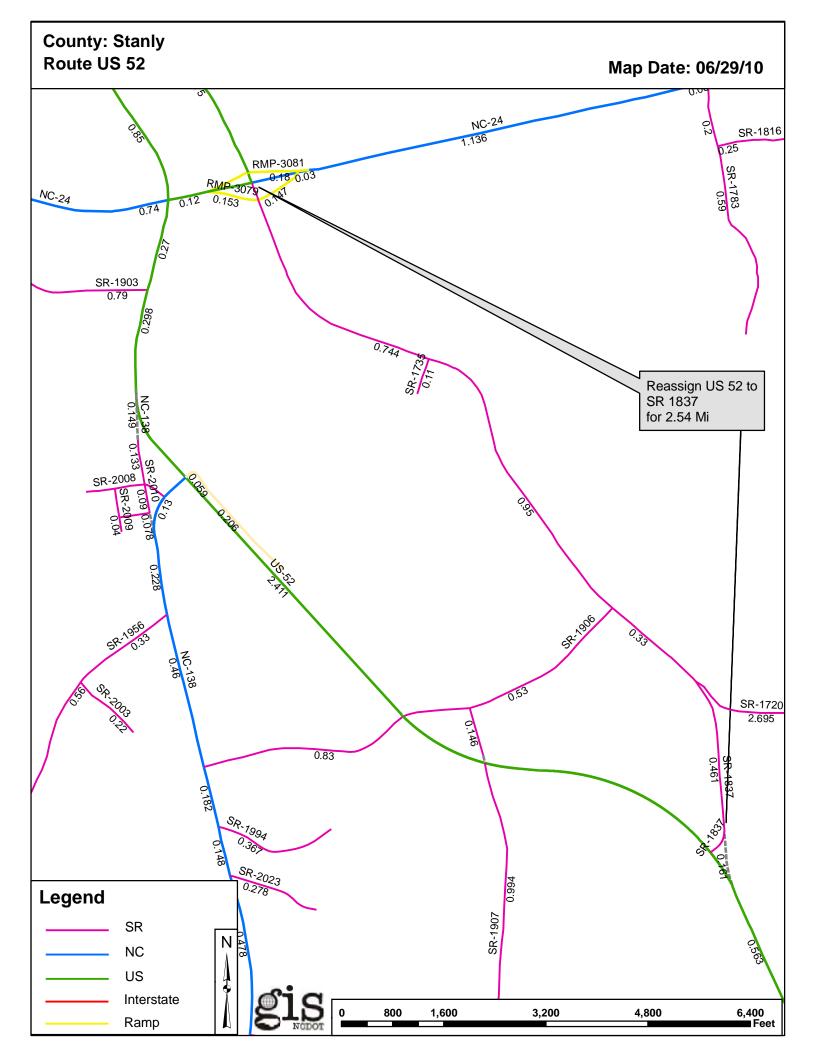
Description to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

Where does the route begin? (Intersection or Mile Marker)
 The route begins at the intersection where the new US 52 alignment ends and NC 24/27 intersects with US 52.

Describe where it is going?

The route is traveling over the existing alignment of US 52 in order to maintain the connection with the proposed beginning of the new alignment for US 52.

- What type of facility is it traveling over? (New alignment or over an existing pathway)
 Existing Alignment
- Give the direction of travel(north, east, south, and west)
- Name the focal point city or cities
 Albemarle, North Carolina
- Length of route in miles.
 0.26 Mile
- Where does it end? (Terminal intersection or mile marker)
 The route ends at the current end of US 52 Business and the intersection of NC 24/27/73.





STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE GOVERNOR

EUGENE A. CONTI, JR. SECRETARY

January 11, 2010

MEMORANDUM

To:

Renee B. Roach, P.E.

Traffic Engineering & Safety Systems Branch Staff Engineer

From:

M. Pate Butler, P.E.

Metrolina Regional Traffic Engineer

Subject:

Request to Add a Section of US 52 in Stanly County

Attached is a request to add a section of US 52 from US 52/ NC 24/ NC 27/ NC 73 southward along TIP Project R-2320G, to remove a section of US 52 from US 52/ NC 24/ NC 27/ NC 73 southward to SR 1785 (Johns Road), and to add a section of US 52 Business from US 52/NC 73/ NC 138 (Aquadale Road) southward to US 52/ US 52 Business (S. Second Street).

Please let me know if you have any questions or need additional information for this request.

MPB:pb

Attachments

cc w/att: J. K. Lacy, PE

B. S. Moose, PE

T. M. Hopkins, PE

D. D. Galloway, PE

T. M. Boland, PE

R.W. King, PE

J. S. Cole, PE

L. N. Avery

US ROUTE CHANGE REQUEST

Division 10

Stanly County:

Add the following routing of US 52:

From existing US 52/ NC 24/ NC 27/ NC 73 in Albemarle, southward along TIP Project R-2320G (WBS 34422.3.5). (Length= 3.04 miles)

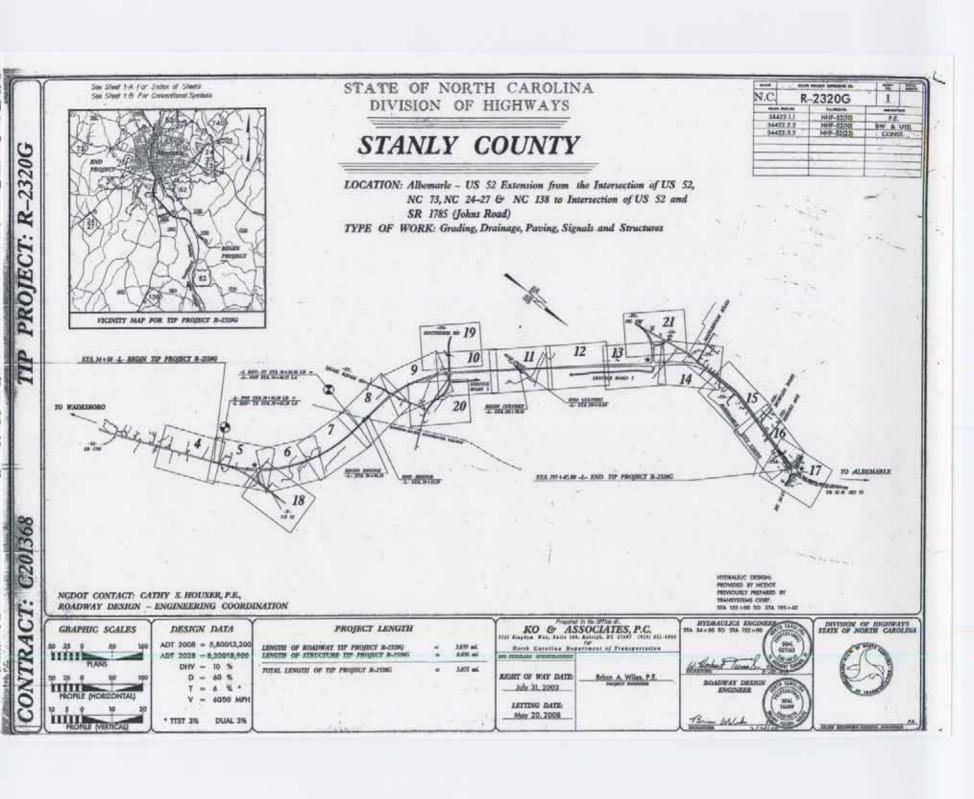
Delete the following routing of US 52 and add as a secondary road:

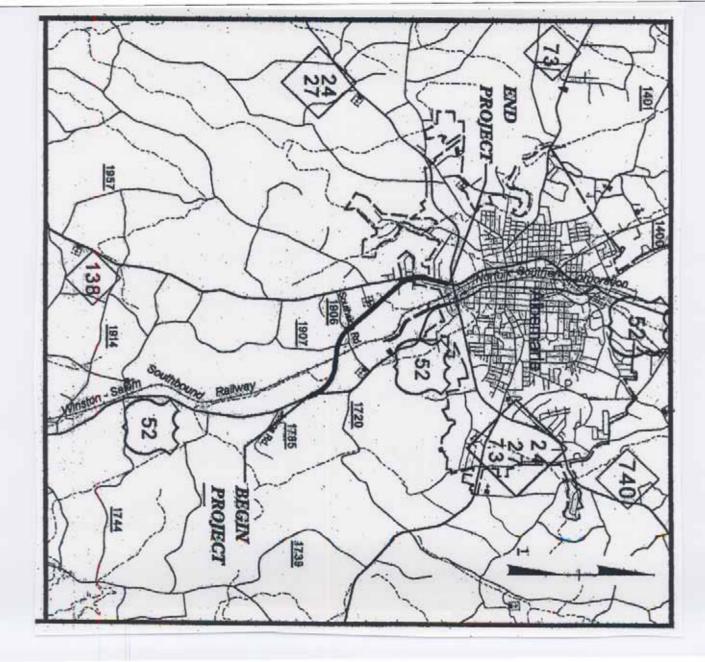
From US 52/NC 24/NC 27/NC 73 southward to SR 1785 (Johns Road).

Delete the following of US 52 and add as US 52 Business:

From US 52/ NC 73/ NC 138 (Aquadale Road) southward to US 52/ US 52 Business (S. Second Street)







City of Albemarle Porth Carolina

PO Box 190 Albemarle, NC 28002-0190 www.ci.albemarle.nc.us



Raymond I. Allen City Manager Phone - 704-984-9408 Fax - 704-984-9406 rallen@ci.albemarle.nc.us

RECEIVED

JAN 08 2018

DIVISION ENGINEER TENTH DIVISION

January 7, 2010

Const Maint.

Oper Plan

Ms. Pate Butler North Carolina Department of Transportation 716 West Main Street Albemarle, North Carolina 28001

1ah

Dear Ms. Butler:

Enclosed please find a copy of Resolution 2010-02, which was adopted by the Albemarle City Council on January 4, 2010. This resolution indicates the intent of the City of Albemarle to adopt concurring ordinances regarding the changes recommended by the Department of Transportation to the US 52 and US 52 Business designations.

Please advise if you have any questions or need any additional information.

Sincerely,

Raymond I. Allen City Manager

Enclosure

Resolution 2010-02

Whereas, the North Carolina Board of Transportation has delegated to the State Secretary of Transportation the authority to adopt and promulgate all rules, and regulations and ordinances regulating traffic on the highways pursuant to authority of NCGS 143B-250 (f), (g), (see 19 ANCAC, 0004); and

Whereas, the State Traffic Engineer is sub delegated 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 NCGS 143B-350 (g) (see 19 ANCAC 4A. 0004); and

Whereas, pursuant to that delegation, the State Traffic Engineer has recommended 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 10 - Stanly County

Add the following routing of US 52: From Existing US 52/NC 24/NC27/NC73 in Albemarle, southward along TIP Project R-2320G (WBS 34422.3.5). (Length=3 04 miles)

Delete the following routing of US 52 and add as a secondary road: From US52/NC24/NC27/NC73 southward to SR 1785 (Johns Road).

Delete the following routing of US 52 and add as a US 52 Business: From US52/NC73/NC138 (Aquadale Road) southward to US 52/US 52 Business (South Second Street).

Now, Therefore be it resolved that the City Council of the City of Albemarle endorses these changes, and that it is the intent of the City Council to adopt concurring ordinances to this effect.

Elbert L. Whitley, Jr.

This the 4th Day of January, 2010.

Michael J. Ferris, City Clerk

NC 24

Rescind ordinances 1041116, 1041122 and 1041125

Write new municipal ordinance for 45 MPH - From a point 0.24 mile west of SR 1963 (St Martin Rd) to SR 1731 (Sweet Home Church Rd).

US 52

Rescind ordinances 1041128 and 1041328

Write new rural ordinance for 45 MPH - From a point 0.45 mile south of NC 138 to a point 0.15 mile north of NC 138.

Write new municipal ordinance for 45 MPH - From a point 0.15 mile north of NC 138 to a SR 1645 (First St).

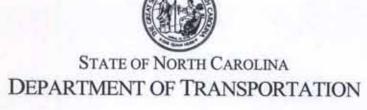
NC 138

Rescind ordinance 1041121

Write new municipal ordinance for 45 MPH - From a point 0.11 mile north of SR 2008 (Oakhurst Rd) to US 52.

SR XXXX (Old US 52)

Write new rural ordinance for 45 MPH - From a point 1.7 miles north of US 52 to a point 0.5 mile north of SR 1735 (Ross Dr).



BEVERLY EAVES PERDUE

EUGENE A. CONTI, JR.
SECRETARY

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 sub-delegated 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 10

Stanly County

Delete the following routing of NC 138 and add as a secondary road:

NC 138 from 0.13 mile south of SR 2008 (Oakhurst Road) northward to NC 24/NC 27 (approximately length = 0.85 mile)

Add the following routing of NC 138:

NC 138 from existing NC 138 northward along TIP Project R-2320G (WBS 34422.1.1) to proposed intersection with US 52 (approximately length= 0.22 mile)

TH CAROLINA HIGHWAYS

COUNTY

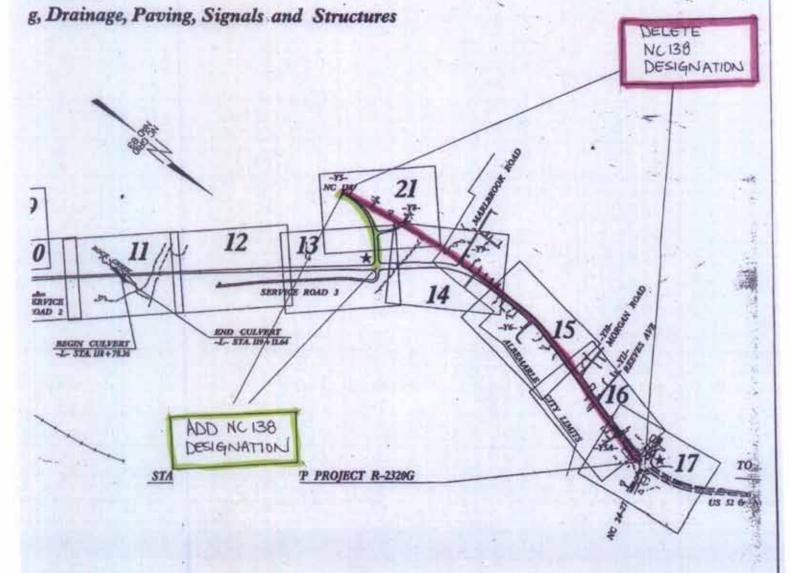
IS 52 Extension from the Intersection of US 52, 4-27 & NC 138 to Intersection of US 52 and ns Road) N.C. R-2320€

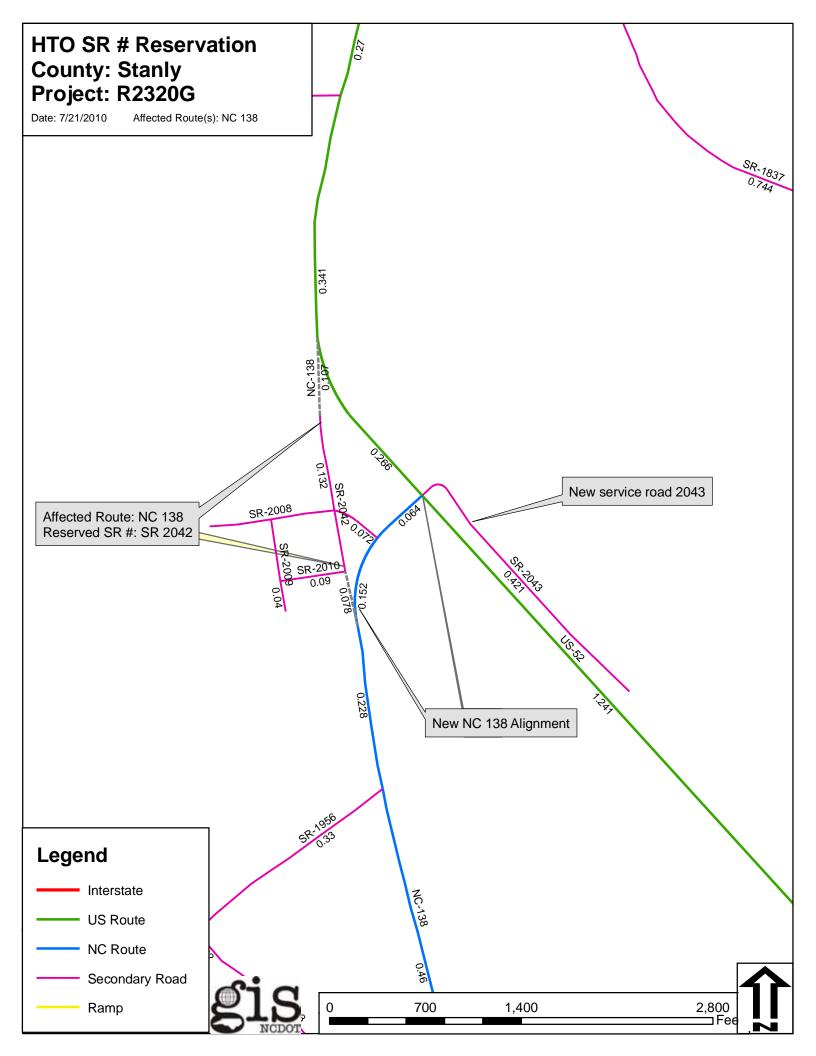
***TATE PROJECT CONTROLS

N.C. R-2320€

***TATE PROJECT CONTROLS

***TATE PROJECT







STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE GOVERNOR

EUGENE A. CONTI, JR. SECRETARY

February 4, 2010

MEMORANDUM

To:

Renee B. Roach, P.E.

Traffic Engineering & Safety Systems Branch Staff Engineer

From:

M. Pate Butler, P.E. MO

Metrolina Regional Traffic Engineer

Subject:

Request to Add/Delete a section of NC 138 in Stanly County

Attached is a request to add a section of NC 138 from existing NC 138 along TIP Project R-2320G to the proposed intersection with US 52, and to delete a section of NC 138 from a point 0.13 mile south of SR 2008 (Oakhurst Road) northward to NC 24/ NC 27. This project is scheduled to be complete February 3, 2011.

Please let me know if you have any questions or need additional information for this request.

MPB:pb

Attachments

cc w/att: J. K. Lacv, PE

B. S. Moose, PE

T. M. Hopkins, PE

D. D. Galloway, PE

T. M. Boland, PE

R.W. King, PE

J. S. Cole, PE

L. N. Avery



BEVERLY EAVES PERDUE GOVERNOR EUGENE A. CONTI, JR.
SECRETARY

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 10

Stanly County

Delete the following routing of NC 138:

NC 138 from 0.13 mile south of SR 2008 (Oakhurst Road) northward to NC 24/NC 27 (approximately length = 0.85 mile)

Add the following routing of NC 138:

NC 138 from existing NC 138 northward along TIP Project R-2320G (WBS 34422.1.1) to proposed intersection with US 52 (approximately length= 0.22 mile).

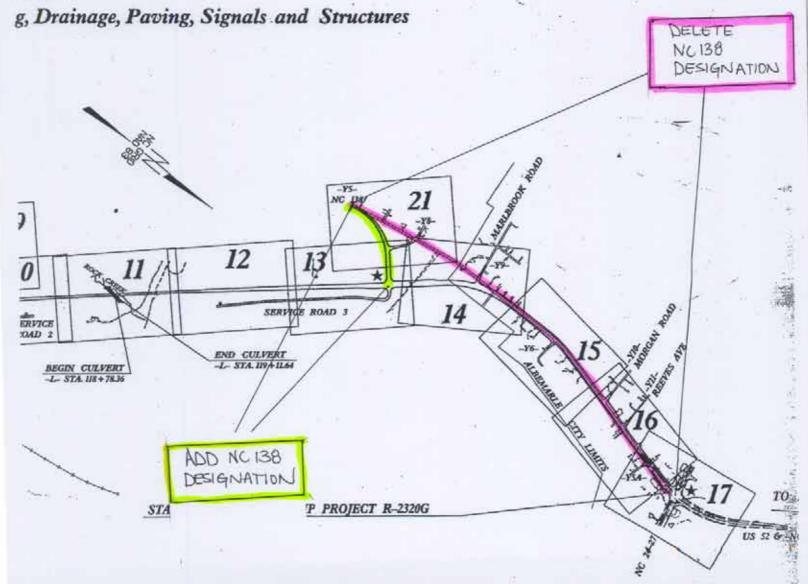
RTH CAROLINA F HIGHWAYS

COUNTY

IS 52 Extension from the Intersection of US 52, 4-27 & NC 138 to Intersection of US 52 and ns Road) N.C. R-2320C

TATE PROJECT REPEARED

TATE PRO



Ordinance Changes Required

NC 138

Rescind ordinance 1041121

Writ new municipal ordinance for 45 mph- From a point 0.11 mile north of SR 2008 (Oakhurst Road) to US 52.