



STATE OF NORTH CAROLINA  
**DEPARTMENT OF TRANSPORTATION**

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

## CERTIFICATION OF RULEMAKING

<b>Certifying Agency:</b> Department of Transportation					
<b>Action:</b>	<input checked="" type="checkbox"/>	Adoption	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Repeal
<b>Statutory Authority:</b> 136-54, 136-30, 20-141.					
<b>Public Hearing Not Required For This Action Under:</b> GS 150A-1, 20-1.					
<b>Rule Summary:</b> Municipal Speed Zones, Route Changes.					
<b>Circumstances Requiring Rule Adoption, Repeal:</b> Necessary for public safety and welfare.					
<b>Effective Date:</b> February 24, 2011					

February 24, 2011

DATE

  
OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



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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**    BEAUFORT                      **DIVISION**    2

### RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
BEAUFORT CHOCOWINITY	1001687	US 17	35	35	US17 from US264, NC33 to Maple Branch (the southern corporate limit).

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## 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).

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 136-30, 136-54.

**COUNTY**    BEAUFORT                      **DIVISION**    2

### DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
BEAUFORT	1062019	SR 1245	Add SR 1245 along new alignment between SR 1141 (Poore Farm Road) and 0.03 mile northwest of SR 1141 (Poore Farm Road). Project R-2510B.
BEAUFORT	1062020	SR 1245	Add SR 1245 to replace existing SR 1141 between 0.03 mile northwest of SR 1141 (Poore Farm Road) and 0.17 mile southwest of SR 1141 (Poore Farm Road). Project R-2510B.
BEAUFORT	1062021	SR 1141	Delete existing SR 1141 (remove pavement) between former SR 1142 (Burgaw Lane) and 0.11 mile northeast of former SR 1142 (Burgaw Lane). Project R-2510B.
BEAUFORT	1062022	SR 1141	Delete existing SR 1141 (remove pavement) between 0.25 mile northeast of former SR 1142 (Burgaw Lane) and 0.36 mile northeast of former SR 1142 (Burgaw Lane). Project R-2510B.
BEAUFORT	1062023	SR 1141	Delete existing SR 1141 and replace with SR 1245 between 0.11 northeast of former SR 1142 (Burgaw Lane) and 0.25 mile northeast of former SR 1142 (Burgaw Lane). Project R-2510B.
BEAUFORT	1062024	SR 1141	Add SR 1141 along new alignment between NC 33, SR 1136 (Gray Road) and 0.31 mile northeast of NC 33, SR 1136 (Gray Road). Project R-2510B.
BEAUFORT	1062031	US 17	Delete existing US 17 (remove pavement) between 0.61 mile northeast of SR 1150 (Harding Road) and 0.89 mile northeast of SR 1150 (Harding Road). Project R-2510B.
BEAUFORT	1062032	US 17	Delete existing US 17 and replace with US 17

County	Ordinance Number	Route	Long Description
			Business between 0.81 mile southwest of NC 33 and 0.04 mile southeast of existing SR 1404 (Whispering Pines Road, new SR 1474). Project R-2510B.
BEAUFORT	1062033	SR 1404	Delete existing SR 1404 (remove pavement) between existing US 17 (new SR 1474) and 0.15 mile southwest of existing US 17 (new SR 1474). Project R-2510B.
BEAUFORT	1062034	US 17B	Add US 17 Business to replace existing US 17 between 0.81 mile southwest of NC 33 and 0.04 mile southeast of existing SR 1404 (Whispering Pines Road, new SR 1474). Project R-2510B.
BEAUFORT	1062035	US 17	Add US 17 along new alignment between 0.61 mile northeast of SR 1150 (Harding Road) and 0.31 mile southeast of SR 1536 (Linnie Perry Road, old US 17). Project R-2510B.
BEAUFORT	1062036	US 17B	Add US 17 Business along new alignment between new US 17, new SR 1149 (Price Road) and 0.81 mile southwest of NC 33. Project R-2510B.
BEAUFORT	1062037	SR 1149	Delete existing SR 1149 (remove pavement) between existing US 17 and 0.14 mile southeast of existing US 17. Project R-2510B.
BEAUFORT	1062038	SR 1149	Add SR 1149 along new alignment between new US 17, new US 17 Business and 0.14 mile southeast of new US 17, new US 17 Business. Project R-2510B.
BEAUFORT	1062039	US 17B	Add US 17 Business along new alignment between 0.04 mile southeast of existing SR 1404 (new SR 1474) and 0.04 mile northwest of existing SR 1404 (new SR 1474). Project R-2510B.
BEAUFORT	1062041	US 17	Delete existing US 17 and replace with SR 1474 between 0.04 mile southeast of existing SR 1404 (Whispering Pines Road) and 0.31 mile southeast of SR 1536 (Linnie Perry Road). Project R-2510B.
BEAUFORT	1062042	SR 1474	Add SR 1474 to replace existing US 17 between new US 17 Business (old US 17) and 0.29 mile northwest of new US 17 Business (old US 17). Project R-2510B.

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

**All the actions to the Highway Traffic Ordinances herein adopted are effective February 24, 2011 and are identified as follows:**

ORDINANCE TYPE	ADOPT	REPEAL
Municipal Speed Zones	0	1
Route Changes	17	0
<b>Total</b>	<b>17</b>	<b>1</b>

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.

February 24, 2011

**DATE**

**OFFICER SIGNATURE**

James. K. Lacy, P.E.

**TYPED NAME**

State Traffic Engineer

**TITLE**

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DATE

  
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State Traffic Engineer

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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
Iowa	IA US61 Rte	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.	Conditional approval to be signed when open to traffic

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@ashto.org](mailto:usroutes@ashto.org) (M.Vitale)

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

- ☐ Elimination of a U.S. (**Interstate**) Route
- ☐ Establishment of a U.S. (**Interstate**) Route
- ☐ Extension of a U.S. (**Interstate**) Route
- ☒ Relocation of a U.S. (**Interstate**) Route
- ☐ Establishment of a U.S. Alternate Route
- ☐ Establishment of a Temporary U.S. Route
- ☐ \*\*Recognition of a Business Route on U.S. (**Interstate**) Route
- ☐ \*\*Recognition of a By-Pass Route on U.S. Route

**US 17**

**AASHTO Use Only**

Date received:

Date to Special Committee on U.S. Route Number:  
Date Presented to Standing Committee on Highways (SCOH):

Action taken by SCOH:

Member Department Notified:

Between **SR 1149** and **0.70 Mile N. of US 264**

The following states or states are involved:

**North Carolina**

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- \*\*\*"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 [usroutes@ashto.org](mailto:usroutes@ashto.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 17 is a National 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. This route presently travels through numerous small towns that have developed their business districts. As the business districts became more congested, a freeway is being constructed to allow motorists to travel around the congestion. The newly constructed facility provides a widened cross section with improved shoulders.

Date facility available to traffic:

**Estimated completion date November, 2010**

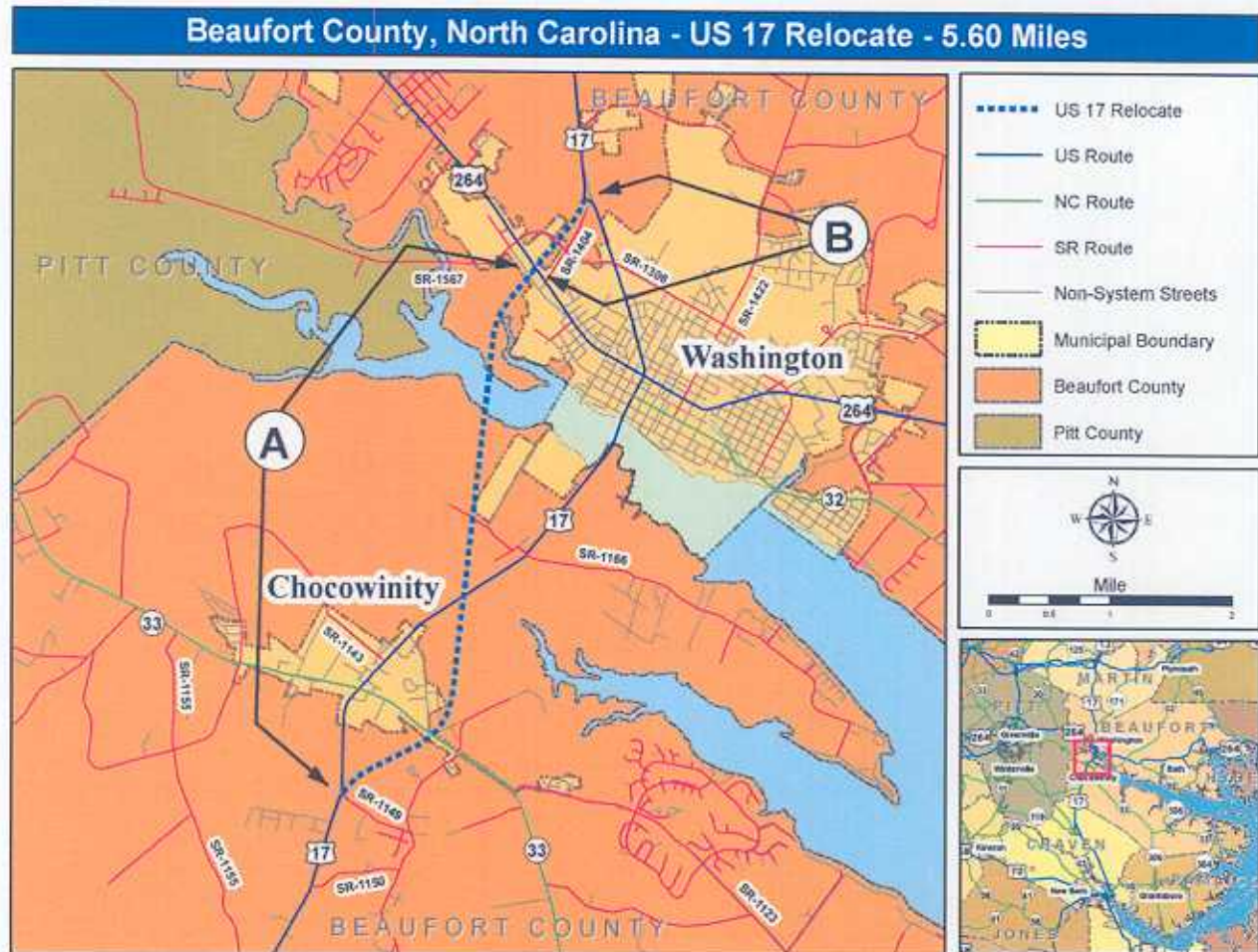
Does the petition propose a new routing over a portion of an existing U.S. Route? **No**  
If so, where?

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@ashto.org](mailto:usroutes@ashto.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, notwithstanding the fact that the changes proposed are entirely within this State.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is **10,500 est.** as compared to **11,800** for the year **2008** for all other U.S. Numbered Routes in the State.

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*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

<b>Column 1:</b>	<b>Control Points and Mileage.</b> 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.	
<b>Column 2:</b>	<b>Pavement Type.</b> High type, heavy duty Intermediate type Low type, dustless Not paved	<b>Code</b> H I L (show in red) N (show in red)
<b>Column 3:</b>	<b>Pavement Condition</b> Excellent Good Fair Poor	<b>Code</b> E G F (show in red) 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.

<b>Column 4:</b>	<b>Traffic.</b> 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.
<b>Columns 5 &amp; 6</b>	<b>Pavement Width and Shoulder Width.</b> 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.
<b>Columns 7 &amp; 8</b>	<b>Major Structures.</b> 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.
<b>Column 9:</b>	<b>Vertical Sight Distance.</b> 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.
<b>Column 10:</b>	<b>Horizontal Curvature.</b> 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.
<b>Column 11</b>	<b>Percent Grades.</b> 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.*

Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)

	1	2	3	4	5	6	7	8	9	10	11
Mileage	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards						
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Show When In Excess of Standard	
							Roadway Width Deficiency	H - Loading Deficiency		Horizontal Curvature	Percent Grade
					Percent	Percent	Percent	Percent	Percent		
					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length
0.00											
1.00											
2.00											
3.00	A	H	E	10,500	Built to AASHTO Standards, No Deficiencies						
4.00											
4.90											
5.00	B										
5.60											
6.00											
7.00											
8.00											



**(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**

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**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 of SR 1149 and existing US 17.**
- Describe where it is going?  
**The route travels northward across the Tar River into Washington, North Carolina.**
- 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  
**Washington and Chocowinity, North Carolina**
- Length of route in miles.  
**5.60 miles**
- Where does it end? (Terminal intersection or mile marker)  
**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.**



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@aaashto.org](mailto:usroutes@aaashto.org) (M.Vitale)

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

- ☐ Elimination of a U.S. (**Interstate**) Route
- ☐ Establishment of a U.S. (**Interstate**) Route
- ☐ Extension of a U.S. (**Interstate**) Route
- ☐ Relocation of a U.S. (**Interstate**) Route
- ☐ Establishment of a U.S. Alternate Route
- ☐ Establishment of a Temporary U.S. Route
- ☒ \*\*Recognition of a Business Route on U.S. (**Interstate**) Route
- ☐ \*\*Recognition of a By-Pass Route on U.S. Route

US 17 Bus.

**AASHTO Use Only**

Date received:

Date to Special Committee on U.S. Route Number:  
Date Presented to Standing Committee on Highways (SCOH):

Action taken by SCOH:

Member Department Notified:

Between SR 1149 and 1.56 mile N. of US 264

The following states or states are involved:

**North Carolina**

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- \*\*\***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 [usroutes@aaashto.org](mailto:usroutes@aaashto.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.)

This route presently travels through numerous small towns such as Washington and Chocowinity that have developed their business districts along its path. This is in conjunction with the US 17 application and designating this route through the business district as US 17 Business accurately describes the characteristics of this route.

Date facility available to traffic:

**Route is currently open to traffic.**

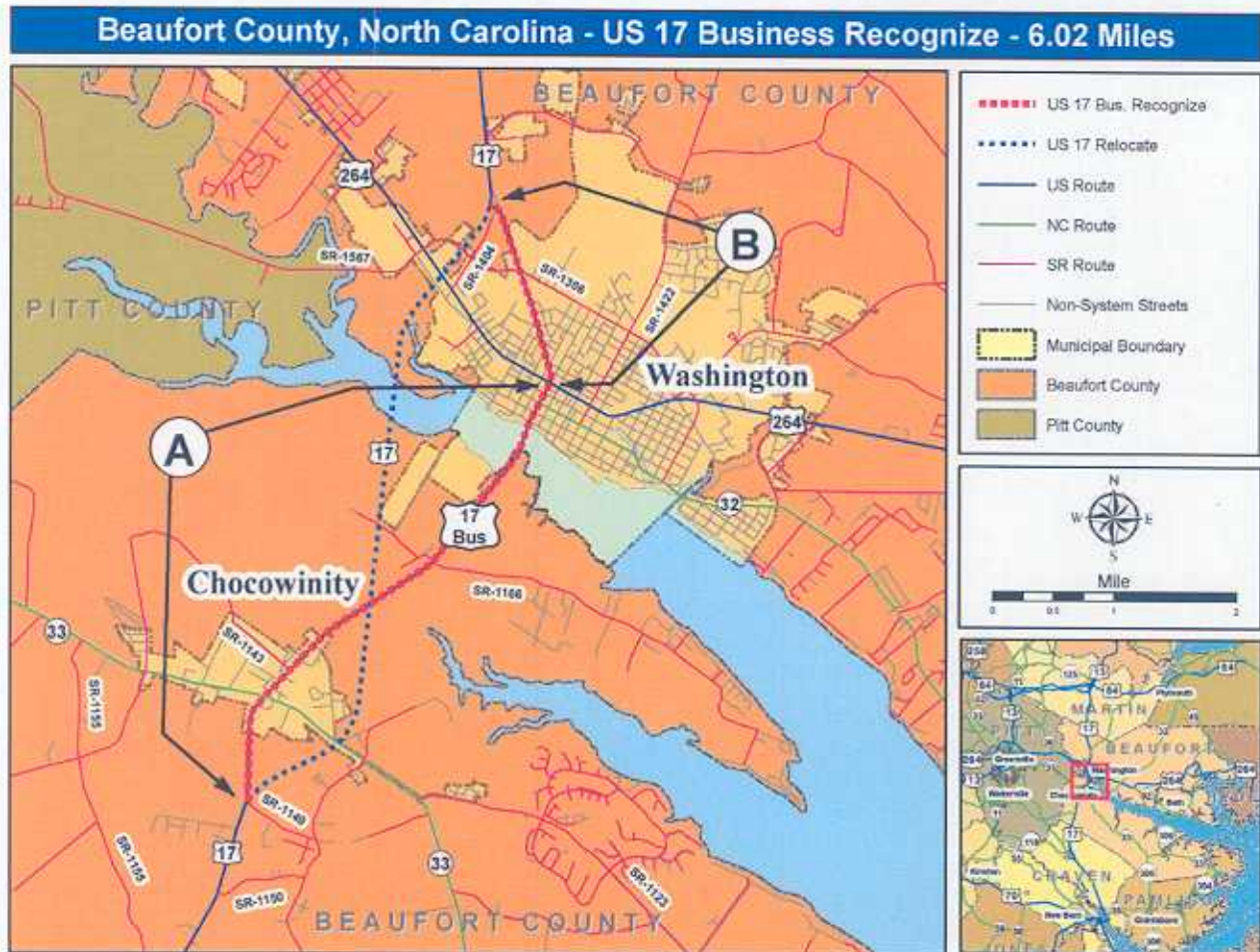
Does the petition propose a new routing over a portion of an existing U.S. Route? **Yes**  
If so, where?

**The routing of US 17 Business is proposed to replace the designation of US 17 between SR 1149 and 1.56 miles north of US 264.**

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](mailto: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, notwithstanding the fact that the changes proposed are entirely within this State.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is **17,085** as compared to **11,800** for the year **2008** for all other U.S. Numbered Routes in the State.

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*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

<b>Column 1:</b>	<b>Control Points and Mileage.</b> 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.	
<b>Column 2:</b>	<b>Pavement Type.</b> High type, heavy duty Intermediate type Low type, dustless Not paved	<b>Code</b> H I L (show in red) N (show in red)
<b>Column 3:</b>	<b>Pavement Condition</b> Excellent Good Fair Poor	<b>Code</b> E G F (show in red) 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.

<b>Column 4:</b>	<b>Traffic.</b> 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.
<b>Columns 5 &amp; 6</b>	<b>Pavement Width and Shoulder Width.</b> 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.
<b>Columns 7 &amp; 8</b>	<b>Major Structures.</b> 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.
<b>Column 9:</b>	<b>Vertical Sight Distance.</b> 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.
<b>Column 10:</b>	<b>Horizontal Curvature.</b> 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.
<b>Column 11</b>	<b>Percent Grades.</b> 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.

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Mileage	1	2	3	4	5	6	7	8	9	10	11
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards						
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Show When In Excess of Standard	
							Roadway Width Deficiency	H - Loading Deficiency		Horizontal Curvature	Percent Grade
							Percent	Percent		Percent	Percent
					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	20 40 60 80	Degree Length
0.00	A	H	G	9,300	Existing US Route, Built to AASHTO Standards, No Deficiencies						
1.00				16,000							
2.00				20,000							
3.00				21,000							
4.00				18,000							
4.45	B			15,500							
5.00				14,000							
6.02											
7.00											
8.00											

**(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**

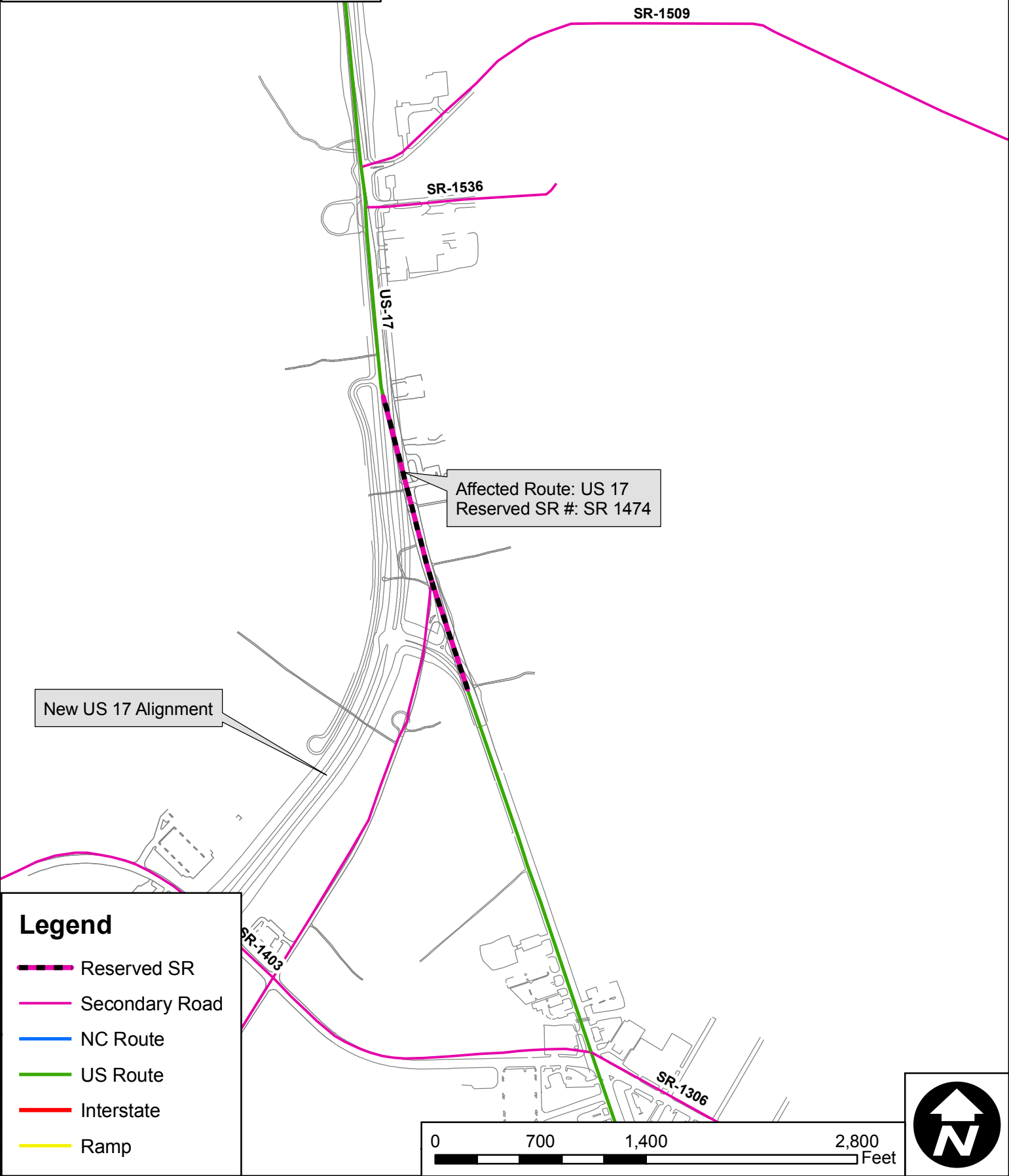
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**Description** to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

- Where does the route begin? (Intersection or Mile Marker)  
**The route begins at the intersection with SR 1149 and relocated US 17.**
- Describe where it is going?  
**The route travels northward across the Tar River into Washington, North Carolina.**
- 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)  
**North**
- Name the focal point city or cities  
**Washington and Chocowinity, North Carolina**
- Length of route in miles.  
**6.02 miles**
- Where does it end? (Terminal intersection or mile marker)  
**The route ends as it rejoins US 17 approximately 1.56 miles north of US 264 along the old alignment of US 17.**

HTO SR # Reservation  
Beaufort County  
R-2510B

Date: 07/01/2010      Affected Route: US 17



**Jaeger, Jeff**

**From:** Stuart, Faith B  
**Sent:** Wednesday, September 08, 2010 4:24 PM  
**To:** Avery, Lisa N  
**Cc:** Jaeger, Jeff; Little, Amity R; Fahnestock-Sutton, Glendora  
**Subject:** RE: R-2510B additional SR Changes

**Attachments:** Picture (Device Independent Bitmap)

Hi,

Please disregard my other email... As you have probably figured out I was looking in the wrong area. How about using SR-1141 (extended) for the blue line and new SR-1245 for the purple line?

Thanks,

Faith

**Faith Baxter Stuart**

Data Conversion Group Supervisor  
(919) 707-2159

NCDOT GIS Unit  
New Hope Center  
4101 Capital Blvd.  
Raleigh, NC 27604

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**From:** Avery, Lisa N  
**Sent:** Wednesday, September 08, 2010 2:05 PM  
**To:** Stuart, Faith B  
**Cc:** Jaeger, Jeff  
**Subject:** FW: R-2510B additional SR Changes  
**Importance:** High

Faith,

Please see Jeff Jaeger's e-mail below and provide information regarding this SR change.

Lisa

*Lisa N. Avery*  
*Traffic Safety Project Engineer*  
*NCDOT - Transportation Mobility & Safety Division*  
*Traffic Safety Unit*  
*(919) 773-2893*

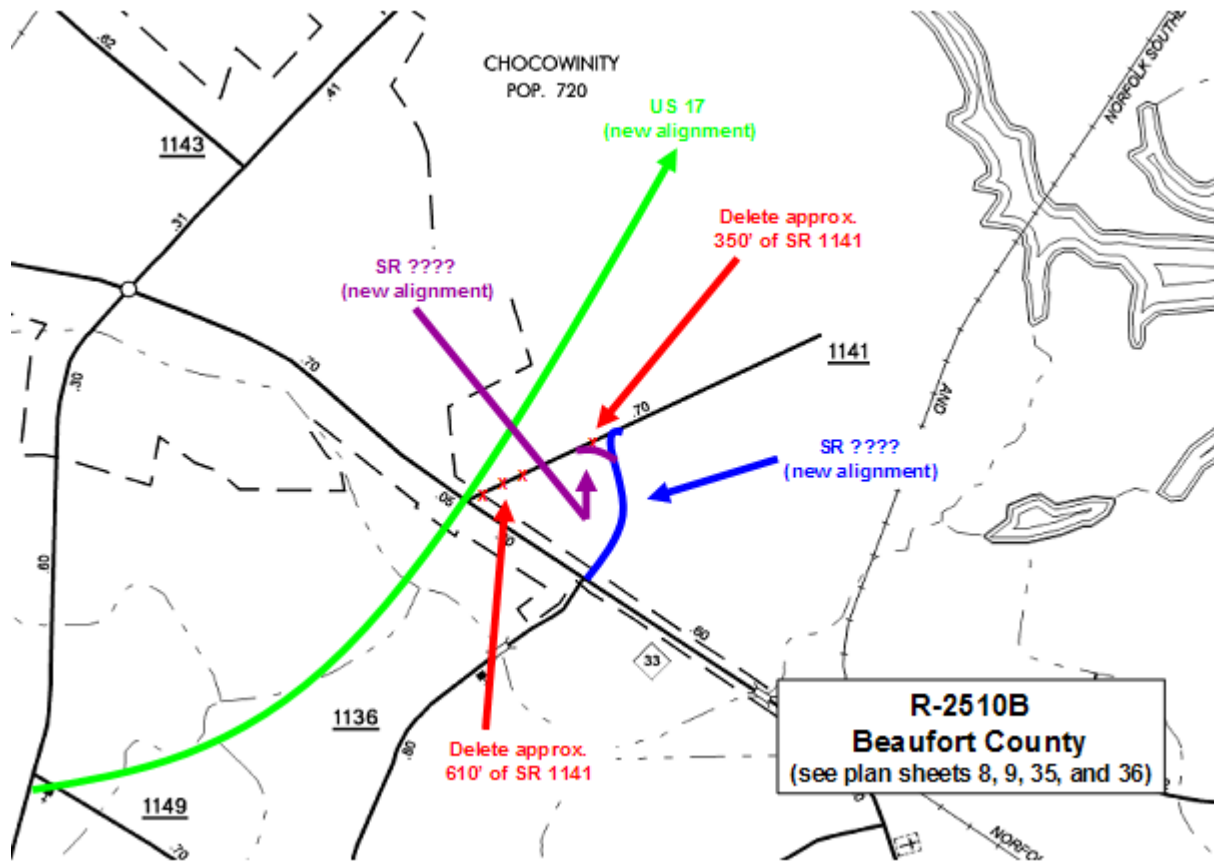
<http://www.ncdot.org/doh/preconstruct/traffic/safety/>

E-mail correspondence to and from this address may be subject to the North Carolina Public Records Law (GS 132) and may be disclosed to third parties by an authorized state official.

**From:** Jaeger, Jeff  
**Sent:** Wednesday, September 08, 2010 1:47 PM  
**To:** Avery, Lisa N  
**Subject:** R-2510B additional SR Changes  
**Importance:** High

Lisa:

Please provide more information for the SR changes indicated below from project R-2510B...



Thanks,  
-Jeff

R.J. (Jeff) Jaeger, PE  
Mobility and Safety Information Engineer  
Traffic Safety Unit  
Transportation Mobility & Safety Division  
North Carolina Department of Transportation  
750 N. Greenfield Parkway  
Garner, NC 27529  
Phone: (919) 773-2888  
Fax: (919) 771-2745

<http://www.ncdot.org/doh/preconstruct/traffic/safety/>

E-mail correspondence to and from this address may be subject to the North Carolina Public Records Law (GS 132) and may be disclosed to third parties by an authorized state official.

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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

January 5, 2010

MEMORANDUM

To: Renee B. Roach, PE  
Mobility and Safety Division Staff Engineer

From: P. H. Daughtry, III, PE  
Eastern Regional Field Operations Engineer

Subject: Route Changes in Beaufort County

Attached is a request to modify the routing of US 17 and to create US 17 Business in Beaufort County. This action was necessitated by the construction of TIP Project R-2510B.

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

Attachments

PHD3:hd

cc w/ Att.: J. Kevin Lacy, PE  
C. E. Lassiter, Jr., PE  
Terry M. Hopkins, PE  
D. H. Alligood, PE  
R. W. King, PE  
S. J. Hamilton, PE  
L. N. Avery

# ROUTE CHANGES

## Division 2

### Beaufort County

1. Delete the following routing of US 17 (pavement to be removed):

US 17 from Sta. 222+56.25 along the -L- line of TIP Project R-2510B to Sta. 22+21.94 along -Y9- of TIP Project R-2510B.

2. Delete the following routing of US 17 and add as US 17 Business:

US 17 from Sta. 22+21.94 along -Y9- of TIP Project R-2510B to Sta. 26+50.00 along -Y22- of TIP Project R-2510B.

3. Delete the following routing of US 17 and add as a Secondary Road:

US 17 from Sta. 10+00.00 along -SR4- of TIP Project R-2510B to Sta. 540+00.00 along the -L- line of TIP Project R-2510B.

4. Add the following routing of US 17 Business:

US 17 Business from Sta. 16+96.25 to Sta. 22+21.94 along -Y9- of TIP Project R-2510B.

5. Add the following routing of US 17 Business:

US 17 Business from Sta. 22+27.92 to Sta. 26+50.00 along -Y22- of TIP Project R-2510B.

6. Add the following routing of US 17:

US 17 from Sta. 222+56.25 to Sta. 540+00.00 along the -L- line of TIP project R-2510B.



**1. Delete the following routing of US 17 (pavement to be removed):**

Between 0.61 mile northeast of SR 1150 and 0.89 mile northeast of SR 1150

**2. Delete the following routing of US 17 and add as US 17 Business (existing roadway):**

Between 0.81 mile southwest of NC 33 and 0.04 mile southeast of SR 1404

**3. Delete the following routing of US 17 and add as a Secondary Road (existing roadway):**

Between 0.04 mile southeast of SR 1404 and 0.31 mile southeast of SR 1536

**4. Add the following routing of US 17 Business (new alignment):**

Between 0.81 mile southwest of NC 33 and 0.91 mile southwest of NC 33

**5. Add the following routing of US 17 Business (new alignment):**

Between 0.04 mile southeast of SR 1404 and 0.52 mile southwest of SR 1536

**6. Add the following routing of US 17 (new alignment):**

Between 0.61 mile northeast of SR 1150 and 0.31 mile southeast of SR 1536

**Route Change  
US 17 and US 17 Business in Beaufort County  
January 7, 2010**

