



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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

CERTIFICATION OF RULEMAKING

Certifying Agency: Department of Transportation					
Action:	<input checked="" type="checkbox"/>	Adoption	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Repeal
Statutory Authority: 136-89.58 (5), 136-54, 136-30, 160A-301 (a), 20-161 (a, b), 20-141, 20-140.3 (5), 136-18 (5).					
Public Hearing Not Required For This Action Under: GS 150A-1, 20-1.					
Rule Summary: No Parking, Municipal Speed Zones, Rural Speed Zones, Route Changes.					
Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare.					
Effective Date: July 19, 2011					

July 19, 2011

DATE


OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



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No Parking

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 136-18 (5), 20-140.3 (5), 20-161 (a, b), 136-89.58 (5), 160A-301 (a).

COUNTY CRAVEN

DIVISION 2

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Description
CRAVEN	1009745	US 17	For a distance of 0.10 mi. located on the eastbound lane of US17 beginning at a point 0.90 mi. west of SR1215.
CRAVEN	1009750	US 17	Along both sides of the southbound lanes of US17 from a point 820 feet north of SR1307 southward to a point 320 feet north of SR1307.
CRAVEN	1009773	US 17	Along both sides and in the median of US17 from a point 0.20 mile south of SR1224, northward to a point 0.10 mile north of SR1224, at Rhems
CRAVEN	1009807	US 17	Along the west side of US 17, from a point 0.14 mile south of NC 43, northward to a point 0.1 mile south of NC 43.

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 CRAVEN

DIVISION 2

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
CRAVEN	1063062	US 17BUS	50	50	Between SR 1214 and US 70.
NEW BERN					

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
CRAVEN	1062171	US 17	50	50	From SR 1214 to US 70.
NEW BERN					

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 CRAVEN

DIVISION 2

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
CRAVEN	1010156	US 17	50	50	From a point 0.20 mile west of the western corporate limits at SR 1388/SR 1214, eastward to SR 1388/SR 1214, the western corporate limits.

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 CRAVEN **DIVISION** 2

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
CRAVEN	1062919	US 17	Add US 17 along new alignment between the Jones County line and US 70 (west of New Bern). Project R-2301A.
CRAVEN	1062920	US 17	Delete existing US 17 and replace with US 17 Business between the Jones County line and US 70, SR 1395 (Clarendon, Martin Luther King). Project R-2301A.
CRAVEN	1062921	US 17BUS	Add US 17 Business to replace part of existing US 17 between the Jones County line and US 70, SR 1395 (Clarendon, Martin Luther King) in New Bern. Project R-2301A.
CRAVEN	1062922	US 17	Add US 17 along part of existing alignment of US 70 between US 17 (new alignment) and new US 17 Business, SR 1395 (Clarendon, Martin Luther King). Project R-2301A.

COUNTY JONES **DIVISION** 2

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
JONES	1062913	US 17BUS	Add US 17 Business to replace existing US 17 between US 17 (new alignment) and the Craven County line. Project R-2301A.
JONES	1062914	US 17	Delete existing US 17 and replace with US 17 Business between US 17 (new alignment) and the Craven County line. Project R-2301A.

County	Ordinance Number	Route	Long Description
JONES	1062915	US 17	Add US 17 along new alignment between new US 17 Business (US 17 old alignment) and the Craven County line. Project R-2301A.

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (136-89.58 (5), 136-54, 136-30, 160A-301 (a), 20-161 (a, b), 20-141, 20-140.3 (5), 136-18 (5)).

All the actions to the Highway Traffic Ordinances herein adopted are effective July 19, 2011 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
No Parking	0	4
Municipal Speed Zones	1	1
Rural Speed Zones	0	1
Route Changes	7	0
Total	8	6

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.

July 19, 2011

DATE

OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

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July 19, 2011

DATE


OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

Jaeger, Jeff

From: Avery, Lisa N
Sent: Wednesday, July 13, 2011 10:30 AM
To: Jaeger, Jeff
Cc: Daughtry, Haywood; Moore, Mary V
Subject: FW: US 17 Craven County Route Change

Jeff,

I just spoke with Mary, she said that they are not rewriting any of the ordinances that Haywood sent her, we just need to repeal them. According to Mary, the municipal repeal is included in the resolution. Also, the only declare that needs to be made for this route change is 1063062 and it was included in the resolution as well. So I guess we can go ahead with this route change. Let me know if you need me to do anything.

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: Moore, Mary V
Sent: Wednesday, July 13, 2011 10:02 AM
To: Avery, Lisa N
Subject: RE: US 17 Craven County Route Change

Lisa:

1063062 is the US 17B municipal ordinance that needs to be enacted along with the others.

Thanks,
Mary

From: Avery, Lisa N
Sent: Wednesday, July 13, 2011 9:57 AM
To: Moore, Mary V
Cc: Jaeger, Jeff; Daughtry, Haywood
Subject: RE: US 17 Craven County Route Change

Mary,

Can we proceed with this route change? Is this all of the ordinances that should go with this route 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/>

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From: Daughtry, Haywood
Sent: Tuesday, June 28, 2011 12:34 PM
To: Moore, Mary V
Cc: Jaeger, Jeff; Avery, Lisa N
Subject: FW: US 17 Craven County Route Change

Mary,

I have reviewed the ordinances in question from Jeff and have determined that six require further action:

- No Parking
 - 1009745 – Repeal and rewrite for US 17 Bus (if deemed necessary)
 - 1009750 - Repeal and rewrite for US 17 Bus (if deemed necessary)
 - 1009773 - Repeal and rewrite for US 17 Bus (if deemed necessary)
 - 1009807 – Cannot determine whether in New Bern or south of Vanceboro. Please I&R
- Municipal Speed Zones
 - 1062171 - Repeal and rewrite for US 17 Bus
- Rural Speed Zones
 - 1010156 - Repeal and rewrite for US 17 Bus

PLMK of any additional questions that may arise.

Thanks,
Haywood

From: Avery, Lisa N
Sent: Tuesday, June 28, 2011 11:44 AM
To: Daughtry, Haywood
Cc: Jaeger, Jeff
Subject: US 17 Craven County Route Change

<< File: US 17 Route Change Questions.pdf >>

Per our conversation yesterday, attached are the ordinances we discussed. Jeff put question marks and stars next to the ones he thought may be in the area of the route change. Please check into and let me know what ordinances need to be processed with this route change.

Thanks,
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/>

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**AASHTO Special Committee on U. S. Route Numbering (USRN)
Report to the Standing Committee on Highways (SCOH) – May 4, 2011
Decision and Meeting Minutes
May 2, 2011 – Las Vegas, Nevada**

Members:

Chair Don Vaughn, AL (Region 2)
Ken Sweeney, ME (Region 1)
Greg Johnson, MI (Region 3)
Cathy Nelson, OR (Region 4)
Secretary Marty Vitale, AASHTO

The Special Committee on U.S. Route Numbering (USRN) convened on Monday, May 2, 2011 at 6:30 PM Pacific Time in the Paris Hotel and Conference Center, Las Vegas, Nevada. Don Vaughn, AL the committee chair was absent and Ken Sweeney, ME region one member chaired the meeting. Also present were members Cathy Nelson, OR; Greg Johnson, MI; Marty Vitale, AASHTO, Ginny Sullivan Adventure Bicycle Association, Richard Moeur, AZ USBRS Task Force chair and other guest. The special committee approved the minutes from the October 29, 2010 meeting. The bicycle route for Alaska that was approved at the last meeting has met the conditions and is now fully approved by the special committee. The committee considered 33 applications from 16 states. Actions of the AASHTO Highways Special Committee on U. S. Route Numbering are as follows:

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
IOWA	Relocation of US 61	Begins just south of Junction with IA 2 at Co Rd X23. Traversing north then east around the city of Fort Madison. New alignment. North, then east. Fort Madison. Approximately 7.78 miles. Ends just south of 190th Street (Co Road J50) at the junction with existing alignment of U.S. 61.	Conditional approval – opens to traffic prior to signing
IOWA	Recognition of Business Route US 61	East along IA 2 in Fort Madison to Jct of IA 2 then north. Along the existing alignment of Old U.S. 61. East then north. Fort Madison. Approximately 9.09 miles. Just north of the 190th St (Co Rd J50) Interchange and the Jct of Relocated U.S. 61.	Conditional approval – opens to traffic prior to signing
ALABAMA	Relocation of US 29	Route begins on existing US 29/31 at Milepost 559.181 Back / 59.112 Ahead east of Flomaton, Alabama. New Location from Milepost 559.181 Back / 59.112, thence West to end at Milepost 557.736 / 57.736 Back New Alignment West Flomaton, Alabama 1.344 Miles Route ends on existing US 29/31 at Milepost 557.736 Ahead / 57.736 Back	Approved
ALABAMA	Relocation of US 31	Route begins on existing US 29/31 at Milepost 559.181 Back / 59.112 Ahead east of Flomaton, Alabama. New location from Milepost 559.181 Back / 59.112, thence West to end at Milepost 557.736 / 57.736 Back	Approved

ALABAMA	Relocation of US 80	1. Route begins east of Montgomery at the junction of existing US 80 and Alabama Route 126 - Milepost 150.417 ahead and 148.932 back. 2. Route travels on Alabama 126 east of Montgomery to the junction of Interstate 85, thence westerly on Interstate 85 to the junction of Eastern Bypass (existing US 80/US 231) in Montgomery. 3. Route is traveling over existing roadway. 4. Direction of travel is North and West. 5. Montgomery 6. Length of route is 9.639 miles. 7. Route ends on existing Interstate 85 at junction of Eastern Bypass (existing US 80/US231) - MP 139.293 in Montgomery	Approved
DELAWARE	Elimination US 301	Maryland / Delaware state line US 40 in Glasgow. The existing alignment will remain as today- there are no new crossings involved in the elimination of existing US route 301 The existing US 301 route generally travels north-south The existing route passes west of Middletown, Delaware Removal of the US 301 designation from the Maryland / Delaware state line to Glasgow is approximately 15 miles US 40 in Glasgow	Conditional approval – With condition that US 301 open to traffic before elimination of old route
DELAWARE	US 301 Relocation	At the Maryland / Delaware state line SR 1, just south of the C&D Canal Relocated US 301 will travel over local roadways and State Routes North, North-east The relocated route passes west of Middletown, Delaware 11.7 miles SR 1, just south of the C&D Canal	Conditional approval – With condition that US 301 open to traffic before elimination of old route
ILLINOIS	Elimination of Business Route US 51	Through the Central Business District of Decatur, IL Existing alignment North Decatur, IL 10.8 miles US Route 51 and Interstate 72 on the north side of Decatur, IL	Approved

INDIANA	Relocation of U.S. Route 31	<p>The new alignment of U.S. 31 begins at Log Mile 0.00 at the Indiana/Michigan State Line in St. Joseph County, Indiana. The section in reference of this request begins at U.S. 35 North Junction in Howard County. From the Michigan State Line the road travels southerly through the State of Indiana and providing access to South Bend, Lapaz, Plymouth, Peru, Kokomo, Indianapolis, Columbus, Seymour, Crothersville and Jeffersonville until it reaches the Kentucky State Line. East of the Old U.S. 31 existing pathway, U.S. 31 will be traveling over a new alignment, south and north of the Kokomo Bypass realignment it will travel over existing interstates. Give the direction of travel: As defined by the AASHTO log, U.S. 31 travels from north to south, beginning at the Michigan State Line to the Kentucky State Line. =Beginning at Log Mile 90, the existing segment of U.S. 31 would be rerouted over a new alignment traveling southeasterly past the intersection of U.S. 35 to the junction of CR West 550 North at Log Mile 102. The City of Kokomo, Indiana is the focal point for the section in reference of this request. Length of route in miles: This segment of U.S. 31 that is proposed to be rerouted over a new alignment is approximately 13 miles long, increasing the total length of U.S. 31 to approximately 269 miles from approximately 266 miles previously. Log Mile 269 at the Indiana/Kentucky State Line. For this request, new road construction for the U.S. 31 Bypass Freeway terminates at the County Road West 550 North interchange in Tipton County below the south side of the City of Kokomo.</p>	Conditional approval – with condition that it is open to traffic prior to signing
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INDIANA	Relocation of a U.S. 231	<p>U.S. 231 begins at Log Mile 0.00 at the junction of U.S. 41 south of St. John in Lake County, Indiana. The section in reference of this request, the new alignment of U.S. 231 begins at the junction of Interstate 64 in Spencer County. From U.S. 41 south of St. John, the road travels southerly through the State of Indiana and providing access to St. John, Crown Point, Hebron, Demotte, Rensselaer, Remington, Wolcott, Lafayette-West Lafayette, Crawfordsville, Greencastle, Cloverdale, Spencer, Worthington, Bloomfield, Crane Naval Weapons Depot, Loogootee, Jasper, Huntingburg, Dale, Gentryville, Chrisney, and Rockport until it reaches the Ohio River/Kentucky State Line. East of the Old U.S. 231 existing pathway, U.S. 231 will be traveling over a new alignment, south and north of the U.S. 231 Spencer Corridor realignment it will travel over existing roads. As defined by the AASHTO log, U.S. 231 travels from north to south, beginning at the junction of U.S. 41 south of St. John in Lake County, Indiana to the Ohio River/Kentucky State Line. Beginning at Log Mile 264, the existing segment of U.S. 231 would be rerouted over a new alignment traveling southwesterly from the intersection of Interstate 64 past the Town of Dale to the west and bypassing the Towns of Gentryville and Chrisney to the east until it reaches the junction of State Road 66 at Log Mile 285. The Towns of Dale, Gentryville, Santa Claus, Chrisney and Rockport in Spencer County, Indiana are the focal points for the section in reference of this request. This segment of U.S. 231 that is proposed to be rerouted over a new alignment is approximately 21 miles long, decreasing the total length of U.S. 231 to approximately 285 miles from approximately 297 miles previously. Log Mile 285 at the Indiana/Ohio River/Kentucky State Line. For this request, new road construction for the U.S. 231 Bypass expressway terminates at the State Road 66 interchange east of the City of Rockport in Spencer County.</p>	Conditional approval – with condition that it is open to traffic prior to signing
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KENTUCKY	Establishment of U.S. Route 68	Where does the route begin? (Intersection or Mile Marker) the junction with US 69 near KY 740 at the east urban limits of Glasgow Describe where it is going? northwest via Glasgow What type of facility is it traveling over? (New alignment or over an existing pathway) begins on new alignment then continues on existing KY 3160 Give the direction of travel(north, east, south, and west) north west Name the focal point city or cities in Glasgow Length of route in miles. 5.444 Where does it end? (Terminal intersection or mile marker) the junction with US 68 near the west urban limits in Glasgow.	Conditional approval – with condition that it is open to traffic prior to signing
KENTUCKY	Recognition of a U.S. Business Route on U.S. 68	Begins at the junction with US 60 at the east urban limits of Glasgow Going through downtown Glasgow Route is traveling over existing alignment Direction is west Name the focal point city is Glasgow Length of route in miles. 4.6 miles Ends at intersection with US 68 in Glasgow	Conditional approval – with condition that it is open to traffic prior to signing
MAINE	Establish new US Bicycle Route USBR 1	Route connects Calais, Maine at the Canadian Border and Kittery, Maine at the Memorial Bridge crossing of the Piscataqua River, which is the New Hampshire Border of Maine.	Approved
MAINE	Establishment of new U.S. Bicycle Route USBR 1A	Route connects to proposed USBR1 between Bucksport and Brunswick, Maine providing a coastal alternative to USBR 1 along the mid-coast section of the state. Both the inland "river" route and the "coastal" route are well established routes that offer numerous attractions and destinations and as such deserve national designation.	Approved
MICHIGAN	Elimination of Business US 12 (Niles, MI)	Business US 12 in Niles, MI, between US 12 west of Niles and US 12 south of Niles is being eliminated. The entire business route was within Michigan. The total length of Business US 12 was 5.44 miles, 2.29 miles of which was dual signed with state route M-51. A portion of the business route was turned back to local jurisdiction in March 2010. The portions remaining under state jurisdiction will now be signed as state routes M-51 and M-139.	Approved
MICHIGAN	Establishment of a new U.S. Bicycle Route 20	Proposed U.S. Bicycle Route 20 connects Michigan and Canada. Wisconsin is also involved.	Approved

NEW HAMPSHIRE	Establish new U.S. Bicycle Route 1	Route connects Kittery, Maine at the Memorial Bridge crossing of the Piscataqua River, which is the New Hampshire Border with Maine to Salisbury, Massachusetts at State Route 286.	Approved
NORTH CAROLINA	Relocation of U.S. 17	The route begins south and west of New Bern in Jones County at the intersection of existing US 17/proposed US 17 Business. The route is going north and east to existing US 70, then south and east to existing US 17/proposed US 17 Business in New Bern in Craven County. The route is traveling along a four-lane divided freeway on a new alignment to US 70 (section "A") then along an existing principal arterial (existing US 70, sections "B" and "C"). The route is going north and east to existing US 70 then south and east to its end. The focal point city is New Bern. The route will cover approximately 10.1 miles. The route ends in New Bern in Craven County at the interchange with existing US 70/proposed US 17 Business where it reconnects with existing US 17.	Conditional approval – with condition that it is open to traffic prior to signing
NORTH CAROLINA	Recognition of US 17 Business	The route begins south and west of New Bern in Jones County at the intersection of existing/relocated US 17. The route is going along the former alignment of US 17 in Jones County to existing US 17/70 in New Bern in Craven County. The route is traveling on a two lane undivided principal arterial on an existing alignment (all sections). The route is traveling north and east. The focal point cities are River Bend and New Bern. The route will cover approximately 6.7 miles. The route ends in New Bern in Craven County at the interchange with existing US 70 where it reconnects with the existing/relocated US 17.	Conditional approval – with condition that it is open to traffic prior to signing

NORTH CAROLINA	Relocation of U.S. Route 311	The route begins southeast of Archdale in Randolph County at the intersection of existing US 311 and state secondary road SR 1928 (Cedar Square Road). The route is going from the existing alignment of US 311 in Randolph County to Interstate 85 Business, US 29/70, in High Point in Guilford County. The route is traveling over a two lane divided (proposed) principal arterial on a new alignment for the first 0.3 mile (section "A"), then on a four-lane divided freeway on a new alignment to its end (sections "B", "C", and "D"). The route is traveling north and west. The focal point cities are Archdale and High Point. The route will cover approximately 7.7 miles. The route ends in High Point in Guilford County at the interchange with Interstate 85 Business, US 29/70, where it reconnects with the existing alignment of US 311.	Approved
SOUTH CAROLINA	Relocation of U.S. Route 21	Where does the route begin? US 21 Business MM 17.35 Where is it going? Running Southerly then Easterly to existing US 21 What type of facility is it traveling over? Existing facility Explain the direction (north, east, south, and west) South Name the focal point city or cities Beaufort and Port Royal Total number of miles the route will cover 8.09 miles Where does it end? MM 25.44 Begin your description here: US 21 relocation is an existing facility in the Cities of Beaufort and Port Royal, Beaufort County. This facility is comprised of 8.09 miles of existing roadway running from US 21 Business Southerly to US 21. This segment follows a Southerly path and is between Mile points 17.35 and 25.44 on US 21.	Approved
SOUTH CAROLINA	Extension of U.S. Route 21 Business	Where does the route begin? US 21 MM 3.26 Where is it going? Running Westerly to US 21 What type of facility is it traveling over? Existing Facility Explain the direction (north, east, south, and west) Westerly Name the focal point city or cities Beaufort Total number of miles the route will cover 2.14 miles Where does it end? US 21 MM 5.40 Begin your description here: US 21 Business is an existing facility in the City of Beaufort, Beaufort County. This facility is comprised of 2.14 miles of new location running from	Approved

SOUTH CAROLINA	Establishment of Interstate I-520	Where does the route begin? Georgia State Line Where is it going? Running Easterly to I-20 What type of facility is it traveling over? New Facility Explain the direction (north, east, south, and west) East Name the focal point city or cities North Augusta Total number of miles the route will cover 7.99 miles Where does it end? I-20 I-520 is a new Interstate facility in North Augusta in Aiken County. This facility is comprised of 7.99 miles of new roadway running from the Georgia State Line Easterly to I-20. This segment follows an East-West path and is between Mile points 15.62 and 23.61 on I-520. AASHTO Letter to FHWA dated April 6, 2011	Approved
TENNESSEE	Relocation of U.S. Route 421	In Tennessee, the proposed route begins at the Virginia/Tennessee State Line, on USRN 11E and USRN 19. This route is the Tennessee portion of a proposed relocation of USRN 421 in both Tennessee and Virginia. The route runs along a five lane city section involving USRN 11E, USRN 19, Tennessee SR 1 and Tennessee SR 34, all within the city of Bristol. The direction of travel is south along USRN 11E/USRN 19, and SR 1; and east on SR 34, ending at Martin Luther King Jr. Blvd. for a total distance of 0.53 miles.	Approved
TEXAS	Relocation of U.S. Route 79 Business	The route begins at US 79 south of Taylor *Link between eastern and southern US 79 *Redesignated on existing facility *South *City of Taylor/Williamson County *Route length is 2.7 miles * Route ends at US 79 south of Taylor.	Approved
TEXAS	Elimination of US 87 Business	Route begins at US 82 in the City of Lubbock. The route provided a link between US 82 and US 84. BU 87 was an existing facility. Direction of travel is south. Route located within the City of Lubbock. Segment removed was 3.9 miles in length. The route ended at US 84 in the City of Lubbock.	Approved

TEXAS	Recognition of a Business Route on US 190 Business	Route begins 1.0 miles south of the FM 3117 and US 190 junction. The business route provides access to the Town of Heidenheimer. Facility travels over the old US 190 location. Travels southeasterly direction. Focal cities are Temple and Heidenheimer. Route covers approximately 2.4 miles. Route ends at US 190 approximately 0.7 mile south of the US 190 and FM 436 junction.	Approved
TEXAS	Relocation of a U.S Route 287 Business	The route begins at 5th Street and 4th Street one-way pair at Houston and Commerce Streets. The route links State Spur 280 to I-35W. It travels over an existing roadway. Direction of travel is south. City of Fort Worth is the focal city. Project relocation is approximately 2.4 miles in length. The segment ends at I-35W and existing U.S. 287 Business.	Approved
TEXAS	Relocation of a U.S. Route 380 Business	The route begins 0.8 mile west of the US 380/FM 36 junction. Provides access to the Floyd Community. Travels over an existing facility. Direction of travel is east. Focal points are Floyd, west of Greenville, Texas. 1.8 miles in length. The route ends 1.0 mile west of FM 36.	Approved
VIRGINIA	Relocation of U.S. 421	In Virginia, the proposed route relocation begins at the Virginia/Tennessee State Line and continues 0.07 miles North on Commonwealth Avenue at the intersection of Goode Street where it connects with the existing route. In Tennessee, the proposed route begins at the Virginia/Tennessee State Line, on USRN 11E and USRN 19. This route is the Tennessee portion of a proposed relocation of USRN 421 in both Tennessee and Virginia. The route runs along a five lane city section involving USRN 11E, USRN 19, Tennessee SR 1, and Tennessee SR 34, all within the city of Bristol, Tennessee. The direction of travel is south along USRN 11E/USRN 19, and State Route 1; and east on State Route 34, ending at Martin Luther King Jr. Blvd., for a total distance of 0.53 miles.	Approved
VIRGINIA	Realignment of an existing U.S. Bicycle Route USBR 1	Route connects USBR 1 throughout the state of Virginia. See map and detailed log for description. There are 274 miles of USBR 1 within Virginia.	Approved
VIRGINIA	Realignment of an existing U.S. Bicycle Route USBR 76	Route connects existing US Bicycle Route USBR 76 from west to east.	Approved

WISCONSIN	Relocation of a U.S. Route 18	The route begins at Wisconsin Street and travels west of the existing US 18 over an existing pathway and new alignment south and east. The focal point city is Prairie du Chien. The length of this route is 2.62 miles and ends at Marquette Street.	Conditional approval – with condition that it is open to traffic prior to signing
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Respectfully submitted by

Marty Vitale

USRN Secretary

May 4, 2011



American Association of State Highway and Transportation Officials

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

Action taken by SCOH:

Between **Existing US 17 south and west of New Bern**

and

Existing US 17 and US 70 in New Bern

The following states or states are involved:

North 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: March 28, 2011

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

- ***Bike Routes:** [this form is not applicable for US Bicycle Route System](#)

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: (Keep concise and pertinent.) _____

This application is to relocate US 17 along a new alignment with higher design standards. The existing alignment of US 17 through River Bend and into New Bern is proposed to be reclassified as US 17 Business (see associated application for recognition of US 17 Business). US 17 is a National Truck Network route and is designated as a Strategic Highway Corridor in North Carolina, which represents one of the core highway facilities providing mobility and connectivity throughout the eastern portion of the state. The purpose of this relocation is to improve travel on US 17 on a facility constructed to higher design standards.

Date facility available to traffic **July 2011 (anticipated completion date)**

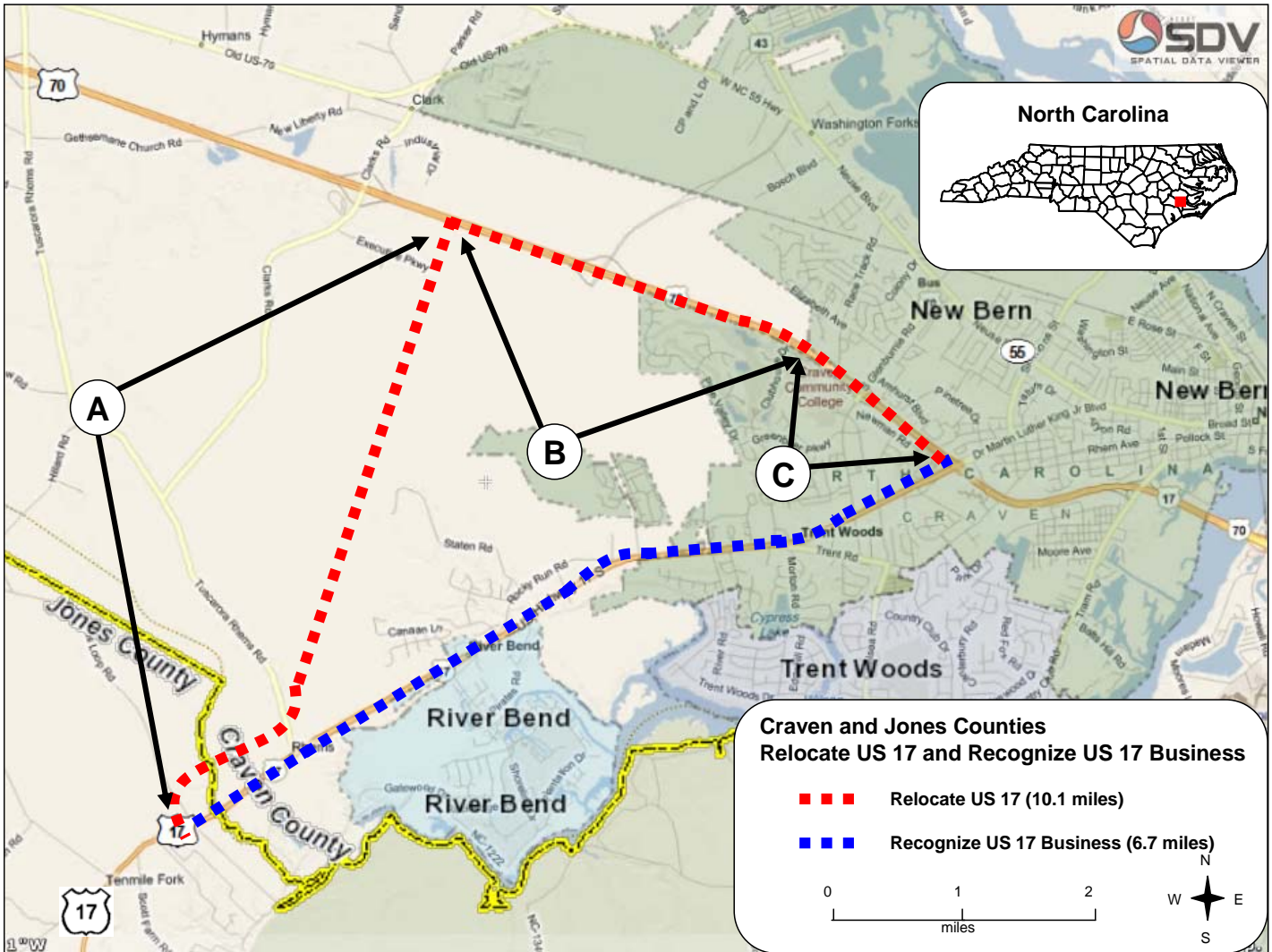
Does the petition propose a new routing over a portion of an existing U.S. Route? **Yes** If so, where? **Portion of US 70 in and west of New Bern in Craven County.**

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 U.S. Numbered or Interstate Numbered System:

Send your PDF color map to usroutes@aathto.org or mvitale@aathto.org with this application.

(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.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is **21,700** as compared to **11,500** for the year **2009** 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.

Chief Executive Officer

(Signature)
North Carolina Department of Transportation

(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

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.

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	I
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..

[illegible]

Contact Information:

Renee B. Roach, P.E.
rroach@ncdot.gov
919-771-2741 (phone)
919-771-2745 (fax)

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin?
Where is it going?
What type of facility is it traveling over?
Explain the direction (north, east, south, and west)
Name the focal point city or cities
Total number of miles the route will cover
Where does it end?

Begin your description here:

The route begins south and west of New Bern in Jones County at the intersection of existing US 17/proposed US 17 Business.

The route is going north and east to existing US 70, then south and east to existing US 17/proposed US 17 Business in New Bern in Craven County.

The route is traveling along a four-lane divided freeway on a new alignment to US 70 (section "A") then along an existing principal arterial (existing US 70, sections "B" and "C").

The route is going north and east to existing US 70 then south and east to its end.

The focal point city is New Bern.

The route will cover approximately 10.1 miles.

The route ends in New Bern in Craven County at the interchange with existing US 70/proposed US 17 Business where it reconnects with existing US 17.

Revised Log for the U.S. Route Numbering Database:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
17	North Carolina	Regular	State Line	0	0	Virginia
17	North Carolina	Regular	South Mills	6	6	U.S. 17 Bus. begins & leaves
17	North Carolina	Business	South Mills	0	0	Route begins, leaves U.S. 17
17	North Carolina	Business	South Mills	1	1	Crosses U.S. 17
17	North Carolina	Business	South Mills	1	2	Route ends, rejoins U.S. 17
17	North Carolina	Regular	South Mills	1	7	Crosses U.S. 17 Bus.
17	North Carolina	Regular	South Mills	2	9	U.S. 17 Bus. rejoins and ends
17	North Carolina	Regular	Morgans Corner	2	11	Joins U.S. 158
17	North Carolina	Regular	Elizabeth City	10	21	U.S. 17 Bus. begins & leaves
17	North Carolina	Business	Elizabeth City	0	0	Route begins, leaves U.S. 17, U.S. 158
17	North Carolina	Business	Elizabeth City	1	1	Crosses U.S. 158
17	North Carolina	Business	Elizabeth City	2	3	Route ends, rejoins U.S. 17
17	North Carolina	Regular	Elizabeth City	1	22	Leaves U.S. 158
17	North Carolina	Regular	Elizabeth City	1	23	U.S. 17 Bus. rejoins & ends
17	North Carolina	Regular	N. of Hertford	13	36	U.S. 17 Bus. begins & leaves
17	North Carolina	Business	N. of Hertford	0	0	Route begins, leaves U.S. 17
17	North Carolina	Business	Hertford	4	4	Route ends, rejoins U.S. 17
17	North Carolina	Regular	Hertford	4	40	U.S. 17 Bus. rejoins & ends
17	North Carolina	Regular	N. Edenton	8	48	U.S. 17 Bus. begins & leaves
17	North Carolina	Business	N. Edenton	0	0	Route begins, leaves U.S. 17
17	North Carolina	Business	S. Edenton	7	7	Route ends, rejoins U.S. 17
17	North Carolina	Regular	S. Edenton	6	54	U.S. 17 Bus. rejoins & ends
17	North Carolina	Regular	Jct. S. Windsor	18	72	Joins U.S. 13; U.S. 13 Bus. joins & ends
17	North Carolina	Regular	Williamston	11	83	U.S. 17 Bus. begins and leaves
17	North Carolina	Business	Williamston	0	0	Route begins, leaves U.S. 17, U.S. 13
17	North Carolina	Business	Williamston	2	2	Route ends, rejoins U.S. 17, U.S. 13, & U.S. 64
17	North Carolina	Regular	Williamston	1	84	Joins U.S. 64
17	North Carolina	Regular	Williamston	1	85	U.S. 17 Bus. rejoins & ends; leaves U.S. 13 & U.S. 64
17	North Carolina	Regular	Washington	21	106	Crosses U.S. 264
17	North Carolina	Regular	N. of Vanceboro	17	123	U.S. 17 Bus. begins and leaves
17	North Carolina	Business	N. of Vanceboro	0	0	Route begins, leaves U.S. 17
17	North Carolina	Business	Vanceboro	4	4	Route ends, rejoins U.S. 17
17	North Carolina	Regular	Vanceboro	4	127	U.S. 17 Bus. rejoins & ends
17	North Carolina	Regular	New Bern	15	142	Joins U.S. 70
17	North Carolina	Regular	New Bern	2	144	U.S. 17 Bus. begins and leaves
17	North Carolina	Business	New Bern	0	0	Route begins, leaves U.S. 17
17	North Carolina	Business	Jct. S. W. New Bern	7	7	Route ends, rejoins U.S. 17
17	North Carolina	Regular	New Bern	5	149	Leaves U.S. 70
17	North Carolina	Regular	New Bern	5	154	U.S. 17 Bus. rejoins & ends
17	North Carolina	Regular	Jct. S. W. Jacksonville	29	183	U.S. 258 joins & ends
17	North Carolina	Regular	Jct. N. E. Wilmington	45	228	Joins U.S. 74
17	North Carolina	Regular	Wilmington	3	231	U.S. 17 Bus. begins and leaves
17	North Carolina	Business	Wilmington	0	0	Route begins, leaves U.S. 17, U.S. 74
17	North Carolina	Business	Wilmington	2	2	Route ends, rejoins U.S. 17, U.S. 74, U.S. 76, U.S. 421
17	North Carolina	Regular	Wilmington	1	232	Joins U.S. 76
17	North Carolina	Regular	Wilmington	1	233	Joins U.S. 421; U.S. 17 Bus. rejoins and ends
17	North Carolina	Regular	Jct. W. Wilmington	1	234	Leaves U.S. 421
17	North Carolina	Regular	Jct. W. Wilmington	3	237	Leaves U.S. 74, U.S. 76
17	North Carolina	Regular	State Line	44	281	South Carolina



American Association of State Highway and Transportation Officials

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
Business**

**AASHTO Use
Only**

Action taken by SCOH:

Between **Existing US 17
south and west of
New Bern** and **Existing US 17
and US 70
in New Bern**

The following states or states are involved:
North 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: March 28, 2011

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

- *Bike Routes: this form is not applicable for US Bicycle Route System

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: (Keep concise and pertinent.) _____

This application is to recognize US 17 Business between existing US 17 south and west of New Bern, and existing US 17/70 in New Bern. This application is in conjunction with the relocation of US 17 to a new alignment. Many business developments are located on the proposed US 17 Business including several shopping centers, automobile dealerships, restaurants, banks, and schools.

Date facility available to traffic **Currently open to traffic (anticipated completion date for US 17 new alignment and relocation is July 2011)**

Does the petition propose a new routing over a portion of an existing U.S. Route? **No** If so, where? **(existing US 17 to be relocated – see application for US 17 relocation)**

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

Send your PDF color map to usroutes@ashto.org or mvitale@ashto.org with this application.

Craven and Jones Counties Relocate US 17 and Recognize US 17 Business

- Relocate US 17 (10.1 miles)
- Recognize US 17 Business (6.7 miles)

0 1 2 miles

N
W E
S

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.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 20,800 as compared to 11,500 for the year 2009 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.

Chief Executive Officer

(Signature)
North Carolina Department of Transportation

(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

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.

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	I
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..

	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		
					10	20	30	40	20	40	60	80	10	20	30	40	20
0.0	A	H	G	12,000	NONE	NONE	NONE	NONE	NONE	NONE	NONE						
0.9																	
1.0																	
2.0																	
2.4	B	H	G														
2.6	C	H	G	19,000													
3.0																	
4.0																	
4.6																	
5.0	D	H	G	27,000													
5.1																	
5.8																	
6.0																	
6.6	33,000																
6.7		40,000															
7.0																	

Contact Information:

Renee B. Roach, P.E.
rroach@ncdot.gov
919-771-2741 (phone)
919-771-2745 (fax)

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

Explain the direction (north, east, south, and west)

Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

Begin your description here:

The route begins south and west of New Bern in Jones County at the intersection of existing/relocated US 17.

The route is going along the former alignment of US 17 in Jones County to existing US 17/70 in New Bern in Craven County

The route is traveling on a two lane undivided principal arterial on an existing alignment (all sections).

The route is traveling north and east.

The focal point cities are River Bend and New Bern.

The route will cover approximately 6.7 miles.

The route ends in New Bern in Craven County at the interchange with existing US 70 where it reconnects with the existing/relocated US 17.

Revised Log for the U.S. Route Numbering Database:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
17	North Carolina	Regular	State Line	0	0	Virginia
17	North Carolina	Regular	South Mills	6	6	U.S. 17 Bus. begins & leaves
17	North Carolina	Business	South Mills	0	0	Route begins, leaves U.S. 17
17	North Carolina	Business	South Mills	1	1	Crosses U.S. 17
17	North Carolina	Business	South Mills	1	2	Route ends, rejoins U.S. 17
17	North Carolina	Regular	South Mills	1	7	Crosses U.S. 17 Bus.
17	North Carolina	Regular	South Mills	2	9	U.S. 17 Bus. rejoins and ends
17	North Carolina	Regular	Morgans Corner	2	11	Joins U.S. 158
17	North Carolina	Regular	Elizabeth City	10	21	U.S. 17 Bus. begins & leaves
17	North Carolina	Business	Elizabeth City	0	0	Route begins, leaves U.S. 17, U.S. 158
17	North Carolina	Business	Elizabeth City	1	1	Crosses U.S. 158
17	North Carolina	Business	Elizabeth City	2	3	Route ends, rejoins U.S. 17
17	North Carolina	Regular	Elizabeth City	1	22	Leaves U.S. 158
17	North Carolina	Regular	Elizabeth City	1	23	U.S. 17 Bus. rejoins & ends
17	North Carolina	Regular	N. of Hertford	13	36	U.S. 17 Bus. begins & leaves
17	North Carolina	Business	N. of Hertford	0	0	Route begins, leaves U.S. 17
17	North Carolina	Business	Hertford	4	4	Route ends, rejoins U.S. 17
17	North Carolina	Regular	Hertford	4	40	U.S. 17 Bus. rejoins & ends
17	North Carolina	Regular	N. Edenton	8	48	U.S. 17 Bus. begins & leaves
17	North Carolina	Business	N. Edenton	0	0	Route begins, leaves U.S. 17
17	North Carolina	Business	S. Edenton	7	7	Route ends, rejoins U.S. 17
17	North Carolina	Regular	S. Edenton	6	54	U.S. 17 Bus. rejoins & ends
17	North Carolina	Regular	Jct. S. Windsor	18	72	Joins U.S. 13; U.S. 13 Bus. joins & ends
17	North Carolina	Regular	Williamston	11	83	U.S. 17 Bus. begins and leaves
17	North Carolina	Business	Williamston	0	0	Route begins, leaves U.S. 17, U.S. 13
17	North Carolina	Business	Williamston	2	2	Route ends, rejoins U.S. 17, U.S. 13, & U.S. 64
17	North Carolina	Regular	Williamston	1	84	Joins U.S. 64
17	North Carolina	Regular	Williamston	1	85	U.S. 17 Bus. rejoins & ends; leaves U.S. 13 & U.S. 64
17	North Carolina	Regular	Washington	21	106	Crosses U.S. 264
17	North Carolina	Regular	N. of Vanceboro	17	123	U.S. 17 Bus. begins and leaves
17	North Carolina	Business	N. of Vanceboro	0	0	Route begins, leaves U.S. 17
17	North Carolina	Business	Vanceboro	4	4	Route ends, rejoins U.S. 17
17	North Carolina	Regular	Vanceboro	4	127	U.S. 17 Bus. rejoins & ends
17	North Carolina	Regular	New Bern	15	142	Joins U.S. 70
17	North Carolina	Regular	New Bern	2	144	U.S. 17 Bus. begins and leaves
17	North Carolina	Business	New Bern	0	0	Route begins, leaves U.S. 17
17	North Carolina	Business	Jct. S. W. New Bern	7	7	Route ends, rejoins U.S. 17
17	North Carolina	Regular	New Bern	5	149	Leaves U.S. 70
17	North Carolina	Regular	New Bern	5	154	U.S. 17 Bus. rejoins & ends
17	North Carolina	Regular	Jct. S. W. Jacksonville	29	183	U.S. 258 joins & ends
17	North Carolina	Regular	Jct. N. E. Wilmington	45	228	Joins U.S. 74
17	North Carolina	Regular	Wilmington	3	231	U.S. 17 Bus. begins and leaves
17	North Carolina	Business	Wilmington	0	0	Route begins, leaves U.S. 17, U.S. 74
17	North Carolina	Business	Wilmington	2	2	Route ends, rejoins U.S. 17, U.S. 74, U.S. 76, U.S. 421
17	North Carolina	Regular	Wilmington	1	232	Joins U.S. 76
17	North Carolina	Regular	Wilmington	1	233	Joins U.S. 421; U.S. 17 Bus. rejoins and ends
17	North Carolina	Regular	Jct. W. Wilmington	1	234	Leaves U.S. 421
17	North Carolina	Regular	Jct. W. Wilmington	3	237	Leaves U.S. 74, U.S. 76
17	North Carolina	Regular	State Line	44	281	South Carolina



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

November 24, 2010

MEMORANDUM

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

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

Subject: Route Changes in Craven and Jones Counties

Attached is a request to modify the routing of US 17 and to create US 17 Business in Craven and Jones Counties. This action was necessitated by the construction of TIP Project R-2301A.

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

Jones County

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

US 17 between 0.13 mile south of the Craven County Line (the intersection with -L- of TIP Project R-2301A) and the Craven County.

2. Add the following routing of US 17:

-L- of TIP Project R-2301A between US 17 Business and the Craven County Line.

Craven County

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

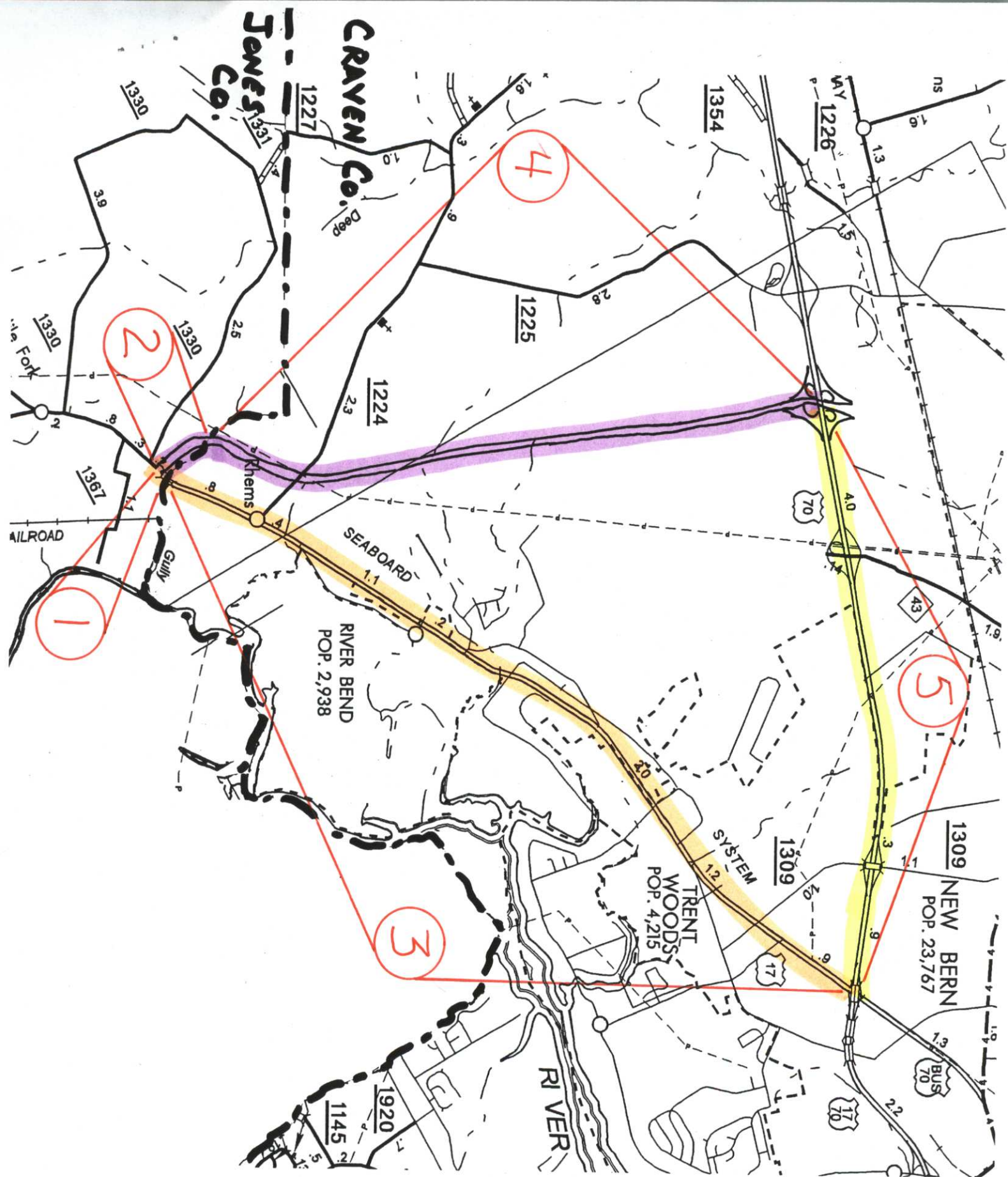
US 17 between the Jones County Line and US 70.

4. Add the following routing of US 17:

-L- of TIP Project R-2301A between the Jones County Line and US 70.

5. Add the following routing of US 17:

US 70 between 0.90 mile east of SR 1225 (the interchange with -L- of TIP project R-2301A) and US 17 Business.



DOWN EAST RURAL TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION OF SUPPORT

**to designate existing US 17 between US 70 in
Craven County and 0.13 mile south of the Craven County Line in
Jones County as US 17 Business**

WHEREAS, the Down East Rural Planning Organization (DERPO) seeks to promote safe, efficient, and convenient transportation throughout the community and the region;

WHEREAS, the North Carolina Department of Transportation (NCDOT) is requesting that existing US 17 between US 70 in Craven County and 0.13 mile south of the Craven County Line in Jones County be designated as US 17 Business, and

WHEREAS, US 17 would then be routed along the New Bern Bypass between 0.13 mile south of the Craven County Line in Jones County and the new interchange with US 70 between NC 43 and SR 1225, then eastward along US 70 to where the newly designated US 17 Business intersects US 70.

NOW, THEREFORE, BE IT RESOLVED THAT:

In order to promote safe and efficient transportation throughout the region the Down East Rural Planning Organization supports the request by NCDOT to designate existing US 17 between US 70 in Craven County and 0.13 mile south of the Craven County Line in Jones County as US 17 Business. US 17 would then be routed along the New Bern Bypass between 0.13 mile south of the Craven County Line in Jones County and the new interchange with US 70 between NC 43 and SR 1225, then eastward along US 70 to where the newly designated US 17 Business intersects US 70..

Adopted, this the 22th of March 2011 by the Down East Rural Planning Organization.


Chair, Transportation Advisory Committee

RESOLUTION

THAT WHEREAS, the North Carolina Board of Transportation has delegated to the State Secretary of Transportation the authority to adopt and promulgate all rules, regulations and ordinances regulating traffic on the highways pursuant to the authority of N.C.G.S. Sections 143B-350(f) and (g); (see 19A NCAC 04A.0104); and

WHEREAS, 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 the authority of N.C.G.S. Section 143B-350(g); (see 19A NCAC 04A.0104); and

WHEREAS, pursuant to that delegation, the State Traffic engineer has recommended the following ordinance based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with N.C.G.S. Sections 136-30 and 136-54:

Route Change: Division 2 – Craven County

Delete the following routing of US 17 and add as US 17 Business: From existing US 17/US 70/SR 1395 (Martin Luther King Jr. Boulevard) southward to SR 1214 (Greenleaf Cemetery Road).

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF NEW BERN:

Section 1. That the Board of Aldermen hereby endorses the routing change referenced above from US 17 to US 17 Business.

Section 2. That the Board of Alderman hereby endorses the rescinding of State speed limit ordinances 1062171 and 1009901 for US 17 and will amend Section 70-134 of the Code of the City of New Bern to provide for a speed limit of 50 miles per hour from SR 1214 to US 70.

ADOPTED THIS 8th DAY OF MARCH, 2011.

Bernard W. White
MAYOR Pro-Tem

Veronica E. Mattok
CITY CLERK

I, Veronica E. Mattocks, Clerk of the City of New Bern, North Carolina, certify the above to be a true copy of a Resolution duly adopted by the Board of Aldermen of the City of New Bern at its meeting held on March 8, 2011. Witness my hand and the official seal of the City of New Bern, North Carolina, this the 11th day of March 2011.

Veronica E. Mattocks

Veronica E. Mattocks, City Clerk

SEAL