



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: 136-54, 136-30, 20-141.					
Public Hearing Not Required For This Action Under: GS 150A-1, 20-1.					
Rule Summary: Municipal Speed Zones, Route Changes.					
Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare.					
Effective Date: June 04, 2012					

June 04, 2012

DATE

OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



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DEPARTMENT OF TRANSPORTATION

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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 COLUMBUS **DIVISION** 6

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
COLUMBUS	1063661	US 701BUS	Delete existing US 701 Business (remove pavement) between US 701 (J.K. Powell Boulevard) and NC 130. Project MA06012R.
COLUMBUS	1063662	US 701BUS	Delete existing US 701 Business and replace with SR 1974 between NC 130 and SR 1973 (Leslie Newsome Avenue). Project MA06012R.
COLUMBUS	1063663	SR 1974	Add SR 1974 to replace existing US 701 Business between NC 130 and SR 1973 (Leslie Newsome Avenue). Project MA06012R.
COLUMBUS	1063664	US 701BUS	Add US 701 Business along new alignment between US 701 (J.K. Powell Boulevard) and SR 1973, SR 1974 (Leslie Newsome Avenue, Madison Street). Project MA06012R.

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 June 04, 2012 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
Municipal Speed Zones	2	2
Route Changes	4	0
Total	6	2

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.

June 04, 2012

DATE

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James. K. Lacy, P.E.

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June 04, 2012

DATE



OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

**AASHTO Special Committee on U. S. Route Numbering (USRN)
 Report to the Standing Committee on Highways (SCOH) – October 15, 2011
 Decision and Meeting Minutes
 October 13, 2011 – Detroit, Michigan**

Members:

Chair Don Vaughn, AL (Region 2) Absent
 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 Thursday, October 13, 2011 at 4:21 PM Eastern Time in the Marriott Renaissance Hotel and Conference Center, Detroit, Michigan. 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, Five members from Wisconsin DOT and one South Carolina DOT member were present at the meeting and asked for an overview of what the committee does and the process. Marty Vitale, AASHTO gave a brief orientation of the application process. It was suggested that this overview be included in the new SCOH member orientation given in the spring. The committee considered 27 applications from nine states. All applications were approved with eleven approved with conditions. The meeting adjourned at 4:50 PM. Actions of the AASHTO Highways Special Committee on U. S. Route Numbering are as follows:

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
INDIANA	US 31 IN_US31SoBend.pdf f	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 the junction of U.S. 20 in South Bend, St. Joseph County. From the Michigan State Line the road travels southerly through the State of Indiana and providing access to South Bend, La Paz, 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 Bypass realignment it will travel over existing interstates. 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 12, the existing segment of U.S. 31 would be rerouted over a new alignment traveling southeasterly bypassing the Towns of Lakeville and La Paz to the junction of U.S. 30 at Log Mile 27. The Cities of South Bend and Plymouth, Indiana are the focal points for the section in reference of this request. The total length of the South Bend to Plymouth corridor is 20 miles long. The segment of U.S. 31 that is proposed to be rerouted over a new alignment is approximately 15 miles long. Log Mile 269 at the Indiana/Kentucky State Line in Clark County, Indiana. For this request, new road construction for the U.S. 31 Bypass Freeway terminates at just northeast of the U.S. 30 interchange in the City of Plymouth in Marshall County.	Affirmative With Condition - Conditional Approval until route is complete and open to traffic in 2014

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
INDIANA	US 136 IN_US136INDY.pdf	<p>U.S. 136 begins at Log Mile 0.00 at the junction of U.S. 136 and I-465 on the west side of Indianapolis in Marion County, Indiana. The new route begins point will be I-465 at the newly constructed I-465/I-74/U.S. 136 interchange. U.S. 136 travels westerly over a mostly two lane road from the west side of Indianapolis westerly to the City of Crawfordsville and then on west to the Indiana/Illinois State Line. West of the I-465 existing pathway, U.S. 136 will be traveling over existing pathway. As defined by the AASHTO log, U.S. 136 travels from east to west, beginning at the junction of U.S. 136 and I-465 on the west side of Indianapolis, U.S. 136 travels westerly through the State of Indiana, traversing Marion, Hendricks, Montgomery and Fountain Counties until it reaches the Illinois State Line. The Town of Speedway and the City of Indianapolis in Marion County, Indiana are the focal points for the section in reference of this request. As a result of the new I-465/I-74/U.S. 136 interchange, U.S. 136 may be eliminated between Crawfordsville Road and I-465, reducing the total mileage of U.S. 136 by 0.34 miles. The total length of the route between Indianapolis and the Illinois State Line is 75 miles. Log Mile 75 at the Indiana/Illinois State Line.</p>	Affirmative With Condition - Conditional approval until interchange at US-136 and I-465 is complete and open to traffic in July 2012.

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
INDIANA	US 231 AASHTOUSRN US231 LafayetteSep01 2011001.pdf	<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 U.S. 52 at Log Mile 88 in Tippecanoe 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. The new U.S. 231 begins northwest of West Lafayette at U.S. 52 and travels 5.5 miles south to join existing U.S. 231 just north of the Wabash River. West of the Old U.S. 231 existing pathway, U.S. 231 will be traveling over a new alignment, north and south of the U.S. 231 Lafayette Corridor realignment in Tippecanoe County 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 88, the existing segment of U.S. 231 would be rerouted over a new alignment traveling southeasterly from the existing U.S. 231 and bypassing the Cities of West Lafayette and Lafayette to the east until it reaches the junction of U.S. 52/S.R. 25 at Log Mile 94. The Cities of West Lafayette and Lafayette in Tippecanoe 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 6.9 miles long. 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 Log Mile 94</p>	<p>Affirmative With Condition - Conditional approval until new alignment segment of routes is complete and open to traffic in 2012.</p>

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
INDIANA	U.S. 52 US 52 AASHTO.pdf	<p>U.S. 52 begins at Log Mile 0.00 at the Indiana/Ohio State Line as a Travel-Over on I-74 in Dearborn County, Indiana. The section in reference of this request, the new alignment of U.S. 52 begins at the junction of U.S. 25 at Log Mile 152 in Tippecanoe County. The Cities of West Lafayette and Lafayette in Tippecanoe County, Indiana are the focal points for the section in reference of this request. As defined by the AASHTO log, U.S. 52 travels from east to west, beginning at the Indiana/Ohio State Line, traveling over I-74 westward through the State of Indiana until it travels over U.S. 24 in Benton County to the Illinois State Line. The rerouted U.S. 52 will begin and travel over approximately 6.9 miles of new and existing U.S. 231 and then over State Road 25 easterly for 3.52 miles before joining back with U.S. 52 south of Lafayette. The reroute of U.S. 52 over S.R. 25 and the new U.S. 231 totals approximately 10.4 miles. Log Mile 203 in Benton County at the Indiana/Illinois State Line. For this request, new road construction for the U.S. 52 Reroute terminates at Log Mile 165.</p>	Approved
KANSAS	US 81 BUSINESS KS US81BUS.pdf	<p>This segment of US-81 Business begins northeast of Lindsborg where it leaves its parent I-135 /US-81, then proceeds southwesterly and southerly through Lindsborg, and then easterly where it rejoins I-135/US-81 and ends. It is a 2-lane highway approximately 8 miles in length. The portion of the road from the north junction of I-135/US-81 then southwesterly and southerly to Lindsborg, will remain as a state numbered highway. The remainder of the route south and east of Lindsborg will revert to a local public road.</p>	Approved
KENTUCKY	I-69 KY I69.pdf	<p>The route begins at the interchange of I-24 and the Julian M. Carroll Purchase Parkway near Gilbertsville. It joins I-24 and runs concurrently. The route runs concurrently with I-24 and extends east/northeast via I-24 and the Wendell H. Ford Western Kentucky Parkway. The route travels along an existing interstate facility (I-24, 4+ lanes) and a Kentucky Parkway (Wendell H. Ford Western Kentucky Parkway, 4+ lanes). The route will head in an easterly to northeasterly direction. Gilbertsville, Calvert City, Eddyville, Princeton, Dawson Springs, Nortonville The total number of miles over the entire I-69 designation will be approximately 55 (about 17 miles over I-24 and 38 miles on the Western Kentucky Parkway). The route will end at the interchange with the Edward T. Breathitt Pennyrile Parkway near Nortonville</p>	Approved
LOUISIANA	US 79 LA US79.pdf	<p>Route begins at S. Jct. US 79 S. of Homer, LA traveling north along new location to LAS 2 and east along LA 2 to Jct. US 79. The route travels 3.89 miles of new alignment and 1.33 miles over LA 2 north and east to the town of Homer for 5.22 miles and ends at N Jct. US 79 N. of Homer, LA.</p>	Approved

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
MAINE	US 1A ME Rt 1A Bangor.pdf	This is a city route classified as an "other principal arterial" that carries US Route 1A plus State Route 9 in a flat downtown area. It had some challenging corner radii for truck traffic and a decision was made to move the traffic flow up one block with some intersection improvements. That has been done and the flow is smoother along an adjacent principal arterial and a reclassified/rebuilt local road. The previous path now has a STOP sign and has become the less travelled route and reclassified as a local road. Comparatively, the length is almost identical or about 0.14 miles	Approved
MISSOURI	US 67 BUTLER CO 1 of 16 Relocation of US 67 - Butler County.pdf MoDOT's Submittal Ltr.pdf	The route begins 2.0 miles south of Route M in Poplar Bluff, Missouri continuing north/south to Corning, Arkansas traveling on new alignment, parallel to existing pathway through the cities of Poplar Bluff and Doniphan, Missouri and ending 1.0 mile south of the new U.S. 160/ U.S. 158 interchange for a length of 4.275 miles. reason for Request: This relocation is necessary in order to improve the overall safety of the mentioned segment, the existing route Possess heavy through traffic mixed with many access points.	Affirmative With Condition - Conditional approval until route is complete and open to traffic in 2013.
MISSOURI	US 160, BUTLER CO 2 of 16 Extension of US 160 - Butler County .pdf	The route begins in Doniphan at the current intersections of U.S. 67 and U.S. 160/U.S. 158 in Ripley County continuing east/west to Harviell in Butler County traveling over existing pathway, the focal point cities are Doniphan and Poplar Bluff and ending at the new interchange of U.S. 67 and U.S. 160 for a total of 0.262 miles. Reason for Request: The segment of U.S. 160 is being extended to the new U.S. 67 interchange.	Affirmative With Condition - Conditional approval until new alignment of US-67 is approved, complete and open to traffic in 2013.
MISSOURI	US 67 3 of 16 Relocation of US 67- Madison, Wayne & But...	The route begins 0.5 miles south of Route E in Fredericktown in Madison County continuing north/south through Wayne County to Poplar Bluff in Butler County traveling on new alignment running parallel to existing pathway; the cities affected are Fredericktown, Cherokee Pass, Greenville, and Old Greenville ending 2.0 miles south of Route F in Poplar Bluff.	Affirmative With Condition - Conditional approval until route is complete and open to traffic in fall 2011
MISSOURI	US BUS 67 - WAYNE COUNTY 4 of 16 Recognition of US BUS 67 - Wayne County.p...	Route begins at new US Route 67 (Point 1) towards Greenville over old Route 67 from Point 1 to Point 2 (2.317 miles) North/South with the focal point city of Greenville and Old Greenville (2.317 miles) and ends at new US 67 (Point 4).	Affirmative With Condition - Conditional approval until new alignment of US-67 is approved, complete and open to traffic in fall 2011.
MISSOURI	RELOCATION OF US 63 - ADAIR COUNTY 5 of 16 Relocation of US 63 - Adair Co.pdf	Route begins at Route 11 West south of Kirksville, MO at log mile 31.79 along existing route 63 south (<i>MO did not mention type of facility</i>) to Kirksville for 4.74 miles and ends at 1.1 mile south of Route KK at Millard, MO at log mile 36.23.	Approved

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
MISSOURI	RELOCATION OF US 63 - MACON COUNTY _6 of 16 Relocation of US 63 - Macon County.pdf	Route begins at 0.5 mile north of Rte. DD along existing route 63 south (<i>did not specify type of facility</i>) south to Macon for 3.892 miles and ends 100' south of HBC Road.	Approved
MISSOURI	RELOCATION OF US 63 - RANDOLPH COUNTY _7 of 16 Relocation of US 63 - Randolph County.pdf	Begin north of Moberly city limits southward toward Renick, MO on new alignment along U.S. 63 south to Moberly for 10.235 miles ending south of Renick City limits.	Approved

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
MISSOURI	<p>ESTABLISH I-49 - VARIOUS COUNTIES</p> <p><i>Note: There are several items that pertain to I-49 for the entire group of the Missouri applications.</i></p> <p>Attachment(s): 8 of 16 Establishment of I-49 - Various Counties.... FHWA Letter - AASHTO MO I-49.pdf FHWA-MO & MoDOT Agreement - US Rt. 71 Designated I... Letter to Arkansas Informing of I-49 Intent.pdf Letter to Louisiana Informing of I-49 Intent.pdf</p>	<p>The reroute will begin at the Arkansas State Line in McDonald County (Mile Marker 0) to I-435 in Jackson County. The route will travel over existing 4-lane divided highway. This is a north/south route. There are two main focal point cities. The northern end is Kansas City, Missouri and towards the southern end is Joplin, Missouri. The route is approximately 184 miles and ends at I-435 Interchange in Jackson County (Mile Marker 184).</p>	<p>Affirmative With Condition - Conditional approval until route is complete and open to traffic in December 2012. Pending FHWA approval.</p>
MISSOURI	<p>RECOGNITION OF BUS LOOP I-49 - BUTLER, MO</p> <p>9 of 16 Recognition of BUS Loop I-49 - Butler, MO...</p>	<p>The route begins south of Butler, MO at the MO 52 exit. The route goes through Butler, Mo over existing US Business Route 72. Through town between Mo 52 and Route H is a 3-lane section with curb the remaining sections are 2-lane roadways with aggregate shoulders. It travels North to Butler, Missouri for 6.11 miles. The route ends north or Butler, MO at the routes D and F Interchange.</p>	<p>Affirmative With Condition - Conditional approval until I-49 is approved, complete and open to traffic in December 2012. Pending FHWA approval.</p>

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
MISSOURI	RECOGNITION OF BUS LOOP I-49 - JOPLIN, MO 10 of 16 Recognition of BUS Loop I-49 - Joplin, M...	The route begins near Tipton Ford, Mo and continues north through Joplin to Carthage, MO). It travels over a 4-lane road with center dual turning lane and 4-lane divided highway. The route is currently signed as Business Route 71. It is 22.53 miles and ends at the intersection of US 71 and MO 171 at Carthage, MO.	Affirmative With Condition - Conditional approval until I-49 is approved, complete and open to traffic in December 2012. Pending FHWA approval.
MISSOURI	RECOGNITION OF BUS LOOP I-49 - NEOSHO, MO 11 of 16 Recognition of BUS Loop I-49 - Neosho, M...	The route begins at the north junction of US 71 and MO 86. The route goes through the city of Neosho. Through most of the town there is a 4-lane road with a center turn lane. Between MO 59 and US 71 the road is a rural 2-lane highway. The route travels south to Neosho, Missouri for 9.74 miles and ends at the interchange of US 71 and Route AA.	Affirmative With Condition - Conditional approval until I-49 is approved, complete and open to traffic in December 2012.
MISSOURI	RECOGNITION OF BUS LOOP I-49 - NEVADA, MO 12 of 16 Recognition of BUS Loop I-49 - Nevada, M...	The route begins at the interchange of US 71 and Route K. The route goes west into Nevada until coming to the west junction of US 54 and Loop 49 then proceeds north through town until reaching the northern junction of US 71. The road consists of two main sections the first is a 4-lane road with a center turn lane. The section north of US 54 is a 4-lane curb and gutter section with no center turn lane. The route travels North to Nevada, Missouri for 2.93 miles and ends at the northern junction of US 71 at the on and off ramps.	Affirmative With Condition - Conditional approval until I-49 is approved, complete and open to traffic in December 2012.
MISSOURI	US BUSINESS 71 ELIMINATION - BUTLER, MO 13 of 16 Elimination of US BUS 71 - Butler, MO.pd...	The route begins at the MO route 52 exit south of Butler, MO and continues north through Butler to the US 71/Route D on-ramp north of Butler. It travels over a 2-lane road and ends north of Butler at the Routes D and F Interchange. The route is 6.11 miles.	Approved
MISSOURI	US BUSINESS 71 ELIMINATION - JOPLIN, MO 14 of 16 Elimination of US BUS 71 - Joplin, MO.pd...	The route begins near Tipton Ford, MO south of Joplin, MO and continues north through Joplin to Carthage, MO. It travels over a 4-lane road with center dual turning lane and a 4-lane divided highway. The route is currently signed as Business Route 71. The total length of the route is 22.53 miles and ends at the intersection of US 71 and MO 171 at Cathage, MO.	Approved

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
MISSOURI	US BUSINESS 71 ELIMINATION - NEOSHO, MO 15 of 16 Elimination of US BUS 71 - Neosho, MO.pdf...	The route begins at the north junction of US 71 continuing east and south through Neosho, MO. In town the route intersects US 60 and travels along MO 59 to the south junction and travels west to the interchange of US 71 and Route AA where it ends. Business Loop I-49 would follow the same route currently marked as Business Route 71. The total number of miles is 9.74 miles.	Approved
MISSOURI	US BUSINESS 71 ELIMINATION - NEVADA, MO 16 of 16 Elimination of US BUS 71 - Nevada, MO.pdf...	The route begins at the exit of US 71 and Route K southeast of Nevada, MO and continues west and north to the US 71 exit north of Nevada. It travels over a 4-lane road with center dual turning lane and a 4-lane road with no center turning lane. The route is currently know as US Business Route 71. It is 2.93 miles and ends at the northern junction of US 71 at the on and off ramps.	Approved
NORTH CAROLINA	US 701 BUSINESS NC US 701 Bus.pdf	The route begins north and east of NC 130 (Love Mill Road) in Whiteville in Columbus County at the intersection of existing US 701 (J.K. Powell Boulevard) and the new alignment of proposed US 701Business. The route is going south and east along a new alignment to existing US 701 Business (Madison Street) in Whiteville in Columbus County. The route is traveling along a two-lane undivided arterial on a new alignment to existing US 701 Business. The route is going south and east to existing US 701 Business (Madison Street). The focal point city is Whiteville. The route will cover approximately 0.11 mile. The route ends in Whiteville in Columbus County at the intersection with existing US 701 Business (Madison Street) where it reconnects with existing US 701 Business	Approved
OREGON	US 199: OR US199.pdf	Route begins from the East Grants Pass Interchange on Interstate 5 through southeast Grants Pass on the existing Grants Pass Parkway westerly 2.75 miles to the existing US Route 199 at its intersection with Oregon Route 99 and Oregon Route 238.	Approved
TEXAS	I-69 TX I69.pdf	Route will begin at IH 37 in Corpus Christi and the route will end in Robstown. The existing facility is a four-lane divided, controlled access route. I-49 will travel south to north with Corpus Christi and Robstown as the two focal points. The route will extend approximately 6.2 miles and will end at SH 44 in Robstown.	Approved

Respectfully submitted by Marty Vitale, Secretary, Special Committee on U. S. Route Numbering and U.S. Bicycle Route System, October 15, 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 701
Business**

**AASHTO Use
Only**

Action taken by SCOH:

Between **Existing US 701
South and West of NC 130
in Whiteville** and **Existing US 701
north and west of SR 1973
in Whiteville**

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: September 1, 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 reroute US 701 Business along a new alignment with higher design standards. This change will enable an increase in capacity as well as a safety and operational benefit to intersecting routes within the area.

Date facility available to traffic **Currently open to traffic**

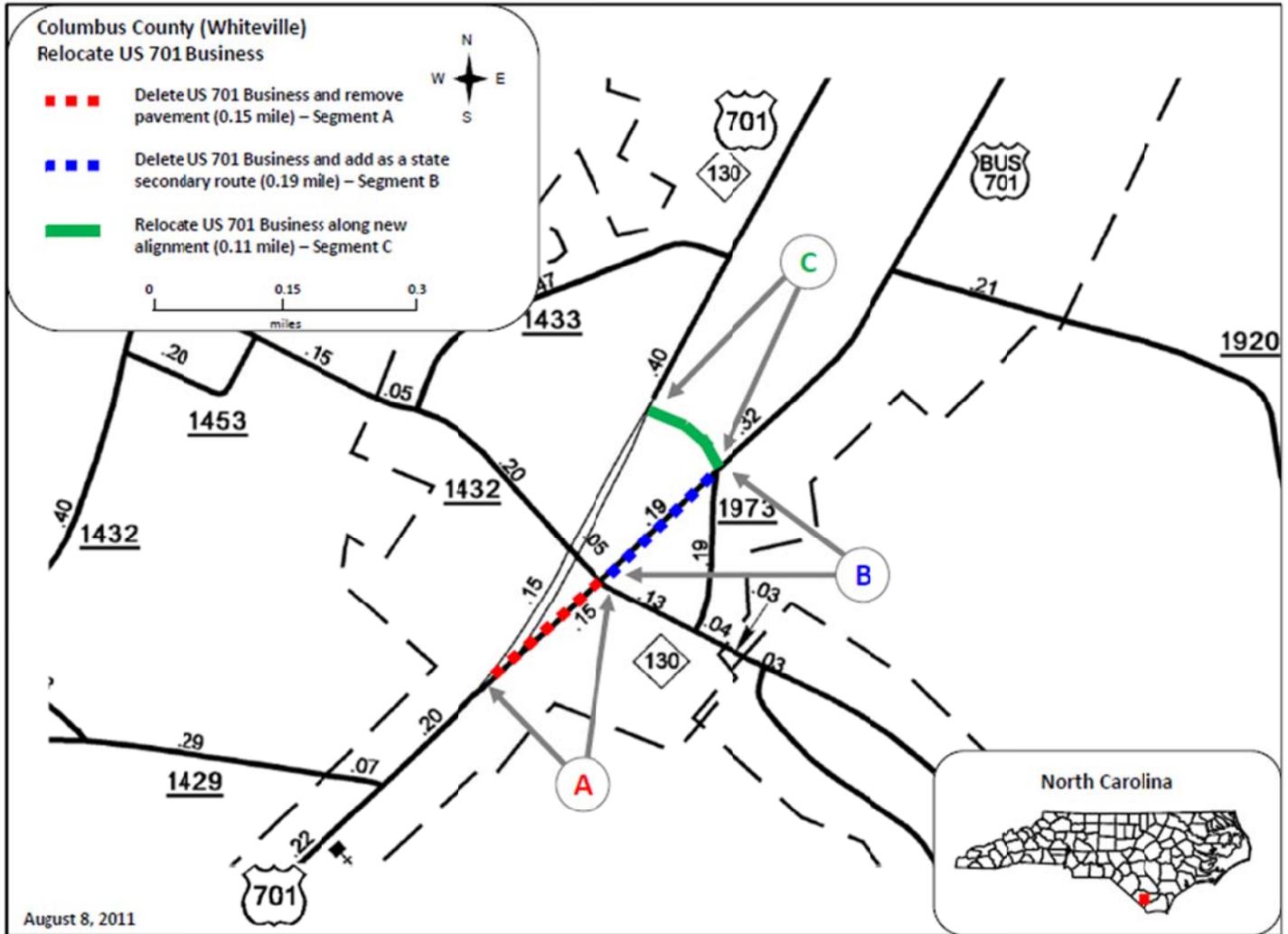
Does the petition propose a new routing over a portion of an existing U.S. Route? **No** If so, where? _____

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 U.S. Numbered or Interstate Numbered System:

Send your PDF color map to usroutes@ashto.org or mvitale@ashto.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 **18,000** 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.

(Signature)

Chief Executive Officer **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..

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				Degree	Length	
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40			60
0.00	A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
0.10																				
0.15																				
0.20	B	H	E	10,000	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
0.30																				
0.34																				
0.40	C	H	E	18,000	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
0.45																				
0.50																				

Attach additional sheet here if necessary

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 north and east of NC 130 (Love Mill Road) in Whiteville in Columbus County at the intersection of existing US 701 (J.K. Powell Boulevard) and the new alignment of proposed US 701 Business.

The route is going south and east along a new alignment to existing US 701 Business (Madison Street) in Whiteville in Columbus County.

The route is traveling along a two-lane undivided arterial on a new alignment to existing US 701 Business (section "C").

The route is going south and east to existing US 701 Business (Madison Street).

The focal point city is Whiteville.

The route will cover approximately 0.11 mile.

The route ends in Whiteville in Columbus County at the intersection with existing US 701 Business (Madison Street) where it reconnects with existing US 701 Business.

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

NOTE – This proposed relocation results in a net decrease of only approximately 0.2 mile and, therefore, does not affect the mileages in the U.S. route numbering log.

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
701	North Carolina	Regular	Jct. N. Four Oaks	0	0	Route begins, Jct. U.S. 301; crosses I-95
701	North Carolina	Regular	Newton Grove	15	15	Crosses U.S. 13
701	North Carolina	Regular	Jct. N. Clinton	14	29	U.S. 701 Bus. begins and leaves
701	North Carolina	Business	Jct. N. Clinton	0	0	Route begins, leaves U.S. 701
701	North Carolina	Business	Jct. S. Clinton	6	6	Route ends, rejoins U.S. 701 and U.S. 421
701	North Carolina	Regular	Jct. S. Clinton	3	32	Joins U.S. 421
701	North Carolina	Regular	Jct. S. Clinton	3	35	Leaves U.S. 421; U.S. 701 Bus. rejoins and ends
701	North Carolina	Regular	Clarkton	41	76	U.S. 701 Bus. begins and leaves
701	North Carolina	Business	Clarkton	0	0	Route begins, leaves U.S. 701
701	North Carolina	Business	Clarkton	3	3	Route ends, rejoins U.S. 701
701	North Carolina	Regular	Clarkton	3	79	U.S. 701 Bus. rejoins and ends
701	North Carolina	Regular	Whiteville	10	89	U.S. 701 Bus. begins and leaves
701	North Carolina	Business	Whiteville	0	0	Route begins, leaves U.S. 701
701	North Carolina	Business	Whiteville	2	2	Crosses U.S. 74, U.S. 76
701	North Carolina	Business	Whiteville	1	3	Crosses U.S. 74 Bus. & U.S. 76 Bus.
701	North Carolina	Business	Whiteville	2	5	Route ends, rejoins U.S. 701
701	North Carolina	Regular	Whiteville	1	90	Crosses U.S. 74, U.S. 76
701	North Carolina	Regular	Whiteville	1	91	Crosses U.S. 74 Bus. & U.S. 76 Bus.
701	North Carolina	Regular	Whiteville	3	94	U.S. 701 Bus, rejoins and ends
701	North Carolina	Regular	Tabor City	14	108	U.S. 701 Bus, begins and leaves
701	North Carolina	Business	Tabor City	0	0	Route begins, leaves U.S. 701
701	North Carolina	Business	State Line	2	2	Route ends, rejoins U.S. 701
701	North Carolina	Regular	State Line	2	110	U.S. 701 Bus, rejoins & ends

**Certification of Municipal Declaration
To Enact Speed Limits and Request for Concurrence**

Concurring State Ordinance Number: 1063655

Division: 6 County: COLUMBUS

Municipality: WHITEVILLE

Type: Municipal Speed Zones

Road: US 701BUS

Car: 45 MPH

Truck: 45 MPH

Description: Between SR 1973 (Leslie Newsome Avenue) and Lee Street.

Municipal Certification

I, Bonnie Williams, Clerk of City of Whiteville, do hereby certify that the municipal governing body, pursuant to the authority granted by G.S. 20-141(f), determined upon the basis of an engineering and traffic investigation and duly declared, on the 14th day of February, 2012, the speed limits as set forth above on the designated portion of the State Highway System, which shall become effective when the Department of Transportation has passed a concurring ordinance and signs are erected giving notice of the authorized speed limit.

The said municipal declaration is recorded as follows:

Minute Book: _____ Page: _____ Ordinance/Resolution Number: 2012-1-10-3

In witness whereof, I have hereunto set my hand and the municipal seal this 14th day of February, 2012.

Bonnie Williams
(signature)

(municipal seal)

Department of Transportation Approval

Division: [Signature]

Title: TRANK TECH IV

Date: 5/22/12

Region: [Signature]

Title: P/E

Date: 5/22/12

**Certification of Municipal Declaration
To Enact Speed Limits and Request for Concurrence**

Concurring State Ordinance Number: 1063654

Division: 6 County: COLUMBUS

Municipality: WHITEVILLE

Type: Municipal Speed Zones

Road: SR 1974

Car: 45 MPH

Truck: 45 MPH

Description: Between NC 130 (Railroad Street) and US 701 Business (Leslie Newsome Avenue).

Municipal Certification

I, Bonnie Williams, Clerk of City of Whiteville, do hereby certify that the municipal governing body, pursuant to the authority granted by G.S. 20-141(f), determined upon the basis of an engineering and traffic investigation and duly declared, on the 14th day of February, 2012, the speed limits as set forth above on the designated portion of the State Highway System, which shall become effective when the Department of Transportation has passed a concurring ordinance and signs are erected giving notice of the authorized speed limit.

The said municipal declaration is recorded as follows:

Minute Book: _____ Page: _____ Ordinance/Resolution Number: 2012-1-10-3

In witness whereof, I have hereunto set my hand and the municipal seal this 14th day of February, 2012.

Bonnie Williams
(signature)

(municipal seal)

Department of Transportation Approval

Division: [Signature]

Title: TRANS TECH IV

Date: 5/22/12

Region: [Signature]

Title: PTE

Date: 5/22/12

**Certification of Municipal Declaration
To Repeal Speed Limits and Request for Concurrence**

Concurring State Ordinance Number: 1009601

Division: 6 County: COLUMBUS

Municipality: WHITEVILLE

Type: Municipal Speed Zones

Road: US 701BUS

Car: 45 MPH

Truck: 45 MPH

Description: South Madison Street (US 701 Business) from the southern corporate limit, approximately 0.05 mile south of NC 130, northward for a distance of 1.10 miles.

Municipal Certification

I, Bonnie Williams, Clerk of City of Whiteville, do hereby certify that the municipal governing body, pursuant to the authority granted by G.S. 20-141(f), determined upon the basis of an engineering and traffic investigation and duly declared, on the 14th day of February, 2012, the repeal of speed limits as set forth above on the designated portion of the State Highway System, which shall become effective when the Department of Transportation has passed a concurring ordinance and signs are erected giving notice of the authorized speed limit.

The said municipal declaration is recorded as follows:

Minute Book: _____ Page: _____ Ordinance/Resolution Number: 2012-1-10-3

In witness whereof, I have hereunto set my hand and the municipal seal this 14th day of February, 2012.

Bonnie Williams
(signature)

(municipal seal)

Department of Transportation Approval

Division: [Signature]

Title: TRANS Tech IV

Date: 5/22/12

Region: [Signature]

Title: RTE

Date: 5/22/12

**Certification of Municipal Declaration
To Repeal Speed Limits and Request for Concurrence**

Concurring State Ordinance Number: 1009595

Division: 6 County: COLUMBUS

Municipality: WHITEVILLE

Type: Municipal Speed Zones

Road: SR 1917

Car: 20 MPH

Truck: 20 MPH

Description: North Madison St. (SR 1917) from Smith St. northward to the Traffic Circle (US 74-76 East).

Municipal Certification

I, Bonnie Williams, Clerk of City of Whiteville, do hereby certify that the municipal governing body, pursuant to the authority granted by G.S. 20-141(f), determined upon the basis of an engineering and traffic investigation and duly declared, on the 14th day of February, 2012, the repeal of speed limits as set forth above on the designated portion of the State Highway System, which shall become effective when the Department of Transportation has passed a concurring ordinance and signs are erected giving notice of the authorized speed limit.

The said municipal declaration is recorded as follows:

Minute Book: _____ Page: _____ Ordinance/Resolution Number: 2012-1-10-3

In witness whereof, I have hereunto set my hand and the municipal seal this 14th day of February, 2012.

Bonnie Williams
(signature)

(municipal seal)

Department of Transportation Approval

Division: [Signature]
Region: [Signature]

Title: TRANS TEST 10
Title: RTE

Date: 5/22/12
Date: 5/22/12

Jaeger, Jeff

From: Koschatzky, Ryan J
Sent: Wednesday, July 06, 2011 12:59 PM
To: Jaeger, Jeff
Cc: Sheldon, Tim M
Subject: RE: SR Number Request - Project 37972

Jeff,

I have reserved SR-1974 for you.

Let us know if you need anything else.

Ryan Koschatzky
Engineering Technician
NCDOT GIS Data Conversion Group
(919) 707-2176

-----Original Message-----

From: Jaeger, Jeff
Sent: Wednesday, July 06, 2011 12:33 PM
To: Koschatzky, Ryan J
Cc: Sheldon, Tim M
Subject: SR Number Request - Project 37972

Ryan:

I need a secondary route number for project 37972 involving the relocating of US 701 Business (see attached diagram).

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/>

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

Jaeger, Jeff

From: Roach, Renee B
Sent: Wednesday, June 22, 2011 3:52 PM
To: Jaeger, Jeff
Cc: Avery, Lisa N; Phipps, David B
Subject: FW: US 701 Business Route Change Request - Columbus County
Attachments: US 701 Business Map.pdf; US 701 Business Route Change Request Segment Worksheet.xls

Jeff- Kevin has approved to begin the AASHTO process on the attached route of US 701 Business in Columbus County. Please begin the process for AASHTO application. I have also spoken with David concerning signals along this route. He began completing the segment worksheet prior to the addition of the signal information. There are signals along route, but the speed limit will not change from existing. If you need any additional information, please let me know.

Thanks

Renee

Renee B. Roach, PE
Division Staff Engineer
NCDOT- Transportation Mobility and Safety Division
Phone: 919-771-2741

-----Original Message-----

From: Phipps, David B
Sent: Friday, June 17, 2011 9:45 AM
To: Roach, Renee B
Cc: Jernigan, Lee; Cox, Drew; Jaeger, Jeff; Hart, Phillip J; Avery, Lisa N; Murphy, Ken
Subject: US 701 Business Route Change Request - Columbus County

Renee,

There was an error on the segment worksheet that I sent in yesterday. The proposed speed limit on segment 1 is 35 mph. Here is a corrected copy with the map.

Thanks,
David

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

North Carolina Department of Transportation
Transportation Mobility and Safety Division

Route Change Request Form

This form shall be completed for all route number change requests affecting Interstates and Primary (US and NC) routes and submitted to the Staff Engineer of the Transportation Mobility and Safety Division (TMSD). A map (or maps) shall also be attached indicating the affected counties and routes.

Route Number/s: US 701 BUSINESS

County/s: COLUMBUS

Division/s: 6 TIP Project/s: MA06012R (WBS 37972)

General description of request (starting/ending points, etc.):

DESIGNATE A SECTION OF US 701 B. ON A NEW LOCATION
FROM SR 1917 (LESLIE NEWSOME) WEST TO US 701 BYPASS.
CHANGE EXISTING US 701 B. FROM FROM SR 1917 TO NC 130
TO A NEW SECONDARY RD. REMOVE US 701 B FROM NC 130
TO US 301 BYPASS FROM SYSTEM -

Reason/Justification for this route change:

PROJECT 37972 HAS REMOVED A SECTION OF
EXISTING US 701 B.

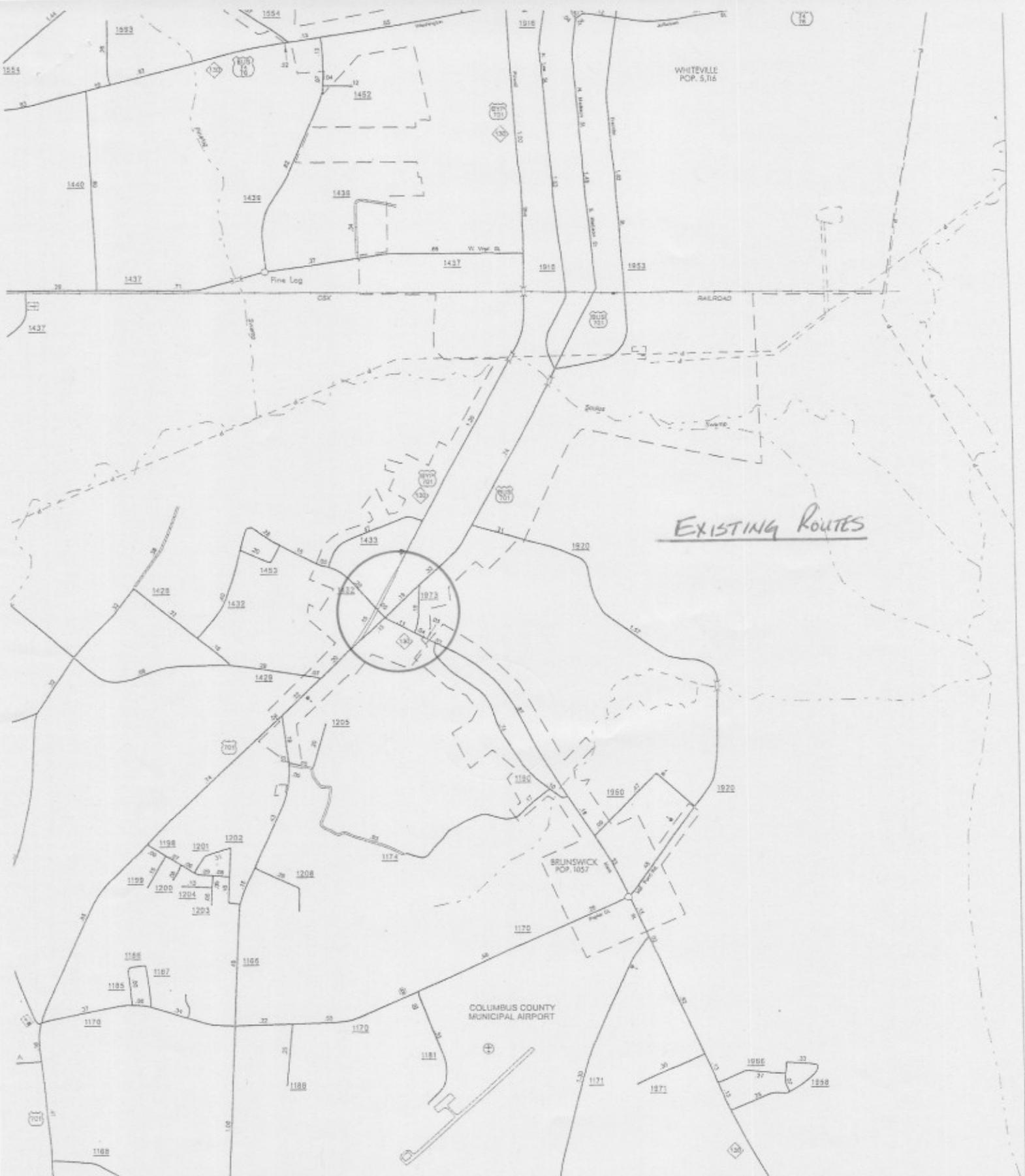
Requestor Name: DAVID B. PHIPPS Date: 5/25/2011

Requestor Signature: David B. Phipps

State Traffic Engineer (initial approval): [Signature] Date: _____

Attachments: Map/s

cc: Ordinance Program Coordinator



Whiteville-Brunswick

COLUMBUS COUNTY

COLUMBUS COUNTY

LOCATION: SR 1917 FROM NC HIGHWAY 130 TO US 701 BYPASS, NC 130 FROM JUST EAST OF SR 1917 TO US 701 BYPASS, AND US 701 BYPASS FROM SOUTH OF NC 130 TO JUST NORTH OF SR 1917 EXTENSION.

TYPE OF WORK: GRADING, PAVING, RESURFACING, DRAINAGE, WIDENING, AND SIGNALS



MAP

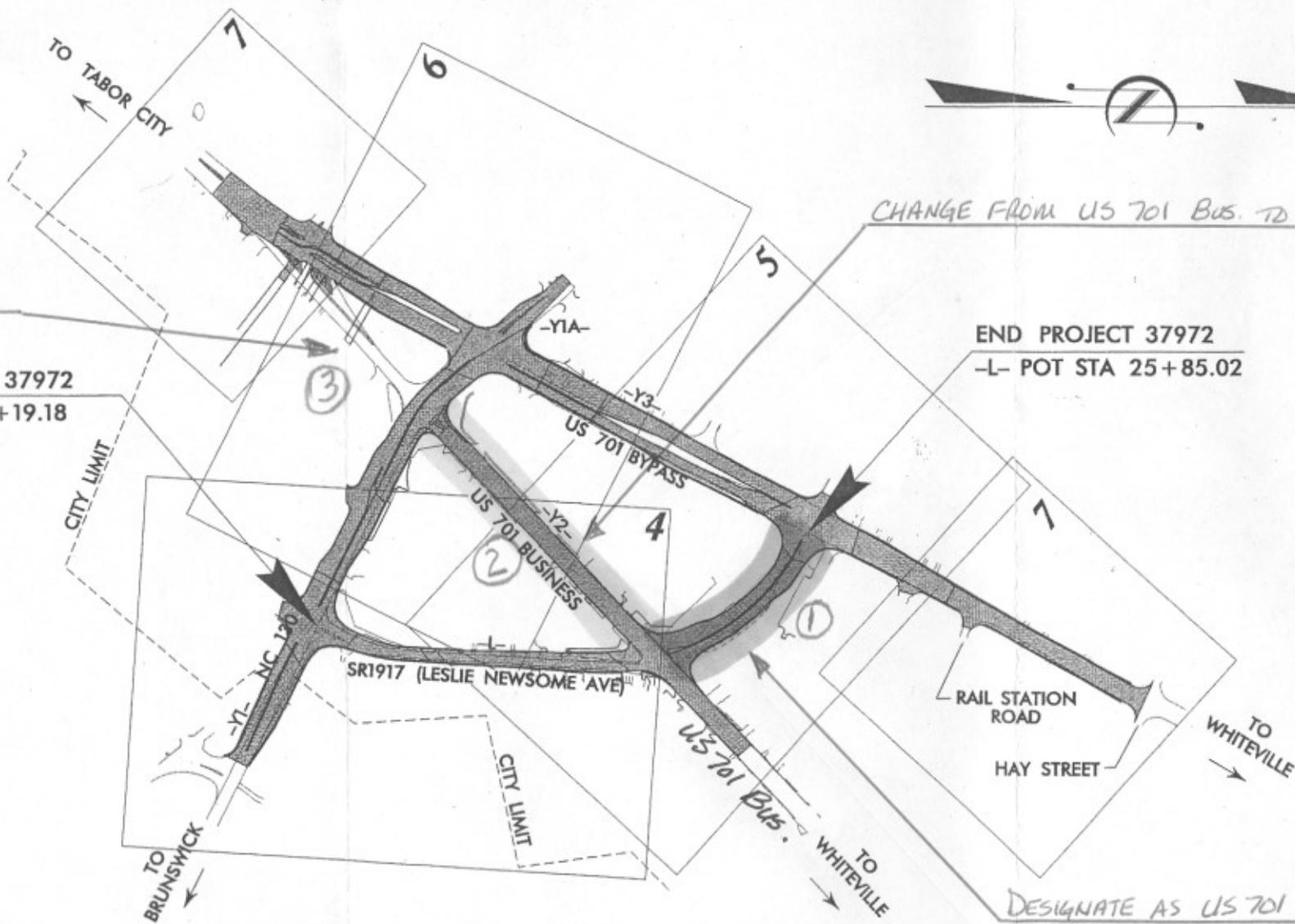


CHANGE FROM US 701 Bus. TO A NEW SEC

US 701 Bus. From SYSTEM

BEGIN PROJECT 37972
-L- POT STA 10+19.18

END PROJECT 37972
-L- POT STA 25+85.02



DESIGNATE AS US 701 Bus.

ACT: G. SCOTT PRIDGEN
DIVISION 6 DDC

DESIGN DATA

PROJECT LENGTH

PLANS PREPARED BY:
DRCI 1616 EAST MILLBROOK ROAD, SUITE 310
RALEIGH, NORTH CAROLINA 27609

HYDRAULIC ENGINEER
NORTH CAROLINA PROFESSIONAL

DIVISION 6
STATE OF NC

Segment Worksheet for Route Change Requests

This form shall be completed for each segment in each county associated with the route change requests and attached to the route change request form (use additional sheets as necessary for route changes having more than five (5) segments).

Route change (i.e. US 17 in Craven/Jones counties): US 701 Business in Columbus County

Date: 6/10/2011

Location	1.	Segment number (1, 2, 3, etc. - must match map):	1	2	3		
	2.	Existing route number (or N/A if new alignment):	N/A	US 701B	US 701B		
	3.	Beginning milepost from TEAAS features report (or N/A if new alignment):	N/A	16.484	16.347		
	4.	Ending milepost from TEAAS features report (or N/A if new alignment):	N/A	16.674	16.484		
	5.	Proposed route number (or state "New SR"):	US 701B	New SR	REMOVE		
Networks	6.	Current facility type (F reeway, A rterial, C ollector, L ocal, N ew alignment):	A	A	A		
	7.	Proposed facility type (F reeway, A rterial, C ollector, L ocal):	A	L	N/A		
	8.	Current Strategic Highway Corridor type (F reeway, E xpressway, B oulevard, T horoughfare, or N/A):	N/A	N/A	N/A		
	9.	Proposed Strategic Highway Corridor type (F reeway, E xpressway, B oulevard, T horoughfare, or N/A):	N/A	N/A	N/A		
	10.	Current National Highway System route type (see note for codes):	N/A	N/A	N/A		
	11.	Proposed National Highway System route type (see note for codes):	N/A	N/A	N/A		
	12.	Is the proposed route a High Priority Corridor (Y es or N o)?	N	N	N		
	13.	Is the existing route a transit route (Y es, N o, or N/A)?	N	N	N		
	14.	Does the existing route carry a US or NC bicycle route (indicate route number/s or N/A)?	N/A	N/A	N/A		
	15.	Is the existing route a light traffic road (Y es, N o, or N/A)?	N	N	N		
Trucks	16.	Is the existing route a STAA red line (Y es, N o, or N/A)?	N	N	N		
	17.	Does the existing route currently allow STAA reasonable access (Y es, N o, or N/A)? If "yes" then list all application numbers in item 36.	N	N	N		
	18.	Does the existing route have any ordinance truck restrictions (Y es, N o, or N/A)? If "yes" then list the ordinance number/s in item 36.	N	N	N		
	19.	Can the proposed route accommodate 53' semitrailers (Y es, N o, or N/A if a proposed primary)?	N/A	Y	N/A		
	20.	Can the proposed route accommodate twin trailers (Y es or N o)?	Y	Y	N/A		

Segment Worksheet for Route Change Requests

Route change (i.e. *US 17 in Craven/Jones counties*): US 701 Business in Columbus County

Date: 6/10/2011

Features	21.	Are there any at-grade railroad crossings affected by this proposed route change (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)? If "yes" then list the crossing numbers in item 36.	N	N	N		
	22.	Are there any bridges affected by this proposed route change (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)? If "yes" then list the bridge numbers in item 36.	N	N	N		
AASHTO Standards	23.	Pavement type (<u>H</u> heavy Duty, <u>I</u> ntermediate, <u>L</u> ow Duty, <u>N</u> ot Paved):	H	H	N/A		
	24.	Pavement condition (<u>E</u> xcellent, <u>G</u> ood, <u>F</u> air, <u>P</u> oor):	E	E	N/A		
	25.	Are there any pavement width deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N/A		
	26.	Are there any shoulder width deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N/A		
	27.	Are there any roadway width deficiencies on/under structures (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N/A		
	28.	Are there any H-loading (weight) deficiencies on structures (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N/A		
	29.	Are there any vertical sight distance deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N/A		
	30.	Are there any horizontal curvature deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N/A		
	31.	Are there any percent grade deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N/A		
Ordinances	32.	Proposed speed limit:	35	45	N/A		
	33.	Other non-speed limit proposed ordinances (if any) - all segments: None.					
	34.	Active and approved ordinance/s on the existing route (list <u>all</u> ordinance numbers for <u>all</u> segments): 1009601					
	35.	Active and approved ordinance/s on side roads referencing the existing route/s (list <u>all</u> ordinance numbers for <u>all</u> segments): 1009595					

Segment Worksheet for Route Change Requests

Route change (i.e. *US 17 in Craven/Jones counties*): US 701 Business in Columbus County

Date: 6/10/2011

Comments	36.	<p>Enter all additional comments here. Include reasonable access application numbers (from item 17), truck restriction ordinance numbers (from item 18), at-grade railroad crossing numbers (from item 21), and bridge numbers (from item 22). Also include a description of any AASHTO deficiencies (identified in items 25 through 31) and their location, length, percent, etc. Also include any known design exceptions (and attach, if available).</p>
		N/A