



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"/>	Repeal
Statutory Authority: 20-141.1, 136-54, 136-30, 20-141, 20-141.				
Public Hearing Not Required For This Action Under: GS 150A-1, 20-1.				
Rule Summary: Municipal Speed Zones, Rural Speed Zones, Speed Limit in School Zones, Route Changes.				
Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare.				
Effective Date: March 07, 2016				

March 04, 2016
DATE


OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

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 WAKE DIVISION 5

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE ROLESVILLE	1069029	SR 2051	45	45	Between 0.15 mile west of US 401 Business and US 401 Business.
WAKE ROLESVILLE	1069030	SR 1945	45	45	Between Teresa Drive and 0.079 mile north of SR 2053 (Jones Dairy Road).

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE ROLESVILLE	1044226	SR 2051	45	45	From a point 0.15 mile west of US 401, east to US 401.
WAKE ROLESVILLE	1044228	SR 1945	45	45	From a point 0.36 mile north of US 401, northward to 0.35 mile, the northern corporate limit.

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 WAKE DIVISION 5

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE	1069026	US 401BUS	45	45	Between the northern corporate limit of Rolesville and 0.15 mile north of SR 2300.
WAKE	1069032	SR 2300	45	45	Between SR 2434 and US 401 Business.
WAKE	1069033	SR 2051	45	45	Between SR 2049 and 0.24 mile west of US 401 Business.
WAKE	1069034	SR 2052	45	45	Between 0.41 mile east of SR 2049 and 0.20 mile west of US 401 Business.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE	1044896	US 401	45	45	From the northern corporate limit of Rolesville, a point 0.04 mile south of SR 2300, north to a point 0.15 mile north of SR 2300.
WAKE	1045414	SR 1945	45	45	From a point 0.54 mile south of SR 2053, northward to a point 0.10 mile north of SR 2053, north of Rolesville.
WAKE	1046013	SR 2300	45	45	From SR 2434, northward to US 401.
WAKE	1056644	SR 2052	45	45	From a point 0.41 mile east of SR 2049 to a point 0.20 mile west of US 401.

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE	1062560	SR 2226	45	45	Between US 401 and SR 2224.
WAKE	1064189	SR 2051	45	45	Between SR 2049 and 0.24 mile west of US 401.

Speed Limit in School 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 20-141.1.

COUNTY WAKE DIVISION 5

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE ROLESVILLE	1069027	US 401BUS	25	25	Between 0.20 mile south of SR 2052 (Old Rogers Road) and 0.10 mile north of SR 2052 (Old Rogers Road) (Rolesville Elementary School zone, in effect from 30 minutes before to 30 minutes after school begins and ends on school days only).

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE ROLESVILLE	1052996	US 401	25	25	From a point 0.20 mile south of Forestville Road (SR 2052) north to a point 0.10 mile north of Forestville Road (SR 2052) (Rolesville Elementary School zone, in effect from 30 minutes before to 30 minutes after school begins and ends on school days only).

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (20-141.1, 136-54, 136-30, 20-141, 20-141).

All the actions to the Highway Traffic Ordinances herein adopted are effective March 07, 2016 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
Municipal Speed Zones	2	2
Rural Speed Zones	4	6
Speed Limit in School Zones	1	1
Route Changes	3	0
Total	10	9

For ordinances requiring signing, 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.

March 04, 2016

DATE



OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

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

Concurring State Ordinance Number: 1044226

Division: 5 County: WAKE

Municipality: ROLESVILLE

Type: Municipal Speed Zones

Road: SR 2051

Car: 45 MPH

Truck: 45 MPH

Description: From a point 0.15 mile west of US 401, east to US 401.

Municipal Certification

I, Robin E. Reif, Clerk of the town of Rolesville 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 3rd day of August, 20 15, 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:
Minutes of the Town of Rolesville Regular Meeting of the Town Board dated August 3rd 2015.

In witness whereof, I have hereunto set my hand and the municipal seal this 15th day of December, 20 15.



Robin E. Reif
(signature)

Department of Transportation Approval

Division: A. J. Prandy Title: Division Traffic Engr. Date: 2-9-16

Region: Kelly P. Ren Title: Regional Traffic Engineer Date: 2-29-16

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

Concurring State Ordinance Number: 1069029

Division: 5 County: WAKE

Municipality: ROLESVILLE

Type: Municipal Speed Zones

Road: SR 2051

Car: 45 MPH

Truck: 45 MPH

Description: Between 0.15 mile west of US 401 Business and US 401 Business.

Municipal Certification

I, Robin E. Reif, Clerk of the town of Rolesville, 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 3rd day of August, 20 15, 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:
Minutes of the Town of Rolesville Regular Meeting of the Town Board dated August 3, 2015.

In witness whereof, I have hereunto set my hand and the municipal seal this 10th day of December, 20 15.

Robin E. Reif
(signature)



Department of Transportation Approval

Division: A. J. Brandy Title: Division Traffic Engr. Date: 2-9-16

Region: Kelly P. Lee Title: Regional Traffic Engineer Date: 2-29-16

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

Concurring State Ordinance Number: 1044228

Division: 5 County: WAKE

Municipality: ROLESVILLE

Type: Municipal Speed Zones

Road: SR 1945

Car: 45 MPH

Truck: 45 MPH

Description: From a point 0.36 mile north of US 401, northward to 0.35 mile, the northern corporate limit.

Municipal Certification

I, Robin E. Reid, Clerk of the Town of Rolesville, 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 3rd day of August, 20 15, 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: _____
Minutes of the Town of Rolesville Regular Meeting of the Town Board dated August 3, 2015.

In witness whereof, I have hereunto set my

hand and the municipal seal this 15th day
of December, 20 15.

Robin E. Reid
(signature)



Department of Transportation Approval

Division: A. J. Brandy

Title: Division Traffic Engr.

Date: 2-9-16

Region: Kelly Z. Reen

Title: Regional Traffic Engineer

Date: 2-28-16

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

Concurring State Ordinance Number: 1069030

Division: 5 County: WAKE

Municipality: ROLESVILLE

Type: Municipal Speed Zones

Road: SR 1945

Car: 45 MPH

Truck: 45 MPH

Description: Between Teresa Drive and 0.079 mile north of SR 2053 (Jones Dairy Road).

Municipal Certification

I, Robin E. Reif, Clerk of the town of Rolesville, 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 3rd day of August, 20 15, 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:
Minutes of the town of Rolesville Regular Meeting of the town Board dated August 3, 2015.

In witness whereof, I have hereunto set my

hand and the municipal seal this 15th day
of December, 20 15.

Robin E. Reif
(signature)



Department of Transportation Approval

Division: A.J. Brandy

Title: Division Traffic Engr.

Date: 2-9-16

Region: Kelly P. Rose

Title: Regional Traffic Engineer

Date: 2-29-16

MICHAEL W. HANCOCK, P.E., PRESIDENT
SECRETARY, KENTUCKY TRANSPORTATION CABINET

BUD WRIGHT, EXECUTIVE DIRECTOR

444 NORTH CAPITOL STREET NW, SUITE 249, WASHINGTON, DC 20001
(202) 624-5800 FAX: (202) 624-5806 • TRANSPORTATION.DRS • CENTENNIAL.TRANSPORTATION.DRS



Special Committee on U. S. Route Numbering
Louisville, Kentucky
Report to SCOH - May 29, 2014

The meeting was called to order by Mark McConnell, MS at 5:10 PM in the Jockey Club Room at the Downtown Marriott Hotel in Louisville, KY. Present were Region 1 – Richard Tetreault, Vermont AOT; Region 2 – Mark McConnell, Mississippi DOT; Region 4 – John Barton, Texas DOT (called in on the telephone to participate); and Secretary Marty Vitale, AASHTO. Region 3 – Greg Johnson, Michigan DOT (Chair) had an excused absence. Also present were Jim McDonnell, AASHTO; Jinwoo Park, AASHTO Fellow; Mark Marek, TX; and John Terry, NV.

The prominent order of the day was the ballot USRN-14-01 (attached). All 33 applications from 17 member departments were approved. Ten applications were approved with conditions to be met. Those conditions are noted on the attached results.

A discussion followed for the need for clarification of HO1 and HO2. The intent is that HO2 is to be read in conjunction with HO1, which prescribes the procedures to be used on all highway route numbering matters. It was the consensus of the committee to look into the matter further.

Preparation for presenting historical information in on the Special Committee and application procedures will be discussed more in depth by the USRN for the AASHTO Annual Meeting and 100th Anniversary

There was no new business. The next meeting will be in Charlotte, NC, November 21, 2014. The meeting adjourned at 6:15 PM.

Respectfully submitted by
Marty Vitale, USRN Secretary
May 29, 2014

Item No.	Member DOT	Request	Description	Decision
17	New York	Establishment of I-99	<p>The route begins at the New York / Pennsylvania border in the Town of Lindley, Steuben County, New York. It proceeds in a generally northern direction 12.6 miles to its terminus at the I-86 interchange in the Town of Erwin, in the vicinity of the City of Corning. The facility is a grade-separated, four lane highway with full control of access, constructed to interstate standards. The southern 6 miles running from the state border north is new construction. The remaining 6.6 miles is existing highway that has been brought up to interstate standards. The highway runs from south to north a total of 12.6 miles. The focal point city is the City of Corning, Steuben County, New York at the northern terminus of the route. The route is a total of 12.6 miles in length. The end is at an interchange with Interstate 86, in the vicinity of the City of Corning, Steuben County, New York.</p> <p>AASHTO Application for I99 4 9 14.pdf</p>	<p>CONDITIONALLY APPROVED</p> <p>FHWA APPROVAL NEEDED</p>
18	North Carolina	Relocation of U.S. 401	<p>The route begins southwest of Rolesville in Wake County just north of SR 2225 (Louisbury Road) and the intersection of existing US 401/proposed US 401 Business. The route is going north and east. The route is traveling along a limited controlled multi-lane divided facility on a new alignment (access only at intersections). The route is going north and east to existing US 401/proposed US 401 Business. The focal point is Town of Rolesville. The route will cover approximately 4.9 miles. The route ends northeast of Rolesville in Wake County at the intersection of existing US 401/proposed US 401 Business, south of NC 96 where it reconnects with existing US 401.</p> <p>US 401.pdf</p>	<p>APPROVED</p>
19	North Carolina	Recognition of U.S. 401 Business	<p>The route begins southwest of Rolesville in Wake County just north of SR 225 (Louisbury Road) and the intersection of existing US 401/proposed US 401 Business. It is going north and east traveling along a two-lane undivided facility with no access control. It travels north and east with the focal point of the Town of Rolesville. The route will cover approximately 4.7 miles and ends northeast of Rolesville in Wake County at the intersection of existing US 401 where it reconnects with the proposed re-designated US 401, south of NC 96.</p> <p>US 401BUS.PDF</p>	<p>APPROVED</p>

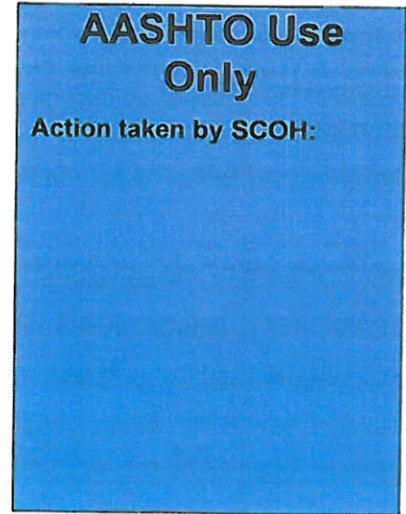


American Association of State Highway and Transportation Officials

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 401



Between Existing US 401 and Existing US 401
(southwest of Rolesville) (northeast of Rolesville)

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: April 15, 2014

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 401 along a new facility on a new alignment with higher design standards and will function as the through movement. The new alignment is proposed to be a multi-lane divided arterial with limited access and is a Strategic Highway Corridor in North Carolina, which represents one of the core highway facilities providing mobility and connectivity throughout the state. In addition, the new alignment is consistent with long-range planning in this area. It is included as described above as part of the metropolitan transportation plan for the Capital Area MPO. The existing alignment of US 401 through Rolesville is proposed to be reclassified as US 401 Business (see associated application for recognition of US 401 Business).

Date facility available to traffic December 31, 2014 (estimated completion date)

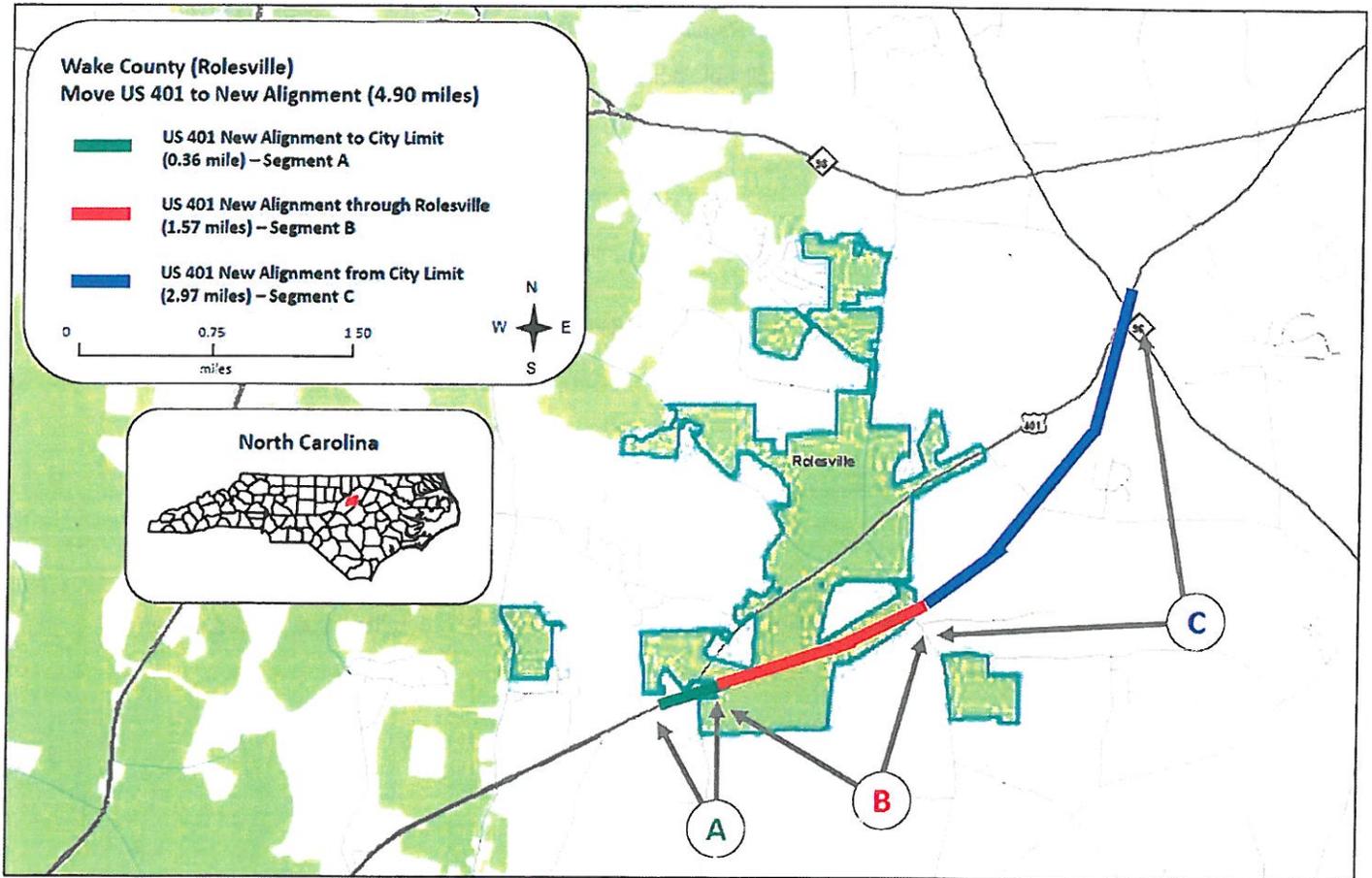
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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@aaashto.org or mvitale@aaashto.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 19,800 as compared to 11,585 for the year 2012 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	1						
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards															Show When I Excess of Stand						
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Horizontal Curvature	Perc Gra													
							Roadway Width Deficiency		H - Loading Deficiency																	
							Percent		Percent					Percent		Percent										
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Len					
0	A																									
1	B																									
2		H	E	19,800	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	No	
3	C																									
4																										
5																										

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 southwest of Rolesville in Wake County just north of SR 2225 (Louisbury Road) and the intersection of existing US 401/proposed US 401 Business.

The route is going north and east.

The route is traveling along a limited controlled multi-lane divided facility on a new alignment (access only at intersections).

The route is going north and east to existing US 401/proposed US 401 Business.

The focal point is Town of Rolesville.

The route will cover approximately 4.9 miles.

The route ends northeast of Rolesville in Wake County at the intersection of existing US 401/proposed US 401 Business, south of NC 96 where it reconnects with existing US 401.

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

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
401	North Carolina	Regular	South Carolina State Line	0	0	Coincides with U.S. 15
401	North Carolina	Regular	Laurinburg	5	5	U.S. 401 Bus. & U.S. 15 Bus. begin and leave
401	North Carolina	Business	Laurinburg	0	0	Route begins, leaves U.S. 15 & U.S. 401; U.S. 15 Bus. begins
401	North Carolina	Business	Laurinburg	1	1	Crosses U.S. 74 & U.S. 501, U.S. 501 Bus. joins
401	North Carolina	Business	Laurinburg	1	2	Crosses U.S. 74 Bus.
401	North Carolina	Business	Laurinburg	1	3	Leaves U.S. 15 Bus. & U.S. 501 Bus.
401	North Carolina	Business	Laurinburg	1	4	Route ends, rejoins U.S. 401
401	North Carolina	Regular	Laurinburg	1	6	Crosses U.S. 74, U.S. 501 joins
401	North Carolina	Regular	Laurinburg	1	7	Crosses U.S. 74 Bus.
401	North Carolina	Regular	Laurinburg	2	9	Leaves U.S. 15, U.S. 501; U.S. 15 Bus. & U.S. 501 Bus. rejoin and end
401	North Carolina	Regular	Laurinburg	1	10	U.S. 401 Bus. rejoins and ends
401	North Carolina	Regular	Raeford	17	27	U.S. 401 Bus. begins and leaves
401	North Carolina	Business	Raeford	0	0	Route begins, leaves U.S. 401
401	North Carolina	Business	Jct. N.E. Raeford	5	5	Route ends, rejoins U.S. 401
401	North Carolina	Regular	Jct. N.E. Raeford	4	31	U.S. 401 Bus. rejoins and ends
401	North Carolina	Regular	Fayetteville	13	44	U.S. 401 Bus. begins and leaves
401	North Carolina	Business	Fayetteville	0	0	Route begins, leaves U.S. 401
401	North Carolina	Business	Fayetteville	10	10	Route ends, rejoins U.S. 401
401	North Carolina	Regular	Fayetteville	7	51	U.S. 401 Bus. rejoins and ends
401	North Carolina	Regular	Lillington	24	75	U.S. 421 joins
401	North Carolina	Regular	Lillington	2	77	U.S. 421 leaves
401	North Carolina	Regular	Raleigh	26	103	Joins U.S. 70
401	North Carolina	Regular	Raleigh	2	105	Crosses I-40
401	North Carolina	Regular	Raleigh	3	108	Leaves U.S. 70
401	North Carolina	Regular	Raleigh	3	111	Joins U.S. 1; crosses I-440 & U.S. 64
401	North Carolina	Regular	Raleigh	2	113	Leaves U.S. 1
401	North Carolina	Regular	Raleigh	2	115	Crosses I-540
401	North Carolina	Regular	Jct. S.W. Rolesville	5	120	U.S. 401 Bus. begins and leaves
401	North Carolina	Business	Jct. S.W. Rolesville	0	0	Route begins, leaves U.S. 401
401	North Carolina	Business	Jct. N.E. Rolesville	5	5	Route ends, rejoins U.S. 401
401	North Carolina	Regular	Jct. N.E. Rolesville	5	125	U.S. 401 Bus. rejoins and ends
401	North Carolina	Regular	Warrenton	37	162	Joins U.S. 158 Bus.
401	North Carolina	Regular	Jct. S.E. Norlina	3	165	Joins U.S. 158; leaves U.S. 158 Bus.
401	North Carolina	Regular	Norlina	1	166	Joins U.S. 1; leaves U.S. 158
401	North Carolina	Regular	Jct. N. Norlina	7	173	Route ends, Jct. I-85, U.S. 1

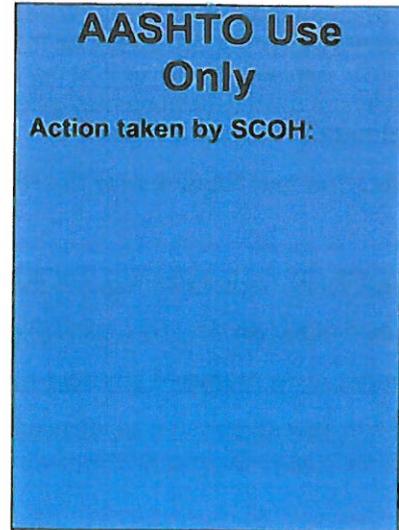


American Association of State Highway and Transportation Officials

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 401
Business



Between Existing US 401 and Existing US 401
(southwest of Rolesville) (northeast of Rolesville)

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: April 15, 2014

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 401 Business between existing US 401 southwest of Rolesville, and existing US 401 northeast of Rolesville. This application is in conjunction with the proposed relocation of US 401 to a new facility on a new alignment. This proposed business route (Main Street) travels through the central business district of Rolesville with access to several commercial developments.

Date facility available to traffic Currently open to traffic (estimated completion date for US 401 new alignment and relocation is December 31, 2014)

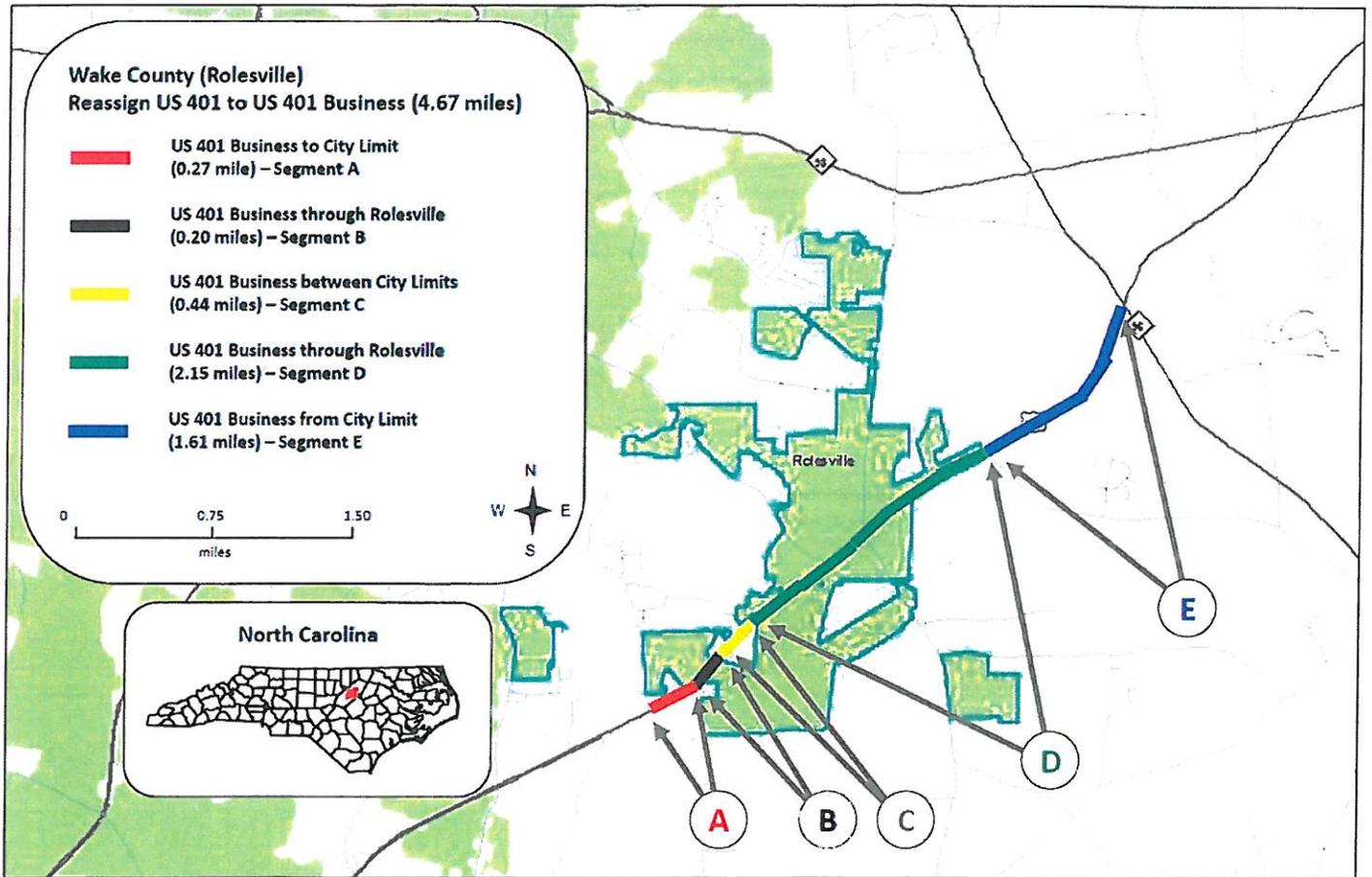
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? (existing US 401 to be relocated – see application for US 401 relocation)

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@aaashto.org or mvitale@aaashto.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.)

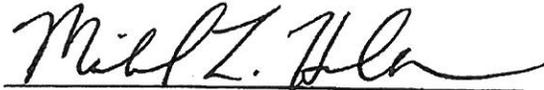


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 12,680 as compared to 11,585 for the year 2012 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	1
	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 Excess of Stand				
					Roadway Width Deficiency				H - Loading Deficiency				Horizontal Curvature	Perc Gra												
					Percent				Percent								Percent									
					10	20	30	40	20	40	60	80	10	20			30	40	20	40		60	80	20	40	60
0	A	H	F	15,000	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None			
	B																							17,000		
	C																									
1	D			11,000																						
2																										
3	E	9,700																								
4																										
5																										

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 southwest of Rolesville in Wake County just north of SR 2225 (Louisbury Road) and the intersection of existing US 401/proposed US 401 Business.

The route is going north and east.

The route is traveling along a two-lane undivided facility with no access control.

The route is traveling north and east.

The focal point is Town of Rolesville.

The route will cover approximately 4.7 miles.

The route ends northeast of Rolesville in Wake County at the intersection of existing US 401 where it reconnects with the proposed re-designated US 401, south of NC 96.

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

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
401	North Carolina	Regular	South Carolina State Line	0	0	Coincides with U.S. 15
401	North Carolina	Regular	Laurinburg	5	5	U.S. 401 Bus. & U.S. 15 Bus. begin and leave
401	North Carolina	Business	Laurinburg	0	0	Route begins, leaves U.S. 15 & U.S. 401; U.S. 15 Bus. begins
401	North Carolina	Business	Laurinburg	1	1	Crosses U.S. 74 & U.S. 501, U.S. 501 Bus. joins
401	North Carolina	Business	Laurinburg	1	2	Crosses U.S. 74 Bus.
401	North Carolina	Business	Laurinburg	1	3	Leaves U.S. 15 Bus. & U.S. 501 Bus.
401	North Carolina	Business	Laurinburg	1	4	Route ends, rejoins U.S. 401
401	North Carolina	Regular	Laurinburg	1	6	Crosses U.S. 74, U.S. 501 joins
401	North Carolina	Regular	Laurinburg	1	7	Crosses U.S. 74 Bus.
401	North Carolina	Regular	Laurinburg	2	9	Leaves U.S. 15, U.S. 501; U.S. 15 Bus. & U.S. 501 Bus. rejoin and end
401	North Carolina	Regular	Laurinburg	1	10	U.S. 401 Bus. rejoins and ends
401	North Carolina	Regular	Raeford	17	27	U.S. 401 Bus. begins and leaves
401	North Carolina	Business	Raeford	0	0	Route begins, leaves U.S. 401
401	North Carolina	Business	Jct. N.E. Raeford	5	5	Route ends, rejoins U.S. 401
401	North Carolina	Regular	Jct. N.E. Raeford	4	31	U.S. 401 Bus. rejoins and ends
401	North Carolina	Regular	Fayetteville	13	44	U.S. 401 Bus. begins and leaves
401	North Carolina	Business	Fayetteville	0	0	Route begins, leaves U.S. 401
401	North Carolina	Business	Fayetteville	10	10	Route ends, rejoins U.S. 401
401	North Carolina	Regular	Fayetteville	7	51	U.S. 401 Bus. rejoins and ends
401	North Carolina	Regular	Lillington	24	75	U.S. 421 joins
401	North Carolina	Regular	Lillington	2	77	U.S. 421 leaves
401	North Carolina	Regular	Raleigh	26	103	Joins U.S. 70
401	North Carolina	Regular	Raleigh	2	105	Crosses I-40
401	North Carolina	Regular	Raleigh	3	108	Leaves U.S. 70
401	North Carolina	Regular	Raleigh	3	111	Joins U.S. 1; crosses I-440 & U.S. 64
401	North Carolina	Regular	Raleigh	2	113	Leaves U.S. 1
401	North Carolina	Regular	Raleigh	2	115	Crosses I-540
401	North Carolina	Regular	Jct. S.W. Rolesville	5	120	U.S. 401 Bus. begins and leaves
401	North Carolina	Business	Jct. S.W. Rolesville	0	0	Route begins, leaves U.S. 401
401	North Carolina	Business	Jct. N.E. Rolesville	5	5	Route ends, rejoins U.S. 401
401	North Carolina	Regular	Jct. N.E. Rolesville	5	125	U.S. 401 Bus. rejoins and ends
401	North Carolina	Regular	Warrenton	37	162	Joins U.S. 158 Bus.
401	North Carolina	Regular	Jct. S.E. Norlina	3	165	Joins U.S. 158; leaves U.S. 158 Bus.
401	North Carolina	Regular	Norlina	1	166	Joins U.S. 1; leaves U.S. 158
401	North Carolina	Regular	Jct. N. Norlina	7	173	Route ends, Jct. I-85, U.S. 1

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):

Proposed US 401 (New Alignment) in Wake Co.

Date: 1/13/14

Location		Features			
1.	Segment number (1, 2, 3, etc. - must match map):	1			
2.	Is the segment currently open to traffic (Yes or No)?	N			
3.	If not currently open to traffic, what is the expected completion date?	7/20/14			
4.	Current number of through lanes:	N/A			
5.	Proposed number of through lanes:	2 each dir.			
6.	Current median type (Divided or Undivided):	N/A			
7.	Proposed median type (Divided or Undivided):	D			
8.	Currently has a two-way left turn lane (Yes or No)?	N			
9.	Proposed to have a two-way left turn lane (Yes or No)?	N			
10.	Current access control (Full, Limited, Partial, None):	N			
11.	Proposed access control (Full, Limited, Partial, None):	L			
12.	Proposed route number (or state "New SR"):	US 401			
13.	Existing high order route number (or N/A if new alignment):	N/A			
14.	Beginning milepost from TEAAS features report for existing high order route (N/A if new alignment):	N/A			
15.	Ending milepost from TEAAS features report for existing high order route (N/A if new alignment):	N/A			
16.	Current AADT (or N/A if new alignment):	N/A			
17.	Future/expected AADT:	4-2030 24,600			
18.	Are there any at-grade railroad crossings affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the crossing numbers in item 49.	N			
19.	Are there any bridges affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the bridge numbers in item 49.	N			
20.	Are there any traffic signals (proposed/new or existing) affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the signal inventory numbers in item 49.	Y			

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties):

Proposed US 401 (New Alignment) in Wake Co.

Date: 1/13/14

Networks		Trucks		AASHTO Standards	
21.	Current facility (functional class) type (Freeway, Arterial, Collector, Local, New alignment):				
22.	Proposed facility (functional class) type (Freeway, Arterial, Collector, Local):				
23.	Current Strategic Highway Corridor type (Freeway, Expressway, Boulevard, Thoroughfare or N/A):				
24.	Proposed Strategic Highway Corridor type (Freeway, Expressway, Boulevard, Thoroughfare, or N/A):				
25.	Current National Highway System route type (see note for codes):				
26.	Proposed National Highway System route type (see note for codes):				
27.	Is the proposed route a High Priority Corridor (Yes or No)?				
28.	Is the existing route a transit route (Yes, No, or N/A)?				
29.	Does the existing route carry a US or NC bicycle route (indicate route numbers or N/A)?				
30.	Is the existing route a light traffic road (Yes, No, or N/A)?				
31.	Is the existing route a STAA red line (Yes, No, or N/A)?				
32.	Does the existing route currently allow STAA reasonable access (Yes, No, or N/A)? If "yes" then list all application numbers in item 49.				
33.	Does the existing route have any ordinance truck restrictions (Yes, No, or N/A)? If "yes" then list the ordinance numbers in item 49.				
34.	Can the proposed route accommodate 53' semitrailers (Yes, No, or N/A if a proposed primary)?				
35.	Can the proposed route accommodate twin trailers (Yes or No)?				
36.	Pavement type (Heavy Duty, Intermediate, Low Duty, Not Paved):				
37.	Pavement condition (Excellent, Good, Fair, Poor):				
38.	Are there any pavement width deficiencies (Yes, No, or N/A)?				
39.	Are there any shoulder width deficiencies (Yes, No, or N/A)?				
40.	Are there any roadway width deficiencies on/under structures (Yes, No, or N/A)?				
41.	Are there any H-loading (weight) deficiencies on structures (Yes, No, or N/A)?				
42.	Are there any vertical sight distance deficiencies (Yes, No, or N/A)?				
43.	Are there any horizontal curvature deficiencies (Yes, No, or N/A)?				
44.	Are there any percent grade deficiencies (Yes, No, or N/A)?				

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties):

Proposed US 401 (New Alignment) in Wake Co.

Date

1/13/14

45.	Proposed speed limit:	55				
	Other non-speed limit proposed ordinances (if any) - all segments:					
46.						
	Active and approved ordinances on the existing route - list all ordinance numbers for all segments EXCEPT type 22 (route change) ordinances:					
47.						
	Active and approved ordinances on side roads referencing the existing route/s - list all ordinance numbers EXCEPT type 22 (route change) ordinances:					
48.						

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties):

Proposed US 401 (New Alignment) in Wake Co.

Date: 1/13/14

Enter all additional comments here. Include reasonable access application numbers (from item 32), truck restriction ordinance numbers (from item 33), at-grade railroad crossing numbers (from item 18), bridge numbers (from item 19), and traffic signal numbers (from item 20). Also include a description of any AASHTO deficiencies (identified in items 36 through 44) and their location, length, percent, etc. Also include any known design exceptions (and attach, if available).

- 20. ① US 401 at US 401 Business (Southern intersection) - 05-2412 - Proposed under R-2814B
- ② US 401 at SR 1003 (Kalesville Rd) - 05-2390 - Proposed under R-2814B Also listed on us401 Bus. worksheet
- ③ US 401 at crossover north of SR 1003 (Kalesville Rd) - 05-2391 - Proposed under R-2814B
- ④ US 401 at crossover south of US 401 Business (Northern intersection) - 05-2392 - Proposed under R-2814B
- ⑤ US 401 at US 401 Business (Northern intersection) - 05-2393 - Proposed under R-2814B
- ⑥ US 401 at NC 96 - 05-1146. Existing signal

Comments

49.

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): (Proposed) US 401 Business (currently US 401) in Wake Co.

Date: 1/13/14

Features		Location				
1	Segment number (1, 2, 3, etc. - must match map):	2		3	4	5
2	Is the segment currently open to traffic (Yes or No)?	Y	Y	Y	Y	Y
3	If not currently open to traffic, what is the expected completion date?	N/A	N/A	N/A	N/A	N/A
4	Current number of through lanes:	1	1	1	1	1
5	Proposed number of through lanes:	1	1	1	1	1
6	Current median type (Divided or Undivided):	U	U	U	U	U
7	Proposed median type (Divided or Undivided):	U	U	U	U	U
8	Currently has a two-way left turn lane (Yes or No)?	N	Y	N	N	N
9	Proposed to have a two-way left turn lane (Yes or No)?	N	Y	N	N	N
10	Current access control (Full, Limited, Partial, None):	N	N	N	N	N
11	Proposed access control (Full, Limited, Partial, None):	N	N	N	N	N
12	Proposed route number (or state "New SR"):	US 401 Bus				
13	Existing high order route number (or N/A if new alignment):	US 401				
14	Beginning milepost from TEAAS features report for existing high order route (N/A if new alignment):	33.367	34.573	35.573	35.973	37.363
15	Ending milepost from TEAAS features report for existing high order route (N/A if new alignment):	34.573	35.573	35.973	37.363	
16	Current AADT (or N/A if new alignment):	15,000	17,000	12,000	9,700	
17	Future/expected AADT:	26,000	30,000	21,000	17,000	
18	Are there any at-grade railroad crossings affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the crossing numbers in item 49.	N	N	N	N	
19	Are there any bridges affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the bridge numbers in item 49.	N	N	N	N	
20	Are there any traffic signals (proposed/new or existing) affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the signal inventory numbers in item 49.	Y	Y	N	N	

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties):

(Proposed) US 401 Business (currently US 401) in Wake Co.

Date: 1/13/14

	2	3	4	5	
Networks					
21. Current facility (functional class) type (Freeway, Arterial, Collector, Local, New alignment):	A	A	A	A	
22. Proposed facility (functional class) type (Freeway, Arterial, Collector, Local):	A	A	A	A	
23. Current Strategic Highway Corridor type (Freeway, Expressway, Boulevard, Thoroughfare, or N/A):	N/A	N/A	N/A	N/A	
24. Proposed Strategic Highway Corridor type (Freeway, Expressway, Boulevard, Thoroughfare, or N/A):	N/A	N/A	N/A	N/A	
25. Current National Highway System route type (see note for codes):	N/A	N/A	N/A	N/A	
26. Proposed National Highway System route type (see note for codes):	N/A	N/A	N/A	N/A	
27. Is the proposed route a High Priority Corridor (Yes or No)?	N	N	N	N	
28. Is the existing route a transit route (Yes, No, or N/A)?	N	N	N	N	
29. Does the existing route carry a US or NC bicycle route (indicate route number/s or N/A)?	N	N	N	N	
30. Is the existing route a light traffic road (Yes, No, or N/A)?	N	N	N	N	
31. Is the existing route a STAA red line (Yes, No, or N/A)?	N	N	N	N	
32. Does the existing route currently allow STAA reasonable access (Yes, No, or N/A)? If "yes" then list all application numbers in item 49.	N/A	N/A	N/A	N/A	
33. Does the existing route have any ordinance truck restrictions (Yes, No, or N/A)? If "yes" then list the ordinance number/s in item 49.	N	N	N	N	
34. Can the proposed route accommodate 53' semitrailers (Yes, No, or N/A if a proposed primary)?	Y	Y	Y	Y	
35. Can the proposed route accommodate twin trailers (Yes or No)?	Y	Y	Y	Y	
36. Pavement type (Heavy Duty, Intermediate, Low Duty, Not Paved):	H	H	H	H	
37. Pavement condition (Excellent, Good, Fair, Poor):	F	F	F	F	
38. Are there any pavement width deficiencies (Yes, No, or N/A)?	N	N	N	N	
39. Are there any shoulder width deficiencies (Yes, No, or N/A)?	N	N	N	N	
40. Are there any roadway width deficiencies on/under structures (Yes, No, or N/A)?	N/A	N/A	N/A	N/A	
41. Are there any H-loading (weight) deficiencies on structures (Yes, No, or N/A)?	N/A	N/A	N/A	N/A	
42. Are there any vertical sight distance deficiencies (Yes, No, or N/A)?	N	N	N	N	
43. Are there any horizontal curvature deficiencies (Yes, No, or N/A)?	N	N	N	N	
44. Are there any percent grade deficiencies (Yes, No, or N/A)?	N	N	N	N	
AASHTO Standards					

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties):

(Proposed) US 401 Business (currently US 401) in Wake Co.

Date: 1/13/14

45.	Proposed speed limit:	2	3	4	5
	Other non-speed limit proposed ordinances (if any) - all segments:	55	35	35	45/55
46.	Active and approved ordinances on the existing route - list all ordinance numbers for all segments EXCEPT type 22 (route change) ordinances:				
47.	Active and approved ordinances on side roads referencing the existing route/s - list all ordinance numbers EXCEPT type 22 (route change) ordinances:				
	1044896				
	1052996				
48.	Active and approved ordinances on side roads referencing the existing route/s - list all ordinance numbers EXCEPT type 22 (route change) ordinances:				
	1062560		1044228		
	1044226		1046013		
	1064189				
	1056644				

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties):

(Proposed) US 401 Business (currently US 401) in Wake Co.

Date: 1/13/14

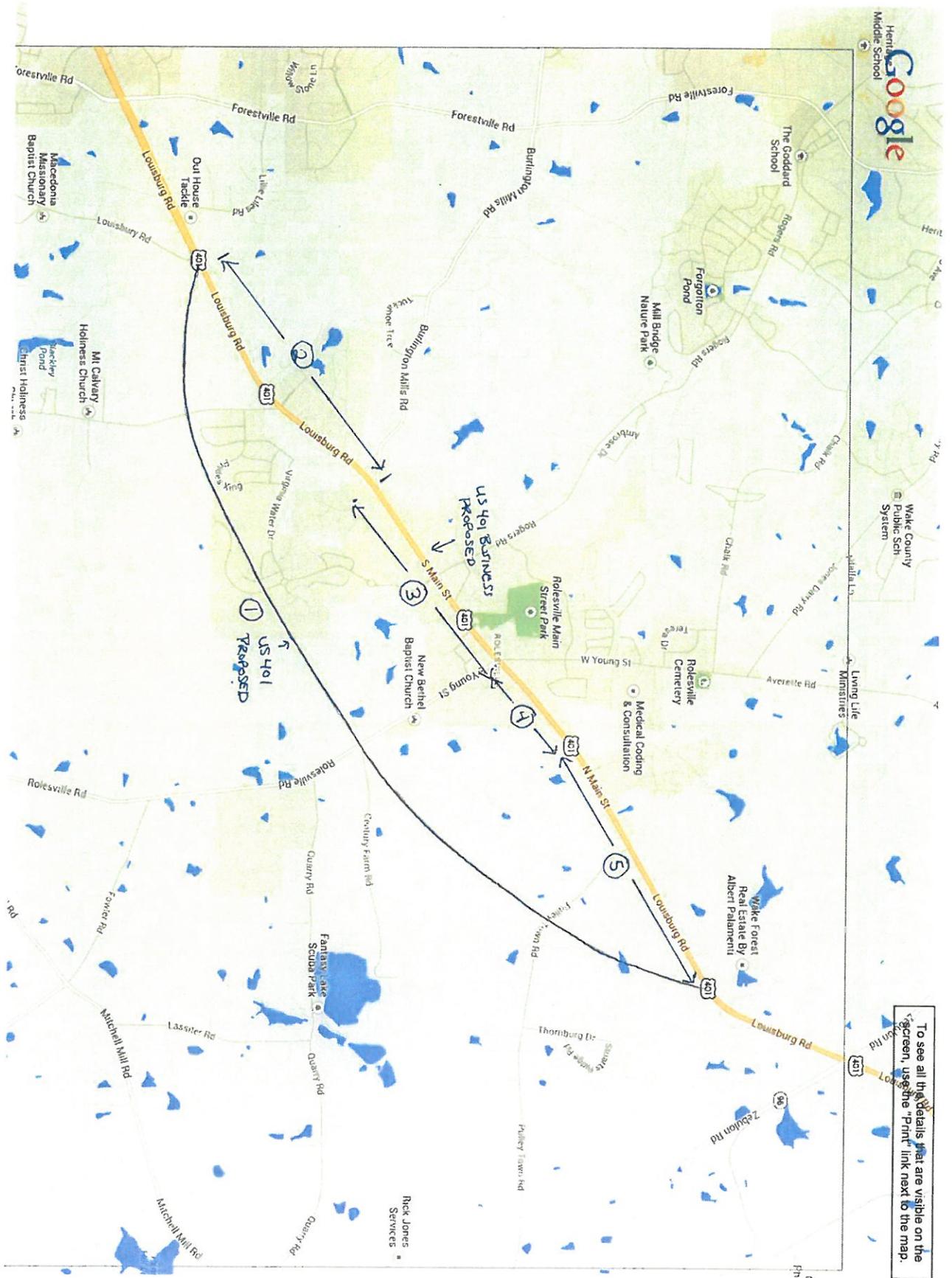
Enter all additional comments here. Include reasonable access application numbers (from item 32), truck restriction ordinance numbers (from item 33), at-grade railroad crossing numbers (from item 18), bridge numbers (from item 19), and traffic signal numbers (from item 20). Also include a description of any AASHTO deficiencies (identified in items 36 through 44) and their location, length, percent, etc. Also include any known design exceptions (and attach, if available).

20. Segment 2 - ① US 401 at US 401 Business - Proposed under R-2814B
~~from SR assigned yet~~ SIN - 05 - 2412
- ② US 401 at SR 2051 (Bedford Mill Rd) - SIN 05-1806
- Segment 3 - ① US 401 at Rogers Rd / Bedford Place Dr. - SIN 05-2229
- ② US 401 at SR 1003 (Young St) - SIN - 05 - 0119

Comments

49.

US 401 + US 401 BUSINESS (PROPOSED)



To see all the details that are visible on the screen, use the "Print" link next to the map.

**RESOLUTION OF THE TOWN OF ROLESVILLE
MAYOR AND BOARD OF COMMISSIONERS
IN SUPPORT OF THE US401 RELOCATION
FROM LOUISBURY ROAD TO NC96**

WHEREAS, the relocation of US 401 from Louisbury Road to NC 96 will have a very positive impact on the Town of Rolesville and the flow of traffic within our town limits; and

WHEREAS, this US 401 project has numerous phases affecting Raleigh, Rolesville, and Louisburg along with Wake and Franklin Counties; and

WHEREAS, the State of North Carolina, has under construction this very worthwhile project, which will have a great economic impact on the Town of Rolesville; and

WHEREAS, over the next few years, we believe we will see a large amount of growth on US 401 because of the land that has been developed and the large tracts that have yet to be developed; and

WHEREAS, the relocation of US 401 from Louisbury Road to NC 96 will address the needs of the development and the traffic patterns in this area.

NOW THEREFORE BE IT RESOLVED, that the Town of Rolesville Mayor and Board of Commissioners:

1. support the relocation of US 401 from Louisbury Road to NC 96, to encourage economic development and to improve the safety and traffic flow through the Town of Rolesville.
2. support the US 401 Business routing.

Adopted this 19th day of November, 2013.





Town of Rolesville Mayor
Frank Eagles

Attest: 

Town of Rolesville Clerk
Leslie Rudd

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 401, US 401 Business

County/s: Wake

Division/s: S TIP Project/s: R-2814B (Estimated Completion July 2014)

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

US 401 will be rerouted onto new alignment north of SR 2225 (Louisburg Rd) and tie back into current alignment south of NC 96.
The current US 401 alignment through the Town of Rolesville is proposed to be named US 401 Business.

Reason/Justification for this route change:

TIP Project R-2814B is providing an improved route for US 401 on new alignment that will bypass the Town of Rolesville.

Requestor Name: Kelley Becker Date: 10/8/13

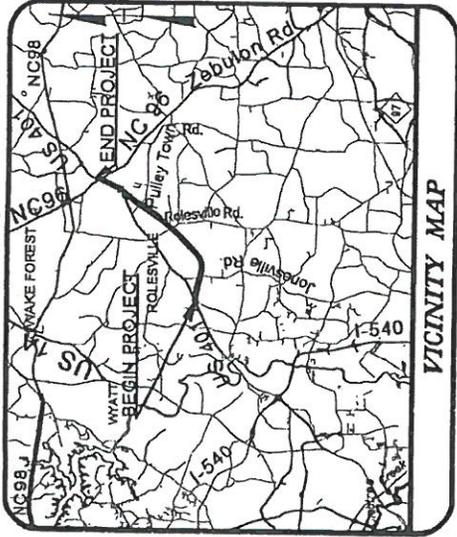
Requestor Signature: Kelley R

State Traffic Engineer (initial approval): [Signature] Date: 10/10/2013

Attachments: Map/s

cc: Ordinance Program Coordinator

See Sheet F-A For Index of Sheets

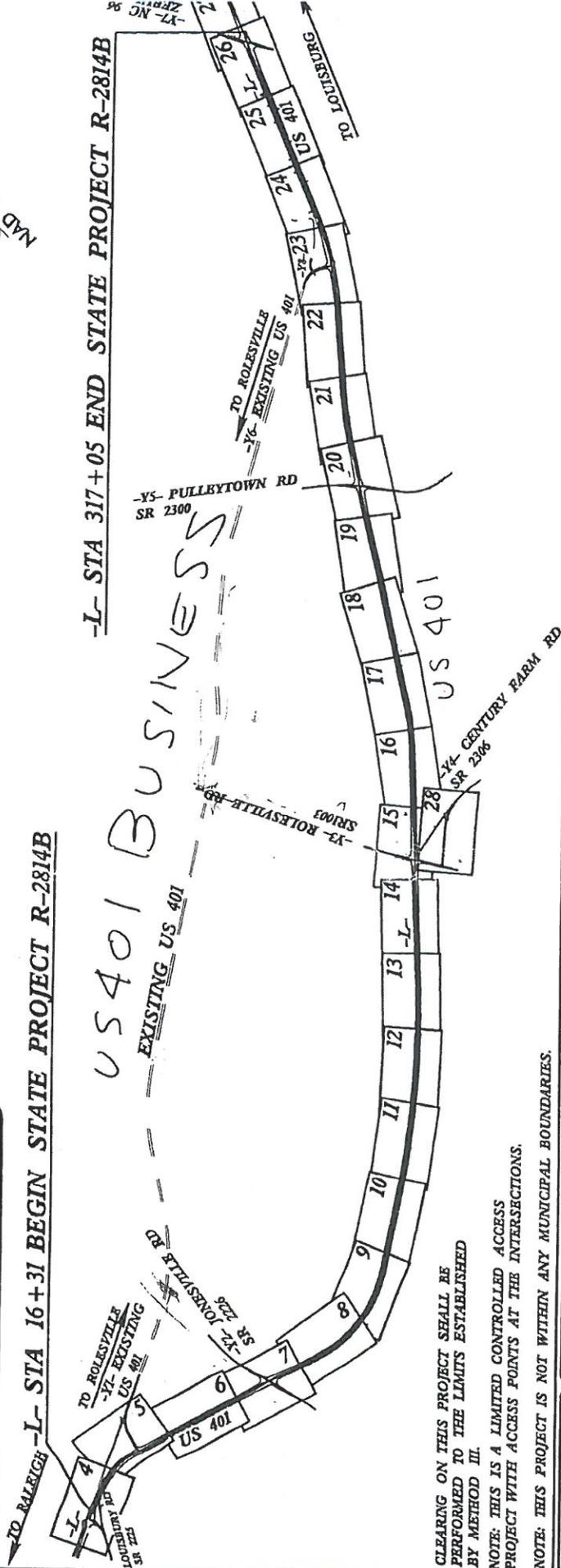


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
WAKE COUNTY

LOCATION: US 401 ROLESVILLE BYPASS FROM SR 2225,
LOUISBURY ROAD TO NC 96, ZEBULON ROAD

TYPE OF WORK: GRADING, DRAINAGE, PAVING, CULVERTS, AND SIGNALS

STATE PROJECT NUMBER	R-2814B
ROUTE	NC 96
SECTION	1
DATE	3/15/06
BY	STP-401(4)
SCALE	1" = 400'
PROJECT	SR 2225, SR 2300, SR 2306
DESIGNER	PA
CHECKER	PA
DATE	APRIL 17, 2009
BY	PA
SCALE	1" = 400'



CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.
NOTE: THIS IS A LIMITED CONTROLLED ACCESS PROJECT WITH ACCESS POINTS AT THE INTERSECTIONS.
NOTE: THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARIES.

GRAPHIC SCALES 50 25 0 50 100 PLANS 50 25 0 50 100 PROFILE (HORIZONTAL) 5 0 5 10 PROFILE (VERTICAL)	DESIGN DATA ADT 2005 = 16100 ADT 2030 = 24600 DHV = 55 % D = 13 % T = 7 % V = 60 MPH * TTST 2 DUAL 5	PROJECT LENGTH LENGTH ROADWAY F.A. PROJECT STP-401(4) = 5.696 MILES TOTAL LENGTH TIP PROJECT R-2814B = 5.696 MILES	Prepared in the Office of: DIVISION OF HIGHWAYS 1000 Birch Ridge Dr., Raleigh, NC, 27610 200 STANDARD SPECIFICATIONS	HYDRAULICS ENGINEER ROADWAY DESIGN ENGINEER CIVIL ENGINEER ELECTRICAL ENGINEER MECHANICAL ENGINEER SURVEYING ENGINEER TRAFFIC ENGINEER ENVIRONMENTAL ENGINEER GEOTECHNICAL ENGINEER MATERIALS ENGINEER PLANNING ENGINEER PUBLIC AFFAIRS ENGINEER RECORDS ENGINEER SAFETY ENGINEER SIGNAGE ENGINEER SPECIAL SERVICES ENGINEER STRUCTURAL ENGINEER TRANSPORTATION ENGINEER
			RIGHT OF WAY DATE: APRIL 17, 2009 LETTING DATE: APRIL 19, 2011	PROJECT MANAGER: JS GOODNIGHT PROJECT ARCHITECT: TD GOINS PROJECT ARCHITECT ENGINEER

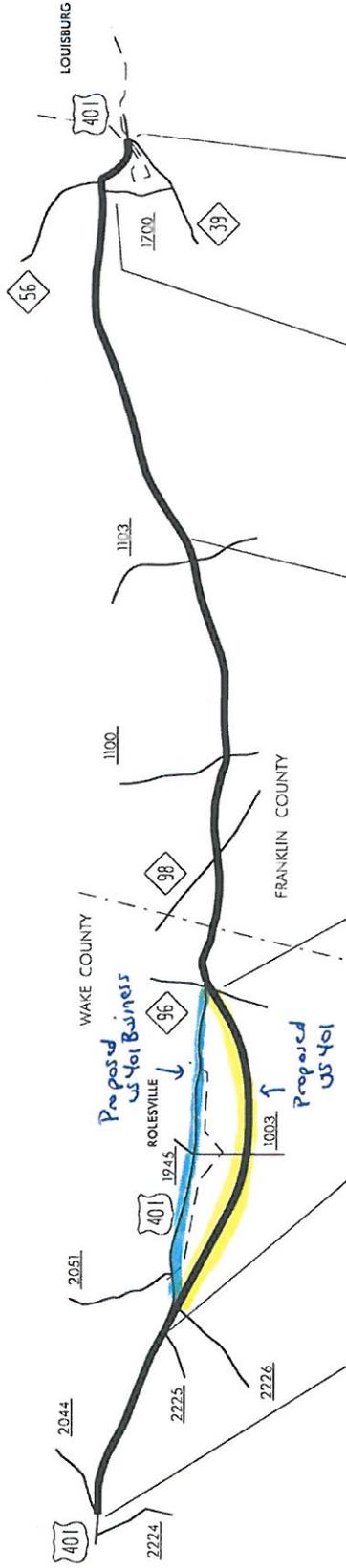
PROJECT: R-2814B

R-2814 WAKE AND FRANKLIN COUNTIES

PROJECT
BREAKDOWN
MAP

US-401

PROJECT SCHEDULES AND COSTS ARE ACCURATE AS OF DATE SHOWN



COMPLETE		LET		COMPLETE		COMPLETE	
ID. NO. / D.S.R. NO.	R-2814 A	R-2814 B	R-2814 C	R-2814 D	R-2814 E		
PROJECT ENGINEER	GOODNIGHT	GOODNIGHT	GOODNIGHT	GOODNIGHT	ALLEN		
PROJECT DESCRIPTION	SR 2044 TO SOUTH OF SR 2225	SOUTH OF SR 2225 TO NC 96	NC 96 TO NORTH OF SR 103	NORTH OF SR 103 TO SR 1700 AT LOUISBURG	SR 1700 AT LOUISBURG TO NC 39 IN LOUISBURG		
COUNTY / DIVISION	WAKE / DIV. 5	WAKE / DIV. 5	WAKE-FRANKLIN / DIV. 5	FRANKLIN / DIV. 5	FRANKLIN / DIV. 5		
LENGTH	3.1 MILES	6.4 MILES	6.0 MILES	4.2 MILES	0.7 MILES		
TYPE OF CONTRACT	TURNKEY	TURNKEY	TURNKEY	TURNKEY	TURNKEY		
REMARKS		GARVEE FUNDED / ROLESVILLE BYP					
BEGN R/W ACQUISITION (T.I.P.)	1-07		FY-14	PY	3-98		
BEGN R/W ACQUISITION (PRODUCTION)							
PROPOSED LETTING (T.I.P.)	12-09	4-8	FY-17	PY	7-99		
PROPOSED LETTING (PRODUCTION)							
ESTIMATED DATE (T.I.P.)	12-14				5-01		
ESTIMATED DATE (PRODUCTION)					6675,000		
ESTIMATED COST	\$2,862,000	\$28,700,000	\$3,665,000	\$4,185,000	\$675,000		
ESTIMATED CONSTRUCTION COST	\$3,900,000	\$28,700,000	\$21,600,000	\$26,400,000	\$3,600,000		

UPDATED - 3/1/13

R-2814

Project #: R-2814B

Description

NO DESCRIPTION AVAILABLE

Construction Project Information

Contractor:

- **Name:**
DEVERE CONSTRUCTION
COMPANY, INC
- **Contract Amount:**
\$24,956,387.67
- **Completion Date:**
7/2014

DOT Project Manager:

- **Name:**
David Moore
- **Phone:**
(919) 250-4202

Project Fast Facts

Counties: WAKE
Project #: R-2814B
Total Cost: \$37,426,000

Contact Us

For more information and general questions regarding projects:

Phone: 1-877-DOT-4YOU
(1-877-368-4968)
Email: [Contact Us](#)