



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

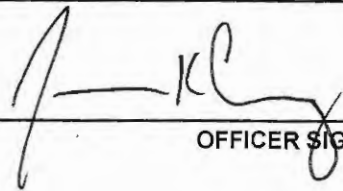
P.O. BOX 25201, RALEIGH, NC 27611-5201

CERTIFICATION OF RULEMAKING

Certifying Agency: Department of Transportation					
Action:	<input checked="" type="checkbox"/>	Adoption	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Repeal
Statutory Authority: 20-141, 160A-301 (a), 136-18 (5), 20-158 (b) (2), 20-141.1, 136-30, 136-89.58 (5), 20-115.1 (a, b), 20-161 (a, b), 136-54, 20-140.3 (5).					
Public Hearing Not Required For This Action Under: GS 150A-1, 20-1.					
Rule Summary: No Parking, Municipal Speed Zones, Rural Speed Zones, No Right Turn on Red, Speed Limit in School Zones, Route Changes, STAA National Truck Network.					
Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare.					
Effective Date: March 17, 2016					

March 17, 2016

 DATE



 OFFICER SIGNATURE

James. K. Lacy, P.E.

 TYPED NAME

State Traffic Engineer

 TITLE

No Parking

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 136-18 (5), 20-140.3 (5), 20-161 (a, b), 136-89.58 (5), 160A-301 (a).

COUNTY LEE DIVISION 8

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Description
LEE	1066853	US 421BUS	Except for loading and unloading along both curbs of Endor Street (US 421) in Sanford from the southeast edge of Wicker Street southeastward and southward for 1100 ft. to the north edge of Odd Fellow Street.
LEE	1066854	SR 1384	On SR 1384 (Cumnock Road) from its intersection with US 421 Business westward to a point 800 feet west of its intersection with US 421 Business, along both sides.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Description
LEE	1026189	US 421	Except for loading and unloading along both curbs of Endor Street (US 421) in Sanford from the southeast edge of Wicker Street southeastward and southward for 1100 ft. to the north edge of Odd Fellow Street.
LEE	1026220	SR 1384	On SR 1384 (Cumnock Road) from its intersection with US 421 westward to a point 800 feet west of its intersection with US 421, along both sides.

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 LEE DIVISION 8

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
LEE SANFORD	1066855	US 1BUS	20	20	Carthage St. (US 1 Business) from Horner Boulevard (US 421 Business - NC 42-87) to Hawkins Avenue (US 1 Business).
LEE SANFORD	1066856	US 421BUS	45	45	US 421 Business - NC 87 between 0.17 mile south of Wilson Road and Main Street (NC 78-NC 42).
LEE SANFORD	1068974	US 421	55	55	Between 0.04 mile east of SR 1526 (Mount Pisgah Church Road) and 0.655 mile west of SR 1526 (Mount Pisgah Church Road).
LEE SANFORD	1068975	US 421BUS	55	55	Between US 421 and 0.17 mile east of SR 1136 (Wilson Road).
LEE SANFORD	1068976	US 421BUS	55	55	Between a point approximately 0.83 mile west of SR 1405 (Mc Neill Road) and Boone Circle (Non-System) in Sanford.
LEE SANFORD	1068981	SR 1326	45	45	Between SR 1325 and US 421 Business in Sanford.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
LEE SANFORD	1026282	US 1BUS	20	20	Carthage St. (US 1 Business) from Horner Boulevard (US 421- NC 42-87) to Hawkins Avenue (US 1 Business).
LEE SANFORD	1026288	US 421	45	45	Bragg Street (US 421-NC 87) from the southern corporate limit, Dogwood Street, to Main Street (NC 78-NC 42). (Increase speed limit from 35 mph)
LEE SANFORD	1026333	US 421	45	45	US 421 from a point approximately 0.17 mile south of NC 87 northward to NC 42-78 (Main Street).
LEE SANFORD	1026334	US 421	55	55	US 421 from a point approximately 0.04 mile south of SR 1526 northward to a point approximately 0.17 mile south of NC 87.
LEE SANFORD	1026338	SR 1326	45	45	SR 1326 from SR 1325-SR 1348 eastward to US 421 in Sanford.
LEE SANFORD	1026344	US 421	55	55	US 421 from a point approximately 4,400 feet west of SR 1405 (McNeill Road) eastward to Boone Circle (Non-System) in Sanford.

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 LEE DIVISION 8

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
LEE	1068977	SR 1400	45	45	Between US 421 Business and SR 1401 (Zimmerman Road) at Cumnock.
LEE	1068979	NC 87BYP	65	65	Between US 421 and 1.1 mile south of US 421.
LEE	1068980	US 421	65	65	Between US 421 Business and the Chatham County line.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
LEE	1026498	SR 1400	45	45	From US 421 northward to SR 1401 (Zimmerman Road) at Cumnock.
LEE	1066891	NC 87BYP	65	65	Between US 1 and 1.1 mile south of US 421.
LEE	1068949	US 421	65	65	Between the Chatham County line and US 1.

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 LEE

DIVISION 8

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
LEE	1052602	US 421	25	25	Horner Blvd. (US 421 - NC 78) from Chisholm St. north to a point 150 ft. north of Marks St. (Sanford Elementary School zone, to be in effect from 30 min. before to 30 min. after school begins and ends on school days only).

No Right Turn on Red

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 20-158 (b) (2).

COUNTY LEE

DIVISION 8

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Intersecting Route	Description
LEE	1026519	NC 42	US 421	NC 42 US 421 NC 42 Westbound right turn to US 421 northbound

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 LEE DIVISION 8

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
LEE	1066715	US 421	Delete existing US 421 and replace with US 421 Business between new US 421 (southeast interchange), new NC 87 Bypass and US 421 (northwest interchange). Project R-2417.
LEE	1066716	US 421BUS	Add US 421 Business to replace existing US 421 between US 421 (southeast interchange), new NC 87 Bypass (old SR 9000) and US 421 (northwest interchange), SR 1400 (Cumnock Road). Project R-2417.
LEE	1066720	US 421	Add US 421 to replace existing SR 9000 between existing US 421, new US 421 Business (southeast interchange) and US 1, US 15, US 501, NC 87. Project R-2417.
LEE	1066722	US 421	Add US 421 along new alignment between US 1, US 15, US 501, NC 87, new NC 87 Bypass and US 421 Business (northwest interchange), SR 1400 (Cumnock Road). Project R-2417.
LEE	1066723	SR 1400	Extend SR 1400 (Cumnock Road) approximately 500 feet between US 421 (old alignment), SR 1384 (deleted intersection) and new US 421 Business. Project R-2417.
LEE	1066725	SR 1384	Delete existing SR 1384 (remove pavement) between realigned US 421, US 421 Business (deleted intersection with SR 1400, Cumnock Road) and approximately 0.522 mile northwest of SR 1325 (Cool Springs Road). Project R-2417.
LEE	1066726	US 421	Delete existing US 421 (remove pavement,

County	Ordinance Number	Route	Long Description
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approximately 0.421 mile) between new US 421 and new US 421 Business (realigned interchange with SR 1400, Cumnock Road). Project R-2417.

STAA National Truck Network

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 20-115.1 (a, b).

COUNTY LEE DIVISION 8

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
LEE	1066709	NC 87	National Network between the Harnett County line and US 1, US 15, US 501 (southwest interchange). Project R-2417.
LEE	1066710	NC 87	Non-Network, concurrent with US 1 between US 1 (southwest interchange), US 421 Business (Horner Boulevard) and US 1 (northeast interchange), US 1 Business (Hawkins Avenue). Project R-2417.
LEE	1066711	NC 42	Non-Network, concurrent with NC 87 between US 1 Business, US 421 Business, NC 87 (Carthage Street) and US 421 Business, NC 78, NC 87 (Main Street). Project R-2417.
LEE	1066713	US 421	National Network between US 1, US 15, US 501, NC 87, NC 87 Bypass (northwest interchange) and the Chatham County line. Project R-2417.
LEE	1066714	US 421BUS	Non-Network, concurrent with NC 87 between NC 87 (southeast intersection, Baines Mountain Road) and US 1, US 15, US 501, NC 87 (northwest intersection). Project R-2417.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
LEE	1058968	NC 87	National Network between the Harnett County line and US 1, US 15, US 421, US 501.
LEE	1059032	US 421	National Network between US 1, US 15, US 501, NC 87 (northwest intersection) and the Chatham

County	Ordinance Number	Route	Long Description
			County line.
LEE	1059560	NC 42	Non-Network, concurrent with NC 87 between US 421, US 1 Business, NC 87 (Carthage Street) and US 421, NC 78, NC 87 (West Main Street).
LEE	1061210	NC 87	Non-Network, concurrent with US 1 between US 1 (southwest interchange), US 15, US 421, US 501 and US 1 (northeast interchange), US 1 Business (Hawkins Avenue).
LEE	1061212	US 421	Non-Network, concurrent with NC 87 between US 1, US 15, US 501, NC 87 (northwest intersection) and NC 87 (southeast intersection, Baines Mountain Road).

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (20-141, 160A-301 (a), 136-18 (5), 20-158 (b) (2), 20-141.1, 136-30, 136-89.58 (5), 20-115.1 (a, b), 20-161 (a, b), 136-54, 20-140.3 (5)).

All the actions to the Highway Traffic Ordinances herein adopted are effective March 17, 2016 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
No Parking	2	2
Municipal Speed Zones	6	6
Rural Speed Zones	3	3
No Right Turn on Red	0	1
Speed Limit in School Zones	0	1
Route Changes	7	0
STAA National Truck Network	5	5
Total	23	18

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 17, 2016

DATE



OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

**Ordinance Repealing Certain Speed Limits and
Enacting New Speed Limits on Various Roads
Within the City Limits of Sanford
Due to the Renaming of US 421 to US 421 Business**

WHEREAS highway U.S. 421 runs through the City Limits of Sanford and has been known as U.S. 421 for years; and,

WHEREAS, North Carolina Department of Transportation constructed a by-pass around Sanford which is now known as U.S. 421; and,

WHEREAS, upon the completion of the by-pass, U.S. 421 running through the City of Sanford became known as U.S. 421 Business; and,

WHEREAS, U.S. 421 and U.S. 421 Business are part of the State Highway System; and,

WHEREAS, to facilitate the renaming of this road to U.S. 421 Business, the need exists to correct the ordinances stating the speed limits on U.S. 421 to U.S. 421 Business by repealing and enacting ordinances on U.S. 421 Business; and,

WHEREAS, the Department of Transportation has requested the City of Sanford to concur with them in repealing the speed limit on U.S. 421 and enacting the speed limits on U.S. 421 Business, and

WHEREAS, a portion of Cool Springs Road from Valley Road to US 421 Business also needs to reflect the reclassification of U.S. 421 to U.S. 421 Business; and

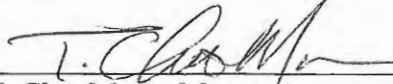
WHEREAS, a portion of Carthage Street from Horner Blvd to Hawkins Ave. also needs to reflect the reclassification of U.S. 421 to U.S. 421 Business.

NOW, THEREFORE, BE IT ORDAINED, by the SANFORD CITY COUNCIL that:

1. The Sanford City Council declares that it concurs with the North Carolina Department of Transportation that the speed limit on the following sections of roads within the City Limits of Sanford are hereby repealed:
 - 45 MPH - U.S. 421 from a point approximately 0.17 mile south of NC 87 northward to NC 42-78 (Main Street) (State Ordinance #1026333)
 - 45 MPH - Bragg Street (U.S. 421-NC 87) from the southern corporate limit, Dogwood Street, to Main Street (NC 78-NC 42) (State Ordinance #1026288)

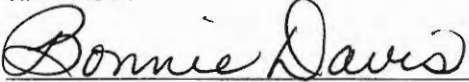
- ✓ 55 MPH - U.S. 421 from a point approximately 0.04 mile south of SR 1526 northward to a point approximately 0.17 mile south of NC 87 (State Ordinance #1026334)
 - ✓ 45 MPH - SR 1326 from SR 1325-SR 1348 eastward to U.S. 421 in Sanford (State Ordinance #1026338)
 - ✓ 20 MPH - Carthage Street (U.S. 1 Business) from Horner Boulevard (U.S.421-NC 42-87) to Hawkins Avenue (U.S. 1 Business) (State Ordinance #1026282)
 - ✓ 55 MPH - U.S. 421 from a point approximately 4,400 feet west of SR 1405 (McNeill Road) eastward to Boone Circle (Non-System) in Sanford (State Ordinance #1026344)
2. And the Sanford City Council declares that it concurs with the North Carolina Department of Transportation that the speed limit on the following sections of roads within the City Limits of Sanford is hereby enacted:
- ✓ 45 MPH - U.S. 421 Business – NC 87 between 0.17 mile south of Wilson Road and Main Street (NC 78-NC 42) (State Ordinance #1066856)
 - ✓ 55 MPH - Between U.S. 421 and 0.17 mile east of SR 1136 (Wilson Road) (State Ordinance #1068975)
 - ✓ 55 MPH - Between 0.04 mile east of SR 1526 (Mouth Pisgah Church Road) and 0.655 mile west of SR 1526 (Mount Pisgah Church Road) (State Ordinance 1068974)
 - ✓ 45 MPH - Between SR 1325 (Cool Springs Road) and U.S. 421 Business in Sanford (State Ordinance #1068981)
 - ✓ 20 MPH - Carthage Street (U.S. 1 Business) from Horner Boulevard (U.S. 421 Business – N.C 42-87) to Hawkins Avenue (U.S. 1 Business) (State Ordinance #1066855)
 - ✓ 55 MPH – U.S. 421 Business between a point approximately 0.83 mile west of SR 1405 (McNeill Road) and Boone Circle (Non-System) in Sanford (State Ordinance #1068976)
3. This ordinance shall become effective when the Department of Transportation has passed concurring ordinances, and signs are erected giving notice of the authorized speed limit.
4. The City Clerk is authorized to execute any certification necessary to facilitate these changes.

Adopted this 15th day of March 2016.



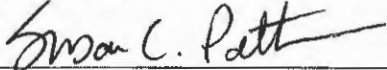
T. Chet Mann, Mayor

ATTEST:



Bonnie Davis, City Clerk

APPROVED AS TO FORM:



Susan C. Patterson, City Attorney

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

Concurring State Ordinance Number: 1026333

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: US 421

Car: 45 MPH

Truck: 45 MPH

Description: US 421 from a point approximately 0.17 mile south of NC 87 northward to NC 42-78(Main Street).

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, NC, 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 1st day of March, 2016, 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:

Ordinance
Minute Book: 7 Page: _____ Ordinance/Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 2016.

Bonnie Davis
(signature)

(municipal seal)

Department of Transportation Approval

Division: D. Willett

Title: DTE

Date: 03/08/16

Region: Kelly R. R...

Title: RTE

Date: 3/14/16

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

Concurring State Ordinance Number: 1026288

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: US 421

Car: 45 MPH

Truck: 45 MPH

Description: Bragg Street (US 421-NC 87) from the southern corporate limit, Dogwood Street, to Main Street (NC 78-NC 42). (Increase speed limit from 35 mph)

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, NC, 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 1st day of March, 2016, 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:

Ordinance Minute Book: 7 Page: _____ Ordinance/Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 2016.

Bonnie Davis
(signature)

(municipal seal)

Department of Transportation Approval

Division: D. Willett Title: DTE Date: 03/08/16

Region: Kelly R. Re Title: RTE Date: 3/14/16

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

Concurring State Ordinance Number: 1026334

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: US 421

Car: 55 MPH

Truck: 55 MPH

Description: US 421 from a point approximately 0.04 mile south of SR 1526 northward to a point approximately 0.17 mile south of NC 87.

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, NC, 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 15th day of March, 2016, 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:

Ordinance
Minute Book: 7 Page: _____ Ordinance Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 2016.

Bonnie Davis
(signature)

(municipal seal)

Department of Transportation Approval

Division: DB Willett Title: DTE Date: 03/08/16

Region: Kelly Re Title: RTE Date: 3/14/16

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

Concurring State Ordinance Number: 1026338

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: SR 1326

Car: 45 MPH

Truck: 45 MPH

Description: SR 1326 from SR 1325-SR 1348 eastward to US 421 in Sanford.

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, NC, 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 1st day of March, 2016, 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:

Ordinance
Minute Book: 7 Page: _____ Ordinance Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 2016.

Bonnie Davis
(signature)

(municipal seal)

Department of Transportation Approval

Division: D. B. Willett Title: DTE Date: 03/08/16

Region: Kelley P. Rice Title: RTE Date: 3/14/16

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

Concurring State Ordinance Number: 1026282

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: US 1BUS

Car: 20 MPH

Truck: 20 MPH

Description: Carthage St. (US 1 Business) from Horner Boulevard (US 421- NC 42-87) to Hawkins Avenue (US 1 Business).

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, NC, 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 1st day of March, 2016, 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:

Ordinance
Minute Book: 7

Page: _____

Ordinance/Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 2016.

(signature)

(municipal seal)

Department of Transportation Approval

Division: DD Willett

Title: DTE

Date: 03/08/16

Region: Kelly? Be

Title: RTE

Date: 3/14/16

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

Concurring State Ordinance Number: 1026344

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: US 421

Car: 55 MPH

Truck: 55 MPH

Description: US 421 from a point approximately 4,400 feet west of SR 1405 (McNeill Road) eastward to Boone Circle (Non-System) in Sanford.

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, NC, 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 1st day of March, 2016, 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: Ordinance 7 Page: _____ Ordinance/Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 2016.

Bonnie Davis
(signature)

(municipal seal)

Department of Transportation Approval

Division: D. B. Willett

Title: DTE

Date: 03/08/16

Region: Kelly R. Ren

Title: RTE

Date: 3/14/16

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

Concurring State Ordinance Number: 1066856

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: US 421BUS

Car: 45 MPH

Truck: 45 MPH

Description: US 421 Business - NC 87 between 0.17 mile south of Wilson Road and Main Street (NC 78-NC 42).

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, NC, 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 1st day of March, 20 16, 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:

Ordinance
Minute Book: 7

Page: _____

Ordinance/Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 20 16.

Bonnie Davis
(signature)

(municipal seal)

Department of Transportation Approval

Division: D.B. Willett

Title: DTE

Date: 03/08/16

Region: Kelly Z. Ke

Title: RTE

Date: 3/14/16

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

Concurring State Ordinance Number: 1068975

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: US 421BUS

Car: 55 MPH

Truck: 55 MPH

Description: Between US 421 and 0.17 mile east of SR 1136 (Wilson Road).

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, NC, 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 1st day of March, 2016, 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:

Ordinance 7 Minute Book: 7 Page: _____ Ordinance Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 2016.

Bonnie Davis
(signature)

(municipal seal)

Department of Transportation Approval

Division: IBWUHH

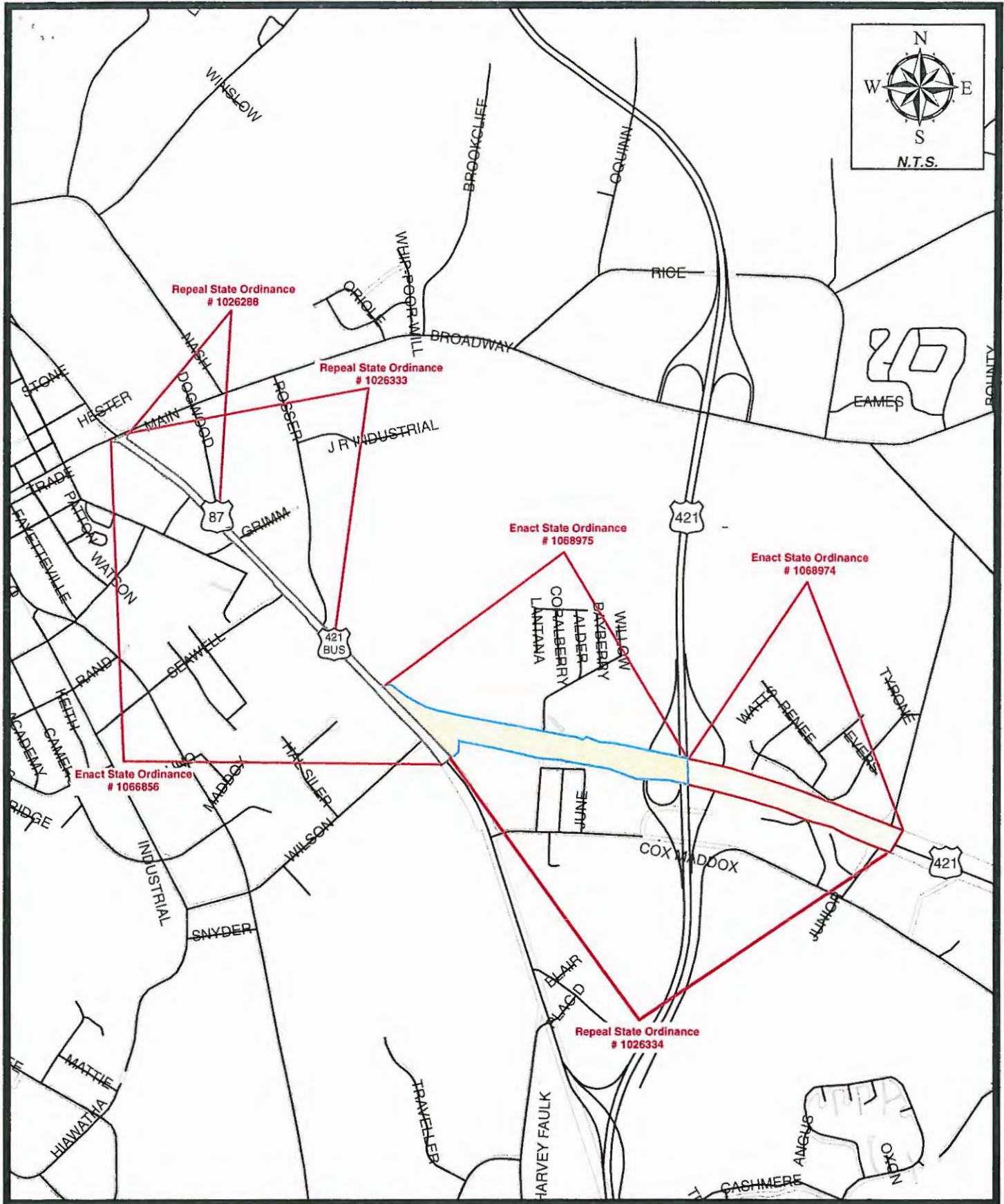
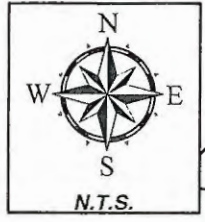
Title: DTE

Date: 03/08/16

Region: Kelly Z. Ke

Title: RTE

Date: 3/14/16



HWY 421 Speed Limit Ordinance Change

Date: 11/19/15
 Scale: Not to Scale
 Drawn By: Staff

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

Concurring State Ordinance Number: 1068974

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: US 421

Car: 55 MPH

Truck: 55 MPH

Description: Between 0.04 mile east of SR 1526 (Mount Pisgah Church Road) and 0.655 mile west of SR 1526 (Mount Pisgah Church Road).

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, NC 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 1st day of March, 2016, 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:

Ordinance 7
Minute Book: 7 Page: _____ Ordinance/Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 2016.

Bonnie Davis
(signature)

(municipal seal)

Department of Transportation Approval

Division: D. B. Willett

Title: DTE

Date: 03/08/16

Region: Kelly Z. Re

Title: RTE

Date: 3/14/16

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

Concurring State Ordinance Number: 1068981

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: SR 1326

Car: 45 MPH

Truck: 45 MPH

Description: Between SR 1325 and US 421 Business in Sanford.

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, 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 1st day of March, 2016, 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:

Ordinance 7 Minute Book: 7 Page: _____ Ordinance/Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 2016.

Bonnie Davis
(signature)

(municipal seal)

Department of Transportation Approval

Division: DB Walcott

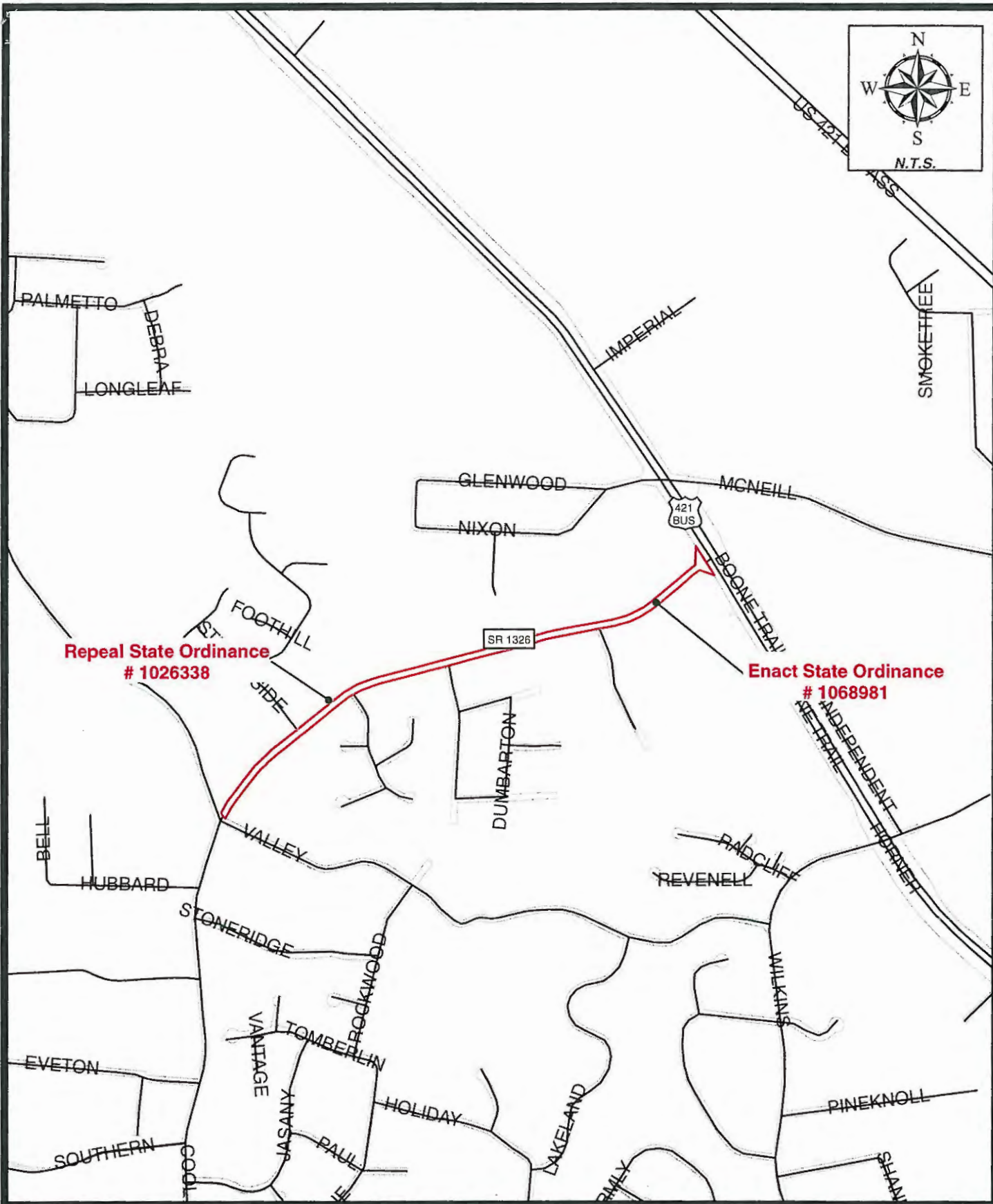
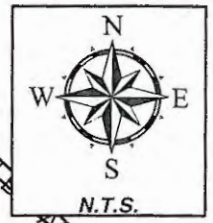
Title: DTE

Date: 03/08/16

Region: Kelly P. Rice

Title: RTE

Date: 3/14/16



**Repeal State Ordinance
1026338**

**Enact State Ordinance
1068981**



Cool Springs Rd (SR1326) Speed Limit Ordinance Change

Date: 11/19/15
Scale: Not to Scale
Drawn By: Staff

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

Concurring State Ordinance Number: 1066855

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: US 1BUS

Car: 20 MPH

Truck: 20 MPH

Description: Carthage St. (US 1 Business) from Horner Boulevard (US 421 Business - NC 42-87) to Hawkins Avenue (US 1 Business).

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, NC, 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 1st day of March, 2016, 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:

Ordinance

Minute Book: 7

Page: _____

Ordinance

Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 2016.

Bonnie Davis

(signature)

(municipal seal)

Department of Transportation Approval

Division: DB Willitt

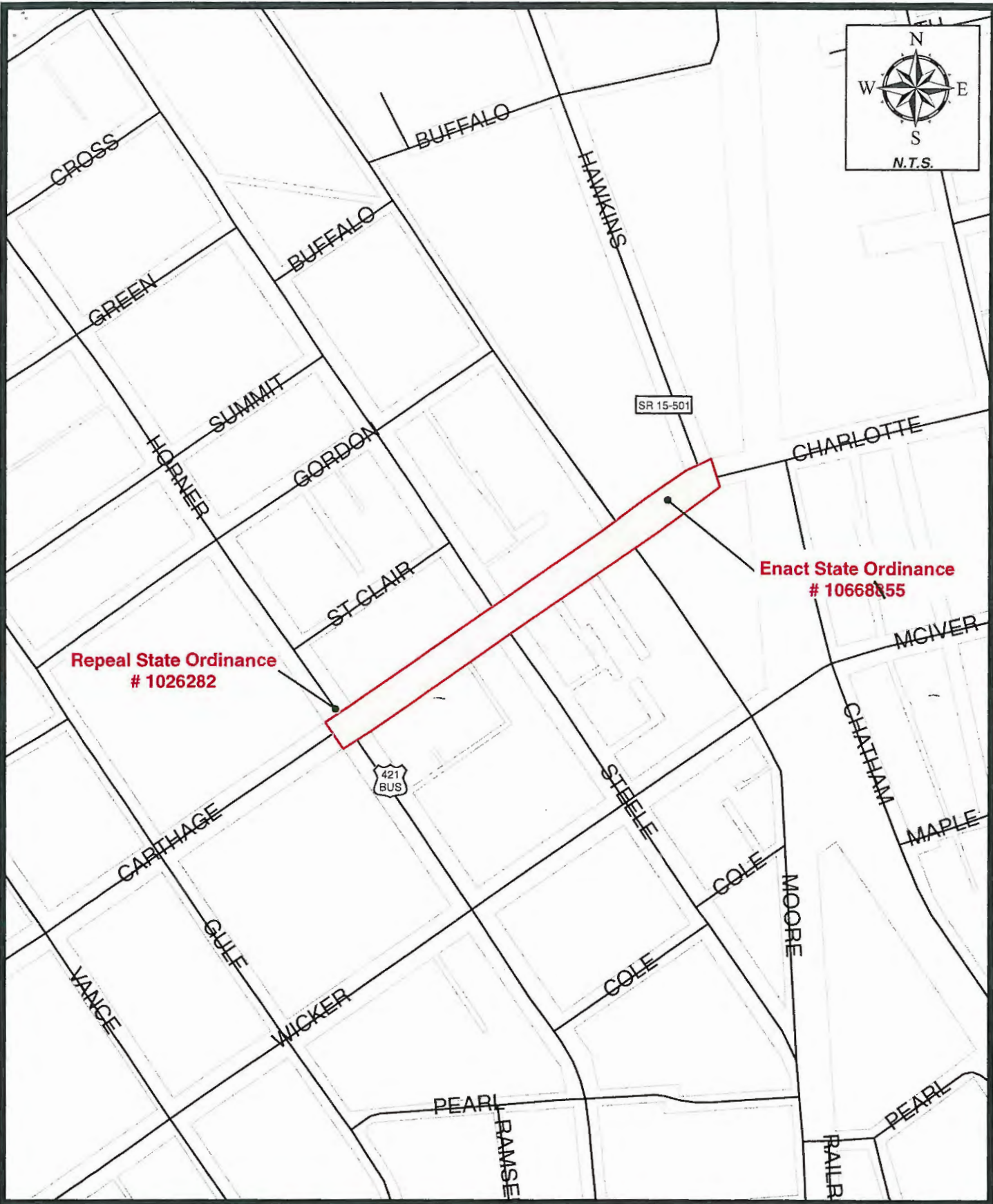
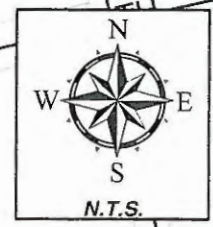
Title: DTE

Date: 03/08/16

Region: Kelly R. Rie

Title: RTE

Date: 3/14/16



Repeal State Ordinance
1026282

Enact State Ordinance
1066855



Carthage Street (SR1237) Speed Limit Ordinance Change

Date: 11/19/15
Scale: Not to Scale
Drawn By: Staff

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

Concurring State Ordinance Number: 1068976

Division: 8 County: LEE

Municipality: SANFORD

Type: Municipal Speed Zones

Road: US 421BUS

Car: 55 MPH

Truck: 55 MPH

Description: Between a point approximately 0.83 mile west of SR 1405 (Mc Neill Road) and Boone Circle (Non-System) in Sanford.

Municipal Certification

I, Bonnie Davis, Clerk of Sanford, NC, 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 1st day of March, 20 16, 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:

Ordinance
Minute Book: 7 Page: _____ Ordinance Resolution Number: 2016-12

In witness whereof, I have hereunto set my hand and the municipal seal this 2nd day of March, 20 16.

Bonnie Davis
(signature)

(municipal seal)

Department of Transportation Approval

Division: DP Willett

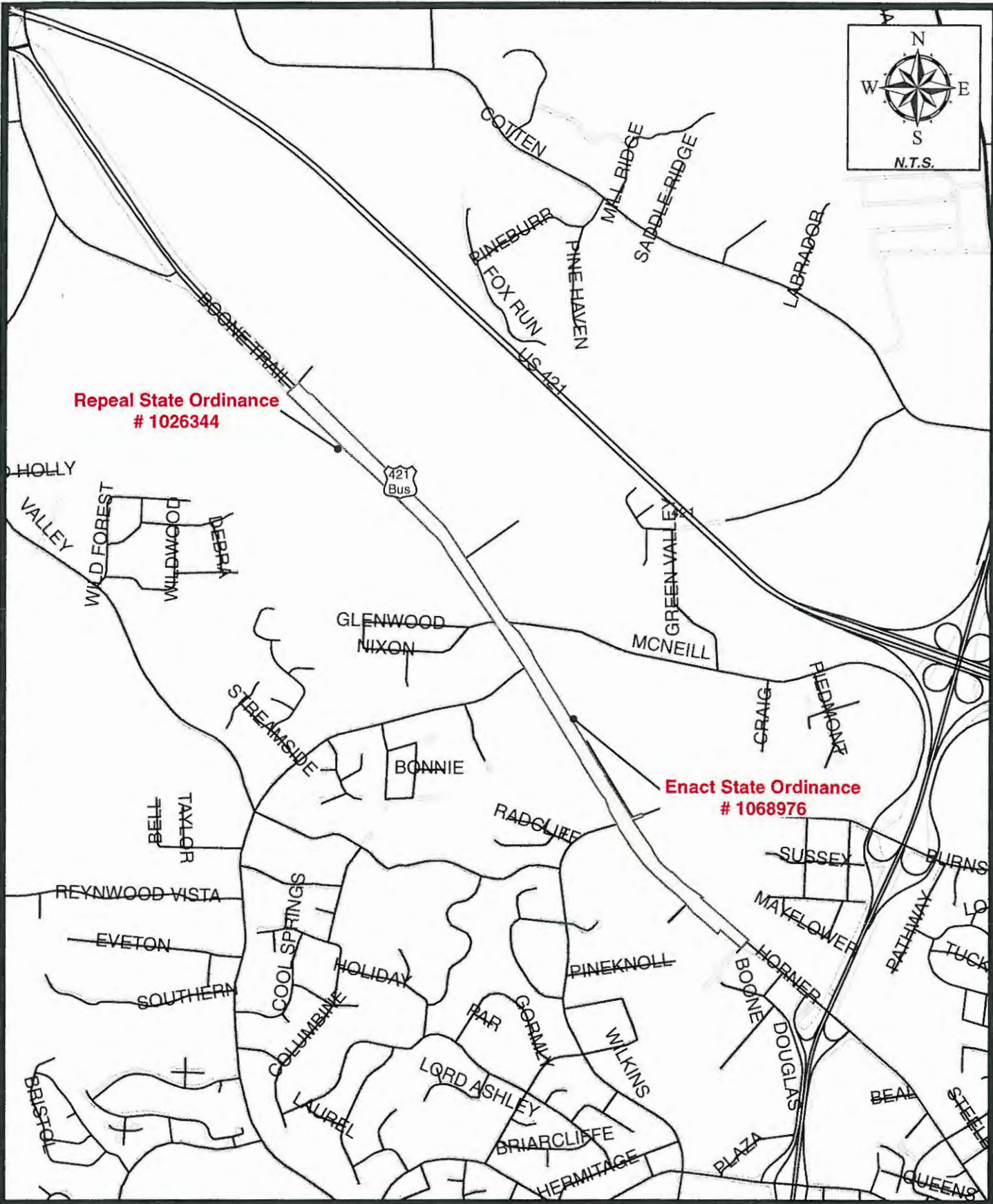
Title: DTE

Date: 03/08/16

Region: Kelly R. Kim

Title: RTE

Date: 3/14/16



**Repeal State Ordinance
1026344**

**Enact State Ordinance
1068976**



Boone Trail Rd (HWY 421) Speed Limit Ordinance Change

Date: 11/19/15
Scale: Not to Scale
Drawn By: Staff



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PATRICK MCCRORY
GOVERNOR

Friday, February 22, 2013

ANTHONY TATA
SECRETARY

MEMORANDUM TO: Mr. Timothy Johnson, PE
Division Engineer
Division 8

FROM: John C. Farley, Manager
Geographic Information Systems Unit

SUBJECT: 2013 District 2 Road System Changes

The Data Conversion Group has been authorized to make the following changes to the state road system as indicated below. We request that you make similar changes to the related maps and files in your Division and District offices, and install appropriate road number signs if necessary. we have updated our records accordingly. If our system changes do not conform to the actual conditions in the field, please return this memorandum with recommendations.

Document Number	County	Approval Date
R-2417C	LEE	1/4/2013

Inquiries about changes should be referred to the GIS Help Desk at (919) 707-2152.
Thank you for your assistance.

JCF

cc: BSIP
Bridge Maintenance
Division Right of Way
IMG
Pavement Management
Permit Unit
State Road Maintenance
Traffic Engineering
Traffic Surveys

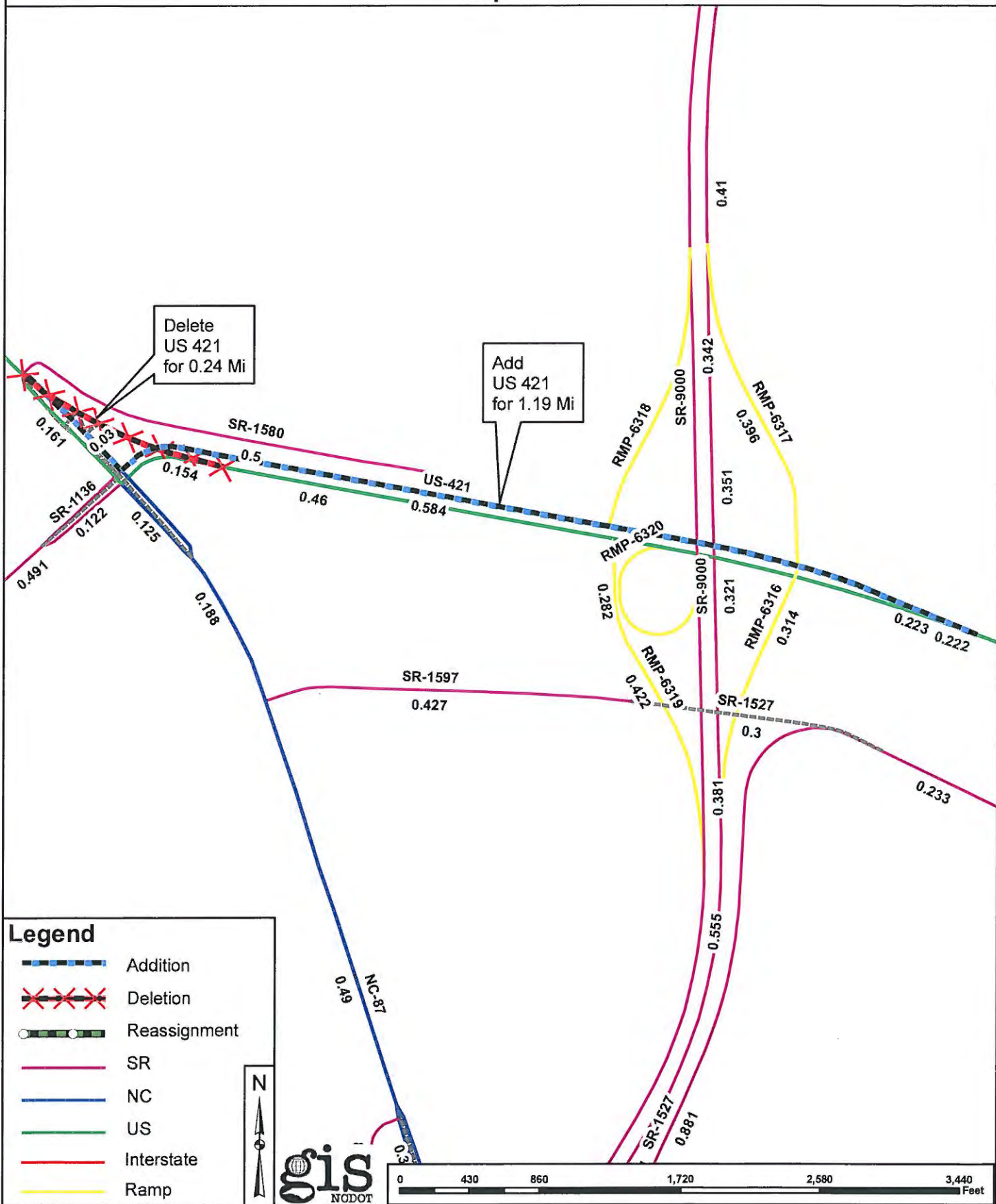
MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
GEOGRAPHIC INFORMATION SYSTEMS
1521 MAIL SERVICE CENTER
RALEIGH NC 27699-1521

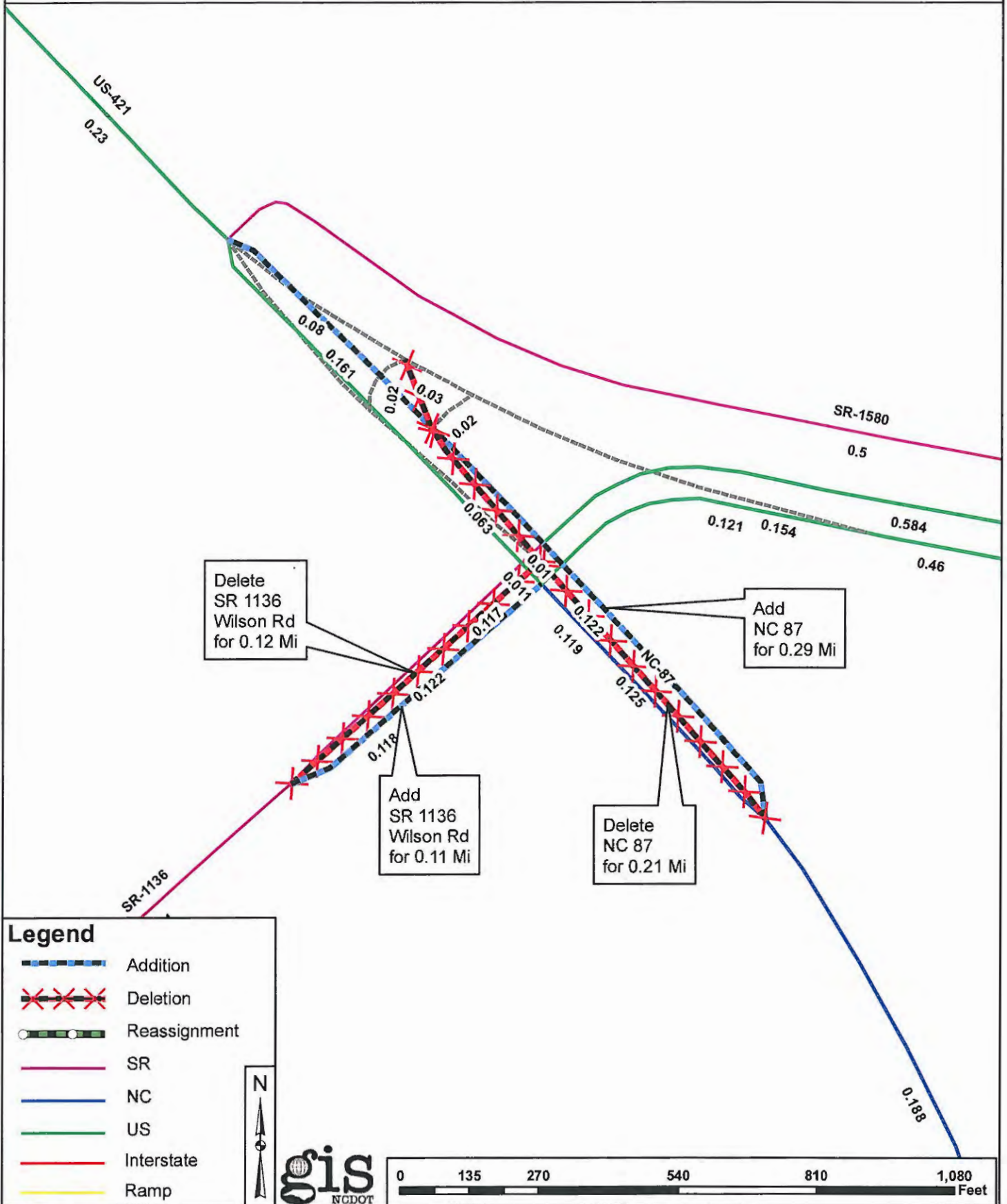
gis
NCDOT
WWW.NCDOT.ORG/IT/GIS

Delivery Address:
4101 CAPITAL BLVD.
RALEIGH, NC 27604
PHONE: (919) 707-2152
FAX: (919) 707-2214

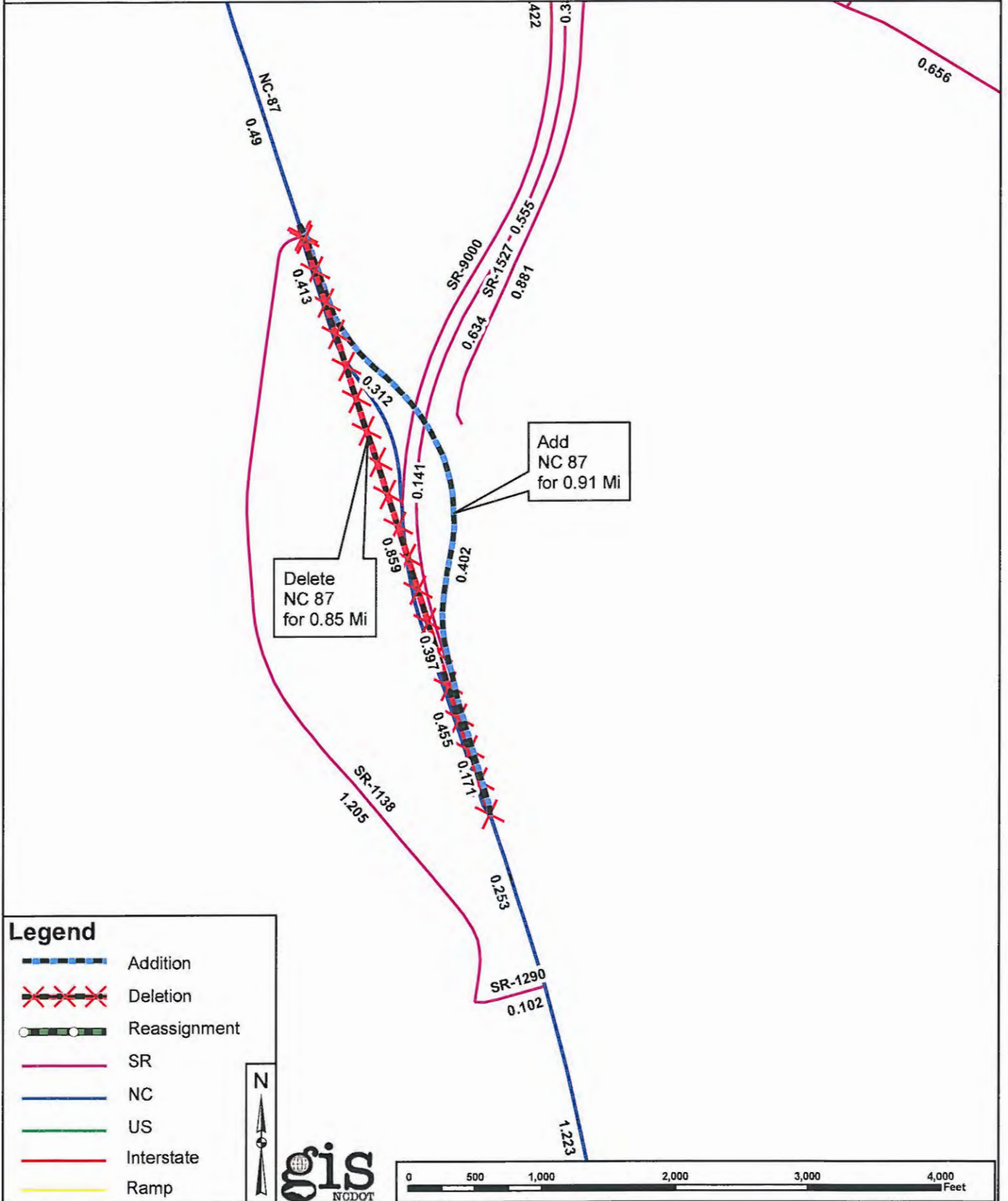
2013 ROAD SYSTEM CHANGES

TIP	COUNTY	APPROVAL DATE	NEW ROUTE	EXISTING ROUTE	STREET NAME	LENGTH (miles)	TYPE OF CHANGE	REMARKS (See Attached Map)
R-2417C	LEE	1/4/2013	SR 1597	SR 1527	COX MADDOX RD	0.42	REASSIGNMENT VIA TIP	MAP D, SEGMENT
R-2417C	LEE	1/4/2013		US 421	US 421	1.19	SYSTEM ADDITION - EXISTING VIA TIP	MAP A, SEGMENT
R-2417C	LEE	1/4/2013		NC 87	NC 87	0.29	SYSTEM ADDITION - EXISTING VIA TIP	MAP B, SEGMENT
R-2417C	LEE	1/4/2013		SR 1136	WILSON RD	0.11	SYSTEM ADDITION - EXISTING VIA TIP	MAP B, SEGMENT
R-2417C	LEE	1/4/2013		NC 87	NC 87	0.91	SYSTEM ADDITION - EXISTING VIA TIP	MAP C, SEGMENT
R-2417C	LEE	1/4/2013		SR 9000	SANFORD BYPASS	2.12	SYSTEM ADDITION - EXISTING VIA TIP	MAP D, SEGMENT
R-2417C	LEE	1/4/2013		SR 1527	COX MADDOX RD	0.88	SYSTEM ADDITION - EXISTING VIA TIP	MAP D, SEGMENT
R-2417C	LEE	1/4/2013		US 421	US 421	0.24	SYSTEM DELETION VIA TIP	MAP A, SEGMENT
R-2417C	LEE	1/4/2013		NC 87	NC 87	0.21	SYSTEM DELETION VIA TIP	MAP B, SEGMENT
R-2417C	LEE	1/4/2013		SR 1136	WILSON RD	0.12	SYSTEM DELETION VIA TIP	MAP B, SEGMENT

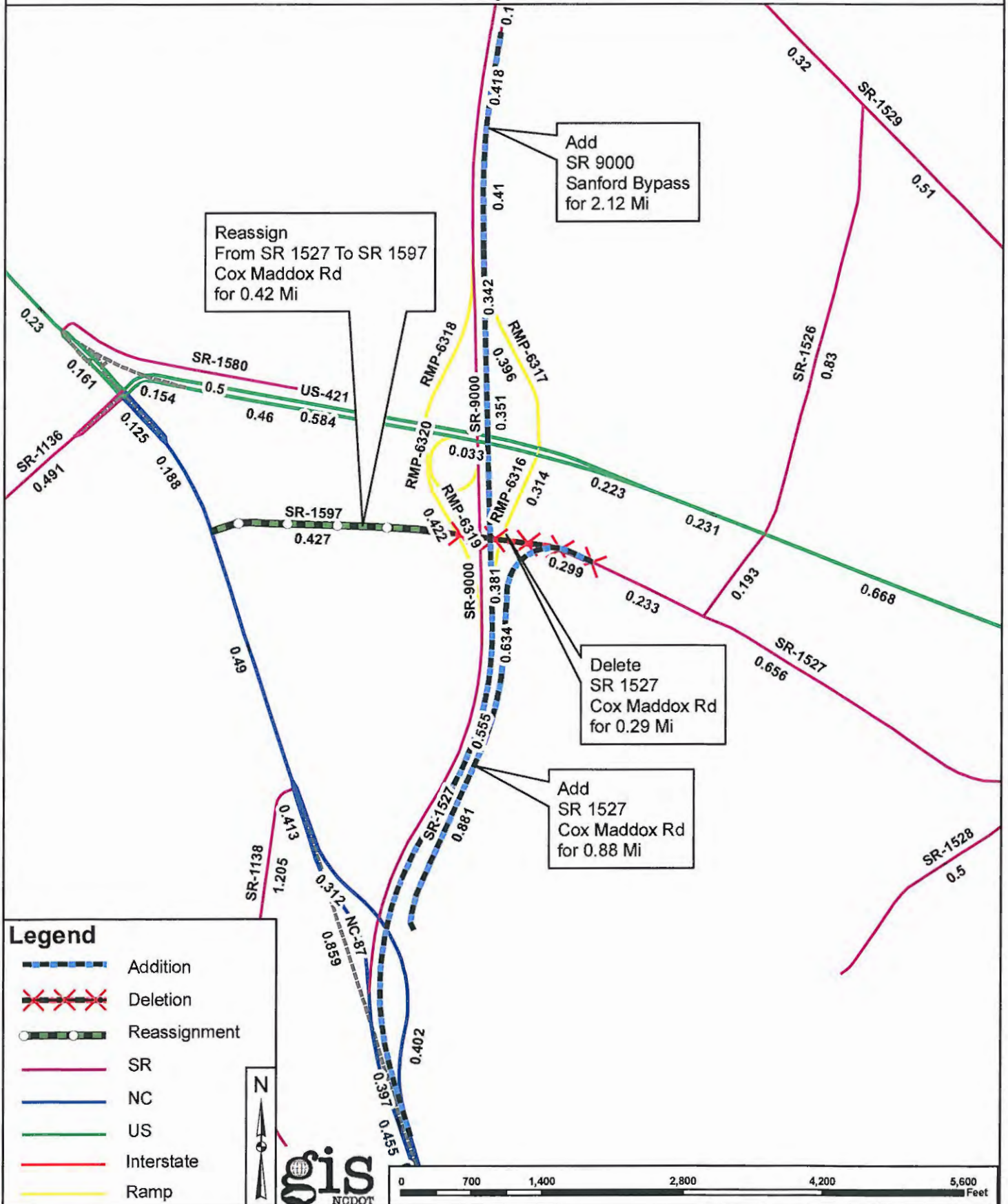




Map C



Map D



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 421, US 421 Business in Lee County

Date: 2/20/13

		1	2	3	4
Location	1. Segment number (1, 2, 3, etc. - must match map):	1	2	3	4
	2. Proposed route number (or state "New SR"):	US421	US421 Bus	US421 Bus	US421 Bus
	3. Existing high order route number (or N/A if new alignment):	SR 9000	US 421	US 421	US 421
	4a. Beginning milepost from TEAAS features report for existing high order route (N/A if new alignment):	0.00	13.605	9.759	4.601
	4b. Ending milepost from TEAAS features report for existing high order route (N/A if new alignment):	8.039	9.759	4.601	3.946
	5a. Current <u>AADT</u> (or N/A if new alignment):	17,900	15,500	22,300	5,700
	5b. Future/expected AADT:	17,900	15,500	22,300	5,700
Networks	6. Current facility type (<u>Freeway</u> , <u>Arterial</u> , <u>Collector</u> , <u>Local</u> , <u>New alignment</u>):	A	A	A	A
	7. Proposed facility type (<u>Freeway</u> , <u>Arterial</u> , <u>Collector</u> , <u>Local</u>):	A	A	A	A
	8. Current <u>Strategic Highway Corridor</u> type (<u>Freeway</u> , <u>Expressway</u> , <u>Boulevard</u> , <u>Thoroughfare</u> , or <u>N/A</u>):	N/A	T	T	T
	9. Proposed <u>Strategic Highway Corridor</u> type (<u>Freeway</u> , <u>Expressway</u> , <u>Boulevard</u> , <u>Thoroughfare</u> , or <u>N/A</u>):	F	N/A	N/A	N/A
	10. Current <u>National Highway System</u> route type (see note for codes):	0	0	0	0
	11. Proposed <u>National Highway System</u> route type (see note for codes):	0	0	0	0
	12. Is the proposed route a <u>High Priority Corridor</u> (<u>Yes</u> or <u>No</u>)?	N	N	N	N
	13. Is the existing route a transit route (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N
	14. Does the existing route carry a <u>US or NC bicycle route</u> (indicate <u>route number/s</u> or <u>N/A</u>)?	N	N	N	N
	15. Is the existing route a <u>light traffic road</u> (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N
Trucks	16. Is the existing route a <u>STAA red line</u> (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	Y	Y	Y
	17. Does the existing route currently allow STAA reasonable access (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)? If "yes" then list all application numbers in item 36.	N/A	N/A	N/A	N/A
	18. Does the existing route have any <u>ordinanced truck restrictions</u> (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)? If "yes" then list the ordinance number/s in item 36.	N	N	N	N
	19. Can the proposed route accommodate 53' semitrailers (<u>Yes</u> , <u>No</u> , or <u>N/A</u> if a proposed primary)?	Y	Y	Y	Y
	20. Can the proposed route accommodate twin trailers (<u>Yes</u> or <u>No</u>)?	Y	Y	Y	Y

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties): US 421, US 421 Business in Lee County

Date: 2/20/13

	Features				
Features	21. 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 36.	N	N	Y	N
	22. Are there any bridges affected by this proposed route change (Yes, No, or N/A)? If "yes" then list the bridge numbers in item 36.	Y	N	Y	N
	22b. Are there any 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 36.	N	Y	Y	N
AASHTO Standards	23. Pavement type (<u>Heavy Duty</u> , <u>Intermediate</u> , <u>Low Duty</u> , <u>Not Paved</u>):	H	H	H	H
	24. Pavement condition (<u>Excellent</u> , <u>Good</u> , <u>Fair</u> , <u>Poor</u>):	G	G	G	G
	25. Are there any pavement width deficiencies (Yes, No, or N/A)?	N	N	N	N
	26. Are there any shoulder width deficiencies (Yes, No, or N/A)?	N	N	N	N
	27. Are there any roadway width deficiencies on/under structures (Yes, No, or N/A)?	N	N	N	N
	28. Are there any H-loading (weight) deficiencies on structures (Yes, No, or N/A)?	N	N	N	N
	29. Are there any vertical sight distance deficiencies (Yes, No, or N/A)?	N	N	N	N
	30. Are there any horizontal curvature deficiencies (Yes, No, or N/A)?	N	N	N	N
	31. Are there any percent grade deficiencies (Yes, No, or N/A)?	N	N	N	N
	Ordinances	32. Proposed speed limit:	65	55	35 + 45
33. Other non-speed limit proposed ordinances (if any) - all segments:					
34. Active and approved ordinance/s on the existing route (list <u>all</u> ordinance numbers for <u>all</u> segments):					
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):					

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties): US 421, US 421 Business

Date: 2/20/13

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).

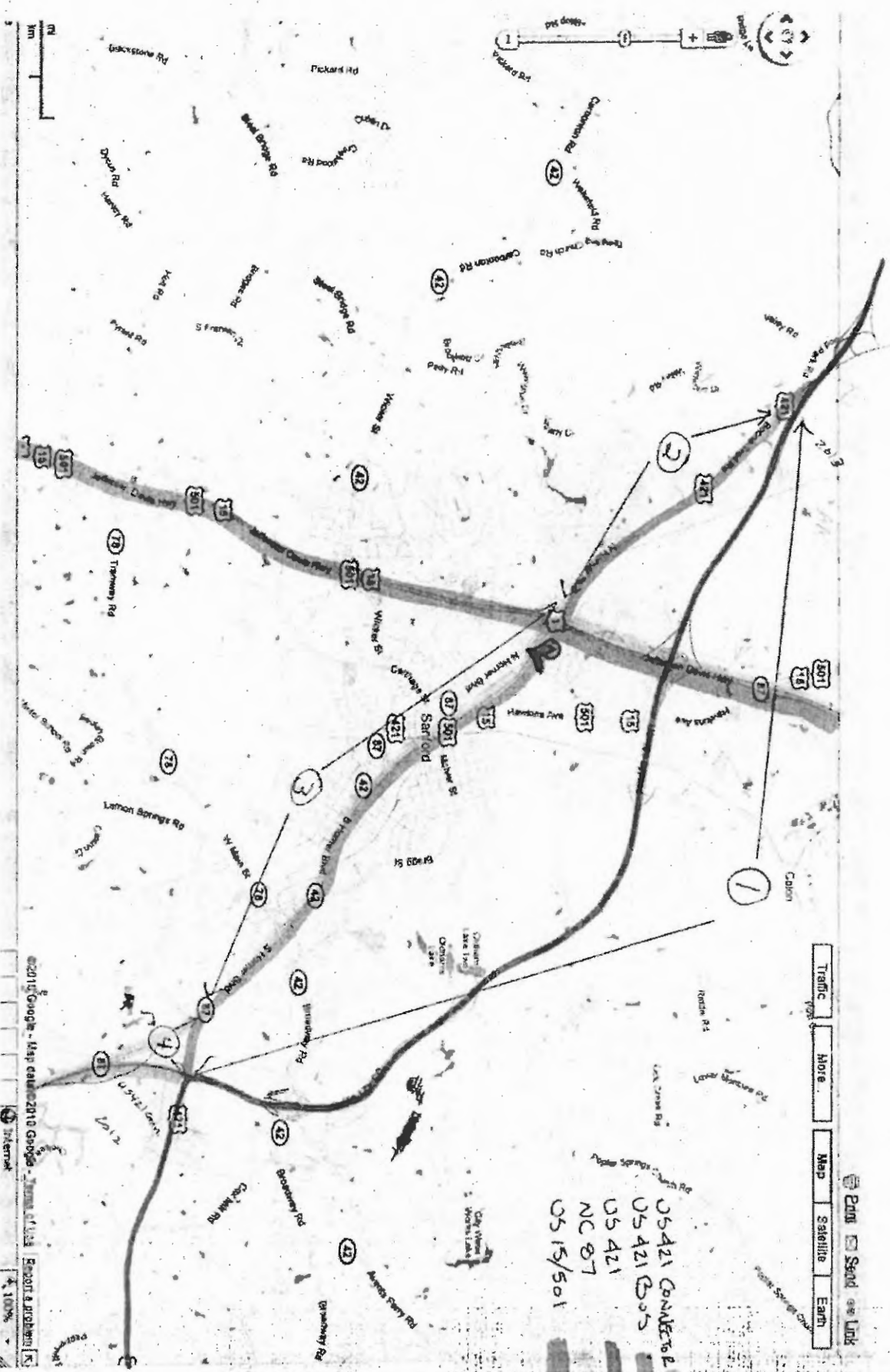
(21) At-grade railroad crossings - Segment 3 - 864822X + 864825T

(22) Bridges - Segment 1 (of section open to traffic currently) - # 115, 116, 117, 118, 122, 123, 129, 130, 135, 136
Segment 3 - # 26

(22b) Traffic Signals - Signal Inventory #'s (SINs) - ^{Segment 3} 08-0760, 08-0750, 08-0074, 08-0033, 08-0035,
08-0040, 08-0041, 08-0153, 08-0045, 08-0749, 08-0077, 08-0058, 08-0047,
08-0780, 08-0710, 08-0563

Comments

36.



Print Send Link
 Traffic More Map Satellite Earth

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 NC 87
 05/15/501

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 100%

**SPECIAL COMMITTEE ON US ROUTE NUMBERING
REPORT TO SCOH ON MAY 3, 2013 MEETING
EXECUTIVE BOARDROOM, OMNI HOTEL, PROVIDENCE, RHODE ISLAND**

Present:

Chair: Ken Sweeney, ME – Region 1

Members:

- Mark McConnell, MS – Region 2
- Gregory Johnson, MI - Region 3
- Cathy Nelson, OR - Region 4 (by teleconference)
- Marty Vitale, AASHTO, Secretary

Guest: John Barton, Texas; Jinwoo Park, AASHTO (Korea Engineering Fellow); and Jim McDonnell, AASHTO

The meeting convened at 4:05PM. (Ken Sweeney, ME, Chair). There was an introduction of the members and guests.

The secretary, Marty Vitale, AASHTO presented the New Corridor Plan for the USBRS as an information item in the USRN meeting that can be found at <http://www.adventurecycling.org/default/assets/file/USBRS/USBRSCorridorMap.pdf>.

The special committee reviewed the electronic ballot RN-13-01 and made final its final decisions on 25 applications from 12 member departments. All were approved except three interstate applications were approved with the condition that they receive FHWA approval.

- North Carolina: Future I-495
- North Carolina: I-495
- Washington: I-90 (Business)

Three applications (Texas: I-2 in Cameron/Hidalgo counties, I-69E in Nueces County and I-69E in Willacy/Cameron counties) were denied since they were not in compliance with the AASHTO Policy HO2¹ *Establishment of a Marking system of the Routes Comprising the National System of Interstate and Defense Highways* (Retained from August 10, 1973), item 3 that states that "No new divided numbers (such as I-35W and I-35E, etc.) shall be adopted. Existing divided Interstate numbers shall be eliminated as rapidly as the State Highway department and the Standing committee on Highways can reach agreement with reference thereto."

(Please note: SCOH approved all three Texas Interstate Routes with the condition that they are approved by FHWA. Therefore, all applications submitted to the Special Committee on U.S. Route Numbering are approved since SCOH overruled the Special Committee decision and the SCOH decision was accepted by the AASHTO Board of Directors on May 7, 2013.)

Arizona Temporary Route Change, US-89, was noted for the record as a necessary emergency.

New Business involved the upcoming retirement of two members. The Chair, Ken Sweeney, ME, retires on June 21, 2013 and Region 4 Member, Cathy Nelson, OR retires on June 1, 2013. The Committee Secretary will seek to fill these vacancies.

The next meeting of the Special Committee will be in Denver, Colorado at the AASHTO **2013 Annual Meeting**, Thursday, October 17 - Monday, October 21 Sheraton Downtown Denver, Denver CO)

The meeting adjourned at 5:30PM.

Respectfully submitted by
Marty Vitale, Secretary, May 4, 2013

Ballot RN-13-01 RESULTS (FINAL May 3, 2013)

Member Department	Route Number	Description	Decision
Arkansas	US 82	Begins at existing Hwy 82 near Lake Village at Log Mile 4.72 and travels east over the Mississippi River to Greenville, MS. The route is a four-lane undivided roadway on a new location and travels in an east-west direction through Lake Village, AR and Greenville, MS and is 2.47 miles long ending at existing Hwy 82 at Greenville, MS.	Approved
Illinois	US 41 S Lake Shore Dr.	Existing intersection of Harbor Ave. and Ewing Ave.(existing US Route 41) in Chicago, IL Bypass Peoria, IL and realigned through Creve Coeur and East Peoria, IL Existing alignment of Avenue O and newly constructed pavement North Chicago, IL 2.1 miles Intersection of 79th St. and South Shore Dr. (existing US Route 41)	Approved
Kansas	US 50	The route change begins at Garden City KS logmile 381 From Garden City, Control point #1 at AASHTO logmile 380 to west to U.S. 83 control point #2, thence west to Deerfield KS, control point #3. The improved section of U.S. 50 is four lane divided with a combination of at grade intersections and grade separated interchanges. : The prevailing direction at the change location of U.S. 50 is east/west, with the AASHTO Logmiles accumulating from east to west. : Garden City, Holcomb, Deerfield Total number of miles the route will cover: The route change covers about 8 miles. The route change ends between Garden City and Deerfield at AASHTO logmile 389.	Approved

Member Department	Route Number	Description	Decision
Kansas	US 54	<p>The route change on U.S. 54 begins at AASHTO log mile 220, between Kingman KS and Cunningham KS.</p> <p>The route goes between Kingman and Pratt KS, bypassing Cunningham KS.</p> <p>The route from AASHTO log mile 208 to 239 includes 2 lane undivided and four lane divided facilities with at grade intersections as well as grade separated interchanges. The changed route is a 4 lane divided facility with grade separated interchange access to Cunningham KS.</p> <p>: The prevailing direction of U.S. 54 in the vicinity of the route change is East/West, with the AASHTO log miles accumulating from East to West.</p> <p>Cunningham, Pratt, Kingman</p> <p>Total number of miles the route will cover: The changed route covers approximately ten miles.</p> <p>The changed route ends at AASHTO route log mile 230 between Cunningham and Pratt, KS.</p>	Approved
Kansas	US 59	<p>The route change begins at AASHTO log mile 59.</p> <p>The route goes between Lawrence and I-35 near Ottawa KS.</p> <p>The improved route is an access controlled 4 lane divided facility.</p> <p>The prevailing direction in the changed area is north/south, with the AASHTO miles accumulating from North to South.</p> <p>Lawrence, Baldwin City, Ottawa</p> <p>Total number of miles the route will cover: The route change covers 11 miles.</p> <p>The route change ends at AASHTO log mile 70 between U.S. 56 and I-35, south of the boundary between Douglas County and Franklin County.</p>	Approved
Kansas	US 77	<p>The Change to U.S. 77 begins at AASHTO log mile 23 including the at grade junction of U.S. 77 with Kansas Route 9.</p> <p>U.S. 77 goes from Marysville to Blue Rapids.</p> <p>The changed facility is 2 lane undivided, including a new bridge over the Big Blue River, and improved at grade intersection with Kansas Highway K-9 including turn lanes on U.S. 77.</p> <p>the Prevailing direction of U.S. 77 is North/South, the prevailing direction of the changed section is northeast/southwest.</p> <p>Blue Rapids, Marysville</p> <p>Total number of miles the route will cover: The changed route is 1 mile long.</p> <p>The changed portion of U.S. 77 ends at the east city limit of Blue Rapids KS.</p>	Approved

Member Department	Route Number	Description	Decision
Kansas	US 166	<p>The route change begins at AASHTO logmile 55 at the interchange with U.S. 169</p> <p>The route goes from Edna KS to Coffeyville KS.</p> <p>The facility includes divided and undivided sections of 4 lane highway including a grade separated interchange at the junction of U.S.166 and U.S. 169</p> <p>The prevailing direction of travel for this section of U.S. 166 is east/west. The miles are given using AASHTO Logmiles for Kansas which accumulate from east to west.</p> <p>: Coffeyville, KS</p> <p>Total number of miles the route will cover: The route change covers about 1 mile</p> <p>The route change ends at the city limit of Coffeyville, at AASHTO logmile 56.</p>	Approved
Kansas	US 169	<p>The route change begins at AASHTO logmile 163.</p> <p>From junction with U.S. 160 to Coffeyville Kansas.</p> <p>This is a four lane divided facility.</p> <p>The prevailing direction of the change to U.S. 169 is in the north/south direction.</p> <p>: Liberty, Coffeyville.</p> <p>Total number of miles the route will cover: The route change is approximately 4.7 miles.</p> <p>The project ends just south of the Interchange with U.S. 166 at AASHTO logmile 168.</p>	Approved
Kentucky	US 60	<p>The route begins on existing US 60 west of Ledbetter in Livingston County.</p> <p>US 60 continues across the Tennessee River, crosses the Livingston/McCracken County line, and intersects with US 62 southeast of Paducah in McCracken County.</p> <p>The facility is a new bridge and approaches over the Tennessee River.</p> <p>The direction is southwest for the new structure. Ledbetter and Paducah are the focal points.</p> <p>The length of the new route (bridge structure and connector) is about 1.4 miles. US 60 covers about 489 miles across Kentucky.</p> <p>The route ends at the intersection with US 62 southeast of Paducah.</p>	Approved
Kentucky	USBRS 76	Route Connects VIRGINIA STATE LINE And ILLINOIS STATE LINE	Approved
Minnesota	USBRS 45	Route Connects USBR 45 in Elk River, Minnesota And USBR 45 in Hastings, MN and Wisconsin border	Approved
Missouri	USBRS 76	Route Connects USBR Illinois and Kansas	Approved

Member Department	Route Number	Description	Decision
North Carolina	I-495 (future)-	<p>The route begins at the I-540 interchange (exit 26) in Wake County.</p> <p>The route is going north and east along existing US 64 in Wake, Franklin, and Nash counties.</p> <p>The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.</p> <p>The route is going north and east.</p> <p>The focal point cities along the route are Zebulon and Rocky Mount.</p> <p>The route will cover approximately 40.1 miles.</p> <p>The route ends at the I-95 interchange (exit 138) in Rocky Mount (Nash County).</p>	Conditional Approval - Needs FHWA Approval
North Carolina	I-495	<p>The route begins at the I-440, US 64 Business interchange (exit 14) in Raleigh (Wake County).</p> <p>The route is going south and east along existing US 64 in Wake County.</p> <p>The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.</p> <p>The route is going south and east.</p> <p>The focal point city is Raleigh.</p> <p>The route will cover approximately 4.1 miles.</p> <p>The route ends at the I-540 interchange (exit 26) in Wake County.</p>	Conditional Approval - Needs FHWA Approval
North Carolina	US 421 Business	<p>The route begins in southeast Sanford in Lee County at the intersection of existing/relocated US 421.</p> <p>The route is going along the former alignment of US 421 to existing US 421 northwest of Sanford in Lee County.</p> <p>The route is traveling on an "other" principal arterial on an existing alignment that is primarily either a four lane or five lane (with two-way left turn lanes) undivided facility through Sanford (for approximately 5 miles), and a multi-lane divided facility with partial access control northwest of Sanford (approximately 4.4 miles).</p> <p>The route is traveling north and west.</p> <p>The focal point city is Sanford.</p> <p>The route will cover approximately ten (10) miles.</p> <p>The route ends northwest of Sanford in Lee County at the intersection with existing US 421 where it reconnects with the existing/relocated US 421.</p>	Approved

Member Department	Route Number	Description	Decision
North Carolina	US 421	<p>The route begins in southeast Sanford in Lee County at the intersection of existing US 421/proposed US 421 Business.</p> <p>The route is going north and west to existing US 421/proposed US 421 Business northwest of Sanford in Lee County.</p> <p>The route is traveling along a multi-lane divided controlled access facility on a new alignment.</p> <p>The route is going north and west to existing US 421/proposed US 421 Business.</p> <p>The focal point city is Sanford.</p> <p>The route will cover approximately 10.7 miles.</p> <p>The route ends northwest of Sanford in Lee County at the intersection of existing US 421/proposed US 421 Business where it reconnects with existing US 421.</p>	Approved
North Dakota	US 85	<p>The North Dakota Department of Transportation is proposing to extend US 85 beginning at the intersection of US 85 and US 2 three miles west of Williston, ND. The route will travel in a general north/south direction until it reaches 141st Ave NW. It will travel along 141st Ave NW for approximately one mile then travel northwest until it reaches 142nd Ave NW. The route will travel over 142nd Ave NW in a general north/south direction until it reaches 56th St NW. It will travel along 56th St NW in an east/west direction for one mile then change to a northeasterly direction to the intersection of 140th Ave NW and 57th St NW. The route will then travel along 57th St NW for approximately four miles in a general east/west direction until it ends at the intersection with US 2 north of Williston. The extension of US 85 will cover a total of thirteen miles.</p>	Approved
Ohio	US 24	<p>The route will begin at existing US24 bypass on the west side of the City of Defiance.</p> <p>This section will travel to the existing 4 lane divided section of US24 located on the west side of the City of Toledo.</p> <p>The facility it will be traveling over is new construction on a new alignment.</p> <p>Direction of travel will be east.</p> <p>Cities traveled through are Defiance, Napoleon, Waterville and Toledo.</p> <p>For this update the total miles are 43.20. Total miles of entire route in Ohio are 83.32.</p> <p>For this update the ending point connects with the current 4 lane divided alignment of US24 on the west side of the City of Toledo. US24 in Ohio begins and ends at the Indiana and Michigan state line.</p>	Approved
South Carolina	US 21 Business	<p>Milepoint 0.00 @ US 21</p> <p>Running westerly, northerly thence northeasterly to US 21 Existing North Rock Hill 6.78 Milepoint 6.78 @ US 21</p>	Approved

Member Department	Route Number	Description	Decision
Texas	Interstate Route-2	The route will begin at approximately 0.5 mile west of the US 83/Showers Road junction in Palmview, TX and run eastward approximately 46.8 miles. This existing facility is a four to six-lane divided, controlled access route and travels west to east through the cities of Mission, McAllen, Pharr, and Harlingen. The route will extend 46.8 miles and will end at the junction of US 77 (IH 69E designation pending) in Harlingen, TX.	Disapproved - not in compliance with the AASHTO Policy HO2 ¹
Texas	Interstate Route 69E (Nu.)	Route will begin at IH 37 in Corpus Christi, then run southward to its terminus at SH 44, the existing facility is a four-lane divided Interstate System route concurrent with US 77. The route travels south to north with Corpus Christi and Robstown as focal points. The route will extend approximately 6.2 miles terminating at SH 44 in Robstown.	Disapproved - not in compliance with the AASHTO Policy HO21
Texas	Interstate Route 69E (Willacy)	The proposed route will begin approximately 0.6 mile north of the US 77/CR 3690 junction north of Raymondville and travel southward to its terminus in Brownsville. The route will extend approximately 53.3 miles along an existing four-lane divided, controlled access facility; it will travel south to north and traverse three focal points: Raymondville, Harlingen, and Brownsville. The route will terminate approximately 0.1 mile north of the US 77/University Blvd. intersection in Brownsville, TX.	Disapproved - not in compliance with the AASHTO Policy HO21
Texas	US 67/377	Route will begin at IH 37 in Corpus Christi, then run southward to its terminus at SH 44, the existing facility is a four-lane divided Interstate System route concurrent with US 77. The route travels south to north with Corpus Christi and Robstown as focal points. The route will extend approximately 6.2 miles terminating at SH 44 in Robstown.	Approved
Texas	US 67 Business	The designation will begin approximately 1.6 miles northeast of FM 219 in Erath County, it will run southwestward through the city of Dublin and terminate approximately 1.8 miles northeast of the Comanche County line. The route will travel north to south along an existing two-lane facility currently designated as US 67/377, a distance of approximately 4.8 miles.	Approved
Washington	Interstate Route 90 (Business)	The route begins at I-90 Exit 285. The route heads east along the Appleway Blvd/East Sprague Avenue one-way couplet to University Road, then east on East Sprague Avenue, then northeasterly on Appleway Avenue, then north on Barker Road. Existing roadway East. Spokane Valley, Washington Total number of miles the route will cover: 8.21 The route ends at I-90 Exit 293	Conditional Approval - Needs FHWA Approval



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 421

AASHTO Use Only

Action taken by SCOH:

Between Existing US 421 (west of Sanford) and Existing US 421 (in east Sanford)

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 1, 2013

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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 421 along a new alignment with higher design standards, and the existing alignment of US 421 through Sanford is proposed to be reclassified as US 421 Business (see associated application for recognition of US 421 Business). US 421 is a National Truck Network route between US 1 in Sanford and US 64 in Siler City, and the new alignment is proposed to be upgraded to a freeway (from a thoroughfare) Strategic Highway Corridor in North Carolina, which represents one of the core highway facilities providing mobility and connectivity throughout the state.

Date facility available to traffic October 2013 (anticipated completion date)

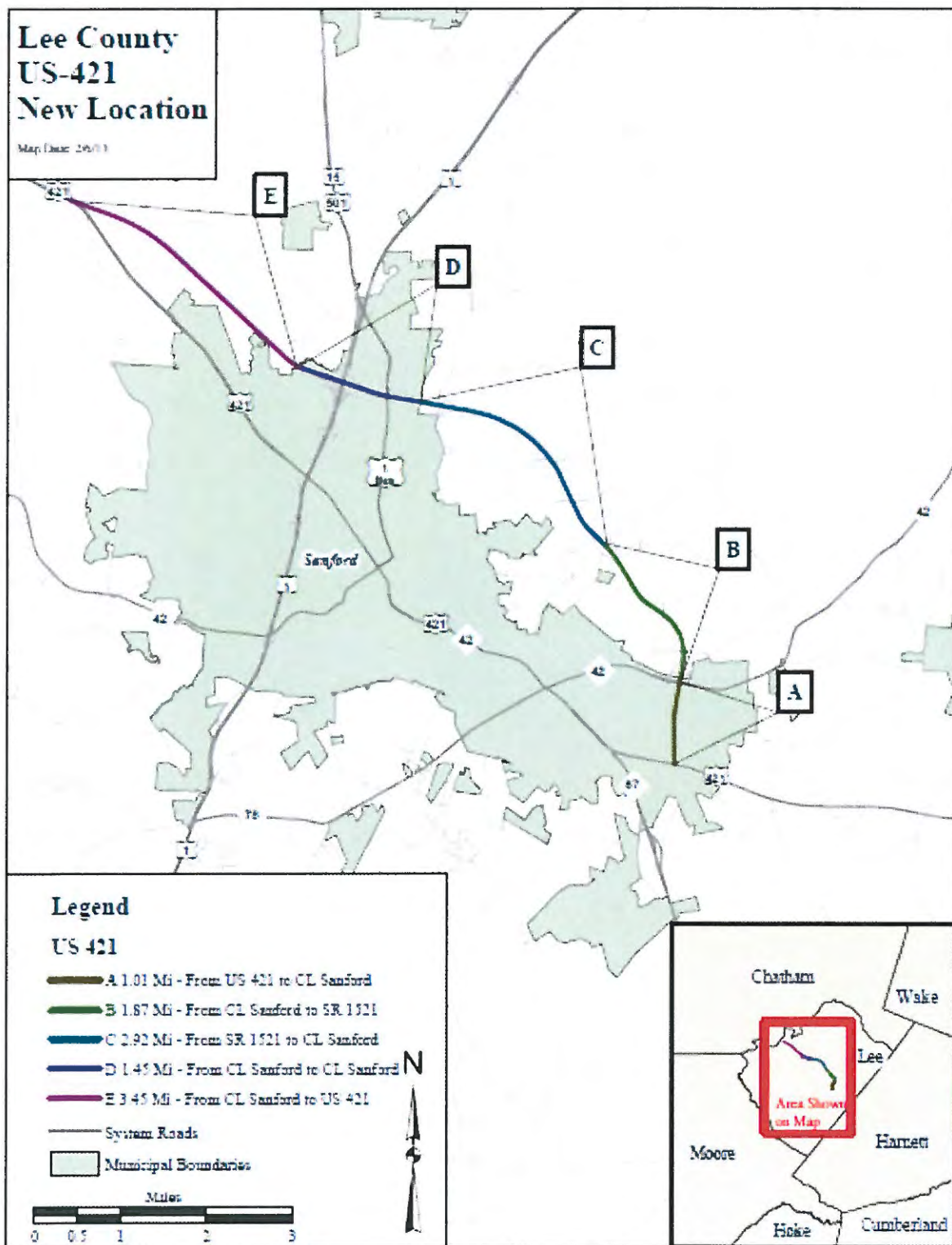
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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@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 17,440 as compared to 11,620 for the year 2011 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	6							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
0	A			19,700	None	None	None	None	None	None	None	None	None	None					
2	B		18,200																
4	C		18,800																
6	D	H	G	18,300															
8	E		14,400																
10																			
12																			

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 in southeast Sanford in Lee County at the intersection of existing US 421/proposed US 421 Business.

The route is going north and west to existing US 421/proposed US 421 Business northwest of Sanford in Lee County.

The route is traveling along a multi-lane divided controlled access facility on a new alignment.

The route is going north and west to existing US 421/proposed US 421 Business.

The focal point city is Sanford.

The route will cover approximately 10.7 miles.

The route ends northwest of Sanford in Lee County at the intersection of existing US 421/proposed US 421 Business where it reconnects with existing US 421.

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

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
421	North Carolina	Regular	BEGIN ROUTE	0	0	Route Begins
421	North Carolina	Regular	ML-KURE BEACH	2	2	Municipal Limit
421	North Carolina	Regular	ML-KURE BEACH	3	5	Municipal Limit
421	North Carolina	Regular	ML-CAROLINA BEACH	1	6	Municipal Limit
421	North Carolina	Regular	ML-CAROLINA BEACH	2	8	Municipal Limit
421	North Carolina	Regular	ML-WILMINGTON	7	15	Municipal Limit
421	North Carolina	Regular	US 117	3	18	At grade intersection, 4 legs
421	North Carolina	Regular	US 421TRK	2	20	At grade intersection, 4 legs
421	North Carolina	Truck	US 421	0	0	Route Begins
421	North Carolina	Truck	US 74	1	1	Interchange
421	North Carolina	Truck	US 76	0	1	Interchange
421	North Carolina	Truck	US 17BUS	0	1	Route Ends
421	North Carolina	Regular	US 76	1	21	At grade intersection, 4 legs
421	North Carolina	Regular	US 17BUS	0	21	At grade intersection, 4 legs
421	North Carolina	Regular	US 76	0	21	Interchange
421	North Carolina	Regular	US 421TRK	0	21	Interchange
421	North Carolina	Regular	US 17, US 74, US 76, US 17BUS	1	22	Interchange
421	North Carolina	Regular	US 74	23	45	At grade intersection, 3 legs
421	North Carolina	Regular	I 140, US 17	3	48	Interchange
421	North Carolina	Regular	ML-HARRELLS	11	59	Municipal Limit
421	North Carolina	Regular	ML-HARRELLS	7	66	Municipal Limit
421	North Carolina	Regular	US 701, US 701BUS	18	84	Interchange
421	North Carolina	Regular	ML-CLINTON	1	85	Municipal Limit
421	North Carolina	Regular	US 701	2	87	Interchange
421	North Carolina	Regular	ML-CLINTON	2	89	Municipal Limit
421	North Carolina	Regular	US 13	14	103	At grade intersection, 4 legs
421	North Carolina	Regular	ML-DUNN	5	108	Municipal Limit
421	North Carolina	Regular	I 95	1	109	Interchange
421	North Carolina	Regular	US 301	0	109	At grade intersection, 4 legs
421	North Carolina	Regular	ML-DUNN	3	112	Municipal Limit
421	North Carolina	Regular	ML-ERWIN	0	112	Municipal Limit
421	North Carolina	Regular	ML-ERWIN	2	114	Municipal Limit
421	North Carolina	Regular	US 401	10	124	At grade intersection, 4 legs
421	North Carolina	Regular	US 401	1	125	At grade intersection, 3 legs
421	North Carolina	Regular	ML-LILLINGTON	1	126	Municipal Limit
421	North Carolina	Regular	ML-SANFORD	16	142	Municipal Limit
421	North Carolina	Regular	US 421BUS	1	143	Interchange
421	North Carolina	Business	US 421	0	0	Route Begins
421	North Carolina	Business	US 1BUS	4	4	At grade intersection, 4 legs
421	North Carolina	Business	US 1, US 15, US 501	2	6	Interchange
421	North Carolina	Business	ML-SANFORD	1	7	Municipal Limit
421	North Carolina	Business	US 421	3	10	Route Ends
421	North Carolina	Regular	US 1BUS	4	147	Interchange
421	North Carolina	Regular	US 1, US 15, US 501	1	148	Interchange
421	North Carolina	Regular	ML-SANFORD	2	150	Municipal Limit
421	North Carolina	Regular	US 421BUS	4	154	At grade intersection, 3 legs
421	North Carolina	Regular	US 64	17	171	Interchange
421	North Carolina	Regular	I 85	26	197	Interchange
421	North Carolina	Regular	US 220	5	202	Interchange
421	North Carolina	Regular	I 73	1	203	Interchange
421	North Carolina	Regular	I 85BUS	0	203	Interchange

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
421	North Carolina	Regular	ML-GREENSBORO	5	208	Municipal Limit
421	North Carolina	Regular	I 73	1	209	Interchange
421	North Carolina	Regular	I 40	1	210	Interchange
421	North Carolina	Regular	I 40BUS	8	218	Interchange
421	North Carolina	Regular	ML-KERNERSVILLE	5	223	Municipal Limit
421	North Carolina	Regular	US 158	3	226	Interchange
421	North Carolina	Regular	US 52, US 311	2	228	Interchange
421	North Carolina	Regular	I 40BUS, US 158	2	230	Interchange
421	North Carolina	Regular	US 158	1	231	Interchange
421	North Carolina	Regular	I 40	3	234	Interchange
421	North Carolina	Regular	ML-WINSTON-SALEM	1	235	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	1	236	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	1	237	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	4	241	Municipal Limit
421	North Carolina	Regular	ML-YADKINVILLE	12	253	Municipal Limit
421	North Carolina	Regular	US 601	0	253	Interchange
421	North Carolina	Regular	ML-YADKINVILLE	0	253	Municipal Limit
421	North Carolina	Regular	US 21	7	260	Interchange
421	North Carolina	Regular	I 77	2	262	Interchange
421	North Carolina	Regular	US 421BUS	17	279	Interchange
421	North Carolina	Business	US 421	0	0	Route Begins
421	North Carolina	Business	ML-NORTH WILKESBORO	2	2	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	2	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-WILKESBORO	1	5	Municipal Limit
421	North Carolina	Business	US 421	1	6	Route Ends
421	North Carolina	Regular	US 421BUS	5	284	At grade intersection, 3 legs
421	North Carolina	Regular	US 221	21	305	At grade intersection, 3 legs
421	North Carolina	Regular	US 221	7	312	At grade intersection, 3 legs
421	North Carolina	Regular	ML-BOONE	1	313	Municipal Limit
421	North Carolina	Regular	US 221	1	314	At grade intersection, 3 legs
421	North Carolina	Regular	US 321	1	315	At grade intersection, 3 legs
421	North Carolina	Regular	ML-BOONE	1	316	Municipal Limit
421	North Carolina	Regular	US 321	5	321	At grade intersection, 3 legs
421	North Carolina	Regular	SL-TN	7	328	Route Ends, State Line



American Association of State Highway and Transportation Officials

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

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- 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 421
Business



Between Existing US 421 (west of Sanford) and Existing US 421 (in east Sanford)

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 1, 2013

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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 421 Business between existing US 421 northwest of Sanford, and existing US 421 in southeast Sanford. This application is in conjunction with the relocation of US 421 to a new alignment. Many business developments are located on the proposed US 421 Business including several shopping centers, automobile dealerships, restaurants, banks, etc.

Date facility available to traffic Currently open to traffic (anticipated completion date for US 421 new alignment and relocation is October 2013)

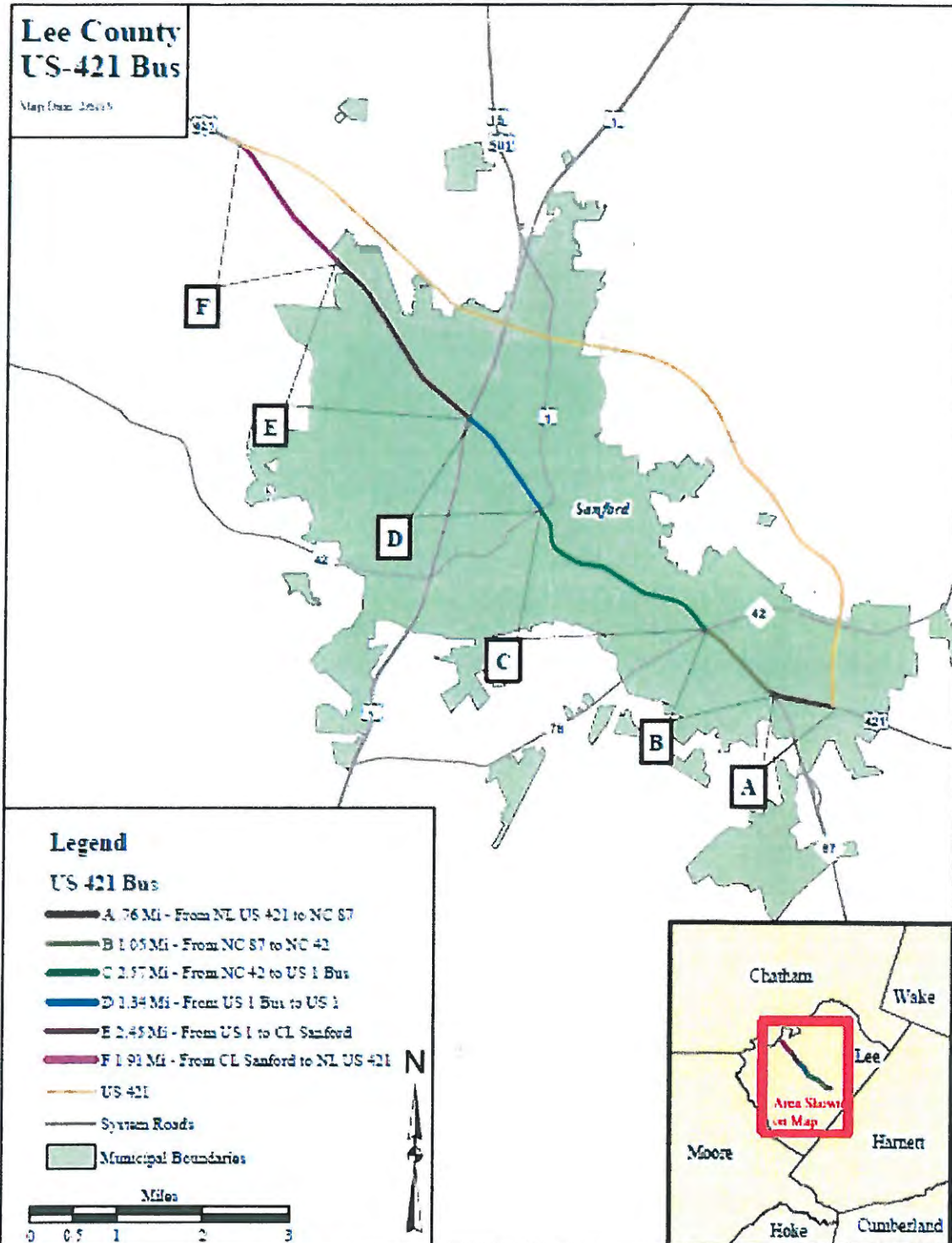
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? (existing US 421 to be relocated – see application for US 421 relocation)

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@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 18,430 as compared to 11,620 for the year 2011 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								
0	A	H	G	5,700	Percent				Percent				Percent				Degree	Length		
	B			27,000																
2	C			24,000																
				25,000																
				26,000																
				25,000																
				26,000																
4	D			20,000																
				18,000																
6	E			15,000	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	
				16,000																
8	F			15,000																
10																				

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 in southeast Sanford in Lee County at the intersection of existing/relocated US 421.

The route is going along the former alignment of US 421 to existing US 421 northwest of Sanford in Lee County.

The route is traveling on an "other" principal arterial on an existing alignment that is primarily either a four lane or five lane (with two-way left turn lanes) undivided facility through Sanford (for approximately 5 miles), and a multi-lane divided facility with partial access control northwest of Sanford (approximately 4.4 miles).

The route is traveling north and west.

The focal point city is Sanford.

The route will cover approximately ten (10) miles.

The route ends northwest of Sanford in Lee County at the intersection with existing US 421 where it reconnects with the existing/relocated US 421.

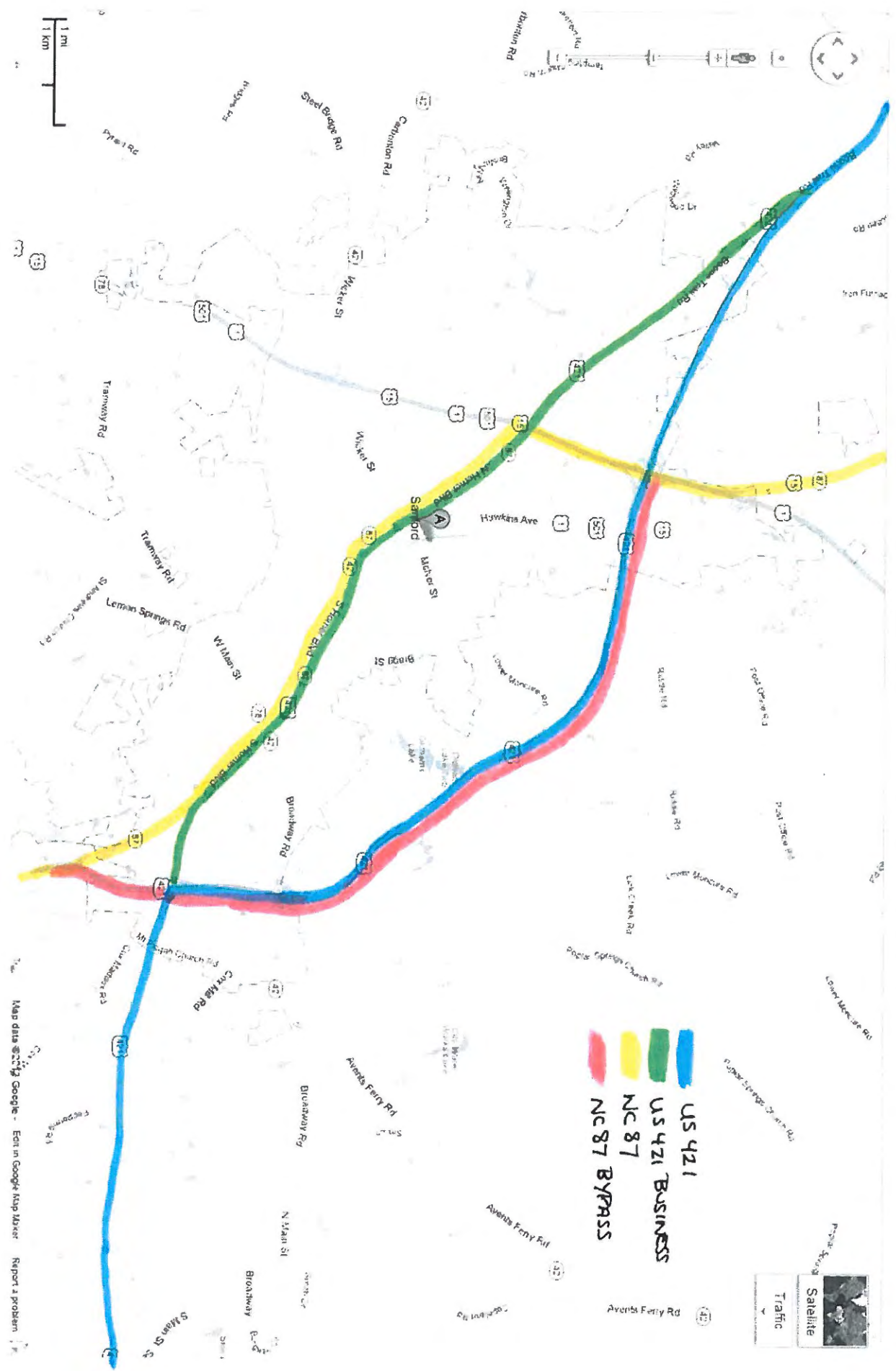
Revised Log for the U.S. Route Numbering Database:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
421	North Carolina	Regular	BEGIN ROUTE	0	0	Route Begins
421	North Carolina	Regular	ML-KURE BEACH	2	2	Municipal Limit
421	North Carolina	Regular	ML-KURE BEACH	3	5	Municipal Limit
421	North Carolina	Regular	ML-CAROLINA BEACH	1	6	Municipal Limit
421	North Carolina	Regular	ML-CAROLINA BEACH	2	8	Municipal Limit
421	North Carolina	Regular	ML-WILMINGTON	7	15	Municipal Limit
421	North Carolina	Regular	US 117	3	18	At grade intersection, 4 legs
421	North Carolina	Regular	US 421TRK	2	20	At grade intersection, 4 legs
421	North Carolina	Truck	US 421	0	0	Route Begins
421	North Carolina	Truck	US 74	1	1	Interchange
421	North Carolina	Truck	US 76	0	1	Interchange
421	North Carolina	Truck	US 17BUS	0	1	Route Ends
421	North Carolina	Regular	US 76	1	21	At grade intersection, 4 legs
421	North Carolina	Regular	US 17BUS	0	21	At grade intersection, 4 legs
421	North Carolina	Regular	US 76	0	21	Interchange
421	North Carolina	Regular	US 421TRK	0	21	Interchange
421	North Carolina	Regular	US 17, US 74, US 76, US 17BUS	1	22	Interchange
421	North Carolina	Regular	US 74	23	45	At grade intersection, 3 legs
421	North Carolina	Regular	I 140, US 17	3	48	Interchange
421	North Carolina	Regular	ML-HARRELLS	11	59	Municipal Limit
421	North Carolina	Regular	ML-HARRELLS	7	66	Municipal Limit
421	North Carolina	Regular	US 701, US 701BUS	18	84	Interchange
421	North Carolina	Regular	ML-CLINTON	1	85	Municipal Limit
421	North Carolina	Regular	US 701	2	87	Interchange
421	North Carolina	Regular	ML-CLINTON	2	89	Municipal Limit
421	North Carolina	Regular	US 13	14	103	At grade intersection, 4 legs
421	North Carolina	Regular	ML-DUNN	5	108	Municipal Limit
421	North Carolina	Regular	I 95	1	109	Interchange
421	North Carolina	Regular	US 301	0	109	At grade intersection, 4 legs
421	North Carolina	Regular	ML-DUNN	3	112	Municipal Limit
421	North Carolina	Regular	ML-ERWIN	0	112	Municipal Limit
421	North Carolina	Regular	ML-ERWIN	2	114	Municipal Limit
421	North Carolina	Regular	US 401	10	124	At grade intersection, 4 legs
421	North Carolina	Regular	US 401	1	125	At grade intersection, 3 legs
421	North Carolina	Regular	ML-LILLINGTON	1	126	Municipal Limit
421	North Carolina	Regular	ML-SANFORD	16	142	Municipal Limit
421	North Carolina	Regular	US 421BUS	1	143	Interchange
421	North Carolina	Business	US 421	0	0	Route Begins
421	North Carolina	Business	US 1BUS	4	4	At grade intersection, 4 legs
421	North Carolina	Business	US 1, US 15, US 501	2	6	Interchange
421	North Carolina	Business	ML-SANFORD	1	7	Municipal Limit
421	North Carolina	Business	US 421	3	10	Route Ends
421	North Carolina	Regular	US 1BUS	4	147	Interchange
421	North Carolina	Regular	US 1, US 15, US 501	1	148	Interchange
421	North Carolina	Regular	ML-SANFORD	2	150	Municipal Limit
421	North Carolina	Regular	US 421BUS	4	154	At grade intersection, 3 legs
421	North Carolina	Regular	US 64	17	171	Interchange
421	North Carolina	Regular	I 85	26	197	Interchange
421	North Carolina	Regular	US 220	5	202	Interchange
421	North Carolina	Regular	I 73	1	203	Interchange
421	North Carolina	Regular	I 85BUS	0	203	Interchange

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
421	North Carolina	Regular	ML-GREENSBORO	5	208	Municipal Limit
421	North Carolina	Regular	I 73	1	209	Interchange
421	North Carolina	Regular	I 40	1	210	Interchange
421	North Carolina	Regular	I 40BUS	8	218	Interchange
421	North Carolina	Regular	ML-KERNERSVILLE	5	223	Municipal Limit
421	North Carolina	Regular	US 158	3	226	Interchange
421	North Carolina	Regular	US 52, US 311	2	228	Interchange
421	North Carolina	Regular	I 40BUS, US 158	2	230	Interchange
421	North Carolina	Regular	US 158	1	231	Interchange
421	North Carolina	Regular	I 40	3	234	Interchange
421	North Carolina	Regular	ML-WINSTON-SALEM	1	235	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	1	236	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	1	237	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	4	241	Municipal Limit
421	North Carolina	Regular	ML-YADKINVILLE	12	253	Municipal Limit
421	North Carolina	Regular	US 601	0	253	Interchange
421	North Carolina	Regular	ML-YADKINVILLE	0	253	Municipal Limit
421	North Carolina	Regular	US 21	7	260	Interchange
421	North Carolina	Regular	I 77	2	262	Interchange
421	North Carolina	Regular	US 421BUS	17	279	Interchange
421	North Carolina	Business	US 421	0	0	Route Begins
421	North Carolina	Business	ML-NORTH WILKESBORO	2	2	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKE5BORO	2	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-WILKESBORO	1	5	Municipal Limit
421	North Carolina	Business	US 421	1	6	Route Ends
421	North Carolina	Regular	US 421BUS	5	284	At grade intersection, 3 legs
421	North Carolina	Regular	US 221	21	305	At grade intersection, 3 legs
421	North Carolina	Regular	US 221	7	312	At grade intersection, 3 legs
421	North Carolina	Regular	ML-BOONE	1	313	Municipal Limit
421	North Carolina	Regular	US 221	1	314	At grade intersection, 3 legs
421	North Carolina	Regular	US 321	1	315	At grade intersection, 3 legs
421	North Carolina	Regular	ML-BOONE	1	316	Municipal Limit
421	North Carolina	Regular	US 321	5	321	At grade intersection, 3 legs
421	North Carolina	Regular	SL-TN	7	328	Route Ends, State Line

US 421 - NC 87 ROUTINGS IN SANFORD, LETE CO.

2/26/19
KLR



**RESOLUTION OF SUPPORT FOR THE US-421/NC-87 RELOCATION FROM
HORNER BOULEVARD TO THE SANFORD BYPASS PROJECT**

WHEREAS, the relocation of US-421/NC-87 from Horner Boulevard to the Sanford Bypass will have a very positive impact on the City of Sanford and the flow of traffic within our City Limits; and

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

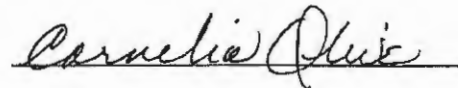
WHEREAS, over the next few years, we believe we will see a great amount of growth on US-421 and NC-87; and

WHEREAS, the relocation of US-421/NC-87 from Horner Boulevard to the Sanford Bypass will address the needs of the development and the traffic patterns in this area; and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Sanford that:

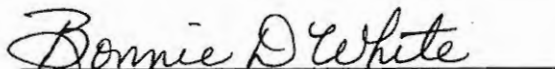
1. The City Council supports the relocation project of US-421 and NC-87 from Horner Boulevard to the Sanford Bypass, to address the economic development concerns and to improve the safety and traffic flow through the City of Sanford.
2. The City Council supports the US 421 Business and NC 87 Business routing.

ADOPTED the 19th day of March 2013.



Cornelia Olive, Mayor

ATTEST:



Bonnie D. White, City Clerk



Susan Patterson, City Attorney

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 421, US 421 Business, US 421 Connector

County/s: Lee

Division/s: 8 TIP Project/s: R-2417

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

US 421 would be moved onto the new alignment north of the City of Sanford and reconnect west of the city.
US 421 Bus would replace the existing routing of US 421 through the City of Sanford.
US 421 Connector would connect NC 57 to US 421.

Reason/Justification for this route change:

TIP Project R-2417 constructed a full-controlled access highway to provide a bypass route for US 421 traffic.

Requestor Name: Kelly Becker Date: 11/16/13

Requestor Signature: Kelly Becker

State Traffic Engineer (initial approval): [Signature] Date: 17 JAN 2013

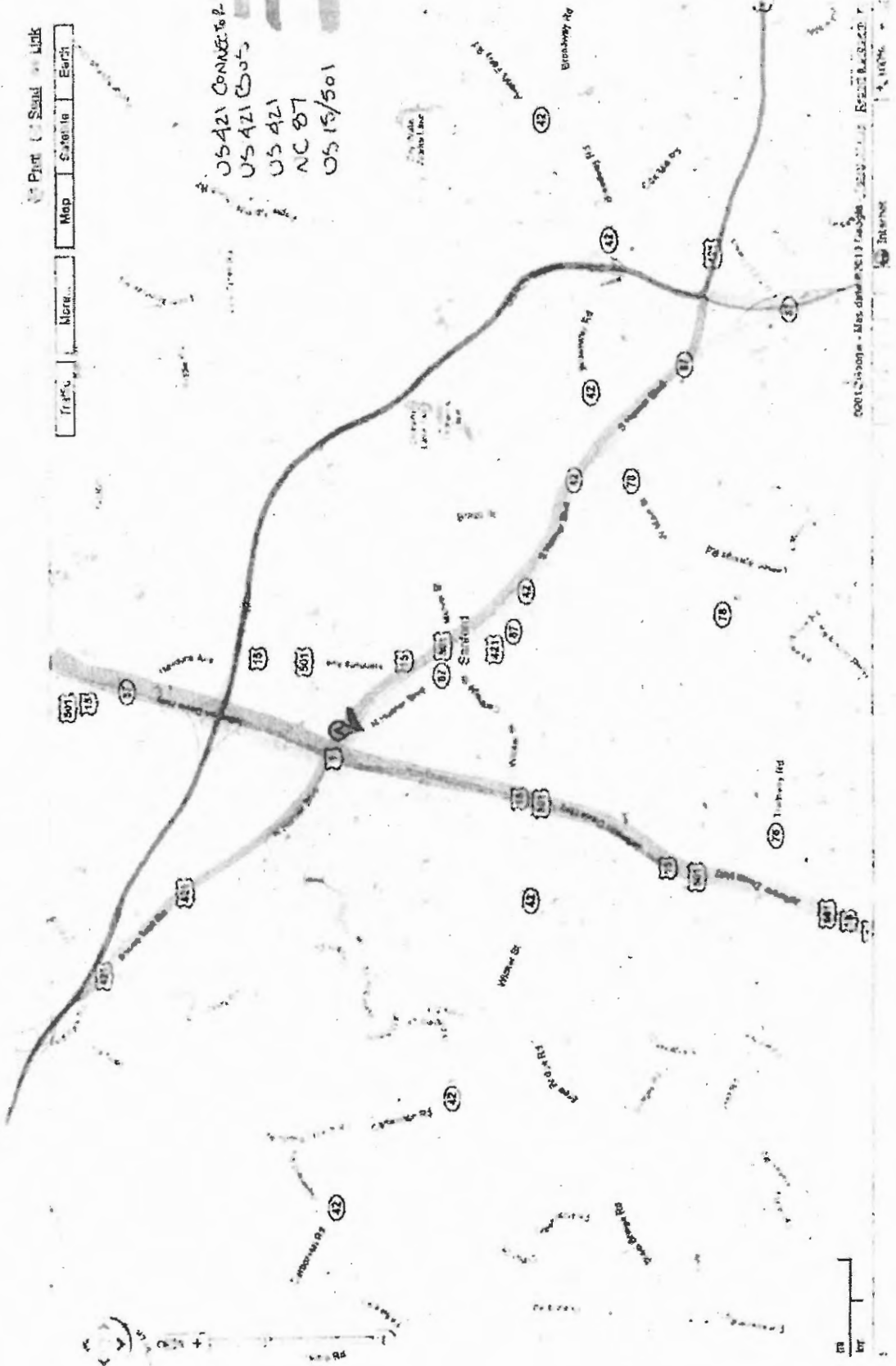
Attachment: Map/s

cc: Ordinance Program Coordinator

Print | Share | Link

Map | Satellite | Street View

US 421 CONNEXION
US 421 GOLF
US 421
NC 87
05/15/201



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