

Mileposting Guidelines

Traffic Safety Unit

These guidelines have been developed as an addendum to the “TSSMU Mileposting Process and Policy” to clarify certain mileposting responsibilities and procedures that are accomplished on a daily basis.

General

The following applies to all mileposting that is performed, whether the assignment is mileposting specific or in conjunction with a study:

- All coinciding routes are to be mileposted along with the high order route (unless a coinciding route has an insignificant number of crashes on it),
- Features shall only be mileposted to the nearest hundredth of a mile (2 decimal places),
- “Direction to next feature” is the compass direction from a feature to the next subsequent feature, following the direction of the route (intersections, boundaries, and mile markers only),
- If a loop situation exists where cross streets have the same name/designation but are no more than 150 feet apart, then no loop condition will be mileposted and a single milepost shall be used (midway between the two intersections),
- Milepost all at-grade railroad crossings,
- Milepost all bridges, culverts, ferry ramps, pipes, tunnels, and underpasses (C, F, G, H, J, P, T, U, and V structures) but only if they carry the route being mileposted,
- Do not milepost signs or other overhead structures (D, L, M, N, R, S, W, or Y structures),
- Do not milepost couplets (unless it is an ordinance route) but do verify and code high order information,
- Mile markers are to be included with other features and will be subjected to ratio adjustment,
- Use maps for determining boundary mileposts instead of MLI1, but use the MLI1 milepost if the map location of the boundary is approximate to that in MLI1,
- Features on county lines must be mileposted in both counties (example: bridge 170145 on US 70 would be coded in both Catawba and Iredell counties),
- Crash reports should be corrected whenever feasible, and
- The beginning and ending points of all ordinances must milepost.

SQL (MP.sql)

All studies should run the expanded version of MP.sql for all routes, even if the routes are not going to be mileposted at the time of the study, including intersection and expedite (rush) studies.

Studies

All studies should have their route(s) mileposted, if necessary, unless at least one of the following conditions apply:

- Expedite (rush) studies,
- Intersection studies,
- A minimum of 90% of the features (inclusive of loops) already milepost, or
- The route is already on the master milepost list to be mileposted (located at S:\TSU\IMS\Mileposting\Route List\Routes_to_Milepost.xls).

However, if it is a section or bridge study and the route(s) is/are already mileposted then, at a minimum, MLI1 shall be consulted to make sure that common features have the same milepost (per Kevin 4/9/93) and MP.sql shall be run (for each route) to check for unmileposted features that need to be added. The Secondary Data Maintainers (SDM) will review the SQL output for all unmileposted studies to determine if any routes need to be added to the master list.

Corrections and Additions

If corrections or additions are being made to a route that is already mileposted, use of the mileposting spreadsheets is not necessary. Corrections can be made directly to the current features report, and additions can either be on the features report or on a separate sheet. In either case, MLI1 should be consulted to check the milepost of common features. **Do not remove any secondary or other routes that are indicated on the features report but are no longer displayed on a map or on the state system.**

Folder Material

Each folder/package containing mileposted routes should have a mileposting checking sheet, copies of any non-microstation maps (i.e. city maps, bridge maps, railroad maps, etc.) used to milepost the route, and bridge records for each mileposted structure (screen 1 only). Also, the following items should be included for each mileposted route (please keep material for different routes separated):

- MLI1 print-outs (state maintained routes, principal data only),
- High Order report (from TEAAS, if inventoried),
- Features report (from TEAAS, if mileposted – with corrections and additions indicated, if necessary),
- Mileposting spreadsheets (all 4 worksheets, if a newly mileposted route),
- Preliminary MP.sql print-out(s), and
- Corrected crash reports (crashes at non-loop locations whose feature has not been added to the mileposting spreadsheet or misspelled crashes only).