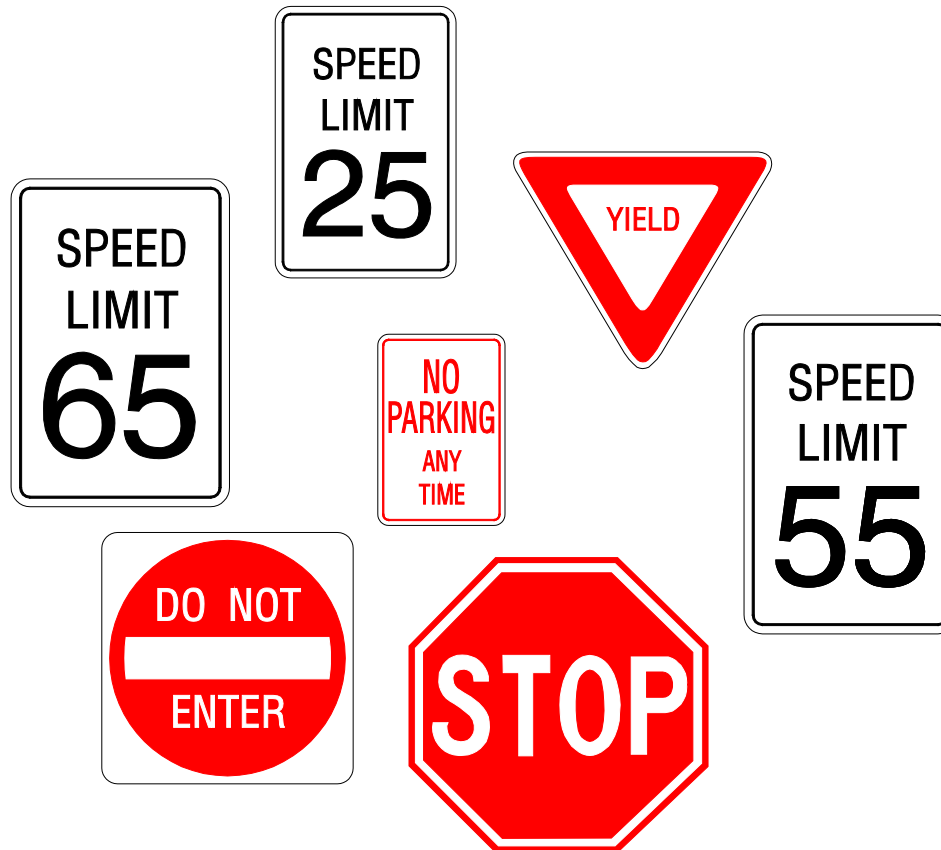


Ordinances

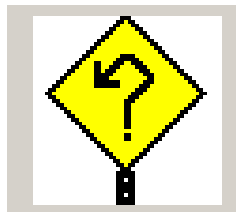


Ordinances

Ordinances are legal restrictions on state maintained roadways governing the movement of traffic.

The State Traffic Engineer has the authority to approve and implement ordinances based on North Carolina General Statutes (§143B-350) and the North Carolina Administrative Code (19A NCAC 4A.0104).

Access the ordinance screen by selecting:



Ordinances

Ordinance Search

TEAAS - Ordinances

Edit Help

Search Details

Criteria

Search By

County

Region

Division

WAKE-91

Ordinance Type

Rural Speed Zones-3

On Road ID

40001313

Ordinance Number

Report Date

Ordinance Old Number

Approval

All

Approved

State Appr. Pending

Region Appr. Pending

Div. Appr. Pending

Status

All

Active

Repealed

Search

Results

Div.	County	Ord. #	Ordinance Type	Road On	Status	Effective Dt.	Repealed Dt.	Ord. Old #
5	WAKE	1044768	Rural Speed Zones	SR 1313	Active	2/1/1980		910300380
5	WAKE	1045514	Rural Speed Zones	SR 1313	Active	10/31/1990		910301132

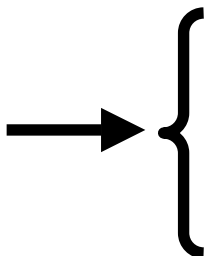
Date of Signing 12/21/2006

Generate Certificate of Rule Making

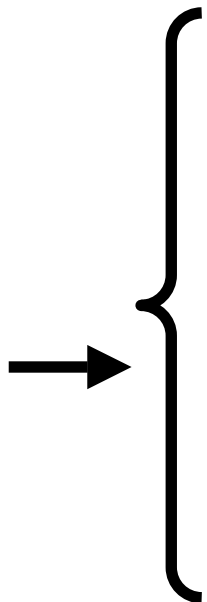
Generate Report

Export to File

Search
Criteria



Search
Results



Ordinance Report Example

NCDOT TEAAS Ordinance Report

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, 20-141.1.

COUNTY WAKE **DIVISION** 5

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Effective Date	Route	Car Spd Lmt	Trk Spd Lmt	Description
WAKE	1044768	2/1/1980	SR 1313	45	45	From SR 1009, northward to SR 1315.
WAKE	1045514	10/31/1990	SR 1313	45	45	From SR 1419 northward to a point 0.42 mile south of SR 1415, the southern limit of Cary.

Ordinance Details - Main Screen

TEAAS - Ordinances

Edit Help

Search Details

Main Description / Status

Basic Information

Ordinance Number	Ordinance Type	
1044768	Rural Speed Zones-3	
Status	Approval Status	
Active	Approved	
County	On Road	On Road ID
WAKE-91	SR 1313	40001313
City	Region	Division
	CAPITAL	HIGHWAY DIVISION 5
Entry Date	Effective Date	Repealed Date
2/1/1980	2/1/1980	

Begin Point

Reference Road	Distance	<input type="radio"/> Feet	Direction	Milepost
SR 1009	0	<input checked="" type="radio"/> Miles		
Milepost	Milepost Quality	HO Route	Milepost On HO Route	
2.86	1	SR 1313	2.86	

End Point

Reference Road	Distance	<input type="radio"/> Feet	Direction	Milepost
SR 1315	0	<input checked="" type="radio"/> Miles		
Milepost	Milepost Quality	HO Route	Milepost On HO Route	
1.53	1	SR 1313	1.53	

Other Information

Car Speed Limit	Truck Speed Limit	Segment Length	Sign Type	# of Signs	Sign Installation Date
45	45	1.33			
Construction Project Number	Ordinance Old Number				
	910300380				

Ordinance Details - Description/Status

TEAAS - Ordinances

Edit Help

Search Details

Main Description / Status

Ordinance Description

From SR 1009, northward to SR 1315.

Detailed Description

Approval Status

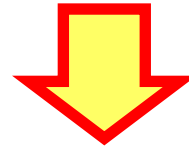
Division Approval	<input type="text" value="Ordinance C. 2004"/>	Date	<input type="text" value="25 September 2004 07:11 PM"/>	<input type="button" value="Approve"/>
Region Approval	<input type="text" value="Ordinance C. 2004"/>	Date	<input type="text" value="25 September 2004 07:11 PM"/>	<input type="button" value="Approve"/>
State Approval	<input type="text" value="Ordinance C. 2004"/>	Date	<input type="text" value="25 September 2004 07:11 PM"/>	<input type="button" value="Approve"/>

Last Update

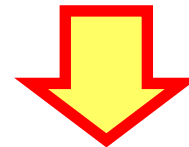
User ID	<input type="text" value="ordinanceConversion"/>
Date/Time	<input type="text" value="25 September 2004 07:11 PM"/>

Ordinance Approvals

Ordinances are generally written and approved at the division level



Ordinances are reviewed and approved at the regional level

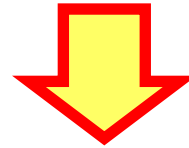


Ordinances are signed into law by the State Traffic Engineer

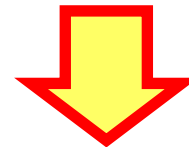
Note - speed zone ordinances within municipal limits also require concurrent municipal approval

Ordinance Repeals

Ordinances are generally recommended for repeal at the division level



Ordinances recommended for repeal are reviewed and approved at the regional level



Ordinances are legally repealed by the State Traffic Engineer

Note - speed zone ordinances within municipal limits also require concurrent municipal repeals

Ordinance Manual

congestion, number of signal warrants met, effect on pedestrians and schools, division and region priorities, and public interest.

[Active Spot Safety Projects](#)

Hazard Elimination Program:

The Hazard Elimination Program is used to develop larger improvement projects to address safety and potential safety issues. The program is funded with 90% federal funds and 10% state funds. The cost of Hazard Elimination Program projects typically ranges between \$400,000 and \$1 million. A Safety Oversight Committee (SOC) reviews and recommends Hazard Elimination projects to the Board of Transportation (BOT) for approval and funding. These projects are prioritized for funding according to a safety benefit to cost (B/C) ratio, with the safety benefit being based on crash reduction. Once approved and funded by the BOT, these projects become part of the department's Transportation Improvement Program (TIP).

Traffic Safety Ordinances:

Traffic Safety Ordinances include the maintenance and revision of speed zones, no parking zones, turning prohibitions, truck routes, route changes, etc. The State Traffic Engineer is the approving authority for traffic ordinances, and the approval of specific ordinances is based on traffic engineering studies and is in accordance with North Carolina General Statutes.

[Ordinance Manual](#)

Surface Transportation Assistance Act (STAA) Dimensioned Vehicle Routes:

Requests from trucking industries for "reasonable access" of STAA dimensioned vehicles (twin-trailers, and 48-to-53 foot long single trailers) between a specific terminal and the National Truck Network (NTN - a network of highway routes within the state designated for STAA dimensioned vehicles use) are coordinated by TSIS for investigation by the regional traffic engineering offices, municipal officials, and the State Highway Patrol. If approved, the route may be used by any STAA dimensioned vehicles traveling from the NTN to the specified terminal. The State Traffic Engineer is the approving/disapproving authority. However, if no response is issued within 90 days of receipt of the request, then the request for reasonable access is automatically approved.

http://www.ncdot.org/doh/preconstruct/traffic/safety/reports/TSI/Ordinance.pdf

Start | In-box - Netscape Folder | S:\TSU\TSIS\Traffic Coun... | Microsoft PowerPoint - [T... | Traffic Safety Informa... | 3:51 PM

<http://www.ncdot.org/doh/preconstruct/traffic/safety/TSI/>