

**GENERAL ASSEMBLY OF NORTH CAROLINA  
SESSION 2003**

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**HOUSE BILL 729  
Committee Substitute Favorable 4/23/03**

Short Title: Stoplights on U.S. Highway 70.

(Public)

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Sponsors:

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Referred to:

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March 27, 2003

A BILL TO BE ENTITLED

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2 AN ACT TO DIRECT THE DEPARTMENT OF TRANSPORTATION TO DEVELOP  
3 A CORRIDOR PLAN FOR U.S. HIGHWAY 70 FROM GARNER TO  
4 MOREHEAD CITY THAT MINIMIZES THE USE OF STOPLIGHTS, TO  
5 REQUIRE THE DEPARTMENT TO REPORT ON ITS PLAN TO THE JOINT  
6 LEGISLATIVE TRANSPORTATION OVERSIGHT COMMITTEE, AND TO  
7 URGE THE DEPARTMENT IN THE INTERIM TO NOT PLACE ANY  
8 ADDITIONAL STOPLIGHTS ON U.S. HIGHWAY 70 FROM GARNER TO  
9 MOREHEAD CITY UNLESS NO ALTERNATIVE IS AVAILABLE AND THE  
10 STOPLIGHT IS ESSENTIAL FOR SAFETY.

11 The General Assembly of North Carolina enacts:

12       **SECTION 1.** The Department of Transportation is directed to develop a  
13 traffic flow corridor plan for U.S. 70 between its intersection with Interstate 40 in  
14 Garner and where it enters the municipal limits of Morehead City. The plan shall  
15 examine traffic flow and safety on the corridor with the goals of eliminating as many  
16 stoplights as possible and increasing the safety, efficiency, and average speed of traffic  
17 movement on the corridor. The Department shall report, on or before December 1,  
18 2003, the results of its analysis of the corridor and its plan for improving traffic flow to  
19 the Joint Legislative Transportation Oversight Committee.

20       **SECTION 2.** The General Assembly encourages the Department of  
21 Transportation, during the period of development of the corridor plan and report  
22 required by Section 1 of this act, to not erect any additional traffic control stoplights on  
23 U.S. 70 between its intersection with Interstate 40 in Garner and where it enters the  
24 municipal limits of Morehead City unless no alternative is available and the stoplight is  
25 essential to safety. The Department is instead urged to consider other traffic control  
26 devices or structures such as turnouts and crossovers.

27       **SECTION 3.** This act is effective when it becomes law.