



American Association of State Highway and Transportation Officials

Seven (7) Page Form

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

for (select one of the following):

- 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 US 258
- 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
- \*Establishment of a U.S. Bicycle Route (A NEW FORM IS BEING DEVELOPED FOR US BIKE ROUTES – continue to use this until the new form is finalized)
- \*Relocation of a U.S. Bicycle Route (SAA)

Between US 264 Alternate, South of Farmville, NC  
and  
US 264, North of Farmville, NC

The following states or states are involved:  
**North Carolina**

**For AASHTO Use Only**

Date received \_\_\_\_\_

Date application acknowledged \_\_\_\_\_

Date to Special Committee on U.S. Route Numbering \_\_\_\_\_

Date considered by the Standing Committee on Highways \_\_\_\_\_

Action of Standing Committee on Highways \_\_\_\_\_

Member Department Notified \_\_\_\_\_

- \* **Bicycle Routes:** Attach map on page 3. Obtain Signatures, page 4. Type a statement indicating that there are no deficiencies on the proposed US Bike Route. **Other sections not applicable.**
- \*\*\*\***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 Select from Calendar: August 31, 2009

SUBMIT APPLICATION ELECTRONICALLY TO [usroutes@aaashto.org](mailto:usroutes@aaashto.org)

You may convert your form as a PDF file, print then scan or submit as a saved word file. Send only one copy, please.

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 (US and Interstates Only):** (Keep concise and pertinent.)

**Approval of this application to relocate US 258 around the east side of town will help alleviate congestion and geometric limitations for trucks on US 258, while improving safety through the central business district of Farmville. The segment of the proposed route currently designated as SR 1221 has 12' travel lanes, 2' paved shoulders, 10-12' variable width soil shoulders, and excellent clear recovery areas. By comparison, portions of the central business district have 10' travel lanes and on-street parking along both sides of the roadway. The current routing of US 258 also has two 90-degree turns that do not provide adequate turning radii for WB-40 and larger combination vehicles.**

Date facility available to traffic **Immediately**

Does the petition propose a new routing over a portion of an existing U.S. Route? **Yes**  
If so, where?

**US 264 Alt. (Marlboro Road) traveling east between US 258 and SR 1221 (Wesley Church Road), on the south side of Farmville.**

**US 264 traveling west between SR 1221 (Wesley Church Road) and US 258, on the north side of Farmville**

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 (This includes US, Interstates and **Bicycle Routes**)

U.S. Numbered or Interstate Numbered System:



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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is **10,698** as compared to **5,500** for the year **2008** for the remaining portions of this U.S. Numbered Route in the State.

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*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.

Chief Executive Officer

(Signature Required – see note below)



(Member Department)

This petition is authorized by official action of  
under date of \_\_\_\_\_ as follows: (Copy excerpt from minutes.)

**(This includes US, Interstates and Bicycle Routes)**

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.

(US and Interstates Only)

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.

<b>Column 2:</b>	<b>Pavement Type.</b>	<b>Code</b>
	High type, heavy duty	H
	Intermediate type	I
	Low type, dustless	L (show in red)
	Not paved	N (show in red)

<b>Column 3:</b>	<b>Pavement Condition</b>	<b>Code</b>
	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.*

Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)

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							Show When In Excess of Standard		
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Horizontal Curvature	Percent Grade			
							Roadway Width Deficiency	H - Loading Deficiency						
Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Degree	Length					
0.00	A	H	G	7,400	Existing US Route, Built to AASHTO Standards, No Deficiencies									
0.47				B	4,400	SR 1221 Built to AASHTO Standards, No Deficiencies								
1.00					RXR									
1.17			4,400											
2.00	C	H	G	16,000	Existing US Route, Built to AASHTO Standards, No Deficiencies									
2.96														
4.00														
5.00														
6.00														
6.21														
7.00														
8.00														

(This includes US, Interstates and **Bicycle Routes**)

Contact regarding this application:

Name: **Thomas Schroeder**

Address: **3401 Carl Sandburg Ct. Raleigh, NC 27610**

Telephone Number: **919-212-6090**

Fax Number: **919-212-5999**

Email Address: **tschroeder@ncdot.gov**

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**Description** to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

- o Where does the route begin? (Intersection or Mile Marker)

**The route begins at the intersection of US 258 and US 264 Alt. on the southern side of Farmville**

- o Describe where it is going?

**The route travels eastward common with US 264 Alt. for approximately 0.46 mile then follows the alignment of SR 1221 northward for a length of 2.49 miles, intersecting with the interchange of US 264, then following common with US 264 westward until the route reconnects with the original alignment of US 258 on the north side of Farmville.**

- o What type of facility is it traveling over? (New alignment or over an existing pathway)

**Existing roadway**

- o Give the direction of travel(north, east, south, and west)

**North**

- o Name the focal point city or cities

**Farmville, NC**

- o Length of route in miles.

**6.21 miles**

- o Where does it end? (Terminal intersection or mile marker)

**The route ends where it reconnects with the original alignment of US 258 at the interchange with US 264 and US 258 north of Farmville**

US Route Change

**Division 2**

**Pitt County**

1. Add the following routing of US 258:

US 264 Alt. (Marlboro Road) between US 258 and SR 1221 (Wesley Church Road).

2. Add the following routing of US 258:

SR 1221 (Wesley Church Road) between US 264 Alt. (Marlboro Road) and US 264.

3. Add the following routing of US 258:

US 264 between SR 1221 (Wesley Church Road) and US 258



## US 258 North Carolina

258	North Carolina	Regular	State Line	0	0	NONE
258	North Carolina	Regular	Murfreesboro	10	10	Joins U.S. 158
258	North Carolina	Regular	Jct. W. Murfreesboro	2	12	Leaves U.S. 158
258	North Carolina	Regular	Princeville	48	60	Crosses U.S. 64 Bus.
258	North Carolina	Regular	Jct. S. Princeville	1	61	Joins U.S. 64
258	North Carolina	Regular	Jct. W. Princeville	1	62	Leaves U.S. 64
258	North Carolina	Regular	N. Farmville	21	83	Joins U.S. 264, U.S. 258 Bus. begins and leaves
258	North Carolina	Business	N. Farmville	0	0	Route begins, leaves U.S. 258
258	North Carolina	Business	Farmville	3	3	Route ends, rejoins U.S. 258
258	North Carolina	Regular	N. Farmville	3	85	Leaves U.S. 264
258	North Carolina	Regular	E. Farmville	2	87	Joins U.S. 264 Alt.
258	North Carolina	Regular	Farmville	1	88	Leaves US 264 Alt., U.S. 258 Bus. rejoins and ends,
258	North Carolina	Regular	N. Lizzie	3	91	Joins U.S. 13
258	North Carolina	Regular	Snow Hill	6	97	Leaves U.S. 13
258	North Carolina	Regular	Jct. W. Kinston	15	112	Joins U.S. 70
258	North Carolina	Regular	W. Kinston	1	113	U.S. 70 Bus. rejoins and ends
258	North Carolina	Regular	Jct. S. Kinston	3	116	Leaves U.S. 70; U.S. 70 Bus. begins & leaves
258	North Carolina	Regular	Jct. S.W. Jacksonville	40	156	Route ends, Jct. U.S. 17