



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 I-540
- 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
- *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 1** and **US 64**

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: 8/29/2008

SUBMIT APPLICATION ELECTRONICALLY TO 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.)

The proposed action will increase the overall system capacity of the existing roadway network and will divert traffic from secondary roads in an area of Wake County that is experiencing substantial residential growth. The need for an additional transportation facility in the southern and eastern Wake County is based on a combination of factors including transportation demands, social and economic demands, and safety considerations. The Southern and Eastern Wake Freeway will link the towns of Clayton, Garner, Fuquay Varina, Holly Springs, Apex, Cary, and Raleigh. It will also connect the major radial routes in the southern portion of Raleigh and reduce traffic volumes on the Raleigh Beltline (I-440), I-40, NC 42, NC 55, and Ten Ten Road (SR 1010) by providing an alternate route for local and through traffic. The Southern Wake Freeway is a component of the Raleigh Outer Loop and will tie into the Western Wake Freeway near Apex and the Eastern Wake Freeway near Garner. The Eastern Wake Freeway will tie to the northern portion of the Outer Loop at the US 64 Knightdale Bypass.

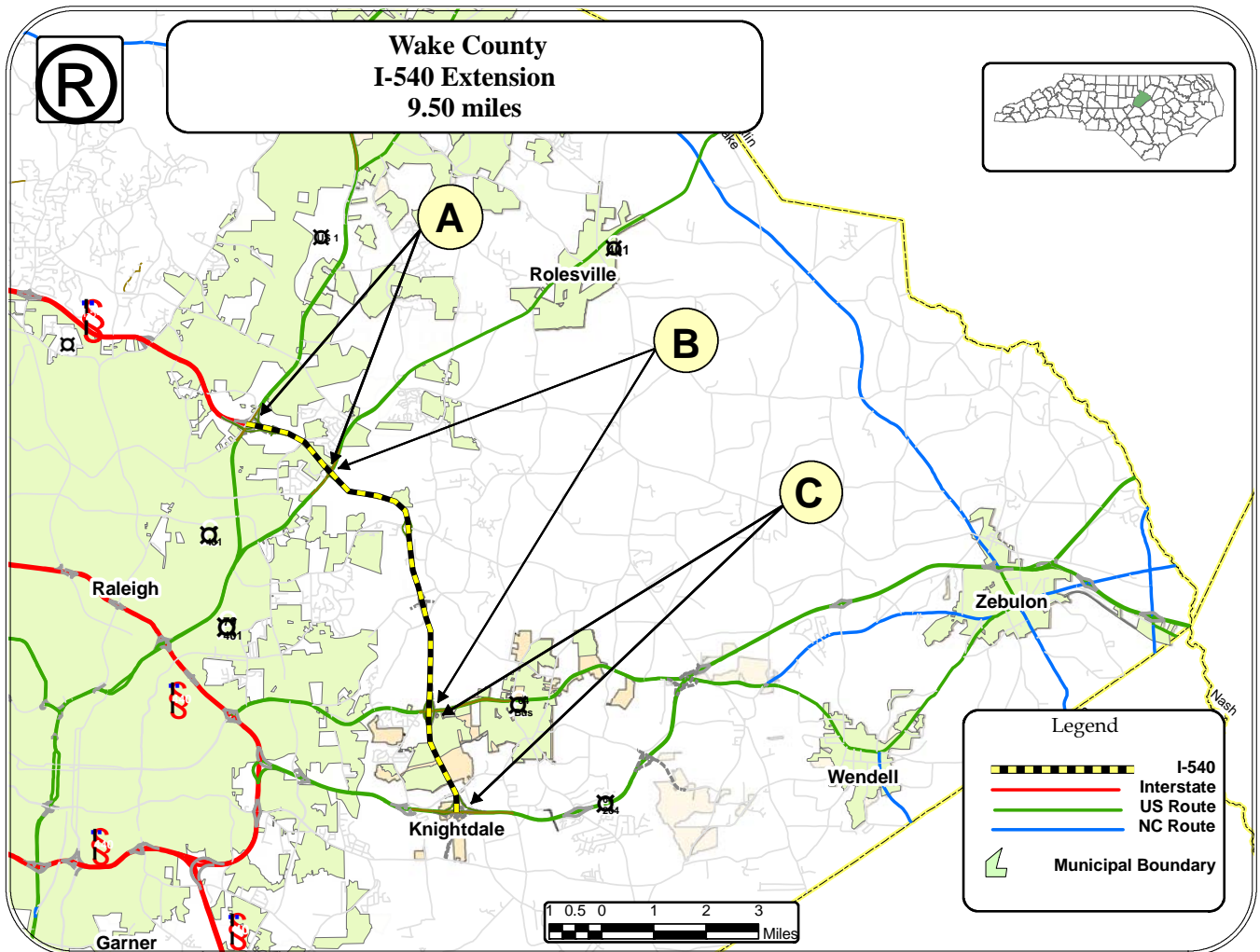
Date facility available to traffic **Immediately**

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 (This includes US, Interstates and Bicycle Routes)

U.S. Numbered or Interstate Numbered System:



(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 **45500** as compared to **75000** for the year **2007** 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.

Chief Executive Officer

(Signature Required – see note below)



North Carolina Department of Transportation
(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.

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.

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	Percent	Degree	Length			
0	A	H	E	53000	Built to AASHTO Standards, No Deficiencies								
1.75				48000									
2.00				45000									
4.00	B	H	E	38000									
7.35													
8.00	C	H	E										
9.50													
10													
12													
14													
16													

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

Contact regarding this application:

Name: **Hardee Cox**

Address: **3401 Carl Sandburg Ct. Raleigh, NC 27612**

Telephone Number: **919-212-6060**

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

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

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

- Where does the route begin? (Intersection or Mile Marker)
- **US 1**
- Describe where it is going?
- **Toward Knightdale**
- What type of facility is it traveling over? (New alignment or over an existing pathway)
- **New alignment**
- Give the direction of travel(north, east, south, and west)
- **South**
- Name the focal point city or cities
- **Raleigh**
- Length of route in miles.
- **9.5**
- Where does it end? (Terminal intersection or mile marker)
- **US 64**

Division 5

Wake County

Add the following routing of I-540:

I-540 from US 1 eastward, 9.5 miles to US 64

Attachment B

US 64 Table

<u>Type</u>	<u>Intersection</u>	<u>Point to Point Mileage</u>	<u>Accumulated Mileage In State</u>	<u>Remarks</u>
Business	Zebulon	0	0	Route begins, leaves U.S. 64
	W. Wendell	9	9	Crosses US 64
	W. Knightdale	5	14	Crosses I-540
	Raleigh	4	18	Joins I-440
	Raleigh	1	19	Route ends, Rejoins US 64
Regular	W. Wendell	6	185	Route begins; Crosses US 64 Business
	S. Knightdale	5	190	Crosses I-540
	Raleigh	4	194	Joins I-440
	Jct. S. Raleigh	3	197	Joins I-40, I-440 ends
	Raleigh	3	200	Crosses US 70-401
	Jct. W. Raleigh	5	205	Leaves I-40; Joins US 1