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 70**
- ☐ 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 **Garner** and **East of Clayton**

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: **3/20/08**

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aashto.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 is requested to relocate US 70 over a new multilane controlled access facility. It is submitted in conjunction with the application to extend US 70 Business. This proposed alignment will benefit the traveling public by providing a bypass route around the town of Clayton in Johnston County, thus alleviating congestion along the existing alignment of US 70.

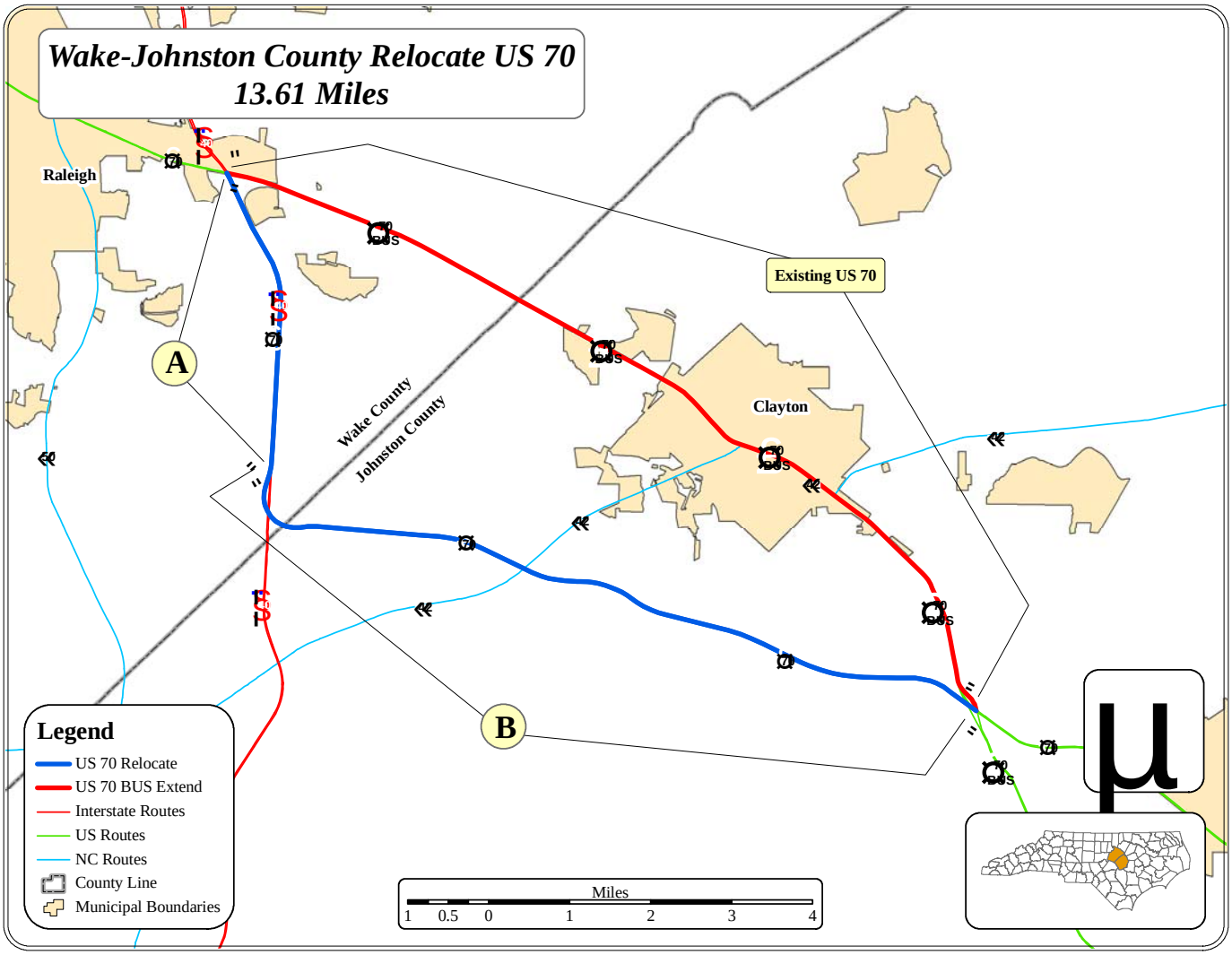
Date facility available to traffic **8/08**

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? **Yes**
If so, where**? A portion of I-40 southeast of Garner starting at the existing I-40/US 70 intersection southward for 3.76 miles towards the Wake/Johnston County line.**

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, not withstanding 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 **40825** as compared to **16380** for the year **2006** 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.

(Signature Required – see note below)

Chief Executive Officer William F. Rose

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 Control Points and Mileage	2 Pavement Type	3 Pavement Condition	4 Traffic ADT	5 Pavement Width Deficiency (Percent 10 20 30 40)	6 Shoulder Width Deficiency (Percent 20 40 60 80)	7 Major Structures: Roadway Width Deficiency (Percent 10 20 30 40)	8 Major Structures: H - Loading Deficiency (Percent 20 40 60 80)	9 Vertical Sight Distance Deficiency (Percent 20 40 60 80)	10 Show When In Excess of Standard: Horizontal Curvature (Degree)	11 Show When In Excess of Standard: Percent Grade (Length)
0											
2	**A**			**56000**							
3.76											
4				**40800**							
6		**H**	**E**		**Built to AASHTO Standards, No Deficiencies**						
8				**40800**							
8	**B**			**37200**							
10											
12				**29500**							
13.61											
14											
16											

(This includes US, Interstates and Bicycle Routes)
Contact regarding this application:

Name:

Address:

Telephone Number:

Fax Number:

Email Address:

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)
  - I-40/US 70 intersection southeast of Garner in Wake County

- Describe where it is going?
  - **Southeastward around the south side of the Town of Clayton**

- What type of facility is it traveling over? (New alignment or over an existing pathway)
  - Over a portion of existing I-40 south of Garner in Wake County and a new alignment on the south side of Clayton in Johnston County

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

- Name the focal point city or cities
  - Towns of Garner and Clayton

- Length of route in miles.
  - 13.61

- Where does it end? (Terminal intersection or mile marker)
  - **At the intersection of existing US 70 and US 70 Business southeast of Clayton in Johnston County.**

Attachment A

ROUTE CHANGES

Division 4

Johnston County

1. Add the following routing of US 70:

US 70 from US 70 Bus. Westward 9.00 miles to the Wake County Line.

Division 5

Wake County

2. Add the following routing of US 70:

US 70 from the Johnston County Line Westward 0.85 miles to I-40.

3. Add the following routing of US 70:

I-40/US 70 from US 70 (Exit 309) northward 3.76 miles to US 70 Business (Exit 306).

ATTACHMENT B

U.S. 70 NORTH CAROLINA

Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Regular	Atlantic	0	0	Route begins
	Jct. E. New Bern	68	68	US 70 Bus. begins and leaves, Joins US 17
Business	Jct. E. New Bern	0	0	Route begins, leaves US 70 and US 17
	New Bern	4	4	Route ends, rejoins US 70
Regular	New Bern	3	71	US 70 Bus. joins and ends, US 17 leaves
	S. Kinston	31	102	Joins US 258, US 70/258 Bus. begins, leaves US 70
Business	S. Kinston	0	0	Route begins, leaves US 70 and US 258
	W. Kinston	5	5	Route ends, rejoins US 70 and US 258
Regular	W. Kinston	3	105	US 70/258 Bus. rejoins and ends
	Jct. W. Kinston	1	106	Leaves US 258
	E. Goldsboro	18	124	US 70 Bus. begins and leaves
Business	E. Goldsboro	0	0	Route begins, leaves US 70 and US 13
	Goldsboro	4	4	Crosses US 117 Bus.
	W. Goldsboro	1	5	Route ends, rejoins US 70
Regular	Jct. E. Goldsboro	2	126	Joins US 13
	Goldsboro	3	129	Crosses US 117 Bus.
	Jct. Goldsboro	1	130	Joins US 117
	W. Goldsboro	1	131	Leaves US 13/117, US 70 Bus. rejoins and ends
	W. Goldsboro	1	132	Crosses I-795
	W. Princeton	11	143	US 70 Alt. begins and leaves
Alternate	W. Princeton	0	0	Route begins, leaves US 70
	W. Selma	7	7	Route ends, joins US 70
Regular	E. Smithfield	6	149	US 70 Bus. begins and leaves
Business	E. Smithfield	0	0	Route begins, leaves US 70
	Smithfield	3	3	Crosses I-95
	Smithfield	1	4	Crosses US 301
	W. Wilson's Mills	8	12	Crosses US 70
	E. Garner	12	24	Route ends, rejoins US 70
Regular	E. Smithfield	1	150	US 70 Byp. begins and leaves
Bypass	E. Smithfield	0	0	Route begins, leaves US 70
	E. Smithfield	1	1	Crosses I-95
	Selma	1	2	Crosses US 301
	W. Selma	1	3	Route ends, joins US 70
Regular	S. Selma	1	151	US 70 Alt. rejoins and ends, crosses I-95
	Selma	1	152	Crosses US 301
	W. Selma	1	153	US 70 Byp. rejoins and ends
	W. Wilson's Mills	8	161	Crosses US 70 Bus.
	S. Raleigh	10	171	Route joins 1-40
	S. Raleigh	4	175	Leaves I-40, US 70 Bus. rejoins and ends
	(Gap in order to condense report)			
	Tennessee State Line	22	485	