



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 117
- 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 **Goldsboro** and **Wilson**

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@ashto.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.)

This application is submitted in conjunction with the application to eliminate the portion of US 117 Alternate between the Cities of Goldsboro and Wilson. The purpose is to return US 117 back onto a portion of its original alignment, due to the establishment of the newly designated section of I-795.

Date facility available to traffic - **Immediately**

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

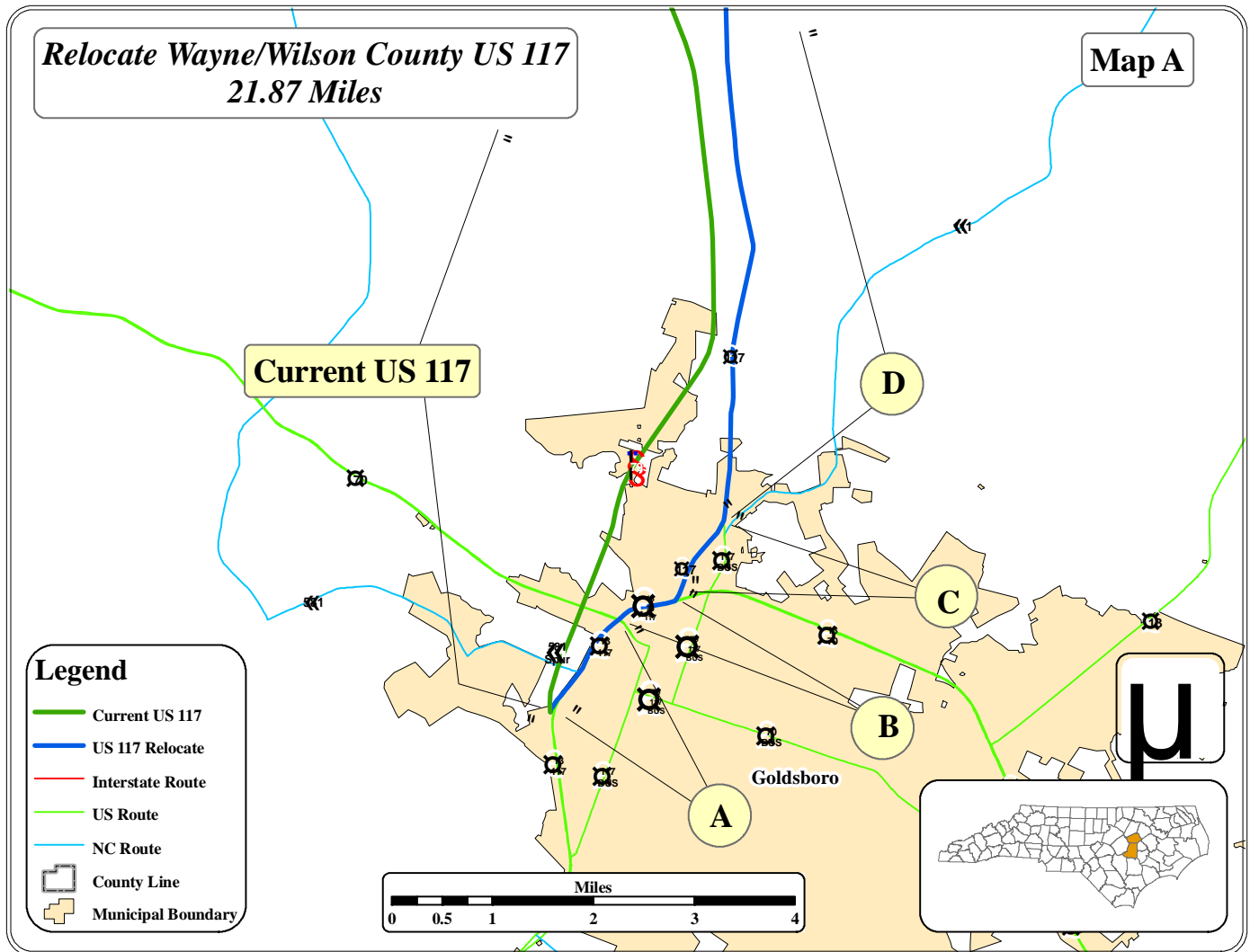
If so, where? **US 13 / 70 / 117Alt.**

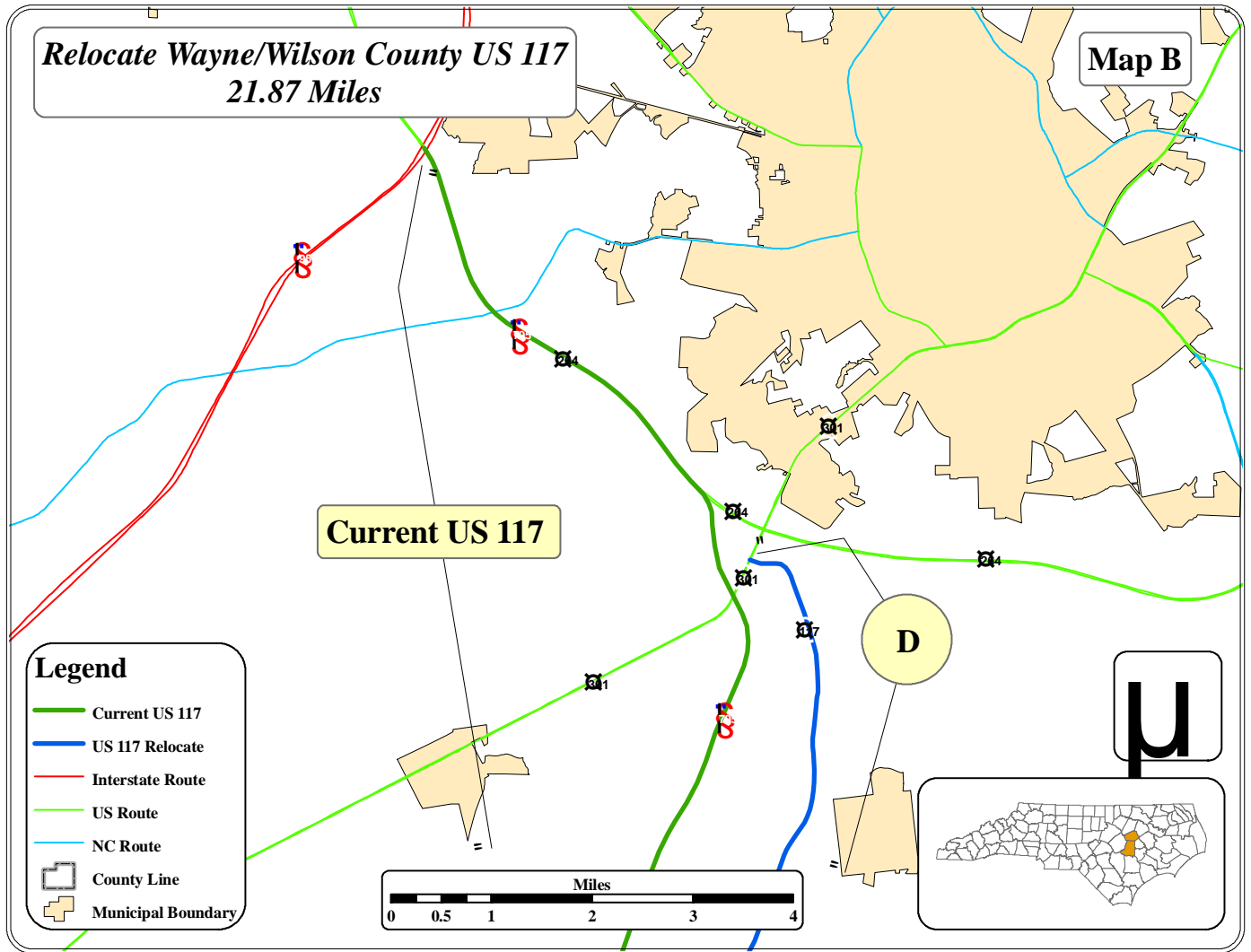
Does the petition propose a new routing over a portion of an existing Interstate Route? **No**

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.

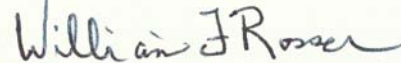
The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is **6990** as compared to **9800** for the year **2006** for all other U.S. Numbered Routes in the State.

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.

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.

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													
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Show When In Excess of Standard						
							Roadway Width Deficiency		H - Loading Deficiency			Horizontal Curvature	Percent Grade					
					Percent	Percent	Percent		Percent		Percent							
#	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	Degree	Length	
0	A	H	E	9200	Built to AASHTO Standards, No Deficiencies													
1.15				19000														
1.75				B														4500
2.72				C														6600
				9900														
5				6100														
7.50				5800														
10				7400														
12.50				D														5200
																		4400
	4300																	
15	2700																	
17.50	7800																	
20	9300																	
21.87	9500																	

(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)
- **0.5 mile south of NC 581 intersection in Goldsboro**

- Describe where it is going?
- **Northward towards Wilson**

- What type of facility is it traveling over? (New alignment or over an existing pathway)
- **Over an existing pathway (US 13/70/117 Alt)**

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

- Name the focal point city or cities
- **Goldsboro / Wilson**

- Length of route in miles.
- **21.87**

- Where does it end? (Terminal intersection or mile marker)
- **Intersection with US 301 in Wilson County**

ROUTE CHANGES

Division 4

Wayne County

1. Add the following routing of US 117:

From US 117 & US 13/US 117 Alt. intersection Northward 1.15 miles to US 70 Bus.

2. Add the following routing of US 117:

US 13/70/117 Alt. from US 70 Bus. Northward 0.60 miles to US 13/70.

3. Add the following routing of US 117:

US 117 Alt. from US 13/70 Northward 0.97 miles to US 117 Bus.

4. Add the following routing of US 117:

US 117 Alt. from US 117 Bus. Northward 12.26 miles to the Wayne/Wilson County Line

Wilson County

5. Add the following routing of US 117:

US 117 Alt. from the Wayne/Wilson County Line Northward 6.89 miles to US 301

ATTACHMENT B**US 117****NORTH CAROLINA**

Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Regular	Jct. S. Wilson	0	0	Route begins, Jct. US 301
	Goldsboro	19	19	US 117 Bus. begins and leaves
Business	Goldsboro	0	0	Route begins, leaves US 117
	Goldsboro	1	1	Crosses US 13, US 70
	Goldsboro	1	2	Crosses US 70 Bus.
	Jct. W. Goldsboro	2	4	Route Ends, rejoins US 117
Regular	Goldsboro	1	20	Joins US 13, US 70
	Goldsboro	1	21	Leaves US 70; US 70 Bus. Joins and ends
	Goldsboro	3	24	Route Ends; rejoins US 117
	Jct. S. Goldsboro	3	27	Leaves US 13
	Jct. S. Goldsboro	1	28	US 117 Alt. begins and leaves
Alternate	Jct. S. Goldsboro	0	0	Route begins, leaves US 117
	Calypso	13	13	Route Ends, rejoins US 117
Regular	S. Warsaw	27	55	Crosses I-40
	E. Willard	22	77	Crosses I-40
	N. Burgaw	6	83	Crosses I-40
	Burgaw	4	87	US 117 Bus. begins and leaves
Business	Burgaw	0	0	Route begins, leaves US 117
	Jct. E. Burgaw	2	2	Route ends, rejoins US 117
Regular	Jct. E. Burgaw	2	89	US 117 Bus. rejoins and ends
	Jct. N.W. Wilmington	22	111	Route ends, Jct. U.S. 421