American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of NORTH CAROLINA for

- ☐ the Elimination of a U.S. (I) Route _____
- ☐ the Establishment of a U.S. (I) Route _____
- * ☐ the Establishment of a U.S. Bike Route _____
- * ☐ the Relocation of a U.S. (I) Route _____
- ☐ the Establishment of a U.S. Bike Route _____
- ☒ the Extension of a U.S. (I) Route US 117 Alternate
- ☐ the Establishment of a U.S. Alternate Route _____
- ** ☐ the Establishment of a Temporary U.S. Route _____
- ** ☐ the Recognition of a By-Pass Route on U.S. Route _____

Between Goldsboro and Wilson

The following state 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 _____

Date Submitted:

March 24 , 20 06

*Attach map on page 3. Obtain Signatures. Page 4. Other sections not applicable.
**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.

SUBMIT SIX COPIES

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 making and numbering these Interstate routes with 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: (Keep concise and pertinent.)

This application is submitted in conjunction with the application to relocate U.S. 117 between Goldsboro in Wayne County and Wilson in Wilson County. This Alternate designation is necessary in improving traveler awareness of the service-oriented businesses (restaurants, service stations, and hotels) along existing U.S. 117.

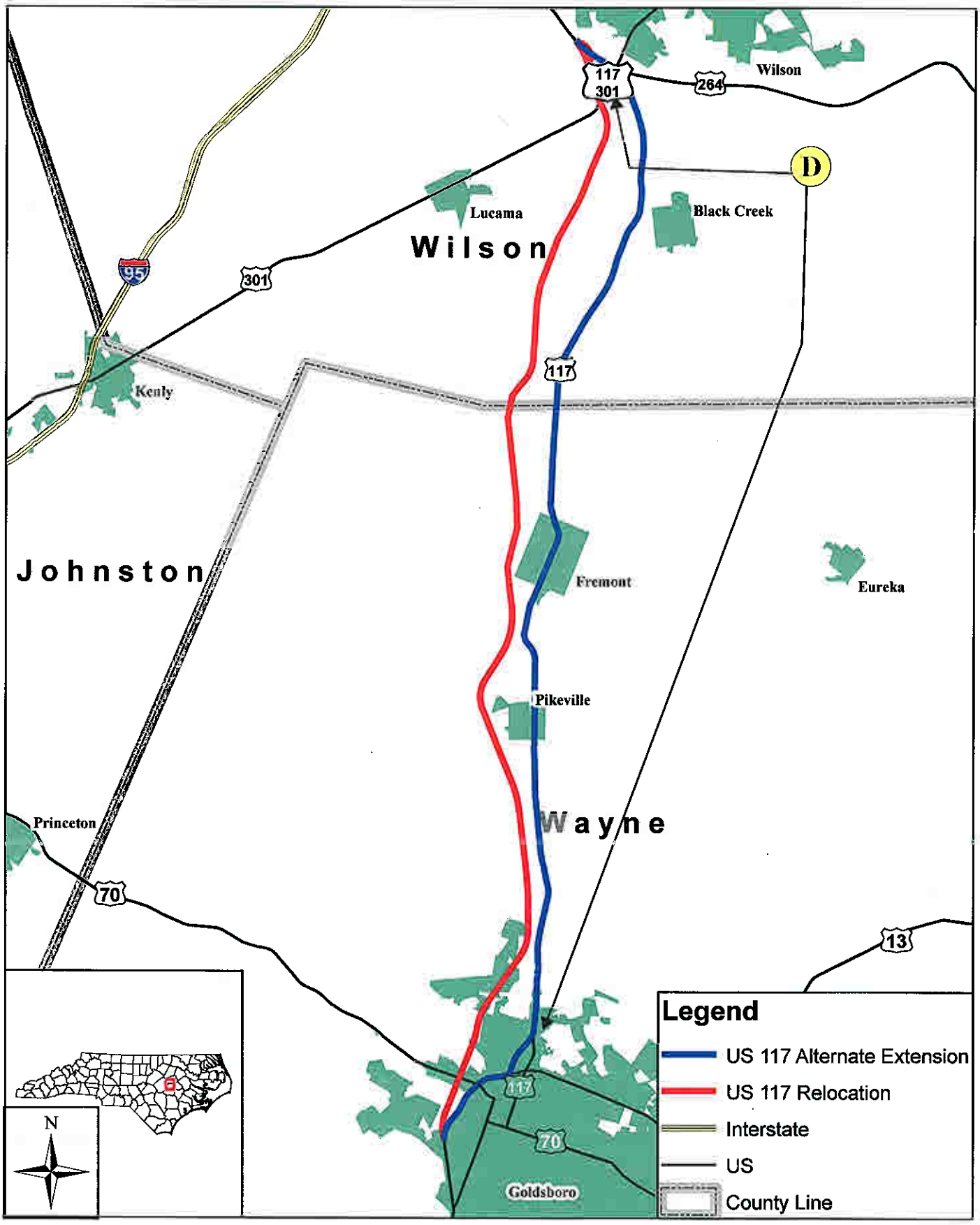
Date facility available to traffic Immediately

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

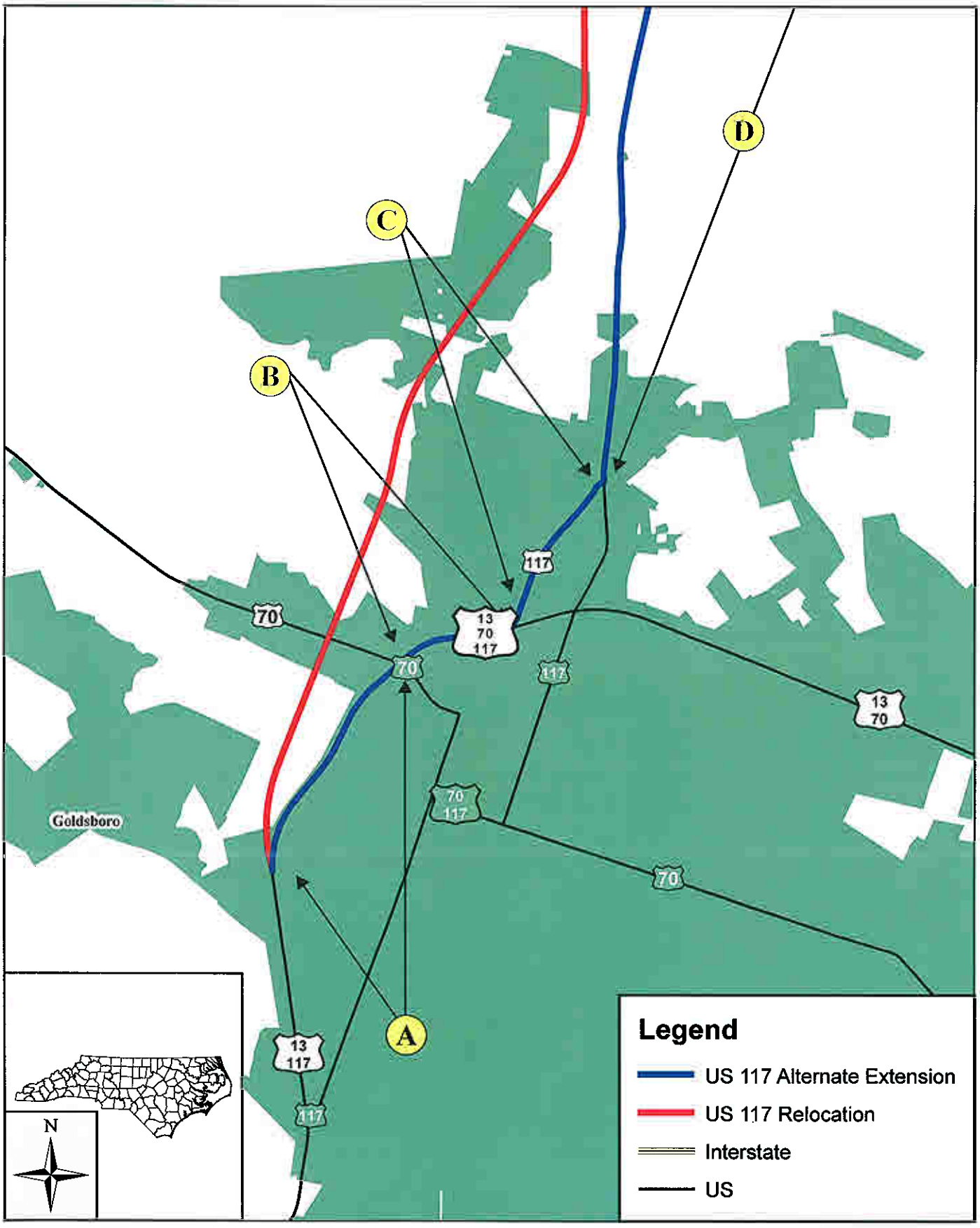
Along the present alignment of US 117 from Goldsboro in Wayne County to the SR 1103 overpass south of Wilson in Wilson County.

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where

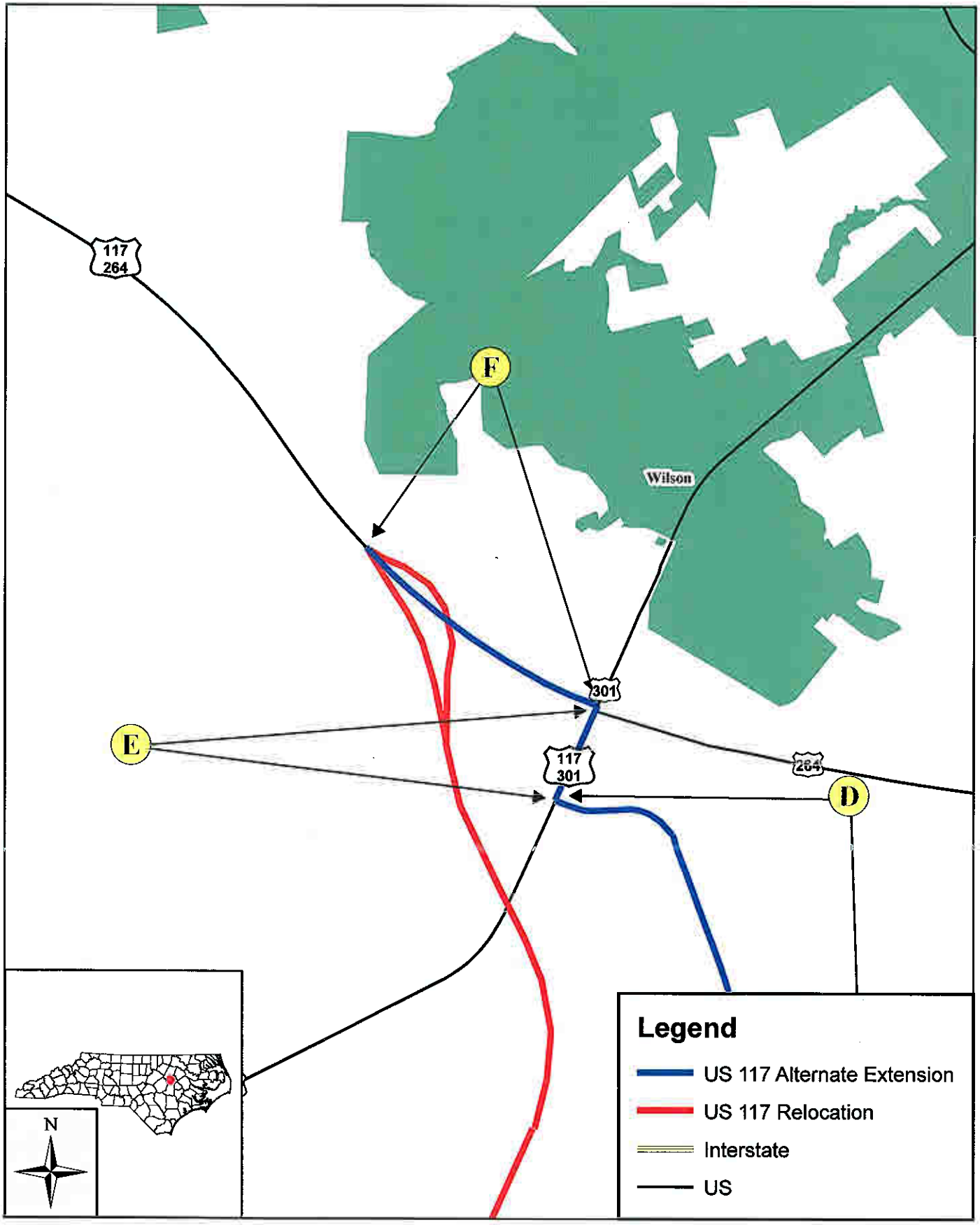
Extend US 117 Alt
23.30 Miles



Extend US 117 Alt
23.30 Miles



Extend US 117 Alt
23.30 Miles



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 11,409 as compared to 17,802 for the year 2004 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)

Chief Executive Officer North Carolina Department of Transportation
(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

See Attachment A

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	H (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 pavement 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. Point 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.

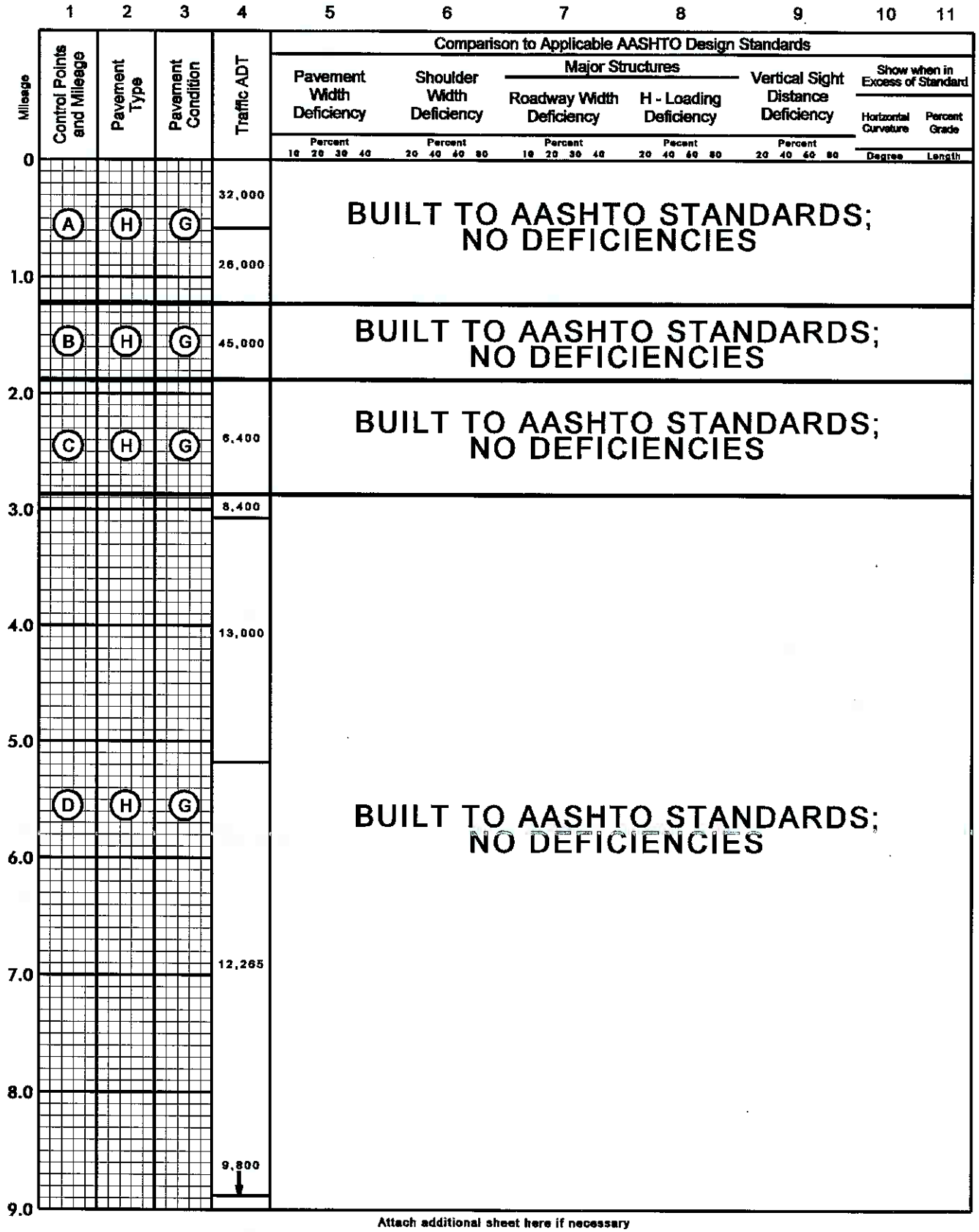
Columns 5 & 6: **Pavement Width and Shoulder Width.** These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies, indicate by use of the 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.

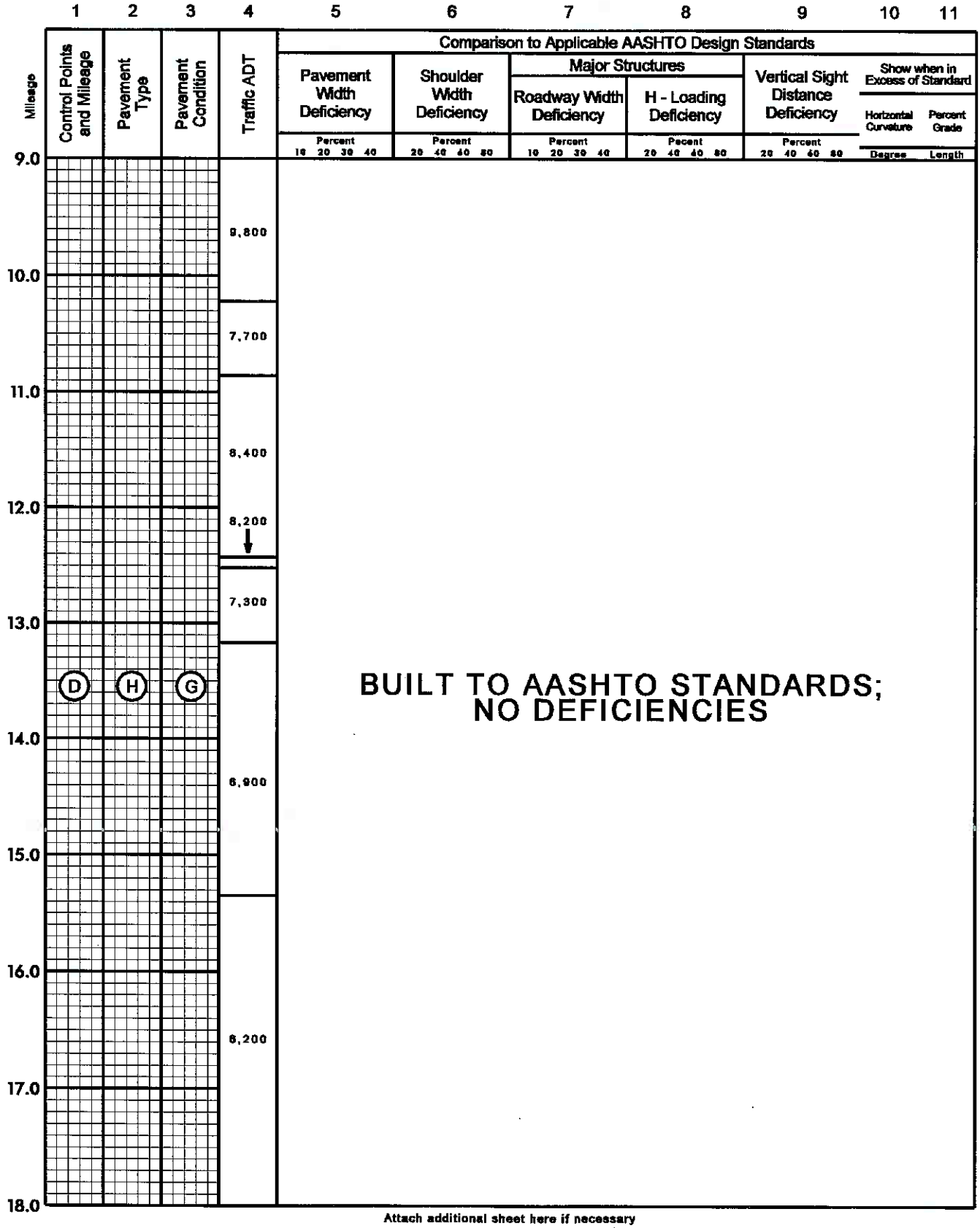
Column 9: **Vertical Sight Distance.** Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

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.

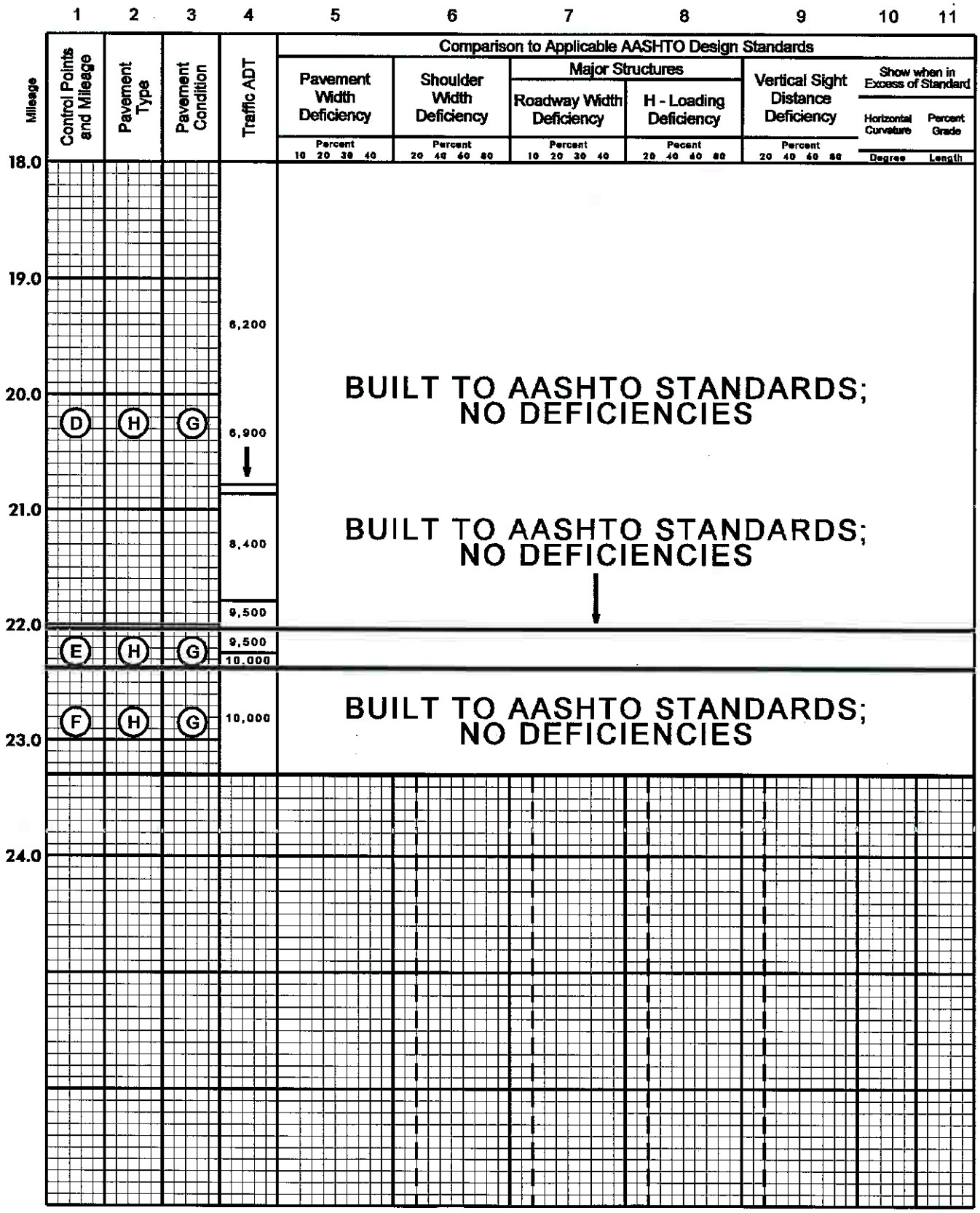
Column 11: **Percent Grades.** Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.



Attach additional sheet here if necessary



Attach additional sheet here if necessary



Attach additional sheet here if necessary

ATTACHMENT A

ROUTE CHANGES

Division 4

Wayne County

1. Delete the following routing of U.S. 13/117 and add as U.S. 13/117 Alternate:

   U.S. 117 from 0.50 mile north of SR 2052 (Canal Street) in Goldsboro to the interchange of U.S. 13/117 and U.S. 117 Business.

2. Delete the following routing of U.S. 117 and add as U.S. 117 Alternate:

   From the interchange of U.S. 13/117 and U.S. 117 Business to the Wilson County line.

Division 4

Wilson County

3. Delete the following routing of U.S. 117 and add as U.S. 117 Alternate:

   U.S. 117 from the Wayne County line to U.S. 301.

4. Delete the following routing of U.S. 117/301 and add as U.S. 301/117 Alternate:

   U.S. 117/301 from U.S. 117 Alternate and SR 1100 to the U.S. 264 interchange.

5. Delete the following routing of U.S. 117/264 and add as U.S. 264/117 Alternate:

   U.S. 117/264 from U.S. 301 to the SR 1103 overpass.