

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 U.S. 276 North
- * 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 _____
- 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 _____
U.S. 276, U.S. 76 and SR 1349 and U.S. 64/U.S. 276 and U.S. 64 Bus. North of Brevard

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 _____

Date Submitted:

September 15 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.

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 establish U.S. 276 North through the town of Brevard in Transylvania County. This designation is necessary in order to improve traffic flow through the CBD as well as improving traveler awareness of the service oriented business (restaurants, service stations, and hotels) along the former U.S. 64 Business and SR 1349 in the town of Brevard

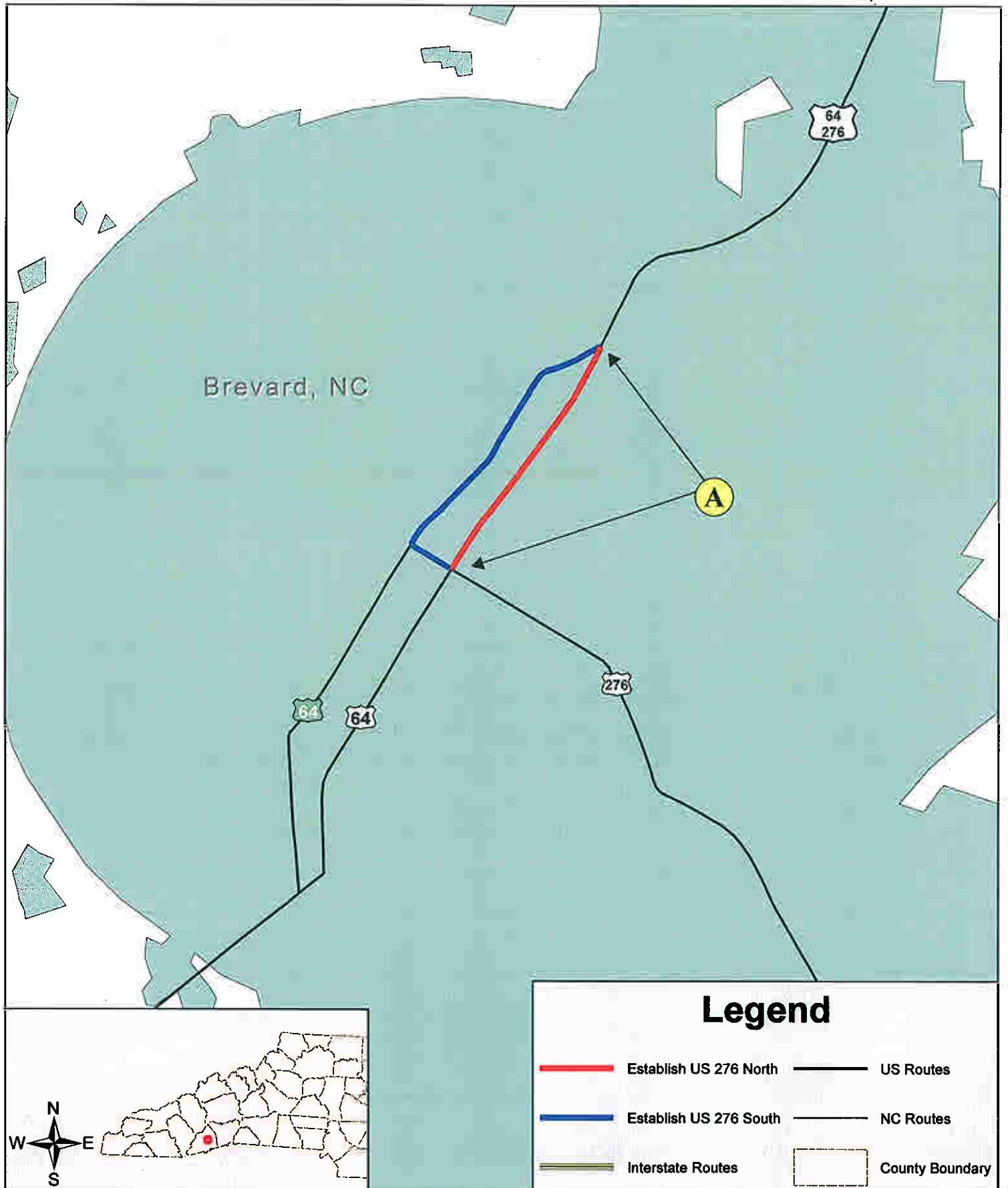
Date facility available to traffic _____ Immediately _____

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 64 Business from US 64 north of Brevard to SR 1349

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

Establish US 276 North 0.42 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, 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 14357 as compared to 11903 for the year 2005 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.

1 2 3 4 5 6 7 8 9 10 11

Mileage	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 10 20 30 40	Percent 20 40 60 80	Percent 10 20 30 40	Percent 20 40 60 80	Percent 20 40 60 80	Degree	Length	
0					<p>NO DEFICIENCIES; BUILT TO AASHTO STANDARDS</p>							
0.1			13,000									
0.2	(A)	(H)	(G)									
0.3				16,000								
0.4												
0.5												
0.6												
0.7												
0.8												
0.9												

Attach additional sheet here if necessary

ATTACHMENT A

ROUTE CHANGES

Division 14

Transylvania County

1. Delete the following routing of US 276 and add as US 276 North in Brevard:

US 64 (North Broad Street) from US 276 / SR 1349 (Main Street) northward to US 64 Business (Caldwell Street)

<u>Type</u>	<u>Intersection</u>	<u>Point to Point Mileage</u>	<u>Accumulated Mileage In State</u>	<u>Remarks</u>
Regular	State Line	0	0	
	Brevard	13	13	Joins US 64; US 64 Business begins and leaves
	Brevard	13	13	Route suspended; Jct. US 276 N and US 276 S and US 64 E
North	Brevard	0	0	Route begins, Joins US 64 E; Jct. US 276 S and US 276
	N. Brevard	0.5	0.5	Route ends, Jct. US 64 W, US 276 S, US 276, and US 64
South	Brevard	0	0	Route begins, Jct. US 64 E, US 276 N, and US 276
	Brevard	0.1	0.4	Joins US 64 W
	N. Brevard	0.5	0.5	Route ends, Jct. US 64 E, US 64 N, US 64, and US 276 N
Regular	N. Brevard	1	14	Route re-begins and rejoins US 64: Jct. US 276 S, US 276 N, US 64 E, and US 64 W
	N. Brevard	2	16	Leaves US 64
	Waynesville	37	53	Crosses US 23 Bus
	Jct. N. Waynesville	1	54	Crosses US 23 and US 74
	W. of Lake Junaluska	1	55	Joins US 19
	Dellwood	2	57	Leaves US 19
	Cove Creek	6	63	Route ends, Jct. I-40