

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. 64 West
 - * 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 _____
- Between Intersection of U.S 64/U.S. 276 and U.S. 64 Bus. North of Brevard and Intersection of U.S. 64 and U.S. 64 Bus. South 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. 64 East 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 in the town of Brevard.

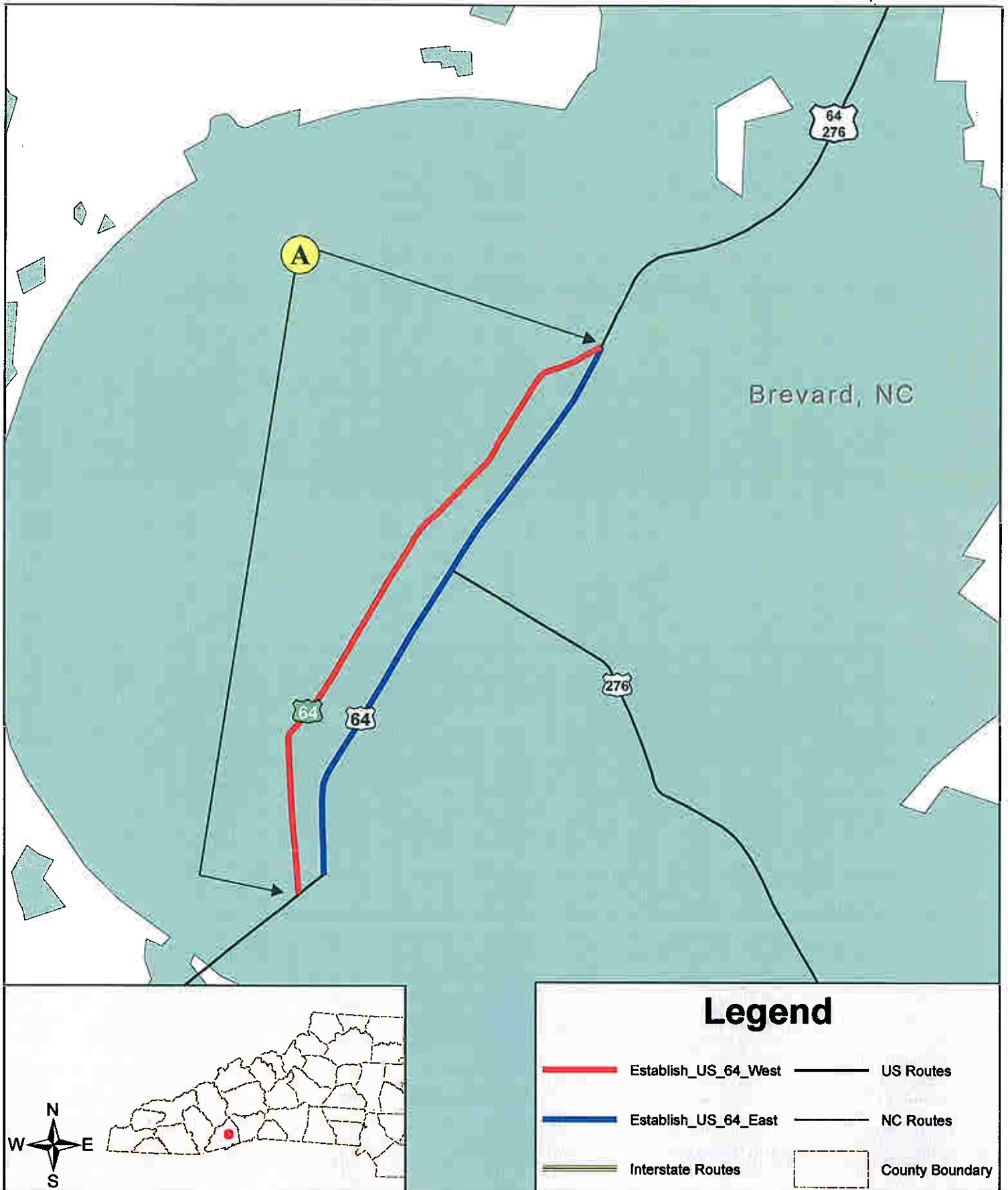
Date facility available to traffic _____ Immediately _____

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 US 64 south of Brevard

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

Establish US 64 West 1.04 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 8692 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.

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		Degree	Length		
0				17,000									
	(A)	(H)	(G)	13,000	NO DEFICIENCIES; BUILT TO AASHTO STANDARDS								
1.0	(B)	(H)	(G)	13,000 16,000	NO DEFICIENCIES; BUILT TO AASHTO STANDARDS								
2.0													
3.0													
4.0													
5.0													
6.0													
7.0													
8.0													
9.0													

Attach additional sheet here if necessary

ATTACHMENT A

ROUTE CHANGES

Division 14

Transylvania County

1. Delete the following routing of US 64 Business and add as US 64 West:

US 64 Business (Caldwell Street) from US 64 (Rosman Highway) northward to US 64/276 Broad Street

North Carolina

US 64

ATTACHMENT B

Type	Intersection	Point to Point Mileage	Accumulated Mileage In State	Remarks
Regular	Nags Head	0	0	Route begins jct. U.S. 158; U.S. 158 Bus. begins and leaves
	Manteo	4	4	U.S. 64 Byp. begins and leaves
Bypass	Manteo	0	0	Route begins, leaves U.S. 64
	Manns Harbor	4	4	Route ends, joins U.S. 64
Regular	Manns Harbor	10	14	U.S. 64 Byp joins and ends
	Jct. S.W. Manns Harbor	2	16	Leaves U.S. 264
	Columbia	28	44	U.S. 64 Bus. begins and leaves
Business	Columbia	0	0.5	Route begins, leaves U.S. 64
	Columbia	1	1.5	Route ends, joins U.S. 64
Regular	Columbia	1	45	U.S. 64 Bus. joins and ends
	E. Jamesville	41	86	U.S. 64 Bus. begins and leaves
Business	E. Jamesville	0	0	Route begins, leaves U.S. 64
	W. Jamesville	1	1	Route ends, joins U.S. 64
Regular	Jct. E. Williamston	8	94	Joins U.S. 13; U.S. 64 Alt. Begins and leaves
Alternate	Jct. E. Williamston	0	0	Route begins, leaves U.S. 13-64
	Jct. Williamston	1	1	Crosses U.S. 17 Bus.
	Jct. W. Evertes	7	8	Crosses U.S. 64
	Jct. Bethel	11	19	Crosses U.S. 13
	Jct. S. Princeville	10	29	Crosses U.S. 64
	Jct. Princeville	2	31	Route ends joins U.S. 64
Regular	Williamston	2	96	Crosses U.S. 17
	Bethel	18	114	Leaves U.S. 13
	S. Princeville	11	127	U.S. 64 Bus. begins and leaves
Business	S. Princeville	0	0	Route begins, leaves U.S. 64
	Princeville	1	1	Crosses U.S. 258
	W. Tarboro	4	5	Route ends, rejoins U.S. 64
Regular	Jct. S. Princeville	1	128	Joins U.S. 258
	Jct. W. Princeville	1	129	Leaves U.S. 258
	W. Tarboro	3	132	U.S. 64 Bus. rejoins and ends
	E. Rocky Mount	11	143	U.S. 64 Bus. begins and leaves
Business	E. Rocky Mount	0	0	Route begins, leaves U.S. 64
	Rocky Mount	2	2	Crosses U.S. 301 Bus.
	Rocky Mount	2	4	Crosses 1-95 Bus. and U.S. 301
	Rocky Mount	1	5	Route ends, rejoins U.S. 64
Regular	Rocky Mount	2	145	Crosses U.S. 301 Bus.
	Rocky Mount	2	147	Crosses U.S. 301 and 1-95 Bus.
	Rocky Mount	1	148	U.S. 64 Bus. rejoins and ends
	W. Rocky Mount	3	151	Crosses 1-95
	E. Nashville	3	154	U.S. 64 Alt. begins and leaves
Alternate	E. Nashville	0	0	Route begins, leaves U.S. 64
	W. Nashville	4	4	Crosses U.S. 64
	W. Spring Hope	11	15	Route ends, rejoins U.S. 64
Regular	W Nashville	3	157	Crosses U.S. 64 Alt.
	W. Spring Hope	11	168	U.S. 64 Alt. rejoins and ends
	Zebulon	10	178	U.S. 264 joins and ends
	Zebulon	1	179	U.S. 64 Bus. begins and leaves
Business	Zebulon	0	0	Route begins, leaves U.S. 64
	W. Wendell	9	9	Crosses US 64
	Raleigh	10	19	Route ends, joins I-440
	Raleigh	4	20	Route ends, rejoins US 64
Regular	W. Wendell	6	185	Route begins; Crosses US 64 Business
	Raleigh	9	194	Joins I-440 and US 1
	Jct. S. Raleigh	3	197	Joins I-40
	Raleigh	3	200	Crosses US 70-401
	Jct. W. Raleigh	5	205	Leaves I-440, I-40; Joins US 1
	Cary/Apex	4	209	Leaves U.S. 1
	Pittsboro	22	231	Crosses U.S. 15, U.S. 501
	Siler City	16	247	Crosses U.S. 421
	Asheboro	21	268	Crosses U.S. 220 Bus.
	Asheboro	1	269	Crosses U.S. 220
	Jct. S.E. Lexington	22	291	Crosses 1-85
	Jct. N.E. Lexington	4	295	Joins U.S. 29, U.S. 70, & 1-85 Bus.; U.S. 70:Bus. & U.S. 29 Bus. begin & leaves
	Jct. N. Lexington	1	296	Joins U.S. 52
	Lexington	1	297	Leaves U.S. 29, U.S. 52, U.S. 70, and 1-85 Bus.

North Carolina

US 64

ATTACHMENT B

	Mocksville	18	315 Joins U.S. 601; U.S. 158 joins and ends
	Mocksville	1	316 Leaves U.S. 601
	Mocksville	3	319 Crosses 1-40
	W. Mocksville	8	327 Crosses 1-40
	Statesville	9	336 Crosses 1-40
	Statesville	1	337 Crosses 1-77
	Statesville	1	338 Joins U.S. 21
	Statesville	1	339 Leaves U.S. 21
	Statesville	2	341 Crosses U.S. 70
	Statesville	2	343 Crosses 1-40
	Lenoir	41	384 Crosses U.S. 321
	Lenoir	1	385 Crosses U.S. 321 Alt.
	Morganton	16	401 U.S. 64 Bus. begins and leaves; crosses U.S. 70 Bus.
Business	Morganton	0	0 Route begins, leaves U.S. 64, joins U.S. 70 Bus.
	Morganton	1	1 Leaves U.S. 70 Bus.
	Morganton	1	2 Route ends, rejoins U.S. 64 and U.S. 70
Regular	Morganton	1	402 Joins U.S. 70
	Morganton	1	403 Leaves U.S. 70; U.S. 64 Bus. rejoins & ends
	Jct. S. Morganton	1	404 Crosses 1-40
	Ruth	29	433 Joins U.S. 74
	Rutherfordton	1	434 Crosses U.S. 221
	Bat Cave	22	456 Leaves U.S. 74
	N. E. Barker Heights	13	469 Crosses 1-26
	Hendersonville	2	471 Crosses U.S. 25
	N. Brevard	16	487 Joins U.S. 276
	Brevard	3	490 Route suspended; Jct. U.S. 64 W, U.S. 64 E, US 276 N, US 276 S ;Begin Gap Mileage
East	Brevard	0	0 Route begins; Jct. US 64 and US 64 West ;Joins US 276 N
		0.5	0.5 US 276 N leaves; Jct. US 276, US 276 S
		0.5	1 Route ends; Jct. US 64 West; Jct. US 64
West	Brevard	0	0 Route begins; Jct. US 64 and US 64 East; Joins US 276 S
		0.5	0.5 US 276 S leaves
		0.5	1 Route ends; Jct. US 64 East; Jct. US 64
Business	Brevard	0	0 Route begins, leaves U.S. 64 and U.S. 276
	Brevard	4	1 Route ends, rejoins U.S. 64
Regular	Brevard	4	492 U.S. 64 Bus. rejoins and ends
Regular	Brevard	1	490 Gap Mileage
	Rosman	7	497 U.S. 178 joins and ends
	Franklin	48	545 Joins U.S. 23, U.S. 441
	Franklin	2	547 Leaves U.S. 23, U.S. 441; U.S. 441 Bus. Joins and ends
	Hayesville	33	580 U.S. 64 Bus. begins and leaves
Business	Hayesville	0	0 Route begins, leaves U.S. 64
	Hayesville	2	2 Route ends, rejoins U.S. 64
Regular	Hayesville	1	581 U.S. 64 Bus. rejoins and ends
	Murphy	14	595 Joins U.S. 19, U.S. 74, and U.S. 129; U.S. 19 Bus. Rejoins and ends
	Jct. S. Kinsey	5	600 Leaves U.S. 19 and U.S. 129
	State Line	15	615