



**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



**CHARLES P. O'LEARY, JR.**  
**COMMISSIONER**

**JEFF BRILLHART, P.E.**  
**ASSISTANT COMMISSIONER**

March 11, 2008

AASHTO  
Special Committee on U.S. Route Numbering Committee  
Attention: Ms. Marty Vitale  
444 North Capital Street, NW  
Suite 249  
Washington, DC 20001

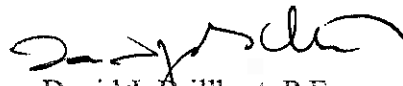
RE: Relocation of U.S. Route 302

Dear Ms. Vitale:

Attached please find a Relocation of a U.S. (Interstate) Route application. This application is in reference to relocating a portion of US Route 302 onto Interstate 93 in Littleton, NH.

If you have any questions regarding this application feel free to contact William Lambert at the Bureau of Traffic (603) 271-2291.

Sincerely,



David J. Brillhart, P.E.  
Assistant Commissioner

Cc: W. Lambert, Traffic Bureau



American Association of State Highway and Transportation Officials

Seven (7) Page Form

An Application from the State Highway or Transportation Department of  
New Hampshire

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 302
- 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 \_\_\_\_\_ and \_\_\_\_\_

The following states or states are involved:  
New Hampshire

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: 03/10/2008

SUBMIT APPLICATION ELECTRONICALLY TO [usroutes@aaashto.org](mailto:usroutes@aaashto.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.) US Route 302 currently intersects Interstate 93 at Exit 40 and Exit 42. The NHDOT is requesting that US Route 302 double-band with Interstate 93 between Exit 40 and Exit 42, thus decreasing through traffic in a congested area, and more importantly deters truck traffic away from a 13'-5" low-clearance bridge overpass.

Date facility available to traffic 11/08/2008

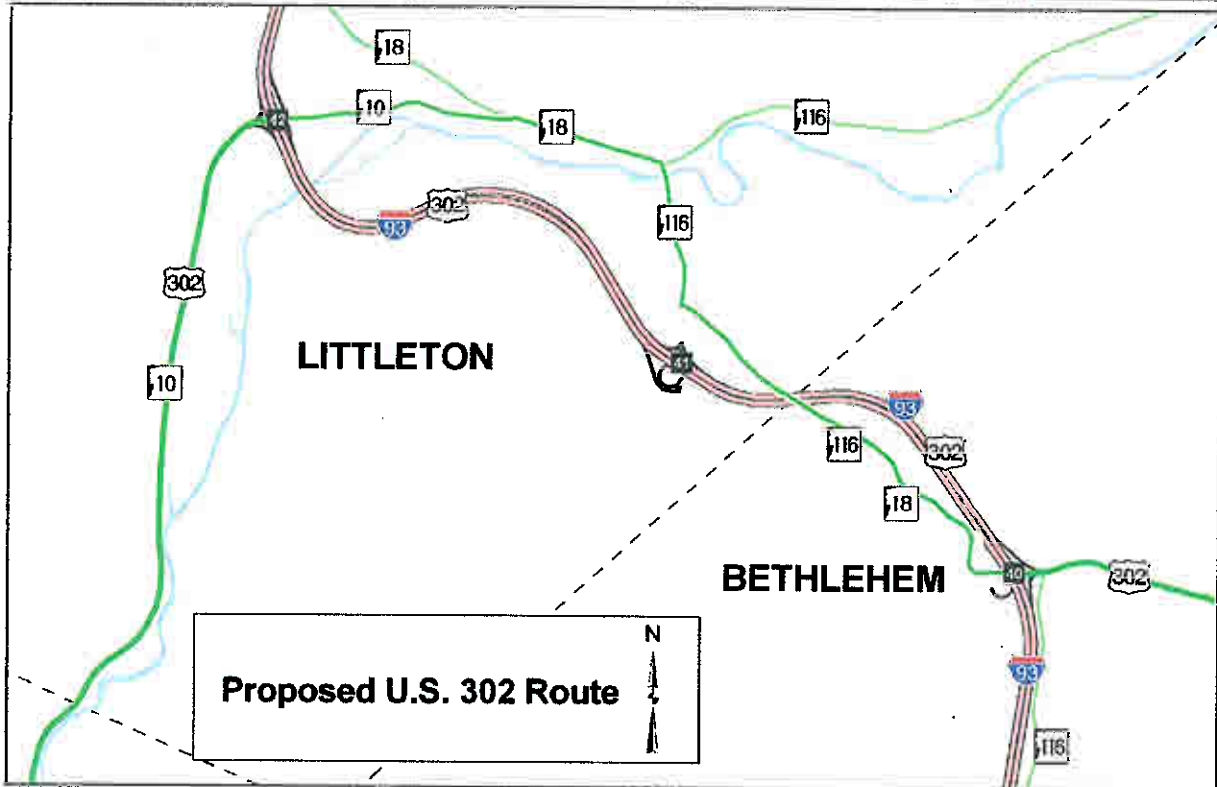
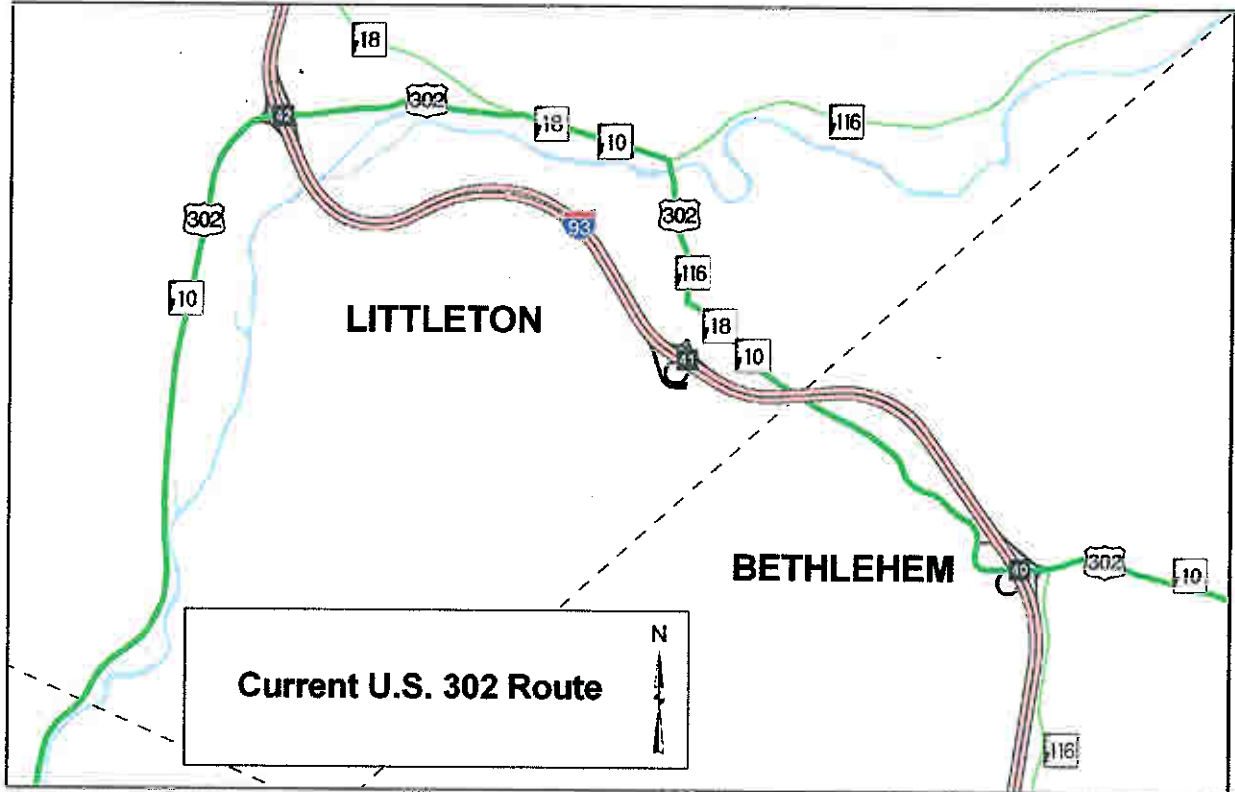
Does the petition propose a new routing over a portion of an existing U.S. Route? No  
If so, where?

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes  
If so, where? Interstate 93 between Exit 40 and Exit 42.

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:**

There are two ways to do this follow the instructions below or convert your map in PDF format and submit as a separate document along with this application to [usroutes@aashto.org](mailto:usroutes@aashto.org). It is your preference, however all files are converted to PDF once received by AASHTO.



U.S./ Route Number	State	Type	Intersection	Point-to-Point		Remarks
				Mileage	Accumulated Mileage in State	
302	Maine	Regular	Portland	0	0	Route begins, Jct. U.S. 1, I-295
302	Maine	Regular	Foster's Corner	12	12	Crosses U.S. 202
302	Maine	Regular	Bridgton	25	37	NONE
302	Maine	Regular	Fryeburg	16	53	NONE
302	Maine	Regular	State Line	1	54	NONE
302	New Hampshire	Regular	State Line	0	0	NONE
302	New Hampshire	Regular	Jct. N. North Conway	13	13	U.S. 302 Bus. begins and leaves
302	New Hampshire	Business	Jct. N. North Conway	0	0	Route begins, leaves U.S. 302
302	New Hampshire	Business	Bartlett	2	2	NONE
302	New Hampshire	Business	Jct. S. Glen	1	3	Route ends, rejoins U.S. 302
302	New Hampshire	Regular	Jct. S. Glen	2	15	U.S. 302 Bus. rejoins and ends
302	New Hampshire	Regular	Twin Mountain	31	46	Crosses U.S. 3
302	New Hampshire	Regular	Jct. E. Littleton	11	57	Joins I-93
302	New Hampshire	Regular	Jct. W. Littleton	4	61	Leaves I-93
302	New Hampshire	Regular	Woodsville	19	80	NONE
302	New Hampshire	Regular	State Line	1	81	NONE
302	Vermont	Regular	State Line	0	0	NONE
302	Vermont	Regular	Wells River	1	1	Crosses U.S. 5
302	Vermont	Regular	Jct. W. Wells River	3	4	Crosses I-91
302	Vermont	Regular	Montpelier	32	36	Route ends, Jct. U.S. 2

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 13,000 as compared to \_\_\_\_\_ for the year \_\_\_\_\_ for all other U.S. Numbered Routes in the State.

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*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**

(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.

<b>Column 2: Pavement Type.</b>	<b>Code</b>
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

<b>Column 3: Pavement Condition</b>	<b>Code</b>
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.*





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

Name: William R. Lambert

Address: NHDOT, P.O. Box 483, Sheep Davis Road, Concord, NH 03302-0483

Telephone Number: (603) 271-2291

Fax Number: (603) 271-6083

Email Address: wlambert@dot.state.nh.us

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**Description to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:**

- o Where does the route begin? (Intersection or Mile Marker) 57
- o Describe where it is going? At the Junction of US Rte 302 and I-93 Exit 40 and proceeds north to the Junction of Exit 40 and US Rte 302.
- o What type of facility is it traveling over? (New alignment or over an existing pathway) Existing Interstate highway
- o Give the direction of travel(north, east, south, and west) North
- o Name the focal point city or cities Bethlehem and Littleton
- o Length of route in miles. 4
- o Where does it end? (Terminal intersection or mile marker) 61