

**American Association of State Highway and Transportation Officials**



An Application from the State Highway or Transportation Department of  
South Carolina

for

301

- 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.** Route
- 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. Bike** Route
- \*Relocation of a **U.S. Bike** Route

Between US 52 South of Florence and US 76 North of  
 Florence \_\_\_\_\_

The following states or states are involved:  
 South 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 \_\_\_\_\_

- 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.
- All applications requesting **Interstate** establishment or changes are subject to concurrence and approval by the FHWA

Date submitted: \_\_\_\_\_ April 11 \_\_\_\_\_, 20 07

**SUBMIT APPLICATION ELECTRONICALLY TO [mvitale@ashto.org](mailto:mvitale@ashto.org)**

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.

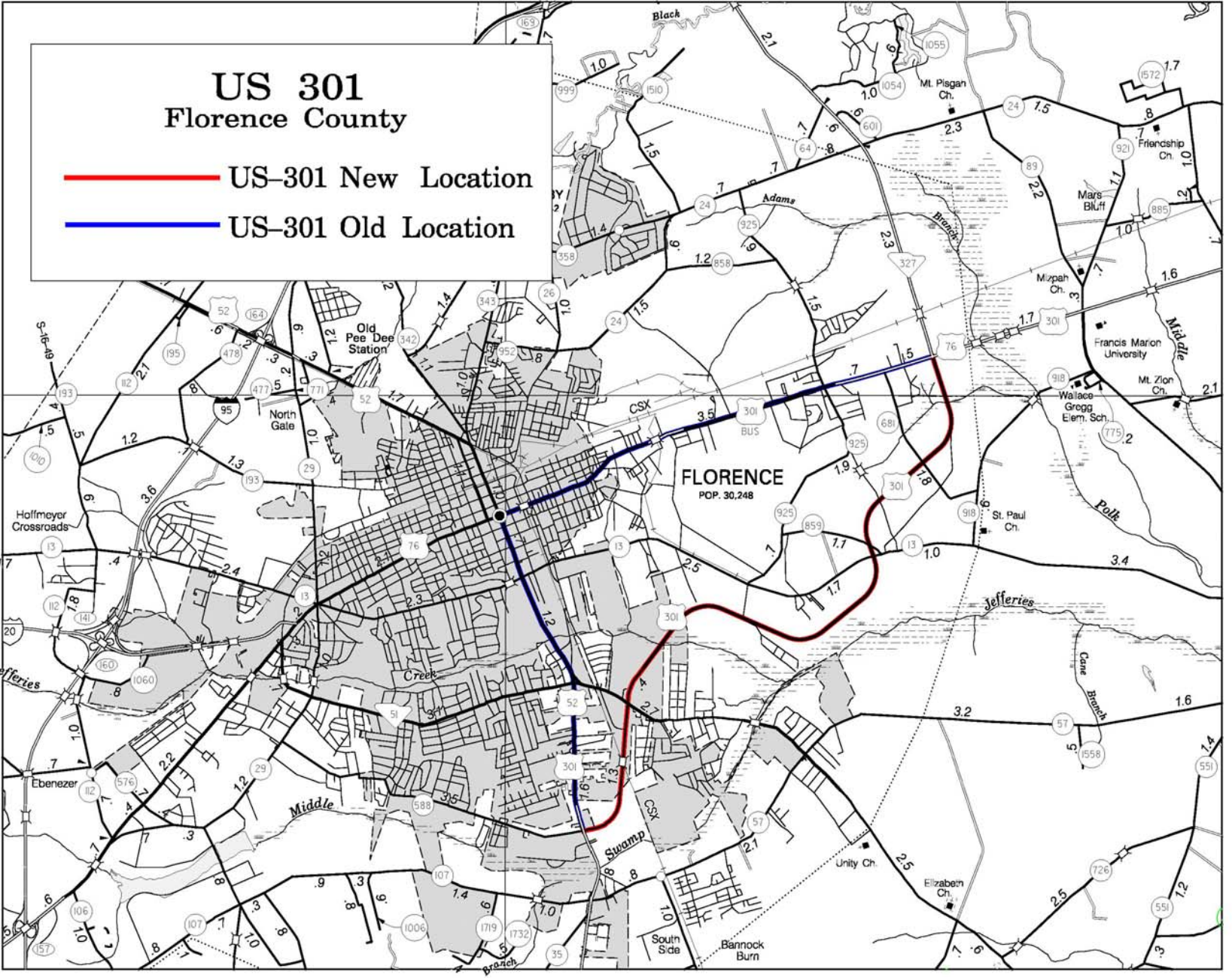
**Explanation and Reasons for the Request:** (Keep concise and pertinent.) Purpose of request is to designate new location of US 301 around the City of Florence.

Date facility available to traffic 2007

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? No If so, where? \_\_\_\_\_

Map of state, or portion thereof, indicating proposed addition or change in the 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 9000 as compared to 8400 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)  
SOUTH CAROLINA DOT  
\_\_\_\_\_  
(Member Department)

**Chief Executive Officer**

This petition is authorized by official action of Interim Direction

under date of April 16, 2007 as follows: (Copy excerpt from minutes.)

**Acting in accord with section 53-3-430 of the Code of Laws of South Carolina, 1976, which authorized said Director to exercise all powers of the State Highway Commission when the body is not in session.**

A letter from your Chief Executive Officer is sufficient with the CEO signature is sufficient or copying the CEO on the email message you send AASHTO when submitting your application.

## 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.

Mileage	1	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			
10 20 40	20 40 #	10 20 #	20 40 80	20 40 80	Degree	Length						
20	22.49 - 30.00 Length = 7.51	H	G	9000	NONE	NONE	NONE	NONE	NONE			
40												
60												
80												
100												
120												
140												
160												

Attach additional sheet here if necessary

## U.S ROUTE NUMBERING APPLICATION DESCRIPTION

**Relocation of U.S. 301 in the City of Florence, Florence County-** This is comprised of 7.51 miles of new location. This relocation will help relieve congestion through the City of Florence while still providing a facility for through travelers to enter the City of Florence if desired. This segment follows a South/Northeast path and intersects with US 76 East of Florence. The proposed route is between Milepost 22.49 and Milepost 30.00 on US 301.

UNITED STATES HIGHWAY NUMBER 301

<u>State</u>	<u>Type</u>	<u>Intersection</u>	<u>Point to Point Mileage</u>	<u>Accumlated Mileage in State</u>	<u>Remarks</u>
South Carolina		<b>State Line</b>	0	0	
		Latta	14	14	Leaves U.S. 501
		Pee Dee	11	25	Joins U.S. 76
		Florence	9	34	Leaves U.S. 76
		Florence	8	42	Joins U.S. 52
		Effingham	6	48	Leaves U.S. 52
		Turberville	19	67	Joins U.S. 378
		Turberville	1	68	Leaves U.S. 378
		Jct. Manning	16	84	Joins U.S. 521
		Manning	1	85	Leaves U.S. 521
		Manning	6	91	Joins U.S. 15
		Summerton	5	96	Crosses I-95
		Jct.N Santee	7	103	Joins 1-95
		Jct.S Santee	5	108	Leaves I-95
		Jct.S Santee	1	109	Leaves U.S. 15
		Jct.E Orangeburg	8	117	Crosses U.S. 176
		Jct.E Orangeburg	6	123	Crosses I-26
		Orangeburg	8	131	Crosses U.S 21, U.S. 178 Bypass
		Orangeburg	1	132	Crosses U.S 21 Bus., U.S. 178; joins 601
		Bamberg	18	150	Crosses U.S. 78
		Bamberg	1	151	Leaves U.S. 601
		Jct. N. Ulmer	15	166	Joins U.S. 321
		Ulmer	2	168	Leaves U.S. 321
		Allendale	9	177	Crosses U.S. 278
		<b>State Line</b>	13	190	