

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



An Application from the State Highway or Transportation Department of

South Carolina

for

521
521

- 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. 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 Intersection North of Andrews and Intersection  
South of Andrews \_\_\_\_\_

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: \_\_\_\_\_ March 27 \_\_\_\_\_, 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.

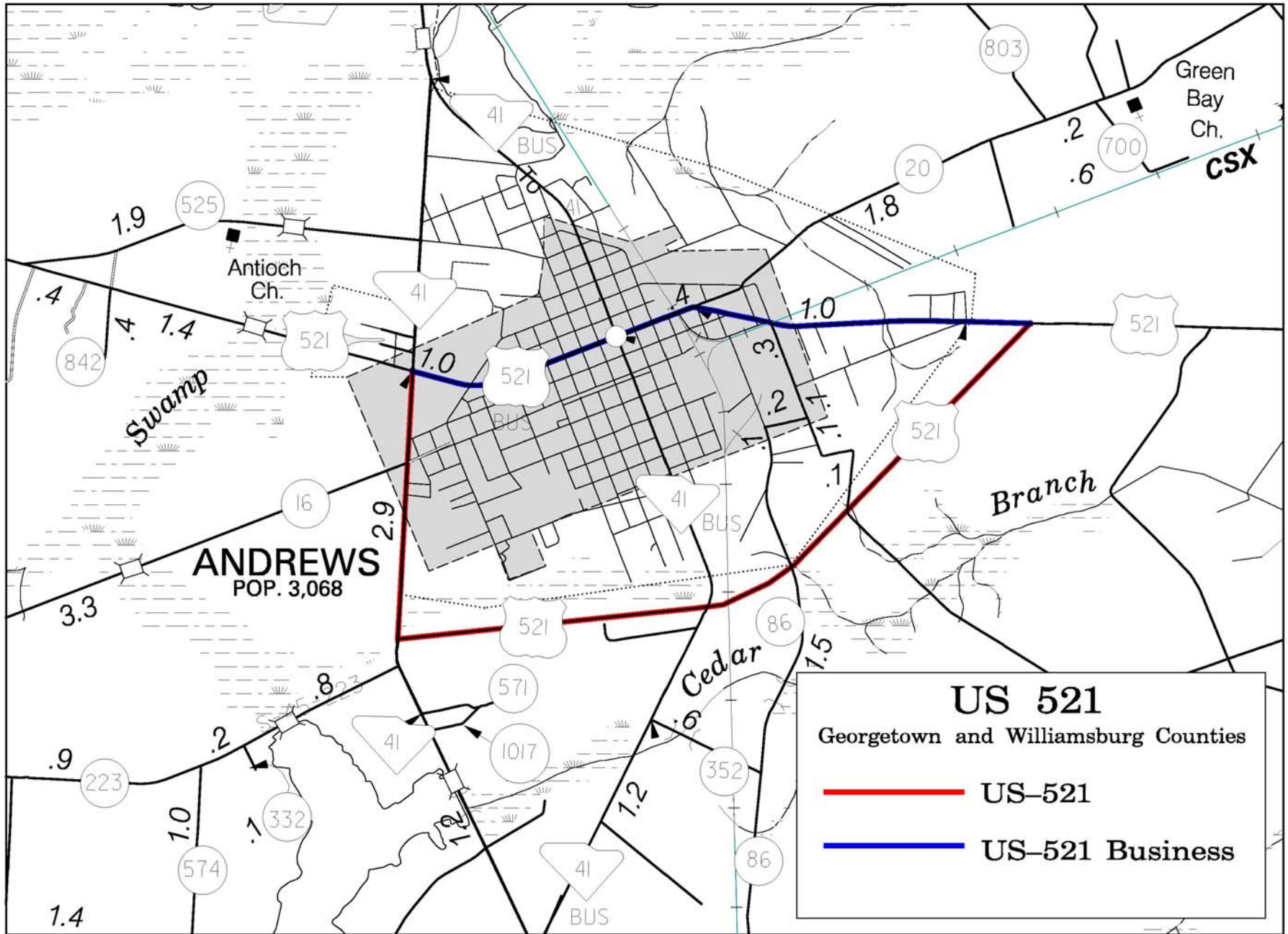
**Explanation and Reasons for the Request:** (Keep concise and pertinent.) Purpose of request is to designate new location, south of Town of Andrews as US 521; and redesignate US 521 through Andrews as US 521 Business.

Date facility available to traffic 2006

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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 2400 as compared to 8100 for the year 2005 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)  
SCDOT  
\_\_\_\_\_  
(Member Department)

Chief Executive Officer

This petition is authorized by official action of Interim Director  
under date of 3/30/07 as follows: (Copy excerpt from minutes.)

Acting in accord with Section 53-3-430 of the Code of Laws of South Carolina, 1976, which authorizes said Director to exercise all powers of the State Highway Commission when that 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	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																
					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		Percent		Percent		Percent		Percent		Degree	Length										
0	10	20	30	40	#	40	60	80	#	20	30	40	60	80	20	40	60	80	Degree	Length	
15.70 - 19.40 Length = 3.70																					
19.40 - 20.62 Length = 1.22																					
20																					
40																					
60																					
80																					
##																					
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Attach additional sheet here if necessary

## **U.S. ROUTE NUMBERING APPLICATION DESCRIPTION**

**Relocation of US 521 in Town of Andrews, Georgetown/Williamsburg County** – This is comprised of 3.70 miles of new location and 1.22 miles of existing roadway, which overlaps with SC 41. This realignment will help relieve congestion through the Central Business District while still providing a facility for through travelers to enter the Central Business District if desired. This segment follows a Northwest/North path and intersects with SC 41 at the Georgetown and Williamsburg County Line. Proposed route is between Milepost 15.70 and 20.62 on US 521.