

ROAD NAME APPROVAL PROCESS

Road Name Approval Application
• One Copy of the Application



Review by Planning Staff



Application Forwarded to Wake County GIS



Review by Wake County GIS



Wake County GIS Approved Appropriate
Number of Names



Wake County GIS Informs Applicant and
Planning Department of Approved Names

ROAD NAME APPROVAL APPLICATION

Application Number: _____

Final Wake County Approval Date: _____

Guidelines:

- No names duplicating or sounding similar to existing road names
- Avoid difficult to pronounce names
- No individuals' names
- Avoid proper names of a business, e.g. Hannaford Drive
- Limit names to 14 characters in length
- No directionals, e.g. North, South, East, West
- No punctuation marks, e.g. periods, hyphens, apostrophes, etc.
- Avoid using double suffixes, e.g. Deer Path Lane
- All names must have an acceptable suffix, e.g. Street, Court, Lane, Path, etc.
- Use only suffixes which are Town of Apex approved (See list at end of document)
- Town of Apex has the right to deny any street name that is determined to be inappropriate

Name of subdivision, shopping center, or project: _____

Description of location: _____

Nearest Intersecting Roads: _____

Wake County PIN: _____

Township: _____

Name, address, phone and fax number of contact person and/or owner (as appropriate):

- Contact Person: _____

Phone number: _____ Fax number: _____

Address: _____

- Owner: _____

Phone number: _____ Fax number: _____

Address: _____

ROAD NAME APPROVAL APPLICATION

Number of roads to be named _____

Please submit twice as many road names as needed, with those names of priority listed first. Proposed road names should be written exactly as one would want them to appear. Town of Apex Planning Department will send all approved street names to the Wake County GIS Department for county approval. Please allow several weeks for approval. Upon approval Wake County GIS – Street Addressing will inform you of the approved street names.

Example: Road Name Suffix
 Hunter Street

- | | |
|-----------|-----------|
| 1. _____ | 11. _____ |
| 2. _____ | 12. _____ |
| 3. _____ | 13. _____ |
| 4. _____ | 14. _____ |
| 5. _____ | 15. _____ |
| 6. _____ | 16. _____ |
| 7. _____ | 17. _____ |
| 8. _____ | 18. _____ |
| 9. _____ | 19. _____ |
| 10. _____ | 20. _____ |

Town of Apex Staff Approval

Town of Apex Staff Approval	Date
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Wake County Staff Approval

GIS certifies that _____ names indicated by check mark () are approved. Please disregard all other names.

COMMENTS:

Wake County GIS Staff Approval	Date
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APPROVED SUFFIXES AND ABBREVIATIONS

Alley (ALY)

Narrow, privately maintained service way intended for pedestrian and service vehicle traffic; typically located behind buildings or near rear property lines.

Avenue (AVE)

Wide public thoroughfare within a city or town, often lined with trees.

Bend (BND)

Short road with a curved shape.

Boulevard (BLVD)

Broad city thoroughfare, tree-lined and landscaped with a median strip.

Bypass (BYP)

North Carolina Department of Transportation (NCDOT) approved highway or section of highway that passes around a congested area.

Circle (CIR)

Circular or arched short roadway that intersects the road from which it originates or returns to itself; short connector.

Corner (COR)

Generically named roadway.

Court (CT)

Short dead-end roadway, especially one that is wide and nearly surrounded by houses; cul-de-sac.

Cove (CV)

Short roadway with only one outlet and a circular turnaround; cul-de-sac.

Crescent (CRES)

Roadway with arced shape.

Crossing (XING)

Roadway which is at least a collector street and will cross a minimum of one major road.

Drive (DR)

Curvilinear roadway for access to a local destination.

Expressway (EXPY)

High-speed, divided multi-lane major arterial street with few or no intersections.

Extension (EXT)

A road which has been added to a previously existing road.

Fork (FRK)

Generically named roadway associated with a fork.

APPROVED SUFFIXES AND ABBREVIATIONS

Freeway (FWY)

High-speed, high-capacity, limited-access public transportation thoroughfare serving regional and state-wide travel; free of tolls.

Highway (HWY)

High-speed, high-capacity, limited-access public transportation thoroughfare that connects towns and regions; State, Interstate, or US distinction.

Lane (LN)

Secondary connector street.

Loop (LOOP)

Circular roadway that loops around and terminates itself or returns to the same street from which it originates.

Parkway (PKWY)

Broad landscaped highway divided by a vegetated median, occasionally constructed for scenic view.

Path (PATH)

Generically named roadway with no more than two (2) travel lanes.

Peakway (PEWY)

Broad landscaped, major thoroughfare divided by a vegetated median. (NOTE: Name used at town's discretion in approved location).

Place (PL)

Short roadway or cul-de-sac.

Plaza (PLZ)

Generically named roadway sided by an open area within a town and accessible to pedestrians; mixed-use road with businesses and homes.

Point (PT)

Cul-de-sac; short roadway adjacent to a waterway.

Road (RD)

Generically named roadway.

Run (RUN)

Local access roadway that dead ends, usually with a cul-de-sac, and feeds short road branches.

Square (SQ)

Generically named roadway sided by an open, usually four-sided area at the intersection of two or more streets used as vegetated open space.

Station (STA)

Generically named roadway that is fronted by a place of interest or depot; a road along which an urban setting exists or is mimicked.

APPROVED SUFFIXES AND ABBREVIATIONS

Street (ST)

Public roadway within a city or town, usually lined with residences and sidewalks.

Terrace (TER)

Residential street.

Trace (TRCE)

Short, connecting roadway or dead-end road.

Trail (TRL)

Nonlinear, local access roadway that generally conforms to natural topography.

Walk (WALK)

Roadway connecting two roads; named pedestrian walkway.

Way (WAY)

Short roadway used as an inlet that dead ends; short connector.