American Association of State Highway and Transportation Officials
An Application from the State Highway or Transportation Department of Colorado for:

☒ 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
☐ 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

Between MP 92.00 and MP 92.23

The following states or states are involved:

Colorado


- **“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: 3/31/2015
SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aashto.org

- *Bike Routes: this form is not applicable for US Bicycle Route System
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.) The portion of US 160 within the Town of Bayfield no longer functions as a US Highway and abandoning this portion is in the best interest of Colorado taxpayers.

Date facility available to traffic  **2014**

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?  ____
DATE: November 20, 2014
TO: Transportation Commission
FROM: Joshua Laipply, P.E. Chief Engineer
SUBJECT: RAMP 3-6 SH 13 and US 6 Devolution to The City of Rifle

Purpose
Colorado Revised Statute 43-2-106 (1)(a) provides that the Transportation Commission may determine that a state highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality. Region 3 is requesting Commission approval to abandon a section of SH 13A and US 6D within the City limits of Rifle.

Action
CDOT Region 3 is requesting the Transportation Commission pass a resolution to allow for the abandonment of a portion of State Highway (SH) 13 (approximately 1.65 total miles) to the City of Rifle in perpetuity. Including the east-west portion of SH13 and a small segment of SH6 from the SH13 bypass interchange to our Whiteriver Avenue interchange and the service road from just west of Rifle Creek to its termination near the SH13 bypass (1.0 miles and 0.25 miles, respectively). Secondly, the connection of SH13 from Railroad south to the southern end of the H13 bridge (surface control only, 0.4 miles).

Background
Several local agencies have submitted requests to CDOT for the abandonment of portions of State Highways that meet the qualifications of Colorado Revised Statute 43-2-106 (1)(a). The abandonments require CDOT to pay the local agency a fee to assume ownership of the State Highway segment. The fee must be less than CDOT estimates it would be required to spend to maintain, preserve or improve the State Highway segment.

Details
The City of Rifle proposed to take ownership of this section of SH 13 and US 6 in exchange for a payment of $5,600,000. The payment will be made with RAMP funds.

Colorado Revised Statutes (CRS) 43-2-106 (1) (b) further provides that any county or municipality receiving a payment from CDOT as a result of CRS 43-2-106 (1) (a) shall credit the payment to a special fund to be used only for transportation-related expenditures.

Key Benefits
The fee of $5,600,000 is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve this section of SH 13 and US 6 over the next 20 years.

Next Steps
The City of Rifle has signed a resolution agreeing to the State's abandonment of the portion of SH 13 and US 6 and an IGA that said highway segment no longer serves the ongoing purposes of the State Highway system; committing The City of Rifle to assume ownership of said highway segment in the “as is” condition.
Within 90 days of the official notification of such abandonment by the Transportation Commission, The City of Rifle shall execute a resolution or ordinance accepting the abandoned portion of SH 13 and US 6 as a city street. Within 90 days of the date of execution of the City’s Resolution or Ordinance accepting the abandoned portion of SH 13 and US 6, CDOT will execute a quitclaim deed that will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert back to CDOT. Concurrent with the execution of the quitclaim deed, CDOT will provide payment of $5,600,000 the City of Rifle, and that shall constitute the total consideration from the State to the City of Rifle related to the abandonment and transfer of the Abandoned Highway.

Attachments
Proposed resolution
Exhibit Depicting Abandonment Area
PROPOSED RESOLUTION

WHEREAS, The Department of Transportation owns 1.65 linear miles of Highway in the City of Rifle, Colorado identified as State Highway 13A (SH 13A) and State Highway 6D (US 6D);

WHEREAS, that portion of (1) 0.23 miles of SH 006D located from Milepost 92.00 to Milepost 92.23, and (2) 1.12 miles of SH 13A located from Milepost 0.24 to Milepost 1.36 plus the forgoing portion of SH 13A includes the SH 13A North Frontage Road located between the SH 13A Bypass and Rifle Creek. (Exhibit A);

WHEREAS, that forgoing portion of SH 13A includes only the surfaces of the bridge structure over the Colorado River (Structure No. F-05-R) and the bridge structure over the Union Pacific Railroad Tracks (Structure No. F-05-Q) (Exhibit A);

WHEREAS, Region 3 has determined that abandoning this portion of SH 13A and US 6D would be in the best interest of Colorado taxpayers;

WHEREAS, the Colorado Revised Statutes 43-2-106 (1) (a) provides that the Transportation Commission may determine that a state highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality;

WHEREAS, the City of Rifle proposed to take ownership of (1) 0.23 miles of SH 006D located from Milepost 92.00 to Milepost 92.23, and (2) 1.12 miles of SH 13A located from Milepost 0.24 to Milepost 1.36 plus the forgoing portion of SH 13A includes the SH 13A North Frontage Road located between the SH 13A Bypass and Rifle Creek, as described in Exhibit A which are attached hereto, in exchange for a payment of $5,600,000.00 from CDOT;

WHEREAS, $5,600,000.00 is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve this section of SH 13A and US 6D over the next 20 years;

WHEREAS, the abandonment of the above referenced section of SH 13A and US 6D will be funded with Region 3 RAMP funds as approved on RAMP application 3-6;

WHEREAS, Colorado Revised Statutes (CRS) 43-2-106 (1) (b) further provides that any county or municipality receiving a payment from CDOT as a result of CRS 43-2-106 (1) (a) shall credit the payment to a special fund to be used only for transportation-related expenditures;

WHEREAS, the Parties desire to enter into an Intergovernmental Agreement (IGA) and agree upon the condition of the abandonment of said highway segment by the State and acceptance by the City of Rifle pursuant to the terms and conditions of the IGA;

WHEREAS, the governing body of the City of Rifle will adopt a resolution, agreeing to the state’s abandonment of the portion of SH 13A and US 6D, agreeing that said highway segment no longer serves the ongoing purposes of the state highway system; committing the City of Rifle to assume ownership of said highway segment in the “as is” condition;
WHEREAS, within 90 days of the date of CDOT’s Transportation Commission Resolution formalizing the abandonment of the above referenced portion of SH 13A and US 6D, CDOT will execute a quitclaim deed;

WHEREAS, concurrent with the execution of the quitclaim deed, CDOT will provide payment of $5,600,000.00 to the City of Rifle, and that shall constitute the total consideration from the State to the City of Rifle related to the abandonment and transfer of the abandoned highway;

WHEREAS, Transportation Commission is authorized pursuant to Colorado Revised Statutes (C.R.S) 43-2-106 to make determinations regarding abandonment of State Highways(s) to affected county(ies) or municipality(ies);

WHEREAS, the Transportation Commission has determined the portion of SH 13A and US 6D as shown in Exhibit A is no longer needed for the state highway purposes;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S. 43-2-106, the Department of Transportation be given authority to declare that portion of SH 13A and US 6D abandoned, as shown in Exhibit A.
Park-n-Ride Excluded From This Devolution

SH 13A North Frontage Road
SH 6D MP 92.00
SH 6D MP 92.23

SH 13A MP 1.36
SH 13A MP 0.24

Return to Main Agenda
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, not withstanding 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 4548 as compared to 6609 for the year 2013 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
(Member Department)

This petition is authorized by official action of the Transportation Commission of Colorado under date of November 20, 2014 as follows: (Copy excerpt from minutes.)
Resolution #TC-3203

Resolution to Approve the SH 13 RAMP Devolution to the City of Rifle, Project #C 0131-064, Project Code: 20087

Approved by the Transportation Commission on November 20, 2014

WHEREAS, The Department of Transportation owns 1.65 linear miles of Highway in the City of Rifle, Colorado identified as State Highway 13A (SH 13A) and State Highway 6D (US 6D);

WHEREAS, that portion of (1) 0.23 miles of SH 006D located from Milepost 92.00 to Milepost 92.23, and (2) 1.12 miles of SH 13A located from Milepost 0.24 to Milepost 1.36 plus the forgoing portion of SH 13A includes the SH 13A North Frontage Road located between the SH 13A Bypass and Rifle Creek. (Exhibit A);

WHEREAS, that forgoing portion of SH 13A includes only the surfaces of the bridge structure over the Colorado River (Structure No. F-05-R) and the bridge structure over the Union Pacific Railroad Tracks (Structure No. F-05-Q) (Exhibit A);

WHEREAS, Region 3 has determined that abandoning this portion of SH 13A and US 6D would be in the best interest of Colorado taxpayers;

WHEREAS, the Colorado Revised Statutes 43-2-106 (1) (a) provides that the Transportation Commission may determine that a state highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality;

WHEREAS, the City of Rifle proposed to take ownership of (1) 0.23 miles of SH 006D located from Milepost 92.00 to Milepost 92.23, and (2) 1.12 miles of SH 13A located from Milepost 0.24 to Milepost 1.36 plus the forgoing portion of SH 13A includes the SH 13A North Frontage Road located between the SH 13A Bypass and Rifle Creek, as described in Exhibit A which are attached hereto, in exchange for a payment of $5,600,000.00 from CDOT;

WHEREAS, $5,600,000.00 is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve this section of SH 13A and US 6D over the next 20 years;

WHEREAS, the abandonment of the above referenced section of SH 13A and US 6D will be funded with Region 3 RAMP funds as approved on RAMP application 3-6;
WHEREAS, Colorado Revised Statutes (CRS) 43-2-106 (1) (b) further provides that any county or municipality receiving a payment from CDOT as a result of CRS 43-2-106 (1) (a) shall credit the payment to a special fund to be used only for transportation-related expenditures;

WHEREAS, the Parties desire to enter into an Intergovernmental Agreement (IGA) and agree upon the condition of the abandonment of said highway segment by the State and acceptance by the City of Rifle pursuant to the terms and conditions of the IGA;

WHEREAS, the governing body of the City of Rifle will adopt a resolution, agreeing to the state’s abandonment of the portion of SH 13A and US 6D, agreeing that said highway segment no longer serves the ongoing purposes of the state highway system; committing the City of Rifle to assume ownership of said highway segment in the “as is” condition;

WHEREAS, within 90 days of the date of CDOT’s Transportation Commission Resolution formalizing the abandonment of the above referenced portion of SH 13A and US 6D, CDOT will execute a quitclaim deed;

WHEREAS, concurrent with the execution of the quitclaim deed, CDOT will provide payment of $5,600,000.00 to the City of Rifle, and that shall constitute the total consideration from the State to the City of Rifle related to the abandonment and transfer of the abandoned highway;

WHEREAS, Transportation Commission is authorized pursuant to Colorado Revised Statutes (C.R.S) 43-2-106 to make determinations regarding abandonment of State Highways(s) to affected county(ies) or municipality(ies);

WHEREAS, the Transportation Commission has determined the portion of SH 13A and US 6D as shown in Exhibit A is no longer needed for the state highway purposes;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S. 43-2-106, the Department of Transportation be given authority to declare that portion of SH 13A and US 6D abandoned, as shown in Exhibit A.

Herman Stockinger, Secretary
Transportation Commission of Colorado

[Signature]

Date

12-8-14
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.**
- High type, heavy duty: H
- Intermediate type: I
- Low type, dustless: L (show in red)
- Not paved: N (show in red)

Column 3: **Pavement Condition**
- 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.
### Comparison to Applicable AASHTO Design Standards

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<th>Mileage</th>
<th>Control Points and Mileage</th>
<th>Pavement Type</th>
<th>Traffic ADT</th>
<th>Pavement Condition</th>
<th>Pavement Width Deficiency</th>
<th>Shoulder Width Deficiency</th>
<th>Major Structures</th>
<th>Vertical Sight Distance Deficiency</th>
<th>Show When In Excess of Standard</th>
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The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin? In the Town of Rifle MP 92.00
Where is it going? East of New Castle, CO MP 110.806
What type of facility is it traveling over? Existing pathway (Major Collector)
Explain the direction (north, east, south, and west) Easterly
Name the focal point city or cities Rifle, Silt and New Castle
Total number of miles the route will cover 18.8
Where does it end?

Begin your description here:
US 6D begins at MP 92.00 at the intersection with SH 13. It travels 18.857 miles easterly into and through the Towns of Rifle, Silt and New Castle, CO, over an existing pathway. US 6D ends at MP 110.806, where it rejoins I-70 at MP 109.002.
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<td>Location</td>
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<td>Description</td>
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<td>0 Route begins, leaves U.S. 6 &amp; I-70 Loop</td>
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<td>4 Route ends, rejoins U.S. 6, U.S. 50, I-70 Loop</td>
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