

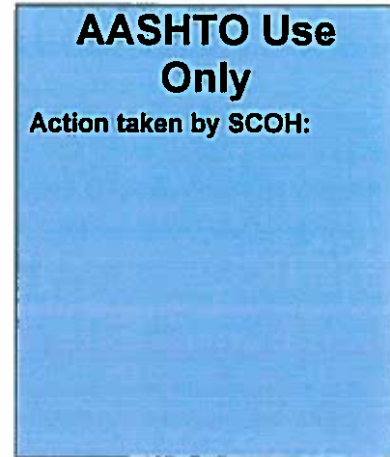


American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Wyoming for:

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- X Relocation of 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

85



Between milepost 92.72 and milepost 93.20

The following state or states are involved:
Wyoming

- ****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:

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.org

- *Bike Routes: this form is not applicable for US Bicycle Route System
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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.)

A new road, involving a highway/railroad grade separation, was constructed within the City of Torrington. This new road provides an overpass allowing for a safe and continuous traffic flow (including emergency vehicles) over a major railroad. It's desired by the City of Torrington and the State of Wyoming to have the US-85 designation be relocated to this new road, so that people will choose this route over the older, less safe, at-grade highway/railroad crossing.

Date facility available to traffic:

Already open to traffic

Does the petition propose a new routing over a portion of an existing U.S. Route? **YES** If so, where?

US-85 currently heads north, into the City of Torrington, crosses a major railroad, and immediately intersects US-26. From this intersection, it heads west, overlapping US-26 for approximately 9.85 miles.

A new road was built starting approximately 0.48 miles before the railroad crossing. It intersects US-85, proceeds northeasterly, going "over" the railroad where it again intersects US-26. The new road adds about 0.34 miles to US-85 and now overlaps US-26 for 10.20 miles.

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:



(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.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 2,568 as compared to 2,206 for the year 2014 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.

~~FOK~~ Chief Executive Officer



(Signature)
Wyoming DOT

(Member Department)

This petition is authorized by official action of _____ Transportation Commission of Wyoming
under date of August 20, 2015 as follows: (Copy excerpt from minutes.)

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.

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.	Code
	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	Code
	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..

Contact Information:
Mark Wingate, P.E.
WYDOT State Systems Engineer
307-777-4180
Mark.Wingate@wyo.gov

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

- Where does the route begin?
- Where is it going?
- What type of facility is it traveling over?
- Explain the direction (north, east, south, and west)
- Name the focal point city or cities
- Total number of miles the route will cover
- Where does it end?

Begin your description here:

US-85 enters the State of Wyoming, from Colorado, south of the City of Cheyenne (Wyoming's state capital). It then heads northerly, paralleling Wyoming's eastern border, for about 260 miles, where it then enters the State of South Dakota.

US-85 is predominately a rural two-lane highway functioning as a principal arterial. It is part of the federal National Highway System.

At approximately milepost 92.6, US-85 enters the City of Torrington. At milepost 93.15, it crosses a major railroad. And at milepost 93.20 it intersects US-26 (milepost 48.3). Heading east from this intersection, both US-26 and 85 then overlap for approximately 9.85 miles, where US-85 then separates and turns north again.

The relocation starts at approximately milepost 92.7, on existing US-85 (0.45 miles before the railroad crossing). It proceeds northeasterly, going "over" the railroad, where it again intersects US-26 (at milepost 48.7).

The new piece of road adds about 0.34 miles to US-85 and 0.35 miles to the US-26/85 overlap, for a total distance of 0.69 miles to US-85.