

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of
Colorado

for

- the Elimination of a U.S. (I) Route _____
- the Establishment of a U.S. (I) Route _____
- * the Establishment of a U.S. Bike Route _____
- the Relocation of a U.S. (I) Route 40
- * the Relocation of a U.S. Bike Route _____
- the Extension of a U.S. (I) Route _____
- the Establishment of a U.S. Alternate Route _____
- the Establishment of a Temporary U.S. Route _____
- ** the Recognition of a Business Route on U.S. (I) Route _____
- ** the Recognition of a By-Pass Route on U.S. Route _____

Between 381.265 and 382.184

The following states or states are involved:
Colorado

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 _____

Date submitted:

September 25, 2006

* 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.

SUBMIT SIX COPIES

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.) Realignment of .684 mile of highway for safety and access improvements.

Date facility available to traffic 2000

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? _____



1990

- Section of US 40 Relocated**
- EXISTING LOCATION NON-DIVIDED
 - EXISTING LOCATION DIVIDED
 - RELOCATED OR ABANDONED HWY



Colorado Department of Transportation

2004



40

040G

024G

070A

024F



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 210 as compared to 305 for the year 1999 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.

for Chief Executive Officer



(Signature)

(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

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.

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	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length		
20																								
40																								
60																								
80																								
100																								
120																								
140																								
160																								

Attach additional sheet here if necessary

UNITED STATES HIGHWAY NUMBER 40

<u>State</u>	<u>Type</u>	<u>Intersection</u>	<u>Point to Point Mileage</u>	<u>Accumulated Mileage in State</u>	<u>Remarks</u>
Colorado	Regular	State Line	0	0	
		Jct. E. Cheyenne Wells	16	16	Joins U.S. 385
		Cheyenne Wells	1	17	Leaves U.S. 385
		Kit Carson	25	42	Joins U.S. 287
		Jct. E. Limon	59	101	Joins U.S. 24, crosses I-70
		Jct. W. Limon	4	105	Leaves U.S. 24
		Jct. N.W. Limon	1	106	Joins I-70
		Byers	42	148	Joins U.S. 36
		Jct. E. Aurora	27	175	Leaves I-70, U.S. 36
		Aurora	5	180	Crosses I-225
		Denver	10	190	Crosses I-25, U.S. 6, U.S. 85, U.S. 87
		Denver	1	191	Leaves U.S. 287
		E. of Golden	8	199	Crosses I-70
		Golden	1	200	Crosses U.S. 6
		Jct. S. W. Golden	2	202	Joins I-70
		Jct. E. Idaho Springs	16	218	Joins U.S. 6
		Empire Jct.	12	230	Leaves I-70, U.S. 6
		Jct. N.W. Granby	47	277	U.S. 34 joins and ends
		Kremmling	27	304	
		Steamboat Springs	52	356	
Craig	42	398			
State Line	90	488			

U.S. Route Numbering Application Description

Relocation of US 40 in Elbert and Lincoln County – This is .5 miles of new roadway that is part of an intersection improvement including two (2) segments of US 24. This realignment allows a safer intersection and improved accessibility. This route segment follows an East/West path and intersects with US 24 near the town of Limon, Colorado. The proposed route is between milepost 381.265 and 382.184 on US 40.