American Association of State Highway and Transportation Officials

Seven (7) Page Form

An Application from the State Highway or Transportation Department of

Indiana

for (select one of the following):

- [x] Elimination of a SEGMENT OF U.S. ROUTE US 35
- [ ] 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**
- [ ] *Establishment of a U.S. Bicycle Route (A NEW FORM IS BEING DEVELOPED FOR US BIKE ROUTES – continue to use this until the new form is finalized)*
- [ ] *Relocation of a U.S. Bicycle Route (SAA)*

Between US 20 and US 12

The following states or states are involved:

Indiana

<table>
<thead>
<tr>
<th>For AASHTO Use Only</th>
<th>Date received</th>
<th>Date application acknowledged</th>
<th>Date to Special Committee on U.S. Route Numbering</th>
<th>Date considered by the Standing Committee on Highways</th>
<th>Action of Standing Committee on Highways</th>
<th>Member Department Notified</th>
</tr>
</thead>
</table>

- **Bicycle Routes:** Attach map on page 3. Obtain Signatures, page 4. Type a statement indicating that there are no deficiencies on the proposed US Bike Route. Other sections not applicable.
- **“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 Select from Calendar: 08/25/2008
SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aashto.org

You may convert your form as a PDF file, print then scan or submit as a saved word file. Send only one copy, please.
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 (US and Interstates Only): (Keep concise and pertinent.)

INDOT is requesting AASHTO Committee approval for the elimination of U.S. 35 in its highway system located between US 20 (east junction) and U.S. 12 in northwest Indiana (5.31 miles). This area requested for elimination primarily serves the City of Michigan City. Michigan City officials requested INDOT consider the transfer of this road into the local highway system. Following review by INDOT’s Division of Integrated Planning and our La Porte District, it was determined that transfer of US 35 from the west junction of US 20 to US 12 (3.95 miles) would be approved and final agreements are now in the process of final review/execution phase. When the road transfers to the City in 2009, the City has programmed a road reconstruction project as a “gateway into their community” utilizing local, state and approved federal-aid funds through their MPO. This segment of US Route 35 is not on the NHS system, nor part of the National Truck Network.

Higher level alternative routes include: I-94, I-80/90, US 20 and US 12. It is recommended that most of the through movement on the segment being requested for elimination serves commercial businesses downtown as counts double in the middle of the segment being transferred. Only ½ of the traffic appears to be through traffic. The transferred route, SR 212, old US 421 and other local roads will continue to provide north/south connectivity between US 20 and US 12 should this request be approved/route eliminated.

US 35 is the least direct U.S. route in our highway system and therefore one of the least traveled for an entire distance, but its travel is more segmented based on destination.

While INDOT is transferring only 3.95 miles to the City, the request to eliminate 5.31 miles of signage from the east junction of US 20 reduces the need for a signage to travel over US 20.

Date facility available to traffic  This route would be removed from the U.S. Highway system at 12:00 p.m. on October 1, 2009.

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?
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 9148 as of year 2007.

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 Required – see note below)

Chief Executive Officer
Indiana Department of Transportation

This petition is authorized by official action of COMMISSIONER, INDIANA DEPARTMENT OF TRANSPORTATION under date of August 25, 2008

(This includes US, Interstates and Bicycle Routes)

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.
(US and Interstates Only)

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
- Intermediate type
- Low type, dustless
- Not paved

<table>
<thead>
<tr>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>H</td>
</tr>
<tr>
<td>I</td>
</tr>
<tr>
<td>L (show in red)</td>
</tr>
<tr>
<td>N (show in red)</td>
</tr>
</tbody>
</table>

Column 3:  **Pavement Condition**
- Excellent
- Good
- Fair
- Poor

<table>
<thead>
<tr>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>E</td>
</tr>
<tr>
<td>G</td>
</tr>
<tr>
<td>F (show in red)</td>
</tr>
<tr>
<td>P (show in red)</td>
</tr>
</tbody>
</table>

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.
(This includes US, Interstates and Bicycle Routes)
Contact regarding this application:
Name: Mary Enright (317-232-5481) application information
        Eric Conklin (317-233-1059) standard and road log information
Address: 100 N. Senate Ave, Indianapolis, IN 46201
Telephone Number: 
Fax Number: 
Email Address: menright@indot.IN.gov
              econklin@indot.IN.gov

Description to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

- Where does the route begin? (Intersection or Mile Marker)
  U.S. Route 35 begins at I-70 in eastern Indiana (4 interchanges west of the Ohio State Line)

- Describe where it is going? U.S. 35 carries state travelers to cities between Richmond, Indiana (eastern Indiana) and Michigan City in Northwest Indiana; this route does not cross state boundaries.

- What type of facility is it traveling over? (New alignment or over an existing pathway) Existing

- Give the direction of travel(north, east, south, and west) northwesterly

- Name the focal point city or cities: City of Michigan City

- Length of route in miles. Currently 210.22 miles, should elimination be approved 204.91 miles

- Where does it end? (Terminal intersection or mile marker) Route currently ends at U.S. 12 (MM 210.22) in Northern Indiana but if approved the new end terminus would be just east of I-94 at the east junction of US 20/US 35 (MM 204.91)
From: Enright, Mary [MENRIGHT@indot.IN.gov]
Sent: Monday, September 08, 2008 2:20 PM
To: Vitale, Marty
Subject: RE: AASHTO Application - Removal of US 35 Signs Michigan City Indiana

Marty

Here is the updated log book info

<table>
<thead>
<tr>
<th>U.S. (I) Route Number</th>
<th>State</th>
<th>Type</th>
<th>Intersection</th>
<th>Point to Point Mileage</th>
<th>Accumulated Mileage</th>
<th>Remarks</th>
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<td>Regular</td>
<td>Jct. E. Michigan City</td>
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<td>1</td>
<td>Leaves U.S. 20, crosses I-94</td>
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<tr>
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<td>Regular</td>
<td>N.W. La Porte</td>
<td>0</td>
<td>0</td>
<td>Crosses I-80, I-90</td>
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<td>Leaves U.S. 6</td>
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<td>Crosses U.S. 24</td>
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<td>Leaves U.S. 31</td>
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<td>Crosses U.S. 27</td>
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<td>35</td>
<td>Indiana</td>
<td>Regular</td>
<td>Jct. E. Richmond</td>
<td>5</td>
<td>202</td>
<td>Crosses U.S. 40; State Line</td>
</tr>
</tbody>
</table>

From: Vitale, Marty [mailto:MartyV@aashto.org]
Sent: Monday, September 08, 2008 1:35 PM
To: Enright, Mary
Subject: RE: AASHTO Application - Removal of US 35 Signs Michigan City Indiana

You need to provide an updated log. You can go to the website and pick it out from the workbook on USRN logbook. Search and select the tab at the bottom of the workbook for the one that you want: http://www.transportation.org/sites/route/docs/US%20route%20numbers.xls This doesn't download instantly but moving through the tabs it does move quickly. I'm not going to hold your application until you submit this but I am sure the committee will want it before final approval.

Marty Vitale

From: Enright, Mary [mailto:MENRIGHT@indot.IN.gov]
Sent: Monday, August 25, 2008 3:31 PM
To: Vitale, Marty
Subject: AASHTO Application - Removal of US 35 Signs Michigan City Indiana

Marty: Enclosed is the application (map sent as separate attachment) for the next US Route Numbering Committee Meeting. This is for an elimination of a segment of US 35 in Michigan City that we had discussed a few months back....just now getting all of the final executive approvals to get this in by deadline....nothing ever moves as quickly as they like. Thanks.