

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of

Iowa

for

34

- 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. Route
- **Recognition of a By-Pass Route on U.S. Route
- *Establishment of a U.S. Bike Route
- *Relocation of a U.S. Bike Route

Between W. Jct. U.S. 34 (west of Fairfield) and E. Jct. U.S. 34 (east of Fairfield)

The following states or states are involved:

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 _____

- 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.
- All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA

Date submitted: August 13, 2007

SUBMIT APPLICATION ELECTRONICALLY TO mvitale@ashto.org

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.) _____

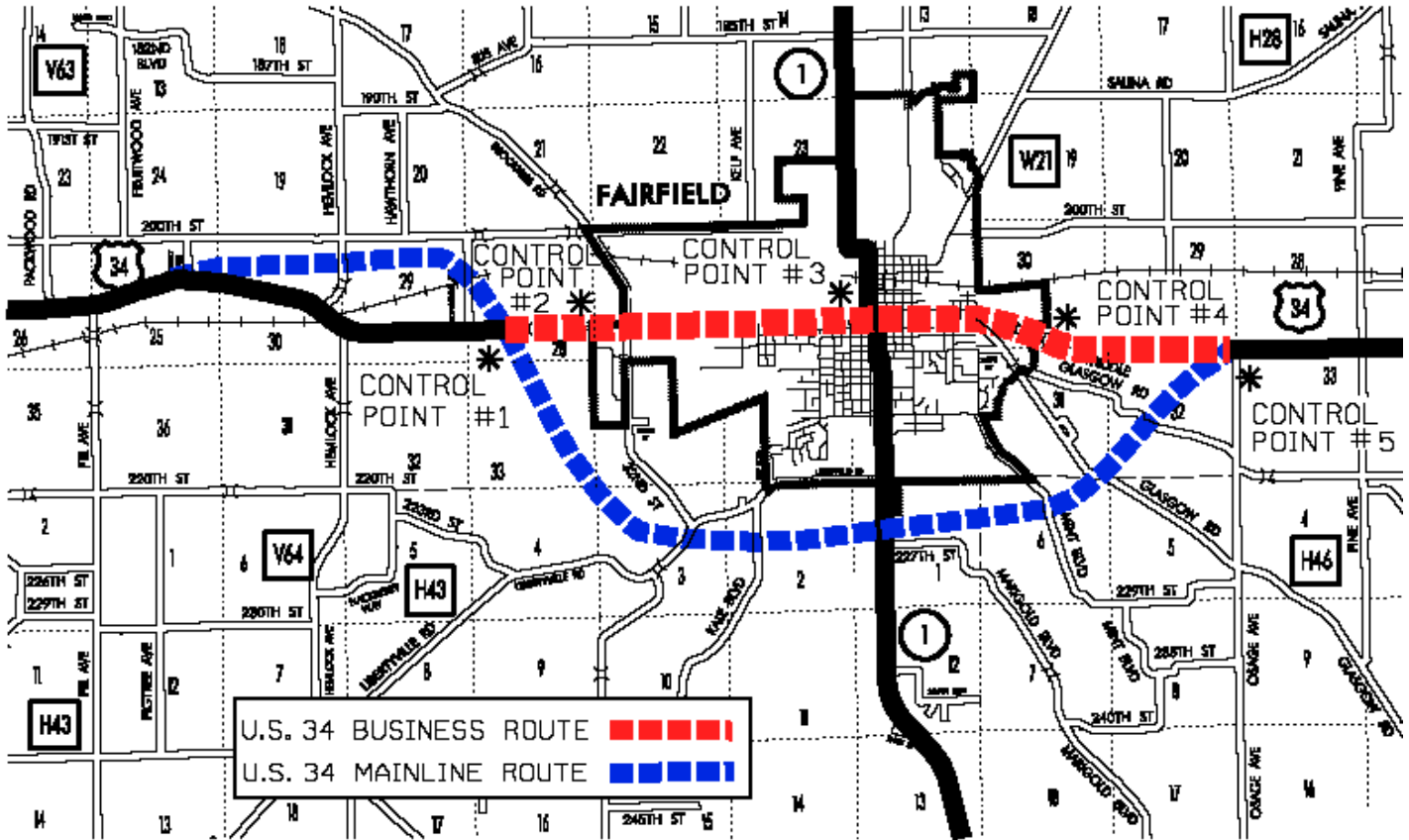
Requested by the City of Fairfield to provide motorists with a route where services and other points of interest can be found.

Date facility available to traffic Fall 2008

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? _____

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 5900 (proj) as compared to 5335 for the year 2007 for all other U.S. Numbered Routes in the State.

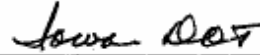
The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 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 _____

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

A letter from your Chief Executive Officer is sufficient with the CEO signature is sufficient or copying the CEO on the email message you send AASHTO when submitting your application.

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	Comparison to Applicable AASHTO Design Standards								Show When In Excess of Standard					
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Horizontal Curvature	Percent Grade					
							Roadway Width Deficiency		H - Loading Deficiency									
					Percent		Percent		Percent		Percent		Percent					
					10	20	30	40	20	40	60	80	10	20	30	40	20	40
0	1																	
	1.14	I	G	5900 Proj	None	None	19%	28'	None	None	None	None	None	None	None	None	None	None
20	2																	
	1.91	I	G	5900 Proj	None	None	None	None	None	None	None	None	None	None	None	None	None	None
40	3																	
	1.14	I	G	5900 Proj	None	None	19%	28'	None	None	None	None	None	None	None	None	None	None
60	4																	
	1.66	I	G	5900 Proj	None	None	None	None	None	None	None	None	None	None	None	None	None	None
80	5																	
100																		
120																		
140																		
160																		

Attach additional sheet here if necessary

US 34
(Revision)

Number	State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
34	Iowa	Regular	Burlington	0	0	State Line
34	Iowa		Burlington	3	3	Crosses U.S. 61
34	Iowa		Mt. Pleasant	25	28	Joins U.S. 218/begin Business U.S. 34
34	Iowa	Business	Mt. Pleasant	0	0	Route begins, leave U.S. 34
34	Iowa		Mt. Pleasant	6	6	Route ends, rejoin U.S. 34
34	Iowa	Regular	Mt. Pleasant	2	30	Leaves U.S. 218
34	Iowa		Mt. Pleasant	6	36	End Business U.S. 34
34	Iowa		Fairfield	15	51	Begin Business U.S. 34
34	Iowa	Business	Fairfield	0	0	Route begins, leave U.S. 34
34	Iowa		Fairfield	6	6	Route ends, rejoin U.S. 34
34	Iowa	Regular	Fairfield	7	58	End Business U.S. 34
34	Iowa		Ottumwa	20	78	Joins U.S. 63
34	Iowa		Ottumwa	1	79	Begin Business U.S. 34
34	Iowa	Business	Ottumwa	0	0	Route begins, leave U.S. 34
34	Iowa		Ottumwa	2	2	Crosses U.S. 34 and Business U.S. 63
34	Iowa		Ottumwa	2	4	Route ends, rejoin U.S. 34
34	Iowa	Regular	Ottumwa	1	80	Leaves U.S. 63
34	Iowa		Ottumwa	2	82	End Business U.S. 34
34	Iowa		Chariton	46	128	Begin Business U.S. 34/ Jct. Iowa 14
34	Iowa		Chariton	0	0	Route begins, leave U.S. 34
34	Iowa	Business	Chariton	2	2	Route ends, rejoin U.S. 34
34	Iowa		Chariton	1	129	End Business U.S. 34
34	Iowa	Regular	Lucas	8	137	Crosses U.S. 65
34	Iowa		Osceola	16	152	Crosses U.S. 69
34	Iowa		Jct. W. Osceola	2	155	Crosses I-35
34	Iowa		Jct. W. Thayer	15	170	Joins U.S. 169
34	Iowa		Afton	6	176	Leaves U.S. 169
34	Iowa		Jct. N. Villisca	44	220	Crosses U.S. 71
34	Iowa		Jct. N. Emerson	22	242	Crosses U.S. 59
34	Iowa		Jct. E. Glenwood	14	256	Joins U.S. 275
34	Iowa		Glenwood	2	258	Begin Business U.S. 34
34	Iowa		Glenwood	0	0	Route begins, leave U.S. 34 & U.S. 275
34	Iowa	Business	Glenwood	4	4	Route ends, rejoin U.S. 34 & U.S. 275
34	Iowa		Glenwood	3	261	End Business U.S. 34
34	Iowa	Regular	Jct. W. Glenwood	4	265	Joins I-29
34	Iowa		Jct. W. Glenwood	3	268	Leaves I-29
34	Iowa		State Line	3	271	