

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of

NEW YORK

for

I-781

- 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
- *Establishment of a U.S. Bike Route
- *Relocation of a U.S. Bike Route

Between I-81 _____ and FORT DRUM _____

The following states or states are involved:
NEW YORK

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: February 11, _____, 20 08

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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.

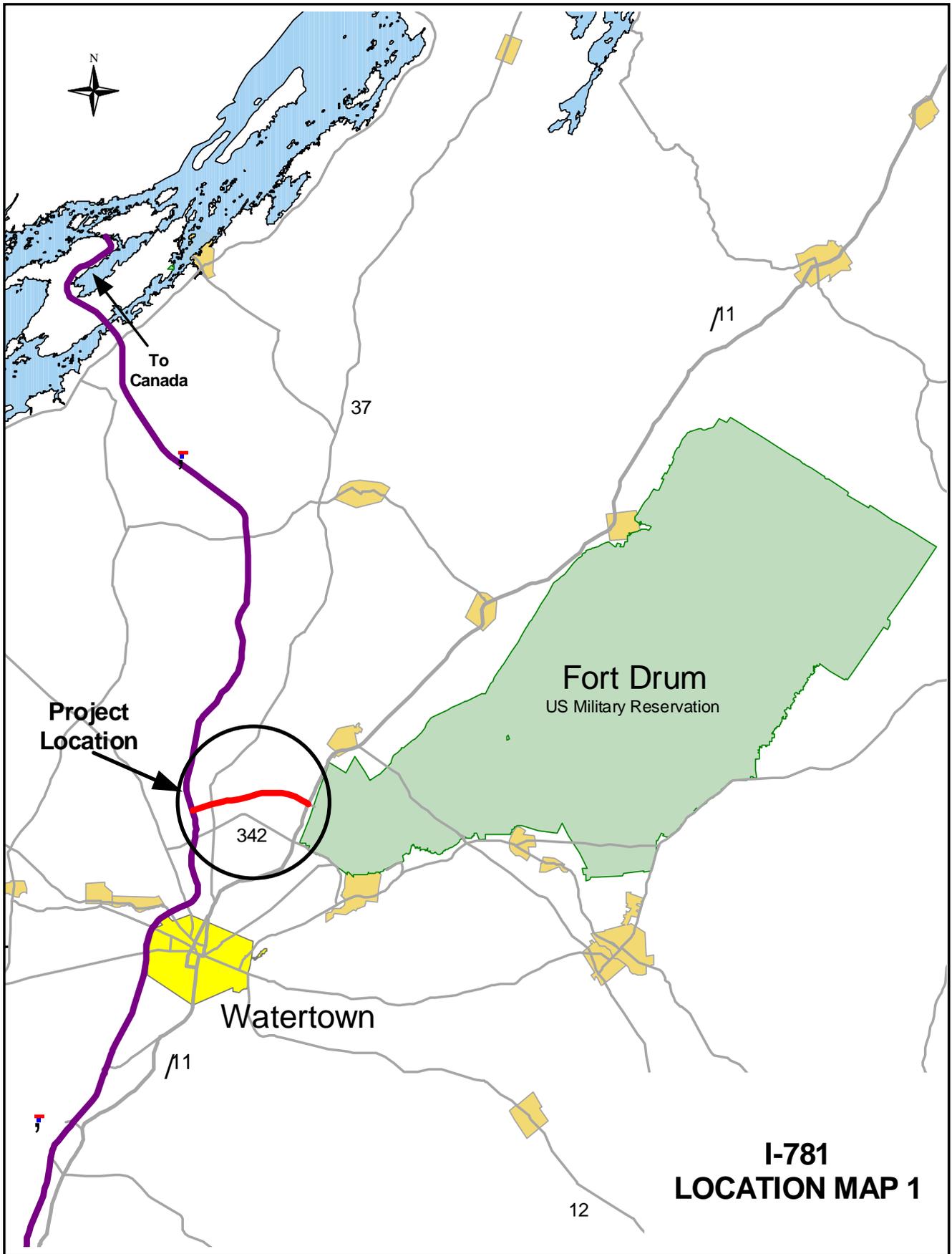
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely 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.) Once completed, this fully controlled access, 4-lane divided highway will serve as the principal travel corridor into and out of Fort Drum. It will serve local, regional and interstate traffic from the south, as well as local, regional and international traffic to the north and into Canada. Designation of this highway as an Interstate will enhance the viability of Fort Drum both from a strategic standpoint, (as a rapid deployment facility) and an accessibility standpoint (for day to day operations).

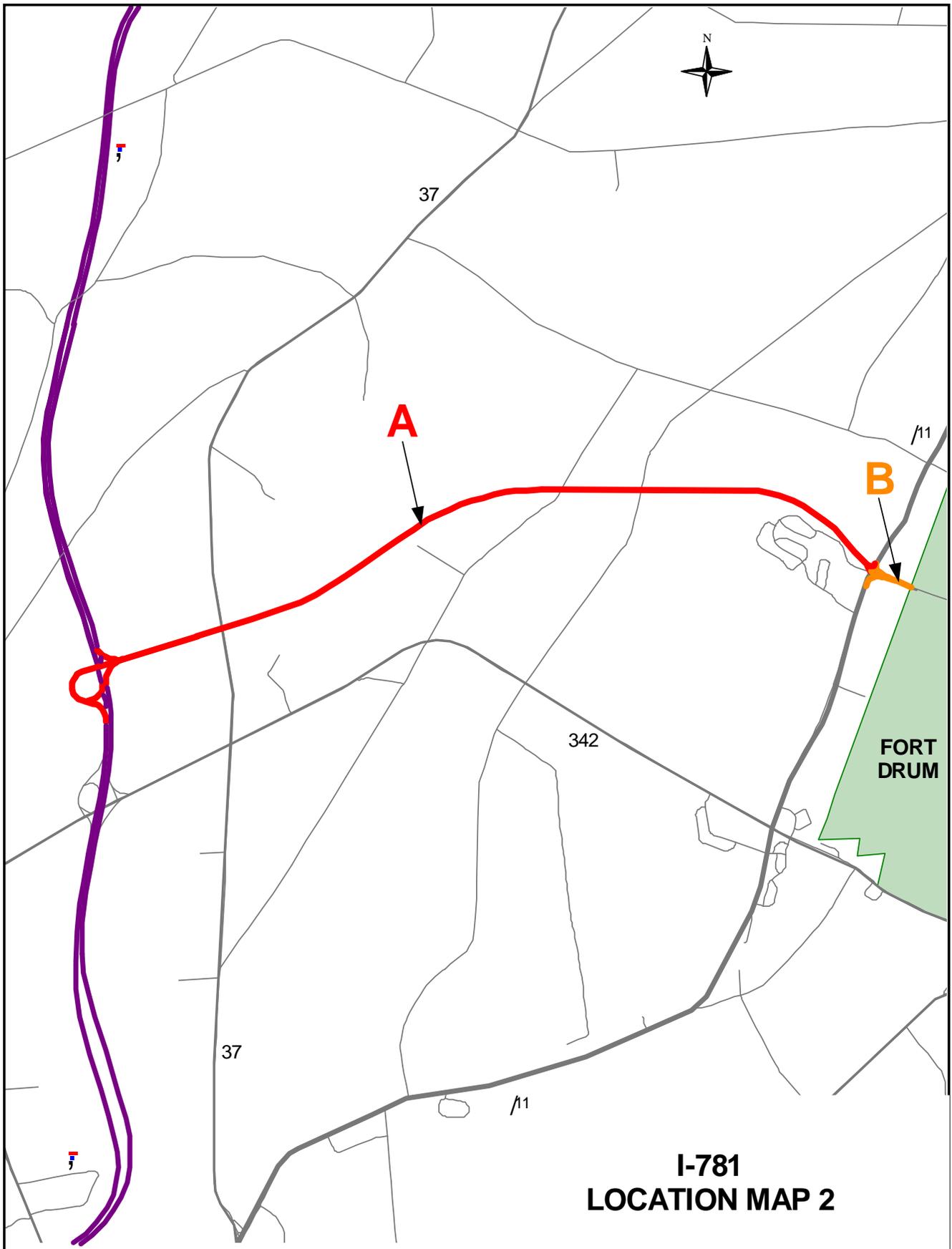
Date facility available to traffic Fall 2010

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? _____



**I-781
LOCATION MAP 1**



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 8762 as compared to 9882 for the year 2010 (year of completion) 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.

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				
	10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	Degree	Length
0	0.0				<p>Being Constructed to AASHTO Interstate Standards</p> <p>No Deficiencies</p> <p>Note: Traffic volumes are for date of completion - 2010</p>													
1																		
2																		
3	A	H	E	8230														
4																		
4.7																		
4.9	B	H	E	19,630														
5																		
6																		
7																		
8																		
9																		

Attach additional sheet here if necessary

From the *AASHTO Transportation Policy Book, January 2000*

Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways

PROPOSED INTERSTATE 781

DETAILED DESCRIPTION

Where does the Route begin?

The proposed route begins at mile point 158.4 on Interstate 81, located .7 miles north of existing Exit 48 (Route 342).

Describe where it is going.

The proposed route will begin at a new interchange on Interstate 81 and provide a direct connection to Fort Drum.

What type of facility is it traveling over.

The proposed route will travel over a new, fully controlled access, 4-lane, divided highway.

Direction of Travel.

East – West.

Focal Point.

Fort Drum – US Military Reservation. The proposed route will directly connect the Fort to interstate travel to the south and international travel to the north.

Length of Route in Miles.

4.9 miles

Where does it end?

It is proposed that Interstate 781 would end at the Fort Drum boundary at the location of the North Gate (main gate).

Design

COMMISSIONERS ROUTING SLIP

New York State Department of Transportation

RECORD NUMBER:
COM-09-006309

LOGGING UNIT: PUBLIC RELATIONS UNIT	LOGGED DATE: 4/21/2009	LOGGED TIME: 08:57:39
DOCUMENT DATE: 4/13/2009		DUE DATE:
CORRESPONDENT'S NAME: PANIATI, JEFFREY ACTING DEPUTY ADMINISTRATOR USDOT - FHWA 1200 NEW JERSEY AVENUE, SE WASHINGTON DC 20590	NOTES:	
SUBJECT: HIGHWAYS		
SUMMARY: NY 781 FROM I-81 NORTH OF WATERTOWN TO FORT DRUM - DESIGNATED A FUTURE PART OF THE INTERSTATE SYSTEM		
INFORMATION COPIES TO: S. GEE C. BABYAK A. TORRE D. KISSANE D. LOMBARDI N. ROSS		

Routing History:

ASSIGNED TO	DATE	TASK	TASK DUE DATE
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ENGINEERING DIV. & CHIEF ENGINEER R.DENNISON	4/21/2009	TAKE APPROPRIATE ACTION	
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Routing Comment:



U.S. Department
of Transportation
Federal Highway
Administration

Office of the Administrator

1200 New Jersey Avenue, SE.
Washington, DC 20590

April 13, 2009

Refer to: HEPI-20

Ms. Astrid C. Glynn
Commissioner
New York State Department
of Transportation
Albany, NY 12232-0002

Through: Jeffrey W. Kolb
Division Administrator
Albany, NY

Dear Ms. Glynn:

We have completed review of the request from Mr. Anthony Torre, Director, Highway Data Services Bureau, that an approximately 4.3-mile proposed section of NY 781 from I-81 north of Watertown to the north gate of Fort Drum be designated a future part of the Interstate System under 23 U.S.C. 103(c)(4)(B).

Mr. Torre notes that the primary area served is the U.S. Army's Fort Drum which is a rapid deployment facility north of Watertown, New York. It has been recently strengthened by the assignment of the 3rd Brigade and will be improved with additional housing for troops and families. A high-type road is especially needed for the rapid deployment of convoys to the Interstate System.

The existing access route via NY 342 and U.S. 11, both on the National Highway System, is quite inadequate. Environmental processing for several alternative locations for a route to be built to Interstate standards is currently underway, and the estimated year of opening is 2010, well within the statutory limit of 25 years.

After careful consideration of the criteria, I find that the segment would be a logical addition for providing defense access from the fort to the Interstate System and for relieving traffic congestion between the fort and the Watertown urban area. I hereby designate, under 23 U.S.C. 103(c)(4)(B), the corridor of future NY 781 as a future part of the Interstate System.

This action is effective today. I have signed two copies of the 103(c)(4)(B) agreement. One is enclosed for your files, and the one with your original signature is retained for our files.

**AMERICAN
ECONOMY**

Under the agreement, all projects on the proposed route must meet Interstate System design standards for formal addition of this route to the Interstate System under Section 103(c)(4)(A). We recommend that you continue to closely coordinate with the FHWA Division Office during construction.

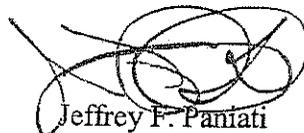
We concur with your proposed I-781 spur route number for this future route. Our concurrence is on the condition that the route corridor may only be referred to as "Future I-781" until a route is added to the System. We believe this numbering is also subject to concurrence by the American Association of State Highway and Transportation Officials, and we are informing the Association by copy of this letter.

The last subparagraph of Section 103(c)(4)(B) provides that:

No law, rule, regulation, map, document, or other record of the United States, or of any State or political subdivision of a State, shall refer to any highway under this subparagraph, nor shall any such highway be signed or marked, as a highway on the Interstate System until such time as the highway is constructed to the geometric and construction standards for the Interstate System and has been designated as a route on the Interstate System.

We advise that, under 23 U.S.C. 103(c)(4)(A) and (B), designation of this route as a part or future part of the Interstate System creates no new Federal financial responsibility nor eligibility under 23 U.S.C. 119(a)(1) for Interstate Maintenance (IM) funds. However, when this route is added to the Interstate System, its lane miles and vehicle miles traveled will be included in the next calculation of the IM funds apportionment formula.

Sincerely yours,



Jeffrey F. Paniati
Acting Deputy Administrator

1 Enclosure

cc: Ms. Marty Vitale (AASHTO)

Copy to: Design File 7B0426

Job Mgr. L. GOSSELIN

**23 U.S.C. 103(c) AGREEMENT
FOR
INTERSTATE HIGHWAY CONSTRUCTION
IN THE
STATE OF NEW YORK**

This agreement between the Commissioner of the New York State Department of Transportation ("State") and the Acting Federal Highway Deputy Administrator ("Parties"):

WITNESSETH

WHEREAS, the State recommends that NY 781 from I-81 to North Gate Fort Drum, a distance of 4.3 miles solely within the State of New York ("Route"), be designated a future Interstate System route pursuant to the provisions of 23 U.S.C. §§ 103(c)(1)(B) and 103(c)(4)(B) and

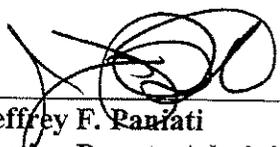
WHEREAS, the Acting Federal Highway Deputy Administrator has determined that this Route would be a logical addition to the Interstate System (the "Dwight D. Eisenhower National System of Interstate and Defense Highways") and would qualify for designation as part of said System when completed to the geometric and construction standards for the Interstate System.

NOW, THEREFORE, the Parties hereto agree that this Route shall be constructed by the State in accordance with all requirements of 23 U.S.C. §§ 103(c)(1)(B) and 103(c)(4)(B) and all other applicable provisions of Title 23, United States Code, within twenty five (25) years after the date of this Agreement, and upon completion of such construction the Acting Federal Highway Deputy Administrator shall designate said Route as part of the Interstate System.

**NEW YORK STATE
DEPARTMENT OF
TRANSPORTATION**

**U.S. DEPARTMENT OF
TRANSPORTATION**

BY: Astrid C. Glynn
Commissioner



BY: Jeffrey F. Ranfati
Acting Deputy Administrator
FEDERAL HIGHWAY
ADMINISTRATION

DATE: _____

DATE: 4/13/09

**23 U.S.C. 103(c) AGREEMENT
FOR
INTERSTATE HIGHWAY CONSTRUCTION
IN THE
STATE OF NEW YORK**

This agreement between the Commissioner of the New York State Department of Transportation ("the State") and the Federal Highway Administrator:

WITNESSETH

WHEREAS, the Commissioner of the New York State Department of Transportation recommends that NY 781 from I-81 to North Gate Fort Drum (a distance of 4.3 miles solely within the State of New York) be designated a future Interstate System route pursuant to the provisions of 23 U.S.C. sec. 103 (c) (1) (B), 23 U.S.C. 103(c)(4)(B) and

WHEREAS, the Federal Highway Administrator has determined that this portion of NY 781 would be a logical addition to the Interstate System (the "Dwight D. Eisenhower National System of Interstate and Defense Highways") and would qualify for designation as part of said System when completed to the geometric and construction standards for the Interstate System;

NOW, THEREFORE, the parties hereto do hereby agree that this portion of NY 781 shall be constructed by the State in accordance with all requirements of 23 U.S.C. sec. 103 (c) (1) (B), 23 U.S.C. 103(c) (4) (B) and all other applicable provisions of Title 23, United States Code, within twenty five (25) years after the date of this agreement, and upon completion of such construction the Federal Highway Administrator shall designate said Route as part of the Interstate System.



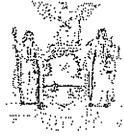
**Astrid C. Glynn
Commissioner,
New York State Department
of Transportation**

**Mary Peters
Secretary, U.S. Department of
Transportation
By: James Ray
Acting Administrator,
Federal Highway Administration**

April 3, 2008
Date

Date

EUT. ✓
CORRESPONDENCE



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
317 WASHINGTON STREET
WATERTOWN, NEW YORK 13601

R. Carey Babyak, P.E.
Regional Director

Joseph H. Boardman
Commissioner

December 8, 2003

COL Ray Helton
Garrison Commander
Hays Hall, P-10000
Fort Drum NY 13602

Dear Col. Helton:

As we discussed after the FDRLO meeting on December 5, 2003, we have some questions relative to the Army's need for highway access between Fort Drum and Interstate 81. As you know, we are in the process of planning a highway project that would meet current and future needs of all users between the interstate system and Fort Drum. In earlier discussions with Mr. Jim Corriveau and others on your staff, we learned that the Route 11 gate has become effectively the main gate.

Our current plans are to study three major alternatives for traffic movements between Route 11 at the North Gate and the interstate. These are: a new highway north of Route 342 which would terminate opposite the entry road onto Fort Drum; improvements to Route 342 which would connect to the four lane section of Route 11, and a new route south of Route 342 which would terminate on Route 11 near the Route 342 intersection. Each of these major alternatives is expected to have variations, each of which we must evaluate.

Our planning and design process must measure how well each of these alternatives meet the project's objectives. At this point, we are trying to develop a statement of needs for the project which will be the foundation for the project objective.

To this end, we would appreciate a letter or other document outlining the Military needs for a connection with the interstate system. Specifically, we would appreciate comments relative to the following:

- The gate to which a connection should be made.
- Advantages of a 4-lane highway vs. a 2-lane highway.
- Limited access highway vs. a highway such as Route 11 south of the north gate.

- If an alignment other than 342 were selected, would there be a need for military movements between Fort Drum and I-81 north of the connector that could not be handled by the existing 342 exit.

We are willing to meet with yourself or Mr. Corriveau as your convenience. If you have any questions, please call me at (315) 785-2336.

Very truly yours,

Robert H. Curtis, P.E.
Regional Design Engineer

RHC:jlf

cc: R. C. Babyak, Regional Director
E. J. Reape, Project Manager
M. D. Fayette, Squad Leader
James Corriveau, RCI Program Manager
Public Works, T-85
Fort Drum NY 13602



DEPARTMENT OF THE ARMY
HEADQUARTERS, 10TH MOUNTAIN DIVISION (LIGHT INFANTRY) AND FORT DRUM
FORT DRUM, NEW YORK 13602-5000

January 14, 2004

REPLY TO
ATTENTION OF

Residential Communities Initiatives

Mr. Robert H. Curtis, P. E.
State Department of Transportation
317 Washington Street
Watertown, New York 13601

*DESIGN FILE P10780426
M. FAYETTE, job mgr.*

Dear Mr. Curtis:

Our preferred option for the new 4-lane highway is a connection into Fort Drum at the North Gate on Route 11. This is our main gate and visitor passes are issued there. All truck traffic is routed to Route 26 and uses the Gasoline Alley gate on the old cantonment area at Oneida Avenue. All military convoys accessing I-81 currently use Route 26 to Route 11 and then Route 342. The 4-lane highway clearly presents advantages for Fort Drum. Convoy traffic impacts are reduced on a 4-lane highway where civilian traffic can easily pass the slower moving military convoy.

A limited access highway does provide the best connectivity to the Interstate highway system; however, it is not an absolutely essential element for this project. Should something less than a limited access highway be built, consideration should be given to limiting the number of driveways entering the 4-lane highway and possibly an acquisition of a narrow parallel strip of land by New York State to prevent roadside development and the resulting traffic impacts.

Relatively little Fort Drum traffic uses I-81 to the north from exit 48 at Route 342. Most Fort Drum traffic (Soldier, family, convoy and commercial delivery) uses I-81 to access the Salmon Run Mall, Watertown, Syracuse and other southern destinations. The traffic using I-81 to the north primarily includes recreational trips to the St Lawrence River areas and Canadian Defense Forces travel to train at Fort Drum. As such the proposal for a new exit north of Route 342 may not be utilized to the extent desired as drivers seek the shortest route. The proposal for rebuilding exit 48 and Route 342 or the proposal for a new exit south of 342 would better facilitate Fort Drum traffic; however, there is no denying the benefit associated with a limited access 4-lane connection leading directly to the installation main gate.

The fact that we have only one primary connecting highway from the installation to I-81 does impact our ability to move things quickly whenever there is an accident on Route 342 that blocks traffic. The proposed new southern or northern alignments would provide a second highway connection.

In the past year, the Fort Drum transportation office has supported 7,100 trucks in and out of the installation to include the movement of munitions. About 90% of these trucks use I-81 to exit 48 to Route 342 and then a left turn onto Route 11. In addition, approximately 5,000 pieces of equipment moved into and out of Fort Drum last year for Reserve Component Annual Training, weekend drills, special exercises and 10th Mountain Division movements. When convoys are coming to Fort Drum the units often stop all traffic on Route 11 until their convoy all makes that left turn. The percentage of convoys using this route is about 75%. The installation also contracted for 756 commercial buses to support deployments and exercises of which about 50% also use this route.

Soldiers and their lifestyle present unique driving behavior, as compared to the general public, and can be best likened to that of a university population. Soldiers are younger and often more aggressive drivers. As they arrive at Fort Drum for the first time their travel often involves a very long and tiring road trip. When Soldiers are given a 4-day pass or take leave they often return to the installation as late as possible, coupled with fatigue from a long drive to visit family out of state. Single Soldiers will patronize the hospitality industry in Syracuse and Canada, often returning to the installation in the early morning hours in a fatigued condition. All these factors need to be considered in making the connecting highways to Fort Drum as safe as possible.

Please accept my appreciation for developing this important project. The increase to public highway safety, enhanced deployment capability as well as safer travel for our Soldiers and families will all result from this endeavor. Thanks again.

Sincerely,


Emory R. Helton
Colonel, US Army
Garrison Commander

Copies Furnished:
Mr. R. Carey Babyak, P.E.



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON, FORT DRUM
10000 10TH MOUNTAIN DIVISION DRIVE
FORT DRUM, NEW YORK 13602-5000

Office of the Garrison Commander

OCT 03 2007

Mr. Scott Docteur, Director
Regional Planning and Program Management
New York State Dept of Transportation, Region 7
317 Washington Street, 7th Floor
Watertown, New York 13601

Subject: Support for the New York State Department of Transportation's (NYSDOT)
Request for an Interstate Designation for the Fort Drum I-81 Connector

Dear Mr. Docteur:

Thank you for your recent inquiry regarding Fort Drum's support for the NYSDOT's request to have the I-81 Connector officially designated as an interstate. As you are aware, the population of Fort Drum has grown significantly over the past 36 months. The I-81 Connector will facilitate travel of personnel to and from Fort Drum supporting the installation's growth.

I thank you for your efforts regarding this critical issue and for your interest in supporting travel to and from Fort Drum. I fully encourage your continued pursuit of this worthy initiative. Please contact me or Dr. Betty Jones, Fort Drum Community Planner, at (315) 772-7483 if you have any questions or if we can be of further assistance.

Sincerely,

David J. Clark
Colonel, US Army
Garrison Commander

RECEIVED
OCT 11 2007

BY:.....