

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of

OHIO

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 US 030
- The Establishment 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 a U.S. (I) Route _____
- The Recognition of a By-Pass Route on a U.S. Route _____

Between Bucyrus and Ontario

The following state or states are involved

Ohio

| | | | | | | |
|----------------------------|---------------|-------------------------------|---|---|--|----------------------------|
| 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

March _____

20 06

* Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable
 ** A local vicinity map is needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on the proposed route, if true, will suffice. If there are deficiencies, they should be 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.)

The relocation and new construction of this segment of US 30 is part of a larger, ongoing program to upgrade and improve the entire alignment of US 30 in Ohio. The changes will greatly facilitate east-west travel through the state. The new road is a four-lane, limited-access highway. The length of this section is approximately 16.5 miles, from the eastern end of the Bucyrus bypass, on a new alignment, east to the western end of the Ontario bypass, near State Route 314.

Date facility available to traffic 2005

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:

(A photographic reduction or section of departmental map attached to this sheet. May be folded to sheet size, but do not use a map larger than four 8.5 x 11 inch sheets in size.)

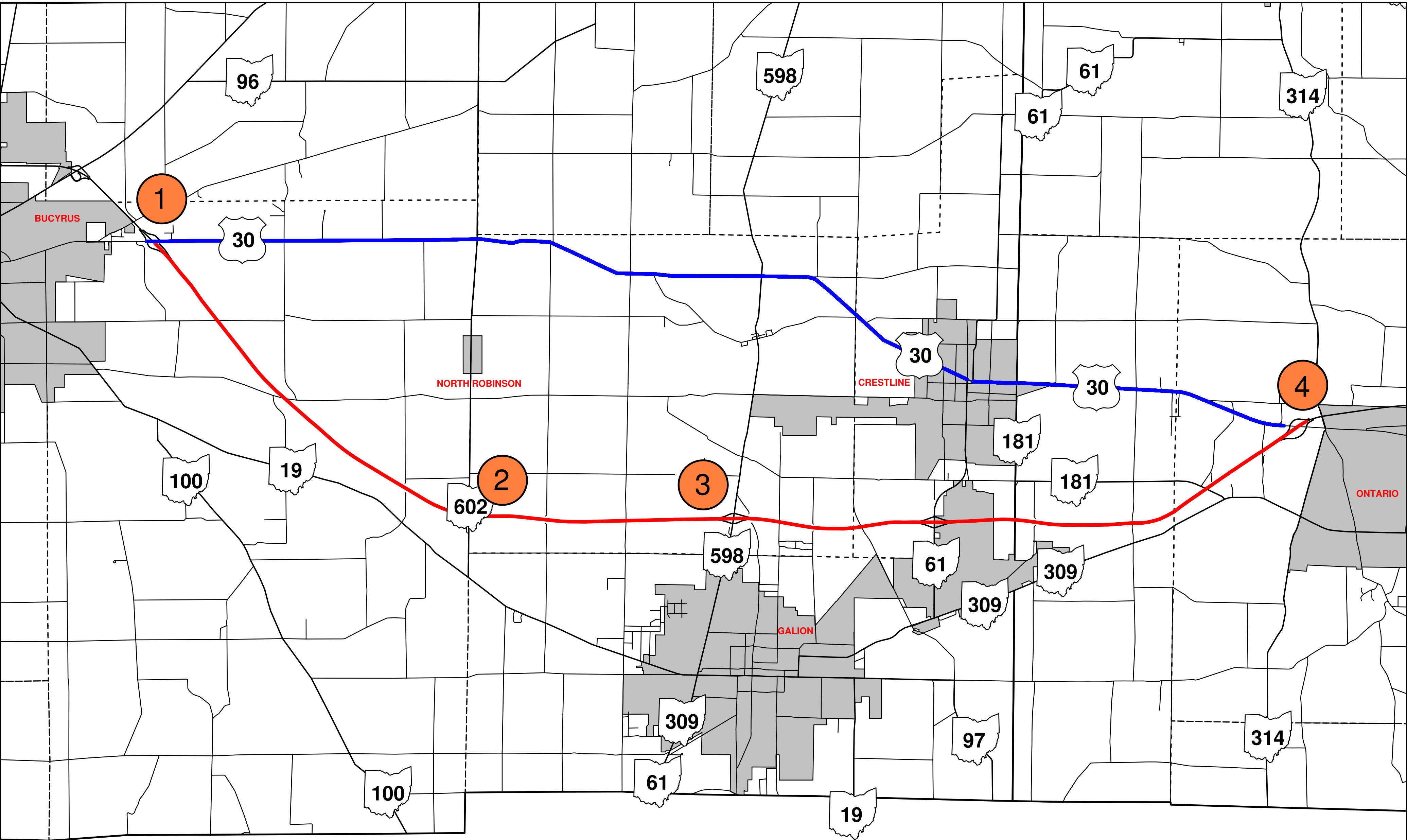
PASTE YOUR MAP HERE



(If Your Map Is Larger Than 7 1/2" x 7 1/2")

see note above

— map attached —

(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.)



 **OLD**
 **NEW**



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 the 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 12,075
as compared to 10,900 for the year 2005 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 Ohio Department of Transportation
(Member Department)

This petition is authorized by official action of Ohio Department of Transportation

under date of December 12, 1974 as follows: (Copy excerpt from minutes.)



Ohio Department of Transportation

25 South Front Street
John J. Gilligan, Governor

Columbus, Ohio 43215
J. Phillip Richley, Director

December 12, 1974

Board of Commissioners,
Crawford County
Bucyrus, Ohio 44820

Proposed
3-18-97

1978-LD
1979-LD
1980-LD
1981-LD

M. D. Lick
1982-LD
1983-LD
1984-LD
1985-LD
1986-LD
1987-LD
1988-LD
1989-LD

**NOTE CORRECTIONS
IN RED.**

COPY

Gentlemen:

I hereby certify that the following entry was made on the Journal of the Director of Transportation, Volume 59, Page 1251, December 12, 1974.

CRAWFORD AND RICHLAND COUNTIES - THE RELOCATION AND ESTABLISHMENT OF A LIMITED ACCESS HIGHWAY FOR STATE ROUTE NO. U.S. 30 - GRANTED.

Pursuant to Chapter 5511 of the Revised Code of Ohio, Director Richley approved the following Relocation and Establishment of Limited Access of a portion of State Route No. U.S. 30, Sections 9.83 and 20.69 in Crawford County and Section 0.00 in Richland County, hearing having been held in Crestline, Ohio on August 21, 1973.

THE RELOCATION AND ESTABLISHMENT OF A LIMITED ACCESS HIGHWAY FOR STATE ROUTE NO. U.S. 30N, (MAJOR THOROUGHFARE) SITUATED IN WHETSTONE, JEFFERSON AND JACKSON TOWNSHIPS, CRAWFORD COUNTY, OHIO; SANDUSKY TOWNSHIP, RICHLAND COUNTY, OHIO.

And being more fully described as follows:

Beginning in Whetstone Township, Crawford County, at a point in the centerline of State Route No. U.S. 30N, 0.1 mile, more or less, easterly as measured along the centerline of Old State Route No. U.S. 30N from its intersection with Township Road No. 149; said point also being the easterly terminus of Relocated State Route No. U.S. 30N (Bucyrus Bypass), as established by entry in the Journal of the Director of Highways, January 6, 1965, Volume 50, Page 7; thence in a southeasterly direction crossing the Pennsylvania Railroad, 0.6 mile, more or less, southeasterly from its intersection with Township Road No. 149 continuing in a southeasterly direction crossing County Road No. 13 (Lower Leesville Road), 0.6 mile, more or less, easterly of its intersection with Township Road No. 149, continuing in a southeasterly

| Control Points and Mileage | Pavement Type | Pavement Condition | Traffic ADT | Comparison to Applicable AASHTO Design Standards | | | | | | | | Show when in Excess of Standard | | |
|----------------------------|-----------------|--------------------|-------------|--|---------------------------|--------------------------|---------|------------------------|---------|------------------------------------|----------------------|---------------------------------|------|------|
| | | | | 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 | Percent | Percent | Degree | Length | | |
| 1 | Bucyrus | | | | | | | | | | | | | |
| 4.8 miles | H | E | 10,830 | None | None | None | None | None | None | None | None | None | None | None |
| 2 | SR 602 | | | | | | | | | | | | | |
| 5.9 miles | H | E | 10,060 | None | None | None | None | None | None | None | None | None | None | None |
| 3 | SR 61, SR 598 | | | | | | | | | | | | | |
| 6.0 miles | H | E | 15,010 | None | None | None | None | None | None | None | None | None | None | None |
| 4 | Ontario, SR 314 | | | | | | | | | | | | | |

Attach additional sheet here if necessary

