

# 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 Wooster and US 30 (vic SR 57)

The following state or states are involved

Ohio  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

<b>For AASHTO Use Only</b>	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
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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, reconstruction, and new construction of this segment of US 030 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, high capacity highway, approximately 10.6 miles long. It begins at the intersection with State Route (SR) 3, just SW of Wooster and extends east to a point where it joins an already-improved section of US 30 near the intersection with SR 57. The first 2.6 miles is reconstruction of existing highway on the same alignment, where it bypasses the city of Wooster; the other 8 miles (East of Wooster) is new construction on a new alignment.

Date facility available to traffic Opened to traffic in 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.)*

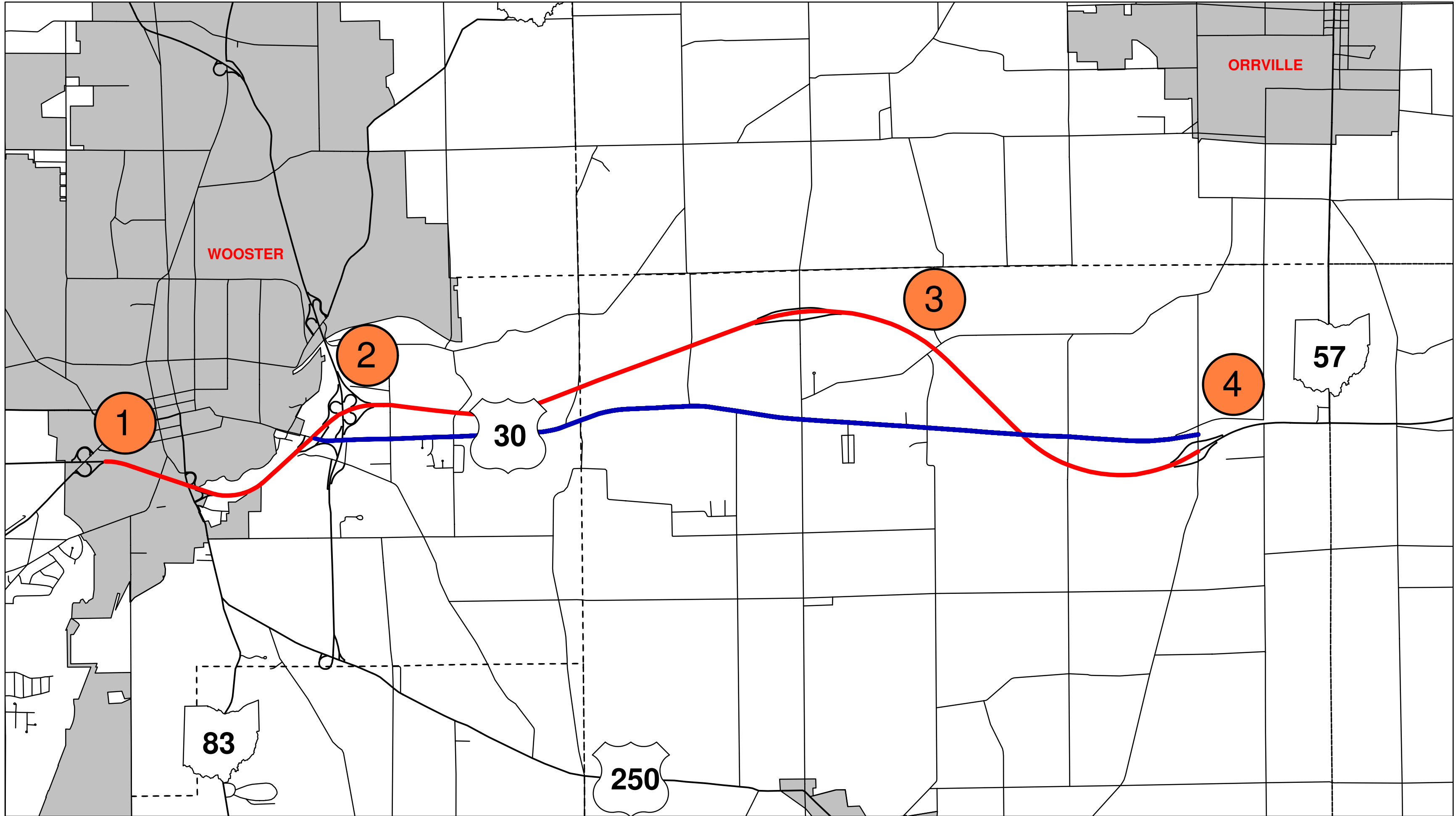
**PASTE YOUR MAP HERE**

**(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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 20,820 as compared to 10,900 for the year 2005 for all other U.S. Numbered Routes in the State.

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*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)

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

under date of January 9, 2002 as follows: (Copy excerpt from minutes.)

Board of Commissioners  
Wayne County  
Wooster, Ohio

January 9, 2002

Dear Sir or Madam Clerk;

I, the District Deputy Director of Transportation, District Three; hereby certify and authorize the Establishment of a Portion of a Limited Access Highway as State Route No. US 30, the Relocation and Establishment of a Limited Access Highway for State Route No. US 30 and, in part, the Abandonment of a Portion of Existing State Route No. US 30; situated in Wooster and East Union Townships, Wayne County, State of Ohio. This action is documented by entry on the District Deputy Director's Authorization Journal, volume 1, page 11, January 9, 2002.

**WAYNE COUNTY — THE ESTABLISHMENT OF A PORTION OF STATE ROUTE NO. US 30; SITUATED IN WOOSTER TOWNSHIP, WAYNE COUNTY, STATE OF OHIO — [GRANTED].**

**THE RELOCATION AND ESTABLISHMENT OF A LIMITED ACCESS HIGHWAY, STATE ROUTE NO. US 30; SITUATED IN WOOSTER TOWNSHIP, EAST UNION TOWNSHIP, WAYNE COUNTY, STATE OF OHIO — [GRANTED].**

**THE ABANDONMENT OF A PORTION OF EXISTING STATE ROUTE NO. US 30; SITUATED IN WOOSTER TOWNSHIP, EAST UNION TOWNSHIP, WAYNE COUNTY, STATE OF OHIO — [GRANTED]. THE SAME TO BECOME EFFECTIVE, FOLLOWING THE RELOCATED PORTION BEING OPENED TO TRAFFIC AND THE APPROPRIATE FINAL ABANDONMENT ENTRY BEING ENTERED ON THE DISTRICT DEPUTY DIRECTOR'S AUTHORIZATION JOURNAL.**

Pursuant to Chapter 5511 of the Revised Code of Ohio, District Deputy Director, Thomas M. O'Leary, approved the following Establishment and Relocation of a Limited Access Highway for a portion of State Route No. US 30 in Wayne County; public meeting having been held at the Fisher Auditorium in Wooster, Ohio on March 29, 2001.

THE ESTABLISHMENT OF A PORTION OF LIMITED ACCESS HIGHWAY FOR STATE ROUTE NO. US 30; SITUATED IN WOOSTER TOWNSHIP, WAYNE COUNTY, STATE OF OHIO. PORTIONS OF SAID ESTABLISHMENT ALSO BEING A PORTION OF EXISTING STATE ROUTE NO. SR 3, AS DESCRIBED BY A JOURNAL ENTRY, DATED MAY 25, 1962, VOLUME 47, PAGE 475 .

And being more fully described as follows:

Beginning at a point in the centerline of State Route US 30, as established by an entry on the Journal of the Director of Highways, dated January 6, 1960, volume 45, page 6, and State Route No. SR 3, as established by an entry of the Journal of the Director of Highways, dated May 25, 1962, volume 47, page 475, at their intersection with Pittsburgh Avenue, located 0.11 mile, more or less, as measured along the centerline of Pittsburgh Avenue, east of Apple Creek, said point also being identified as SLM 11.49 on State Route No. US 30 and SLM 14.17 on State Route No. SR 3; thence in a northerly and easterly direction along and overlapping a portion of existing State Route No. SR 3 for a distance of 0.28 mile; then continuing in an easterly direction for a distance of 0.09 mile, more or less, to a point at the end of the existing mainline concrete pavement and there terminate. Said Establishment of a Limited Access Highway for State Route No. US 30, having a total length of 0.37 mile. Said terminus also being the place of beginning for the Proposed Relocation of State Route No. US 30 in Wayne County, (WAY-30-11.86).

THE RELOCATION AND ESTABLISHMENT OF A LIMITED ACCESS HIGHWAY FOR STATE ROUTE NO. US 30; SITUATED IN WOOSTER TOWNSHIP, EAST UNION TOWNSHIP, WAYNE COUNTY, STATE OF OHIO.

And being more fully described as follows:

Beginning at a point in the centerline of Existing State Route No. SR 3, as established by an entry on the Journal of the Director of Highways, dated May 25, 1962, volume 47, page 475, then in an easterly direction along the centerline of the afore described, "Establishment of a Portion of Limited Access Highway for State Route No. US 30", for a distance of 0.09 mile, more or less, to a point at the end of the existing mainline concrete pavement; said point also being SLM 11.86 and the true place of beginning; thence, in an easterly and southerly direction crossing Township Road No. 168 (Hillcrest Road) at a point 0.115 mile, more or less, as measured along the existing centerline of Township Road No.168, south of its intersection with Township Road No.173 (Varian Road), continuing in an easterly direction crossing Township Road No. 68 (Geyers Chapel Road) at a point 0.192 mile, more or less, as measured along the existing centerline of Township Road No. 68, north of its intersection with Existing State Route No. US 30

0	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							
	10	20	30	40	10	20	30	40	10	20	30	40	20	40	60	80		
1	2.6 miles	H	E	30,220	None				None				None				None	None
2	4.3 miles	H	E	17,720	None				None				None				None	None
3	3.7 miles	H	E	17,810	None				None				None				None	None
4		US 30																

Attach additional sheet here if necessary



