



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

400 Seventh St., S.W.  
Washington, D.C. 20590

April 2, 2007

In Reply Refer to: HEPI-20

Ms. Marty Vitale  
American Association of State Highway  
and Transportation Officials  
444 North Capitol Street, N.W.  
Washington, DC 20001

Dear Ms. Vitale:

This is in response to Executive Director John Horsley's letter of February 9, 2007, to Federal Highway Administrator J. Richard Capka requesting comments on two State applications regarding numbering of Interstate highways that will be considered at the meeting of May 4, 2007. All highway segments involved are currently part of the Interstate System. The following are our comments:

New Jersey – Pennsylvania

Number as I-95 the Pennsylvania Turnpike, the Pennsylvania Turnpike extension and the New Jersey Turnpike from the future interchange of I-276 and I-95 near Bristol, Pennsylvania to I-287 and I-95 near Edison, New Jersey.

The Federal Highway Administration (FHWA) reaffirms this numbering as established by law in Section 162 of the Surface Transportation Assistance Act of 1982.

New Jersey – Pennsylvania

Renumber as an extension of I-195 the existing I-295 and I-95 from the New Jersey Turnpike around the north side of Trenton, New Jersey to the future interchange of I-276 and I-95.

The FHWA concurs in this renumbering as concurred in or without objection by all interested official agencies.

The above actions continue to be conditioned on completion and opening to traffic of the future I-276/I-95/I-195 interchange. Until then the two routes may only be referred to as "Future I-95" and "Future I-195."





American Association of  
State Highway and  
Transportation Officials

2007 USRN Int. Routes  
PA and NJ

Victor Mendez, President  
Director  
Arizona Department of Transportation

John Horsley  
Executive Director

February 9, 2007

Mr. J. Richard Capka  
Administrator  
Federal Highway Administration  
400 Seventh Street, S.W.  
Washington, DC 20590

Dear Mr. Capka:

Enclosed for your review and approval is a request from Allen Biehler, Secretary of the Pennsylvania, Department of Transportation to make changes to Interstate 95 in both Pennsylvania and New Jersey. Mr. Biehler's requests apply to both PA and the New Jersey Department of Transportation. Kris Kolluri, Commissioner for the NJ DOT signed his approval on the application.

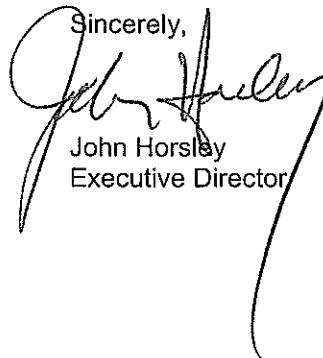
The application is two-fold:

- Relocate I-95 onto the existing I-276 (PA Turnpike) to the Pennsylvania/New Jersey State line; proceed across the Delaware River Bridge, east along the New Jersey Connector to Exit 6, and then north along the NJ Turnpike.
- Redesignate the existing section of I-95 beginning north of the interchange with I-276 in PA to its junction with I-295 at US 1 in NJ, and I-295 from this point south to its junction with I-195 as I-195.

According to their letter, February 5, 2007, the Pennsylvania Department of Transportation officials have complied with the FHWA directives regarding the National Highway System procedures. Please contact Marty Vitale at [mvitale@aaashto.org](mailto:mvitale@aaashto.org), if more information or supporting documents are need.

We look forward to hearing your decision. We will follow AASHTO guidelines to seek final decision. We will then contact you again in order to close this case. Thank you.

Sincerely,



John Horsley  
Executive Director

Enclosures

Cc: F. Clark – HEPI-20  
A. Biehler, PA  
K. Kolluri, NJ

JH:mv



COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
HARRISBURG, PENNSYLVANIA 17101-1900

OFFICE OF  
SECRETARY OF TRANSPORTATION

February 5, 2007

Mr. John Horsley, Executive Director  
American Association of State Highway  
and Transportation Officials (AASHTO)  
444 North Capitol Street N.W., Suite 249  
Washington, DC 20001

Dear Mr. Horsley:

Enclosed are six copies of the Pennsylvania Department of Transportation's (PennDOT) and the New Jersey Department of Transportation's (NJDOT) AASHTO Applications for route changes to I-95 which, if approved, would:

- Relocate I-95 onto the existing I-276 (Pennsylvania Turnpike) to the Pennsylvania/New Jersey State line; proceed across the Delaware River Bridge, east along the New Jersey Connector to Exit 6, and then north along the New Jersey Turnpike.
- Redesignate the existing section of I-95 beginning north of the interchange with I-276 in Pennsylvania to its junction with I-295 at US 1 in New Jersey, and I-295 from this point south to its junction with I-195 as I-195.

This relocation of I-95, as proposed, has been well coordinated between PennDOT and NJDOT and results in route continuity of I-95 which does not currently exist today. The I-195 changes will result in route continuity for I-195 from I-276 in Pennsylvania to the existing I-295/I-195 interchange in New Jersey. The enclosed applications provide a detailed description and justification of all the associated changes with this request.

There have been multiple meetings between individuals of PennDOT and NJDOT, the Pennsylvania Turnpike Commission, the New Jersey Turnpike Authority, the New Jersey and Pennsylvania Federal Highway Administration (FHWA) Division Offices and all agencies concur on the selected route designation scheme. Further, there have been presentations made to the region's Metropolitan Planning Organization (MPO) and the Delaware River Joint Toll Bridge Commission with no objections to the proposal. Implementation will coincide with construction of the I-95/I-276 (PA Turnpike) interchange, which is scheduled to commence in 2009 with substantial completion in 2013.

Mr. John Horsley, Executive Director  
February 5, 2007  
Page 2

Favorable consideration of our request will be appreciated. If you have any questions please contact C. Mark Alexander, P.E. of the Traffic Engineering and Operations Division at (717) 783-6261.

Sincerely,



Allen D. Biehler, P.E.  
Secretary of Transportation

Enclosure(s)

# American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of  
Pennsylvania

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 \_\_\_\_\_
- \* the Relocation 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 U.S. (I) Route \_\_\_\_\_
- \*\* the Recognition of a By-Pass Route on U.S. Route \_\_\_\_\_
- X The renumbering of a section of I-95 and I-195

Between I-276 \_\_\_\_\_ and PA/NJ State Line  
 (PA Turnpike) \_\_\_\_\_

The following states or states are involved:  
 Pennsylvania

\_\_\_\_\_  
 New Jersey  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

<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:

\* 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.

January 3

, 20 07

**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.) Pennsylvania in concert with New Jersey seeks approval to renumber Interstate Route 95 from north of its cross over of I-276 (PA Turnpike) to the PA/NJ state line (10.4 miles) as I-195. This action is necessary since planned implementation of a 1982 STAA provision will have I-95 in Pennsylvania redesignated through a new Interchange with I-276 (PA Turnpike), east along the PA Turnpike, across the Delaware River Bridge of the NJ Turnpike Connector to New Jersey, east along the connector to NJ Turnpike Exit 6 and then north along the NJ Turnpike. The current section of I-95 north of the new Interchange will continue to serve interstate traffic and be maintained to Interstate standards but requires a new route designation. Multiple alternatives can be identified for the new route designation. However, after considerable deliberation between Pennsylvania and New Jersey officials regarding traveler way-finding needs, safety concerns and resigning impacts including costs, the I-95 designation was judged the most appropriate.

Under the proposed renumbering scheme, existing Interstate spur route I-195 in New Jersey would be extended from its westerly terminus at I-295 in Hamilton Township, north over the current routing of I-295 to US Route 1 in Lawrence Township (7.4 miles). At this juncture, I-195 would then assume the routing of the I-95 segment to be renumbered connecting to the new I-95/I-276 Interchange in Bristol, Pennsylvania (9.2 miles in New Jersey; 10.4 miles in Pennsylvania). I-195 would still function as an Interstate spur route connecting Interstate 95 to a major regional traffic generator (the New Jersey seashore) but now have its westerly terminus in Pennsylvania.

The I-195 designation is not currently used for any other route in Pennsylvania. PennDOT, NJDOT and the Pennsylvania and New Jersey Division offices of the FHWA have endorsed use of the I-195 designation. Also, following several presentations of alternative renumbering schemes, the Delaware Valley Regional Planning Commission (region's MPO) on behalf of effected local officials has concurred in use of the I-195 designation. Further, the Delaware River Joint Toll Bridge Commission, owner and maintainer of the existing I-95, PA/NJ state line bridge over the Delaware River, has offered no objections to the proposed use of the I-195 designation.

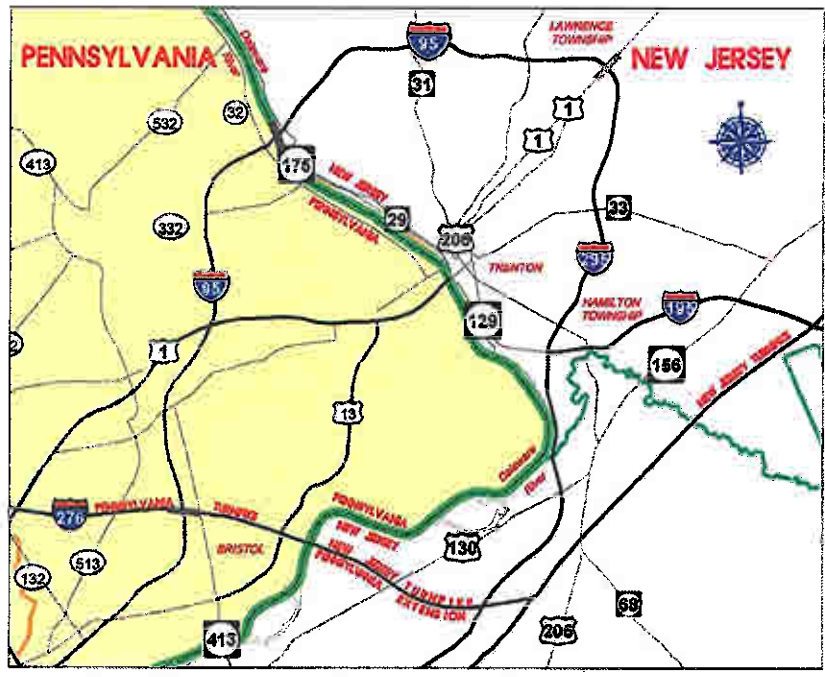
Date facility available to traffic : Available now but, if approved by AASHTO, renumbering would be accomplished

commensurate with opening of I-276/I-95 Interchange and redesignation of I-95 (anticipated for 2013).

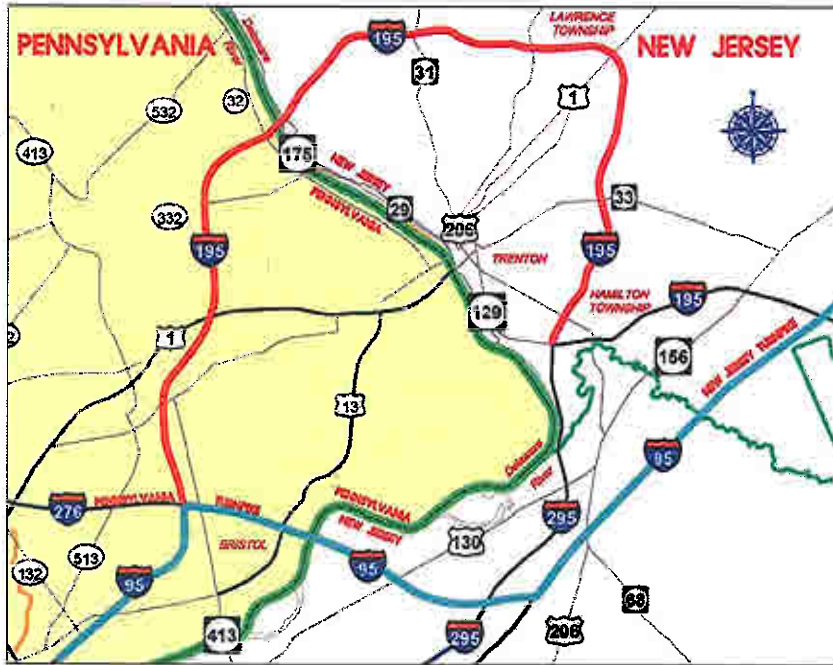
Does the petition propose a new routing over a portion of an existing U.S. Route? no If so, where? \_\_\_\_\_

Does the petition propose a new routing over a portion of an existing Interstate Route? yes If so, where? In cooperation with New Jersey, it is proposed that the existing portion of I-95 in (Bucks County) Pennsylvania between its crossing of I-276 (PA Turnpike) and the PA/NJ state line (Delware River) be renumbered as I-195 and serve as an extension of New Jersey I-195.





Existing Routing of I-95 across Pennsylvania/New Jersey State Line



Proposed Renumbering Scheme- Former I-95 Segment becomes part of Regional Extension of New Jersey I-195

Route Log Comments:

A new route log is not provided with this application. The proposed route numbering change is for an Interstate Route and AASHTO does not include logs for Interstate routes in its publication, U.S. Numbered Highways. Also, an inquiry to FHWA Washington D.C. headquarter's office indicates that the FHWA has no need for a route log to consider and approve the renumbering proposal.

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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 58,489 as compared to 42,539 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

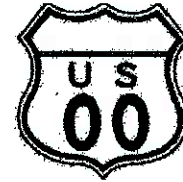
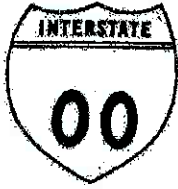
Pennsylvania Department of Transportation

(Member Department)

This petition is authorized by official action of \_\_\_\_\_

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

# American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of  
New Jersey

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 \_\_\_\_\_
- \* the Relocation 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 U.S. (I) Route \_\_\_\_\_
- \*\* the Recognition of a By-Pass Route on U.S. Route \_\_\_\_\_

X the renumbering of Sections of Interstate Routes 95 and 295

Between Interstate Route I-195 and NJ/PA state lines  
 (Hamilton township) (Delaware River)

The following states or states are involved:  
 New Jersey

\_\_\_\_\_

Pennsylvania

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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:

\* 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.

\_\_\_\_\_, 20\_\_\_\_

**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.) New Jersey in concert with Pennsylvania seeks approval to renumber Interstate Route 95 from north of the PA/NJ state line to its juncture with I-295 at US 1 (9.2 miles) and Interstate Route 295 from this point south to its juncture with I-195 (7.4 miles) as I-195. This action is necessary since planned implementation of a 1982 STAA provision will have I-95 in Pennsylvania redesignated through a new Interchange with I-276 (PA Turnpike), east along the PA Turnpike, across the Delaware River Bridge of the NJ Turnpike Connector to New Jersey, east along the connector to NJ Turnpike Exit 6 and then north along the NJ Turnpike. The current section of I-95 north of the new Interchange will continue to serve interstate traffic and be maintained to Interstate standards but requires a new route designation. Multiple alternatives can be identified for the new route designation. However, after considerable deliberation between Pennsylvania and New Jersey officials regarding traveler way-finding needs, safety concerns and resigning impacts including costs, the I-195 designation was judged the most appropriate.

Under the proposed renumbering scheme, existing Interstate spur route I-195 in New Jersey would be extended from its westerly terminus at I-295 in Hamilton Township, north over the current routing of I-295 to US Route 1 in Lawrence Township (7.4 miles). At this juncture, I-195 would then assume the routing of the I-95 segment to be renumbered connecting to the new I-95/I-276 Interchange in Bristol, Pennsylvania (9.2 miles in New Jersey; 10.4 miles in Pennsylvania). I-195 would still function as an Interstate spur route connecting Interstate 95 to a major regional traffic generator (the New Jersey seashore) but now have its westerly terminus in Pennsylvania.

NJDOT, PennDOT and the New Jersey and Pennsylvania Division offices of the FHWA have endorsed use of the I-195 designation. Also, following several presentations of alternative renumbering schemes, the Delaware Valley Regional Planning Commission (region's MPO) on behalf of effected local officials has concurred in use of the I-195 designation. Further, the Delaware River Joint Toll Bridge Commission, owner and maintainer of the existing I-95, NJ/PA state line bridge over the Delaware River, has offered no objections to the proposed use of the I-195 designation.

Date facility available to traffic : Available now but, if approved by AASHTO, renumbering would be accomplished

commensurate with opening of I-276/I-95 Interchange in Pennsylvania and redesignation of I-95 (anticipated for 2013).

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? yes If so, where? In cooperation with Pennsylvania, it is proposed the existing portion of I-295 from its interchange with I-195 (Hamilton Township) to its interchange with U.S. Route 1 (Lawrence Township) and the existing portion of I-95 from the US 1 interchange to the NJ/PA state line (Delaware River) be renumbered as I-195 and serve as an extension of New Jersey I-195.





Route Log Comments:

A new route log is not provided with this application. The proposed route numbering change is for an Interstate Route and AASHTO does not include logs for Interstate routes in its publication, U.S. Numbered Highways. Also, an inquiry to FHWA Washington D.C. headquarter's office indicates that the FHWA has no need for a route log to consider and approve the renumbering proposal.

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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 66,251 as compared to 81,556 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.

Chief Executive Officer



(Signature)

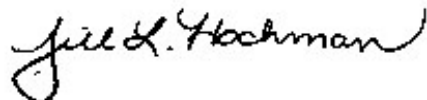
NSD&I

(Member Department)

This petition is authorized by official action of NEW JERSEY DEPARTMENT OF TRANSPORTATION  
under date of 12/1/06 as follows: (Copy excerpt from minutes.)

If there are any questions regarding these comments, please contact Frank Clark at (202) 366-5006.

Sincerely yours,

A handwritten signature in black ink that reads "Jill L. Hochman". The signature is written in a cursive style with a large, looping initial "J".

Jill L. Hochman  
Director, Office of Interstate  
and Border Planning