

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of
Oregon

- Elimination of a U.S. 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

for
U.S. 30
Business

Between US 30 Bypass and US 30 Bypass

The following states or states are involved:
 Oregon

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: _____ March 27, 2007

SUBMIT APPLICATION ELECTRONICALLY TO mvitale@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.) Traffic patterns and roadside development have changed during the last three decades. This US 30 Business route designation is no longer practical for assisting drivers. Through traffic is better served by using US 30 (which is co-located with I-84 on the east side of Portland). Access to businesses and services is available over a much wider area than was served by the designated business route. Finally, the US 30 Business route is no longer owned by or under the authority of the state and the local road authority has requested the designation be removed.

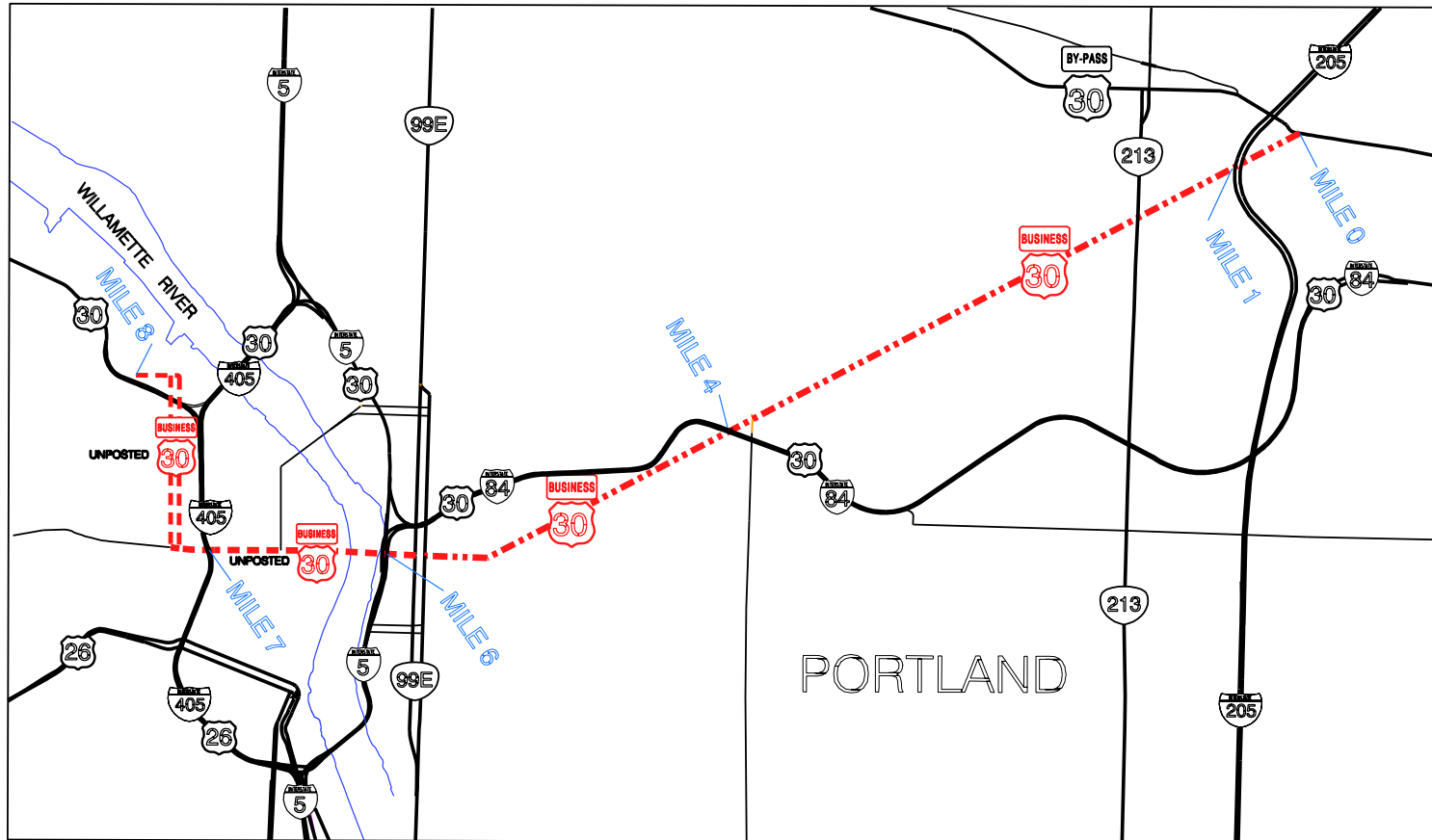
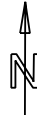
Date facility available to traffic _____

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? _____

U.S. 30 BUSINESS ROUTE CHANGE

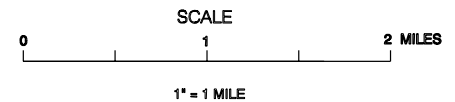
LOCATION MAP
MULTNOMAH COUNTY
March 2007



- - - - - POSTED ROUTE TO BE ELIMINATED
- UNPOSTED ROUTE TO BE ELIMINATED

Mileage information from "United States Numbered Highways", 1989 Edition

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."



PREPARED BY: JANET LUNDEEN
ODOT TRAFFIC ENGINEERING AND OPERATIONS SECTION
MARCH 2007
US_30_BUSINESS.DGN

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

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 22,500 as compared to 7,200 for the year 2002 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.

Matthew Garrett, Director

(Signature)

Chief Executive Officer

Oregon Department of Transportation

(Member Department)

This petition is authorized by official action of Oregon Transportation Commission

under date of January 25, 2007 as follows: (Copy excerpt from minutes.)

The Commission considered approval of the following Consent Calendar items.
(Background material in General Files, Salem.)

- ...
4. Eliminate the designation of route "U.S. 30 Business" in Portland. If approved by the Commission, this revision will be submitted to the American Association of State Highway and Transportation Officials for approval.

...

Chair Foster declared a conflict of interest on the U.S. 101 McCullough Bridge (North Bend) Rehab property acquisition (Map No. 10B-22-21, Consent Calendar item #2).

Commissioner Achterman moved to approve all of Consent Calendar item #2, property acquisitions. The motion passed. Chair Foster abstained from the vote.

Commissioner Achterman moved to approve the remaining items on the Consent Calendar with the amendment to the Access Management rule as suggested. The motion passed unanimously.

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													
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	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
0																		
20																		
40																		
60																		
80																		
100																		
120																		
140																		
160																		

Attach additional sheet here if necessary

United States Route 30 Business

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Oregon	Bypass	Wood Village	0	0	Route begins, leaves U.S. 30
		Parkrose	7	7	U.S. 30 Business begins & leaves
	Business	Parkrose	0	0	Route begins, leaves U.S. 30-Bypass
		Portland	1	1	Crosses I-205
		Portland	3	4	Crosses I-84 and U.S. 30
		Portland	2	6	Crosses I-5
		Portland	4	7	Crosses I-405
		Portland	4	8	Route ends, rejoins U.S. 30
	Bypass	Portland	1	8	Crosses I-205
		Portland	5	13	Crosses I-5
		St. Johns Bridge	6	19	Route ends, rejoins U.S. 30

Suggested deletions for log book.

Steve Reed, 3/27/07