



American Association of State Highway and Transportation Officials

Please save and send as a word file. You can attach a map in PDF or JPG with the application to

usroutes@aaashto.org (M.Vitale)

An Application from the State Highway or Transportation Department of Colorado for:

- 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 50
- 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

AASHTO Use Only

Date received:

Date to Special Committee on U.S. Route Number:

Date Presented to Standing Committee on Highways (SCOH):

Action taken by SCOH:

Member Department Notified:

Between 91.878 and 93.558

The following states or states are involved:

Colorado

- ***"Recognition of..."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 30, 2010

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.org

*[U.S. Bicycle Route System](#): this form is not applicable for US Bicycle Route System see new form.

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 (US and Interstates Only): (Keep concise and pertinent.) The Colorado Department of Transportation has an Intergovernmental Agreement with the City of Montrose that approves the transfer of US 50 (from San Juan Avenue to Townsend Avenue) for San Juan Avenue (from Main Street to SH 90).

Date facility available to traffic November 2000

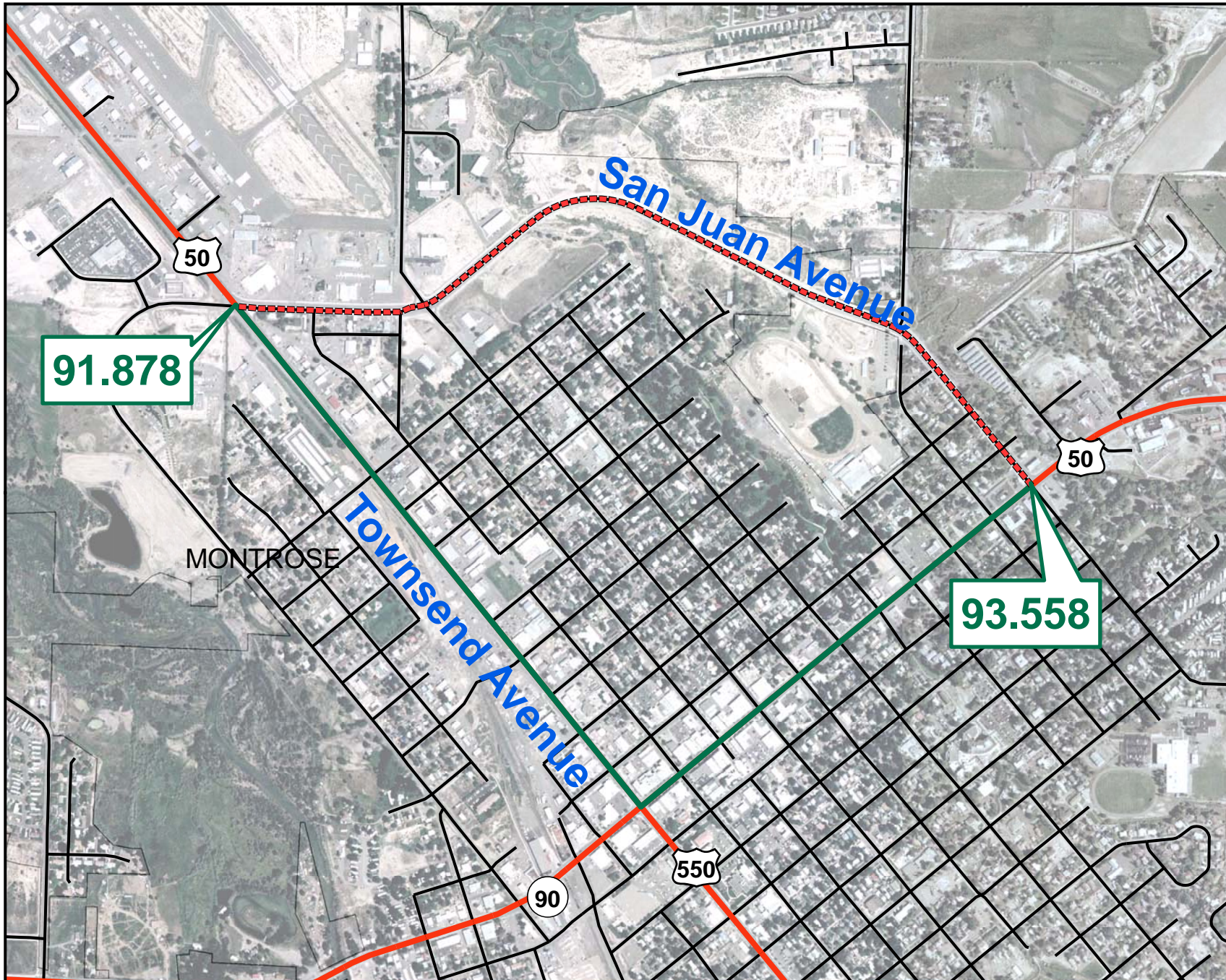
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes

If so, where? The accompanying application for the US 550 extension details a US Route numbering change from US 50 to US 550 on Townsend Avenue.

Does the petition propose a new routing over a portion of an existing Interstate Route? No

If so, where?

Colorado Department of Transportation U.S. Route 50 Relocation

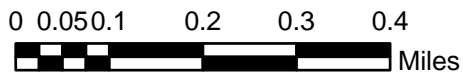


Legend

- New U.S. 50 Alignment
- Proposed Abandonment
- Highways
- LOCAL ROADS



March 2010
DTD-GIS



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.

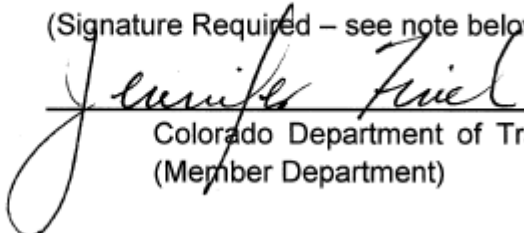
The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 8,200 as compared to 6,600 for the year 2008 for all other U.S. Numbered Routes in the State.

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.

Chief Executive Officer

(Signature Required – see note below)



Colorado Department of Transportation
(Member Department)

This petition is authorized by official action of the Transportation Commission of Colorado under date of August 20, 2009 as follows: (Copy excerpt from minutes.)

**Transportation Commission of Colorado
August 20, 2009**

Resolution Number TC- 1764

WHEREAS, US Highway 50 is part of the State Highway System; and

WHEREAS, San Juan Bypass is part of the City of Montrose road system; and

WHEREAS, under Section 43-2-102, Colorado Revised Statutes (C.R.S.), the Colorado Department of Transportation (CDOT) has the responsibility to maintain US Highway 50, and the Transportation Commission of Colorado has the responsibility, under Section 43-1-106, C.R.S. to formulate the general policy with respect to such maintenance; and

WHEREAS, the Transportation Commission also has the authority, under Section 43-2-106, C.R.S., to abandon that portion of US Highway 50 (Main Street) from Mile Post 92.841 to Mile Post 93.558 which is no longer needed as a State Highway; and

WHEREAS, the Transportation Commission also has the authority, under Section 43-2-106, C.R.S., to accept San Juan Bypass between US Highway 50 at Mile Post 91.878 and US Highway 50 at Mile Post 93.558; and

WHEREAS, the Transportation Commission received from the City of Montrose a resolution accepting the abandoned portion of US Highway 50 (Main Street) to their road system (Exhibit A); and

WHEREAS, no land owner will suffer damages due to this action provided the City of Montrose accepts the abandoned road as part of their road system; and

WHEREAS, the City of Montrose will assume full responsibility and ownership of US Highway 50 (Main Street) from Mile Post 92.841 to Mile Post 93.558; and

WHEREAS, the portion of Townsend Avenue currently designated as US Highway 50 from Mile Post 92.841 to Mile Post 91.878 will be re-designated as US Highway 550 (mile Post 129.257 to Mile Post 130.220)

NOW THEREFORE BE IT RESOLVED, that the Transportation Commission of Colorado agrees to allow the Colorado Department of Transportation to enter into an Intergovernmental Agreement with the City of Montrose for the abandonment of US Highway 50 (Main Street) from Mile Post 92.841 to Mile Post 93.558; and accepts San Juan Bypass into the State Highway System as US Highway 50 between Mile Post 91.878 and Mile Post 93.558; and re-designates US Highway 50 from Mile Post 91.878 to Mile Post 92.841, also known as Townsend Avenue, to US Highway 550, Mile Post 129.257 to Mile Post 130.220.

(This includes US, Interstates)

A letter from your Chief Executive Officer with the CEO's signature is sufficient when submitting your application, if you choose not to include the signature on this form.

Attachment



Montrose
abandonment combin

(US and Interstates Only)

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.

What follows is an Excel worksheet that you can open by right clicking your mouse and select "Worksheet Object" – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)

Mileage	1	2	3	4	5	6	7	8	9	10		
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards						Show Where Excess of Star	
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Horizontal Curvature	Percentage	
							Roadway Width Deficiency	H - Loading Deficiency				
Percent		Percent		Percent		Percent		Degree	Le			
0	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	20 40 60 80	20 40 60 80	Degree	Le			
91.878-93.558	H	G	8,200	NONE	NONE	NONE	NONE	NONE				
20												
40												
60												
80												
100												
120												
140												
160												

(Contact person regarding this application:

Name: William Johnson

Address: 4201 East Arkansas Avenue, Shumate Bldg.

Telephone Number: 303-512-4808

Fax Number: 303-757-9727

Email Address: william.g.johnson@dot.state.co.us

Description to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

- Where does the route begin? (Intersection or Mile Marker) Colorado/Kansas state line at mile marker 467.
- Describe where it is going? US 50 goes from the Colorado/Utah state line to the Colorado/Kansas state line.
- What type of facility is it traveling over? (New alignment or over an existing pathway) existing pathway
- Give the direction of travel(north, east, south, and west) East
- Name the focal point city or cities Montrose
- Length of route in miles. 467
- Where does it end? (Terminal intersection or mile marker) Colorado/Utah state line at mile marker 0.

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
50	Colorado	Regular	State Line	0	0	NONE
50	Colorado	Regular	Granada	15	15	Joins U.S. 385 Leaves U.S. 385, joins
50	Colorado	Regular	Lamar	17	32	U.S. 287
50	Colorado	Regular	Jct. W. Lamar	8	40	Leaves U.S. 287
50	Colorado	Regular	La Junta	49	89	U.S. 350 begins & leaves Joins I-25, U.S. 85, U.S.
50	Colorado	Regular	Pueblo	65	154	87 Leaves I-25, U.S. 85, U.S.
50	Colorado	Regular	Pueblo	1	155	87
50	Colorado	Regular	Canon City	36	191	NONE

50	Colorado	Regular	Salida Poncha	56	247	NONE
50	Colorado	Regular	Springs	5	252	Crosses U.S. 285
50	Colorado	Regular	Gunnison	60	312	NONE
50	Colorado	Regular	Montrose	66	378	U.S. 550 begins & leaves
50	Colorado	Regular	Delta Grand	21	399	NONE
50	Colorado	Regular	Junction Grand	38	437	Joins U.S. 6 and I-70 Loop U.S. 6 Bypass joins &
50	Colorado	Regular	Junction Jct. N.W. of Grand	1	438	ends Crosses I-70; I-70 Loop
50	Colorado	Regular	Junction	4	442	ends
50	Colorado	Regular	Jct. S. Mack	14	456	Joins I-70
50	Colorado	Regular	State Line	11	467	NONE