



**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](mailto: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 550
- 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

**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 129.257 and 130.210

The following states or states are involved:

Colorado

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- **\*\*\*"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](mailto: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.

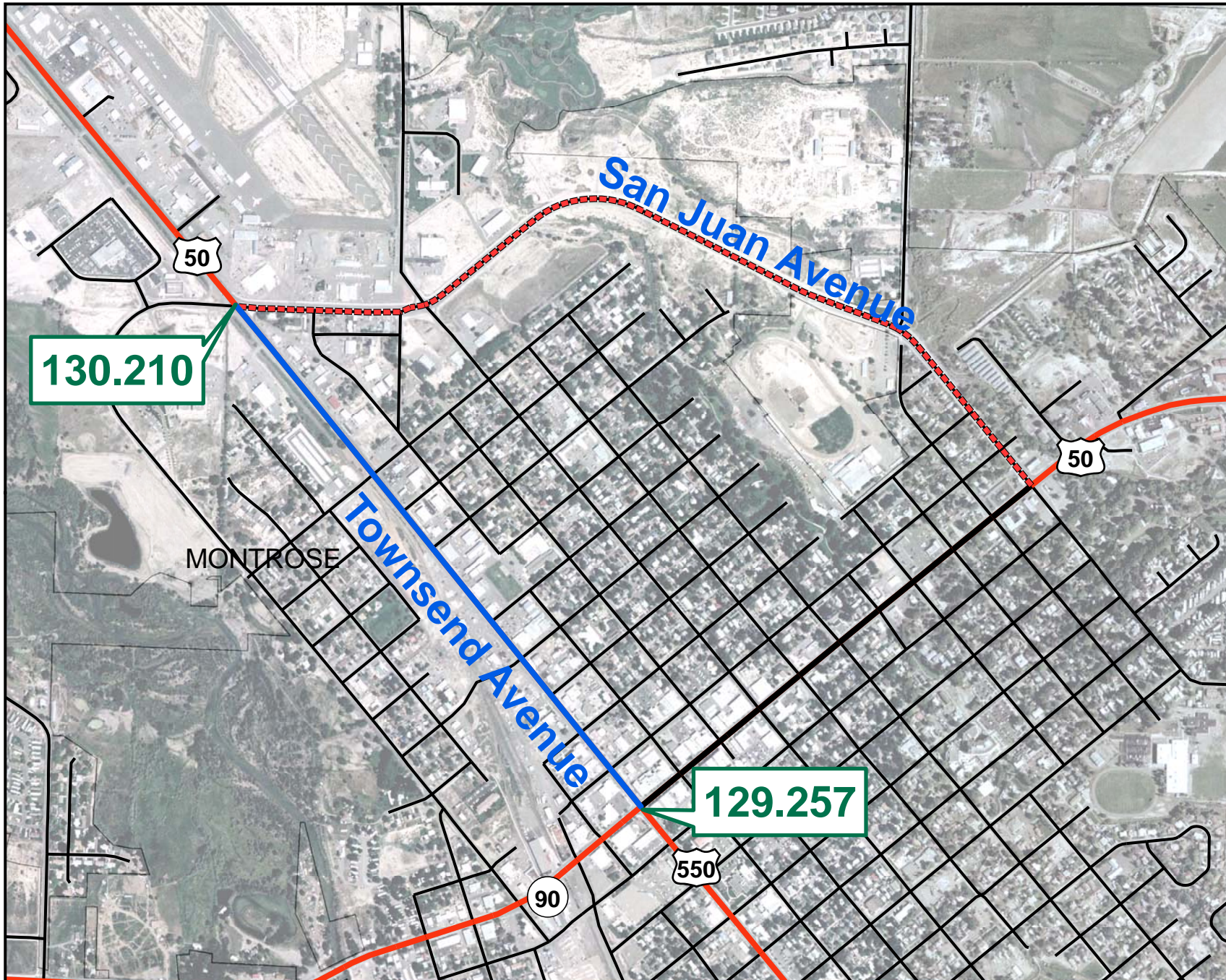
**Explanation and Reasons for the Request (US and Interstates Only):** (Keep concise and pertinent.) The Colorado Department of Transportation (CDOT) has an Intergovernmental Agreement with the City of Montrose that approves the transfer of US 50 (from San Juan Avenue to Townsend Avenue) for San Juan Avenue (from Main Street to SH 90). This does not include the current section of US 50 on Townsend Avenue. To establish a logical connection for mapping and records maintenance CDOT would like to extend the US 550 Route designation to the new US 50 alignment and drop the US 50 designation from San Juan Avenue to SH 90.

Date facility available to traffic 1968

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes  
If so, where? US 50 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 550 Extension

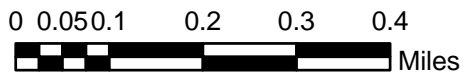


## Legend

- Proposed U.S. 550 Extension
- New U.S. 50 Alignment
- 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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 20,100 as compared to 6,600 for the year 2008 for all other U.S. Numbered Routes in the State.

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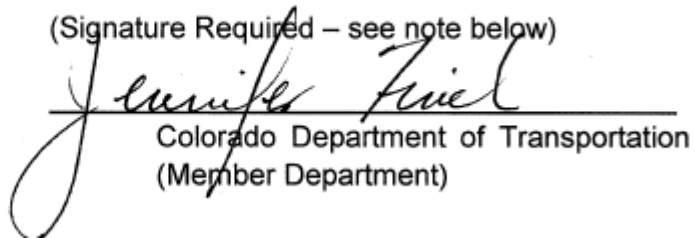
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The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991* or the *Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System 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 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.

<b>Column 2:</b>	<b>Pavement Type.</b>	<b>Code</b>
	High type, heavy duty	H
	Intermediate type	I
	Low type, dustless	L (show in red)
	Not paved	N (show in red)

<b>Column 3:</b>	<b>Pavement Condition</b>	<b>Code</b>
	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			
129.257-130.210	H	P	20,100	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

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

- o Where does the route begin? (Intersection or Mile Marker) US 50 in Montrose at mile marker 0.
- o Describe where it is going? US 550 goes from US 50 to the Durango.
- o What type of facility is it traveling over? (New alignment or over an existing pathway) existing pathway
- o Give the direction of travel(north, east, south, and west) North
- o Name the focal point city or cities Montrose
- o Length of route in miles. 106
- o Where does it end? (Terminal intersection or mile marker) Joins US 160 in Durango

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
550	Colorado	Regular	Montrose	0	0	Route begins, Jct. U.S. 50
550	Colorado	Regular	Ridgway	26	26	NONE
550	Colorado	Regular	Ouray	11	37	NONE
550	Colorado	Regular	Silverton	23	60	NONE
550	Colorado	Regular	Durango Jct. W.	48	108	Joins U.S. 160; U.S. 160 Bus. U.S. 550 Bus. begins & leaves; rejoins and ends
550	Colorado	Business	Durango Jct. W.	0	0	Route begins, leaves U.S. 160 and U.S. 550; joins U.S. 160 Bus.
550	Colorado	Business	Durango Jct. S. Durango	3	3	Route ends, rejoins U.S. 160 and U.S. 550; U.S. 160 Bus. begins
550	Colorado	Regular	Durango Jct. S. Durango Jct. S.E.	3	110	U.S. 550 Bus. rejoins and ends; U.S. 160 Bus. begins & leaves
550	Colorado	Regular	Durango	2	112	Leaves U.S. 160
550	Colorado	Regular	State Line	16	128	NONE