



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@ashto.org (M.Vitale)

An Application from the State Highway or Transportation Department of **Iowa** 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 61
- 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 South Jct with I280 and North Jct with I80

The following states or states are involved:
Iowa

- *****“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: 04/_12_/10

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.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.

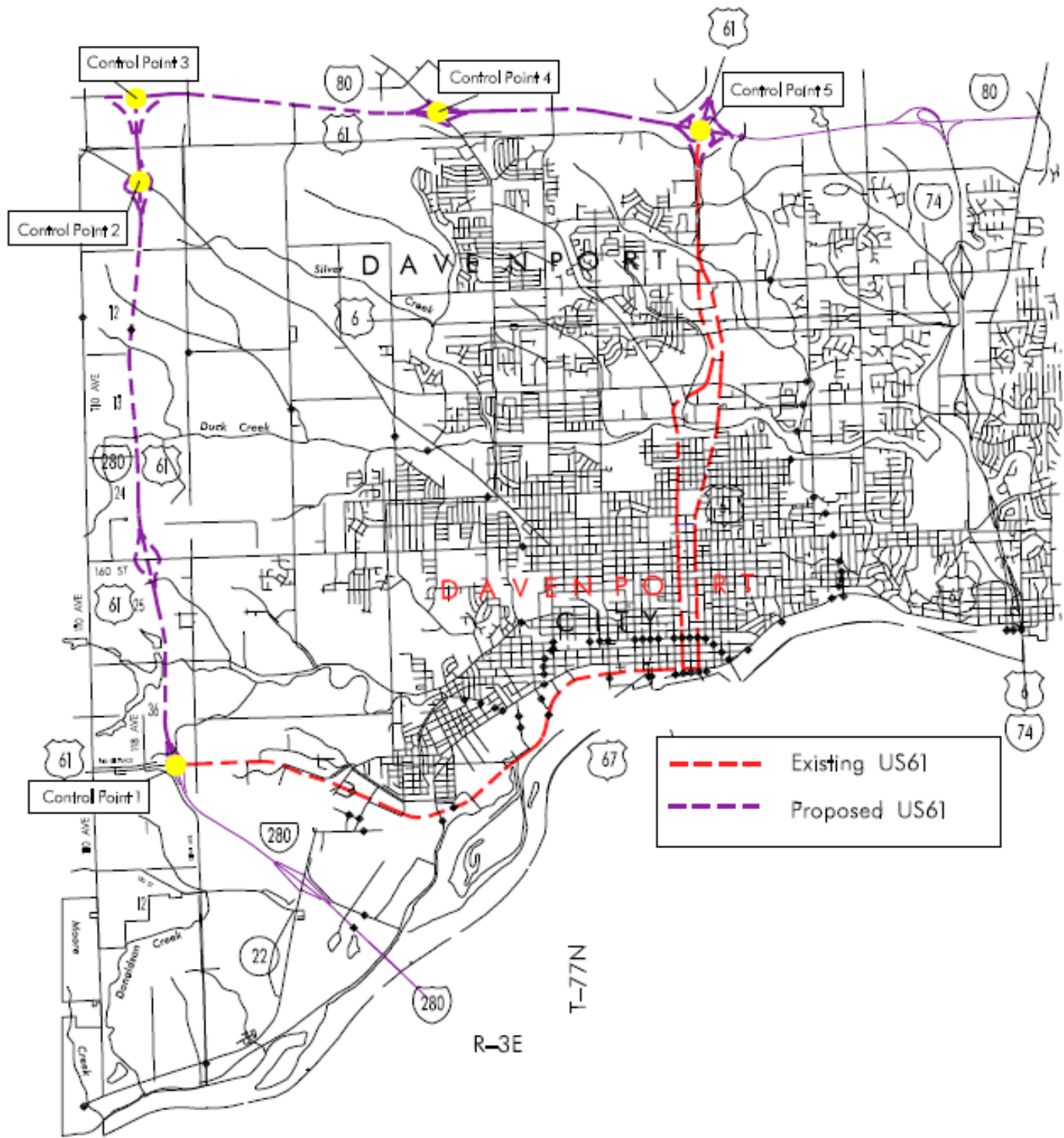
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely 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.) **To significantly reduce the number of bridge hits on the RR overpasses on Harrison and Brady Streets and to remove truck traffic from downtown Davenport.**

Date facility available to traffic **Immediately**

Does the petition propose a new routing over a portion of an existing U.S. Route? **Select**
If so, where?

Does the petition propose a new routing over a portion of an existing Interstate Route? **Yes**
If so, where? **Along I280 North to I80 then East on I80 to the Jct with existing US61**



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 24745 as compared to 5152 for the year 2009 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.

(Signature Required – see note below)

Chief Executive Officer

(Member Department)

This petition is authorized by official action of

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

(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.



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1530

FAX: 515-817-6645

April 9, 2010

John C Horsley, Executive Director
American Association of State Highway and Transportation Officials
444 N Capitol Street N.W., Suite 249
Washington, D.C. 20001

Dear Mr. Horsley:

Please find enclosed one (1) copy of route descriptions for the Route Numbering agenda. Also, please find one (1) copy each of the following applications:

U.S. 61 Scott County – (Reroute)

U.S. 61 Scott County – (Davenport Business Route)

Sincerely,

A handwritten signature in cursive script that reads "Nancy J. Richardson".

Nancy J. Richardson
Director

NJR:cc
Enclosures



City of Davenport
Public Works Center

Engineering

563-326-7729

1200 East 46th Street • Davenport, Iowa 52807
Fax: 563-327-5182
www.cityofdavenportiowa.com

December 22, 2009

RECEIVED

DEC 23 2009

IOWA DOT
DISTRICT 6 OFFICE

Mr. Sam Shea
District Transportation Planner
Iowa Department of Transportation
430 16th Avenue SW
P.O. Box 3150
Cedar Rapids, IA 52406

Re: US 61 Designation Change in Davenport

Dear Sam:

The City Council passed the attached resolution at its November 24, 2009 meeting. The resolution seeks the change in designation to Business 61 as we had discussed earlier. Please follow through in seeking redesignation of the route.

Please contact me if you need additional information.

Thanks

Sincerely,

Gene Hellige
City Engineer

Cc: Michael Clarke, Director of Public Works



Resolution No. 2009-513

Resolution offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION authorizing the Mayor to sign a letter requesting the Iowa Department of Transportation (IDOT) to consider a change in designation of US Highway 61 (Welcome Way, Harrison and Brady Streets) to Business 61.

WHEREAS, the City of Davenport has an interest in removing traffic traveling through the city on US 61 through the central business district; and

WHEREAS, through traffic could be more efficiently and safely accommodated on nearby interstate routes 280 and 80. Allowing traffic to bypass the central business district; and

WHEREAS, the City recognizes that any route designations considered by the IDOT will be forwarded on to the American Association of State and Highway Transportation Officials (AASHTO), who has final authority in this matter; and

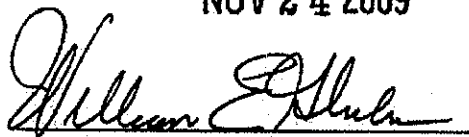
WHEREAS, it is in the best interest of the citizens of the City of Davenport Iowa, that the City request the IDOT consider a change in US Highway 61 designation to Business Highway 61 between the US 61 & Interstate 80 interchange (aka Welcome Way) and the US 61 & Interstate 280 interchange (aka River Drive).


NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Davenport Iowa that the Mayor be authorized to sign a letter requesting that IDOT consider designating the current section of US Highway 61 to Business Highway 61 and that US Highway 61 designation be assigned to Interstate 280 and 80 as a shared route around the City between the aforementioned interchanges.

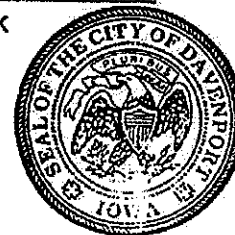
Approved:

NOV 24 2009

Attest:


William E. Gluba, Mayor


Jackie E. Holecek, City Clerk



(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.

Mileage	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			
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	Degree	Length
0	Control Point 1				18500 (Proj)	None	None	None	None	None	None	None	None	None	None	None	
	4.04mi	H	G														
1																	
2																	
3																	
4	Control Point 2				18500 (Proj)	None	None	None	None	None	None	None	None	None	None	None	
	2.51mi	H	G														
5																	
6																	
7	Control Point 3				37600 (Proj)	None	None	None	None	None	None	None	None	None	None	None	
	2.96mi	H	G														
8																	

Mileage	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							Show When In Excess of Standard	
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Horizontal Curvature	Percent Grade
							Roadway Width Deficiency	H - Loading Deficiency	Percent	Percent			
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length							
9													
	Control Point 4												
	H	G	37600 (Proj)	None	None	None	None	None	None	None	None		
10													
11													
	Control Point 5												
12													

(Contact person regarding this application:

Name: Cheryl L. Cowie

Address: 800 Lincoln Way

Telephone Number: 515-239-1171

Fax Number: 515-817-6645

Email Address: cheryl.cowie@dot.iowa.gov

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) [Junction of US61 and I280](#)
- Describe where it is going? [North on I280 to Jct with I80 then East on I80 to Jct with existing US61](#)
- What type of facility is it traveling over? (New alignment or over an existing pathway) [Existing Interstate](#)
- Give the direction of travel(north, east, south, and west) [North then East](#)
- Name the focal point city or cities? [City of Davenport](#)
- Length of route in miles. [12 miles](#)
- Where does it end? (Terminal intersection or mile marker) [At the Jct of I80 and existing US61](#)