



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 Missouri 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
 - 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
- I-64

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 I-270 in St. Louis County and I-70 in St. Charles County

The following states or states are involved:
Missouri

- ***"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: November 18, 2009

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.) US 40-US 61 from I-270 in St. Louis County to I-70 in St. Charles County has been in the process of being upgraded to interstate standards for over 20 years. This includes the removal of at grade intersections, flattening of vertical curves to the extent feasible, controlling all access and building new bridge structures, and much more.

Date facility available to traffic 12/01/2009

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

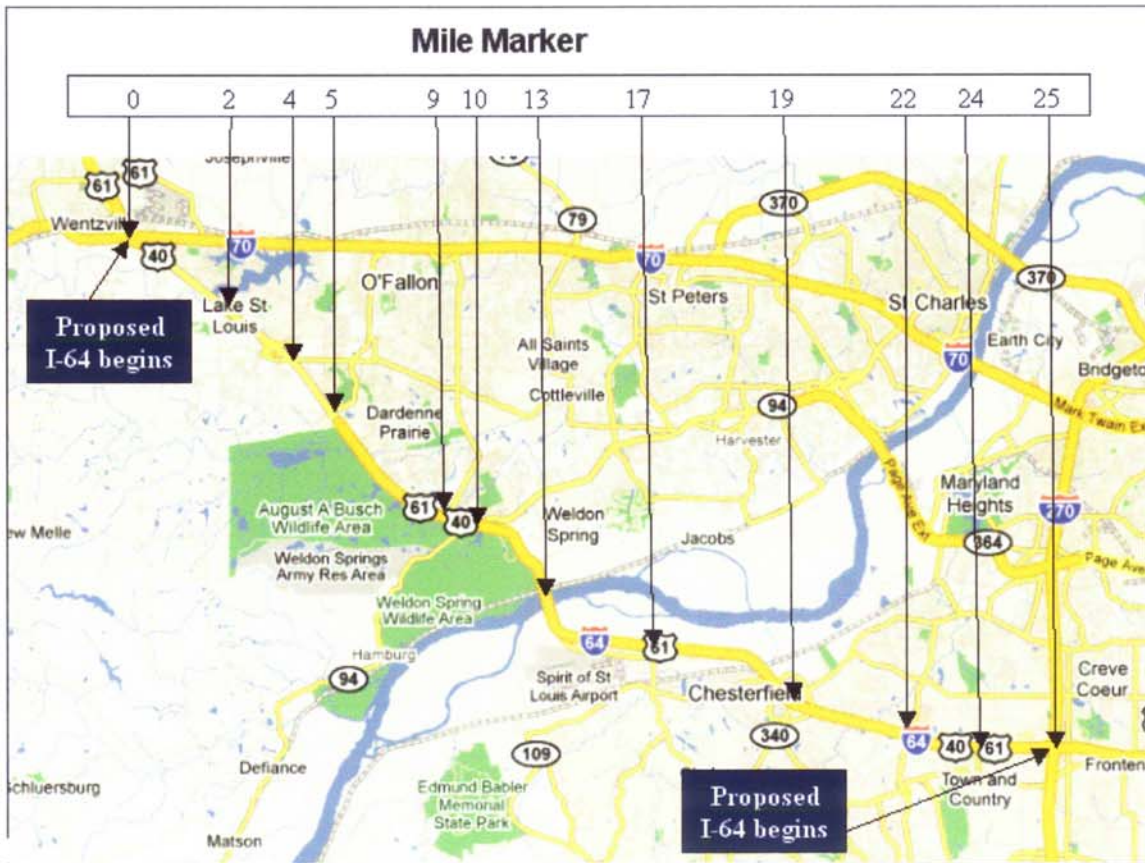
If so, where? From I-270 in St. Louis County to the interchange of I-70, US 61 and US 40 in St. Charles County.

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

If so, where?



Map of state, or portion thereof, indicating proposed addition or change in the (This includes US and Interstates) U.S. Numbered or Interstate Numbered System:

There are two ways to do this follow the instructions below or convert your map in PDF format and submit as a separate document along with this application to usroutes@aaashto.org. It is your preference, however all files are converted to PDF once received by AASHTO.



INSERT YOUR MAP HERE

INSTRUCTIONS ON HOW TO INSERT A FILE:

- Go to the top "Standard Formatting" toolbar and
- Select "View"
- Select "Toolbars"
- Select "Forms"
- Once the Forms toolbar is in view you can unlock the FORM's Gold Lock that looks like this 
- Insert your MAP as a file or picture by selecting "Insert" from the standard formatting toolbar
- Relock the Gold Lock to protect the form 
- If this doesn't work, then send the MAP as an attachment with your email along with the application.

(A photographic reduction or section of departmental map attached to this sheet. May be folded to sheet size, but do not use a map larger than four 8.5 x 11 inch sheets in size.)

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

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 80,000 as compared to 9,900 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)

(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.

(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	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						
					Percent				Percent				Roadway Width Deficiency		H - Loading Deficiency		Percent			Horizontal Curvature	Percent Grade					
					10	20	30	40	20	40	60	80	10	20	30	40	20	40	60			80	20	40	60	80
					Pavement Width Deficiency, %	Direction	Shoulder	Shoulder Width	Shoulder Width Deficiency %	Shoulder	Shoulder Width	Shoulder Width Deficiency (%)	Direction	Shoulder	Shoulder Width	Shoulder Width Deficiency %	Shoulder	Shoulder Width	Shoulder Width Deficiency (%)							
0.0	I-70	H	E	40200	0	E		0.00			0.00			0.00												
1.0	Prospect Road	H	E	36000	0	E		0.00			0.00			0.00									5.3 % grade, 1200 feet in length			
2.0	Peruque Creek/Lake St. Louis Blvd.	H	E		0	E		0.00			0.00			0.00												
3.0	Ronald Reagan Pkwy. Overpass	H	E		0	E		0.00			0.00			0.00												
4.0	Route N	H	E	40000	0	E		0.00			0.00			0.00												
5.0	Route DD	H	E	41700	0	E		0.00			0.00			0.00									5 % grade, 740 feet in length			
6.0		H	E		0	E		0.00			0.00			0.00												
7.0	Schote Creek	H	E		0	E		0.00			0.00			0.00												
8.0		H	E		0	E		0.00			0.00			0.00												
9.0	Route K	H	E	50000	0	E		0.00			0.00			0.00												
10.0	Route 94	H	G	72000	0	E		0.00			0.00			0.00									4.4 % grade, 600 feet in length (400 feet e/o MO 94) Sag Curve K=64 (Min. K = 120) SSD = 448 feet, (Min. SSD = 575 feet), 850 feet east of Rte. 94 5.4% grade, 550 feet in length, 3000' east of Rte. 94.			
11.0		H	G		0	E		0.00			0.00			0.00												
12.0	Missouri Research Park	H	G	88000	0	E		0.00			0.00			0.00												
13.0	Missouri River	H	G	88000	0	E	L 2	0.80	R	2-10'	16.7-83.3%			0.00	R	6-10'	16.7-50							WB Missouri River (J1000R) - Deficient lane and shoulder widths. 3 - 10' lanes and 1' shoulders. Posted advisory speed of 50 mph. EB Missouri River Bridge (A4017) Deficient shoulder widths, 4 - 12' lanes with 1' shoulders.		
14.0	Spirit of St. Louis Blvd.	H	E		0	E	L 12	0.00	R	10	0.17			0.00	R	10	0.17							Chesterfield Airport Rd - 15' 3" @ MM 4.0 Chesterfield Airport Rd - 15' 7" @ MM 14.0 Spirit of St. Louis Blvd - 14' 10" @ MM 14.6 Spirit of St. Louis Blvd - 14' 9" @ MM 14.6		
15.0		H	E		0	E	L 12	0.00	R	10	0.17			0.00	R	10	0.17									
16.0	Long Road	H	E	66586	0	E	L 12	0.00	R	10	0.17			0.00	R	6-10'	16.7-50									
17.0	Boone's Crossing Road	H	E		0	E	L 12	0.00	R	10	0.17			0.00	R	6-10'	16.7-50									
18.0	Central Midline RR	H	E		0	E	L 12	0.00	R	10	0.17			0.00	R	6-10'	16.7-50									
19.0	Route 340	H	E	124720	0	E	L 4	0.60	R	10	0.17			0.60	R	6-10'	16.7-50									
20.0	Chesterfield Pkwy East	H	G		0	E	L 4	0.60	R	10	0.17			0.60	R	6-10'	16.7-50									
21.0	Timberlake Manor Dr.	H	G		0	E	L 4	0.60	R	10	0.17			0.60	R	8-10'	16.7-33.3									
22.0	Route 141	H	G	131800	0	E	L 4	0.60	R	10	0.17			0.60	R	10	0.17									
23.0	Maryville Centre Dr.	H	G		0	E	L 4	0.60	R	10	0.17			0.60	R	10	0.17									
24.0	Mason Rd	H	G	155704	0	E	L 4	0.60	R	10	0.17			0.60	R	10	0.17									
25.0	IS 270	H	G	130444	0	E	L 6	0.40	R	6-10'	16.7-50			0.30	R	10	0.17									

(Contact person regarding this application:

Name: Missouri Department of Transportation - Attn: Jeanne Olubogun, P.E.

Address: Traffic Division - 14301 South Outer 40 Road - Chesterfield, MO 63017

Telephone Number: (314) 275-1536

Fax Number: (314) 568-7806

Email Address: jeanne.olubogun@modot.mo.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) Interchange at I-70, St. Charles County
- Describe where it is going? Eastwardly to the interchange at I-270 in St. Louis County, to connect to the existing I-64 that begins at I-270 to the east.
- What type of facility is it traveling over? (New alignment or over an existing pathway) Existing pathway, US 40/61
- Give the direction of travel(north, east, south, and west) East
- Name the focal point city or cities Begins in Wentzville, travels through Lake St. Louis, O'Fallon, Dardenne Prairie, Weldon Spring, Chesterfield, Town and Country
- Length of route in miles. approx 25 miles
- Where does it end? (Terminal intersection or mile marker) Interchange of I-270, St. Louis County

Missouri
Department
of Transportation



Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

March 29, 2010

Ms. Marty Vitale
Administrative Coordinator for Engineering
American Association of State Highway
and Transportation Officials
444 North Capitol Street, N.W., Suite 249
Washington, DC 20001

Dear Ms. Vitale:

Please find attached in an email, the U.S. Route Numbering Application for changes to U.S. 40/U.S. 61 to I-64 in St. Charles and St. Louis Counties, from I-70 to I-270, to interstate standards. This includes the removal of at grade intersections, flattening of vertical curves to the extent feasible, controlling all access and building new bridge structures, and much more. The request of the name change to I-64 is to provide the continuation of I-64 west of I-270 to the interchange with I-70 in St. Charles County (25.81 miles).

This application is being sent electronically, as requested, for consideration by the AASHTO Special Committee on U.S. Route Numbering.

If you have any question, please contact Tom Honich of the Traffic Division at (573) 526-0122 or by email at Tom.Honich@modot.mo.gov.

Sincerely,

Eileen Rackers, P.E.
Missouri State Traffic Engineer
Secretary of the State Route Marking Committee

er:th,mgb—tr

Attachment