



**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 Ohio 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

US24

**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 Indiana State Line and City of Defiance

The following states or states are involved:  
Ohio

Indiana

- \*\*\*"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 29, 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.

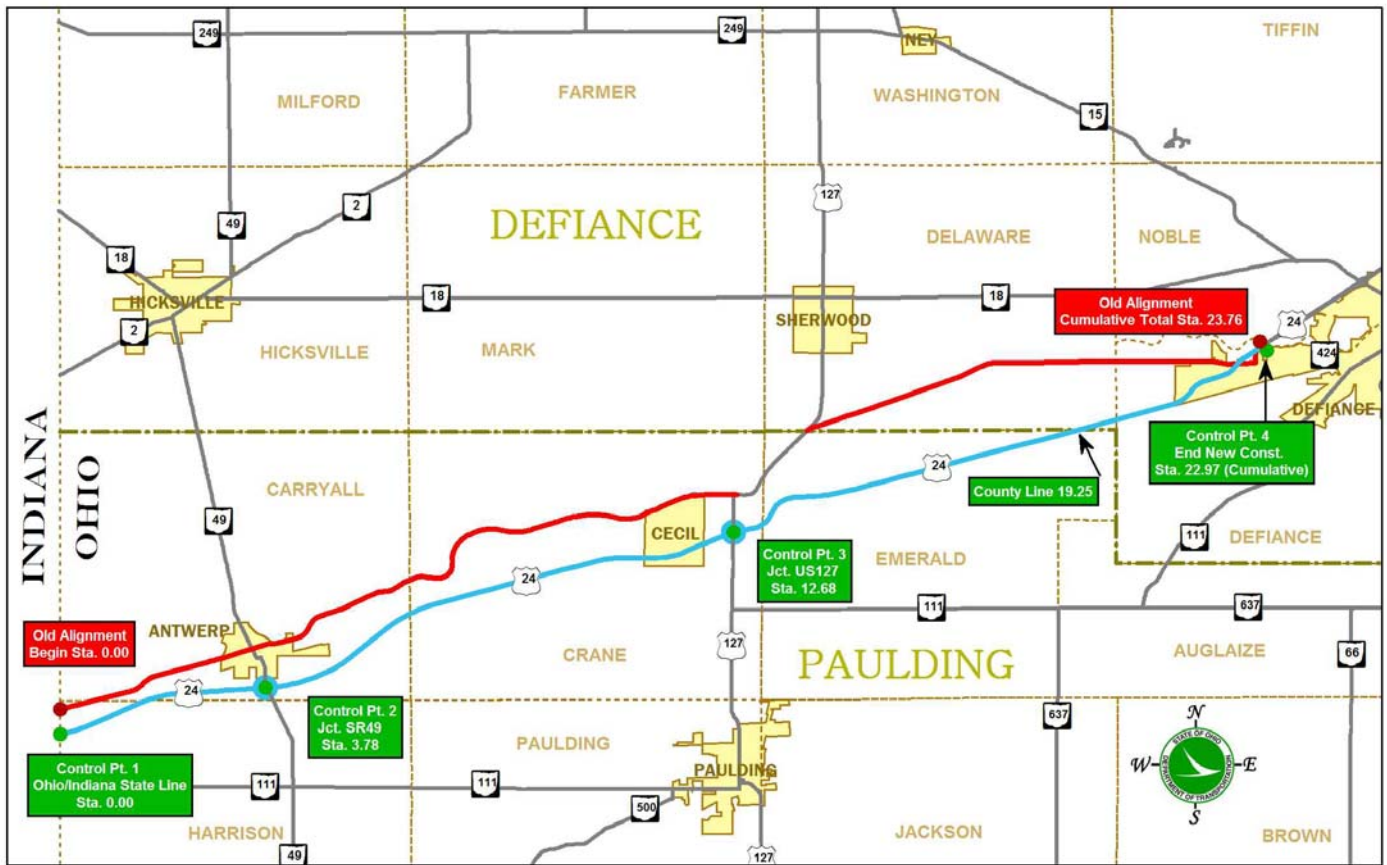
**Explanation and Reasons for the Request (US and Interstates Only):** (Keep concise and pertinent.) Relocation and new construction of this segment of US 24 is part of a larger, ongoing program to upgrade and improve the entire alignment of US 24 in Ohio. The changes will greatly facilitate east-west travel through the state. The new road is a four-lane, limited-access highway of new construction. The length of this section is approximately 22.97 miles, from the Indiana State Line northeasterly to connect with the current alignment of US24 on the west side of the City of Defiance.

Date facility available to traffic 11/01/2009

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?

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:



### New Alignment of US 24 Paulding and Defiance Counties, Ohio

See sheet 14 for full size version (81/2 x 11) of this map

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 5470 as compared to 9899 for the year 2008 for all other U.S. Numbered Routes in the State.

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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.

(Signature Required – see note below)

**Chief Executive Officer**

Jolene M. Molitoris



Ohio Department of Transportation  
(Member Department)

This petition is authorized by official action of #H-006

Under date of December 15, 2003 as follows: (Copy excerpt from minutes.)

**See sheets 9 to 13 for excerpt of 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.

<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.*



**(Contact person regarding this application:**

Name: Michael Greenwood

Address: 1980 West Broad Street

Telephone Number: (614) 466 2852

Fax Number: (614) 752 8646

Email Address: Michael.greenwood@dot.state.oh.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:

- Where does the route begin? (Intersection or Mile Marker) 0.00
- Describe where it is going? Indiana State Line to west side of City of Defiance
- What type of facility is it traveling over? (New alignment or over an existing pathway) New Alignment
- Give the direction of travel(north, east, south, and west) East
- Name the focal point city or cities Village of Antwerp, Village of Cecil, City of Defiance
- Length of route in miles. 22.97
- Where does it end? (Terminal intersection or mile marker) US24 bypass on west side of City of Defiance





**DIRECTOR'S AUTHORIZATION - #H-006**

Board of County Commissioners  
Paulding County  
115 N. Williams St.  
Paulding, OH 45879

Board of County Commissioners  
Defiance County  
500 Court St.  
Defiance, OH 43512

Clerk:

I, the Director of the Ohio Department of Transportation, certify the authorization for the improvement and establishment of a limited access highway situated in Harrison, Carryall, Crane and Emerald townships in Paulding County Ohio and Delaware and Defiance townships in Defiance County Ohio which is to be designated as State Route US24.

Public hearings were held in Antwerp, Ohio and Defiance Ohio on October 28<sup>th</sup> and October 30<sup>th</sup> respectively for the proposed improvement. This authorization is documented in the Director's Authorization list, Volume 2003, pages 1 thru 5 dated December 15<sup>th</sup>, 2003.

**PROPOSED, THE RELOCATION AND IMPROVEMENT OF A PORTION OF STATE ROUTE NO. US 24, THE RELOCATED PORTION TO BE ESTABLISHED AS A LIMITED ACCESS HIGHWAY AND SITUATED IN HARRISON, CARRYALL, CRANE AND EMERALD TOWNSHIPS, PAULDING COUNTY, OHIO, AND IN NOBLE, DELAWARE AND DEFIANCE TOWNSHIPS, DEFIANCE COUNTY, OHIO.**

And being more fully described as follows:

Commencing at a point in Harrison Township, Paulding County, Ohio, at the intersection of existing State Route No. U.S. 24 and existing State Line Road; Thence in southerly direction along existing State Line Road, a distance of 0.6 mile, more or less, to the intersection of the centerline of proposed relocated State Route No. U.S. 24 and the Ohio/Indiana State line, being the point of beginning; Thence in an northeasterly direction along a tangent, then a curve to the left and then along a tangent to a point of crossing County Road No. 11, with said point of crossing being at 0.2 mile, more or less, as measured along County Road No. 11, north of its intersection with Township Road No. 150; Thence, continuing with said tangent in a northeasterly direction, and then a curve to the right, to a point of crossing County Road No. 21, said point of crossing being 0.2 mile, more or less, as measured along County Road No. 21, north

of its intersection with County Road No. 162; Thence continuing in an easterly direction along the curve to the right, and then along a tangent to a point of crossing State Route No. 49, said point of crossing being 1.0 mile, more or less, as measured along State Route 49, south of its intersection with existing State Route No. U.S. 24; Thence continuing in an easterly direction along said tangent to a point at the beginning of a curve to the left, said curve crossing Township Road No. 43, said point of crossing being 0.6 mile, more or less, as measured along Township Road No. 43, south of its intersection with County Road No. 176; Thence, continuing in a northeasterly direction along said curve to the left, and then along a tangent to a point of crossing County Road No. 180, said point of crossing being 0.4 mile, more or less, as measured along County Road No. 180, west of its intersection with Township Road No. 61; Thence northeasterly along a curve to the right and then along a tangent to a point of crossing County Road No. 87, said point of crossing being 0.05 mile, more or less, as measured along County Road No. 87, north of its intersection with County Road No. 206; Thence northeasterly along said tangent, then along a curve to the right and easterly along a tangent and a curve to the left, to a point of crossing County Road No. 105, said point of crossing being 0.2 mile, more or less, as measured along County Road No. 105, north of its intersection with County Road No. 206; Thence northeasterly along the said curve to the left, and then along a tangent and a curve to the right to a point of crossing State Route No. U.S. 127, said point of crossing being 0.8 mile, more or less, as measured along State Route No. U.S. 127, south of its intersection with existing State Route No. U.S. 24; Thence northeasterly along said curve to the right, a tangent, a curve to the left and a tangent, to a point of crossing the Maumee and Western Railroad, said point of crossing being 0.7 mile, more or less, as measured along the Maumee and Western Railroad, east of its intersection with State Route No. U.S. 127; Thence northeasterly along the said tangent, then along a curve to the right, a tangent and a curve to the left, to a point of crossing County Road No. 115, said point of crossing being 0.1 mile, more or less, as measured along County Road No. 115, north of its intersection with Township Road No. 228; Thence northeasterly along said curve to the left, then along a tangent, a curve to the left and a tangent, to a point of crossing County Road No. 232, said point of crossing being 0.4 mile, more or less, as measured along County Road No. 232, east of its intersection with County Road No. 123; Thence continuing along said tangent, to a point of crossing County Road No. 8 (Paulding/Defiance County line), said point of crossing being 0.6 mile, more or less, as measured along County Road No. 8 (County Line Road), west of its intersection with Township Road No. 153 (Blanchard Road); Thence continuing along said tangent and then along a curve to the left, to a point of crossing County Road No. 146 (Krouse Road), said point of crossing being 0.06 mile, more or less, as measured along County Road No. 146 (Krouse Road), north of its intersection with Township Road No. 30 (Kiser Road); Thence continuing along said curve to the left, and then along a tangent, a curve to the right, a tangent, a curve to the left, a tangent and a curve to the right, to a point of crossing State Route No. 424, said point of crossing being 0.1 mile, more or less, as measured along the State Route No. 424, east of its intersection with existing State Route No. U.S. 24; Thence northeasterly along said curve to the right and then along a tangent to the point of intersection with existing State Route No. U.S. 24, said point of intersection being 0.3 mile, more or less, east of the existing State Route No. U.S. 24 intersection with State Route No. 424; Thence continuing northeasterly along said tangent, also being the alignment of existing State

Route No. U.S. 24, to a point in the existing centerline of State Route No. U.S. 24 and there terminate, said point being 0.25 mile, more or less, as measured along existing State Route No. U.S. 24, west of its intersection with State Route No. 15 and State Route No. 18.

Said described relocation of State Route No. U.S. 24 having a length of 23 miles, more or less, and the said improvement to existing State Route No. U.S. 24 having a length of 2.2 miles, more or less, for a total length of 25.2 miles, more or less. Said Establishment of Limited Access is to include all interchanges areas and extend along crossroads in accordance with the Ohio Department of Transportation Limited Access Policy.

**PROPOSED, THE ABANDONMENT OF A PORTION OF EXISTING STATE ROUTE NO. U.S. 24, SITUATED IN HARRISON, CARRYALL, CRANE AND EMERALD TOWNSHIPS, PAULDING COUNTY, OHIO, AND IN DELAWARE AND DEFIANCE TOWNSHIPS, DEFIANCE COUNTY, OHIO, SAME TO REVERT IN PART TO THE PAULDING COUNTY, DEFIANCE COUNTY, VILLAGE OF ANTWERP AND VILLAGE OF CECIL HIGHWAY SYSTEMS, AT SUCH TIME THAT THE CORRESPONDING RELOCATED PORTION OF STATE ROUTE NO. U.S. 24 IS OPENED TO TRAFFIC AND AFTER THE FINAL ABANDONMENT ENTRY HAS BEEN AUTHORIZED BY THE DIRECTOR OF TRANSPORTATION.**

**ALSO, PROPOSED, THE REMOVAL OF A PORTION OF STATE ROUTE NUMBER U.S. 24, SITUATED IN CRANE AND EMERALD TOWNSHIPS, PAULDING COUNTY, OHIO, AND IN DELAWARE TOWNSHIP IN DEFIANCE COUNTY, OHIO, SAME PORTION OF HIGHWAY TO BE RETAINED ON THE STATE HIGHWAY SYSTEM AS STATE ROUTE NO. U.S. 127. SAID STATE ROUTE NUMBER REMOVAL TO OCCUR AT SUCH TIME THAT THE CORRESPONDING RELOCATED PORTION OF STATE ROUTE NO. U.S. 24 IS OPENED TO TRAFFIC AND AFTER THE FINAL STATE ROUTE NUMBER REMOVAL HAS BEEN AUTHORIZED BY THE DIRECTOR OF TRANSPORTATION.**

And being more fully described as follows:

**PART 1: Abandonment, to revert to the Paulding County Highway System**

Beginning at a point in the centerline of existing two lane State Route No. U.S. 24 at its intersection with Harrison Township Road No. 1, said intersection also being the Ohio-Indiana State Line, thence in an easterly direction along the centerline of existing two lane State Route No. U.S. 24 to the western corporation limit of the Village of Antwerp, and there terminate. Said abandonment to include all that portion of the existing route not necessary for construction or maintenance of the proposed corresponding relocation or needed for any other state highway.

**PART 2: Abandonment, to revert to the Village of Antwerp Highway System**

Beginning at a point in the centerline of existing two lane State Route No. U.S. 24 at the western corporation limit of the Village of Antwerp, thence in an easterly direction along the centerline of existing two lane State Route No. U.S. 24 to the eastern corporation limit of the Village of Antwerp, and there terminate. Said abandonment to include all that portion of the existing route not necessary for construction or maintenance of the proposed corresponding relocation or needed for any other state highway.

**PART 3: Abandonment, to revert to the Paulding County Highway System**

Beginning at a point in the centerline of existing two lane State Route No. U.S. 24 at the eastern corporation limit of the Village of Antwerp, thence in an easterly direction along the centerline of existing two lane State Route No. U.S. 24 to the western corporation limit of the Village of Cecil, and there terminate. Said abandonment to include all that portion of the existing route not necessary for construction or maintenance of the proposed corresponding relocation or needed for any other state highway.

**PART 4: Abandonment, to revert to the Village of Cecil Highway System**

Beginning at a point in the centerline of existing two lane State Route No. U.S. 24 at the western corporation limit of the Village of Cecil, thence in an easterly direction along the centerline of existing two lane State Route No. U.S. 24 to the eastern corporation limit of the Village of Cecil, and there terminate. Said abandonment to include all that portion of the existing route not necessary for construction or maintenance of the proposed corresponding relocation or needed for any other state highway.

**PART 5: Abandonment, to revert to the Paulding County Highway System**

Beginning at a point in the centerline of existing two lane State Route No. U.S. 24 at the eastern corporation limit of the Village of Cecil, thence in an easterly direction along the centerline of existing two lane State Route No. U.S. 24 to its intersection with State Route No. U.S. 127, and there terminate. Said abandonment to include all that portion of the existing route not necessary for construction or maintenance of the proposed corresponding relocation or needed for any other state highway.

**PART 6: Removal of State Route Number U.S. 24 from overlap with State Route Number U.S. 127**

Beginning at a point in the centerline of existing two lane State Route No. U.S. 24 at its western intersection with State Route No. U.S. 127, thence in an easterly direction along the centerline of

existing two lane State Route No. U.S. 24 to its eastern intersection with State Route No. U.S. 127, and there terminate. Said portion of highway to be retained in the State Highway System and numbered as State Route No. U.S. 127.

**PART 7: Abandonment, to revert to the Defiance County Highway System**

Beginning at a point in the centerline of existing two lane State Route No. U.S. 24 at its eastern intersection with State Route No. U.S. 127, thence in an easterly direction along the centerline of existing two lane State Route No. U.S. 24 to its intersection with relocated portion of State Route No. U.S. 24, and there terminate. Said abandonment to include all that portion of the existing route not necessary for construction or maintenance of the proposed corresponding relocation or needed for any other state highway.

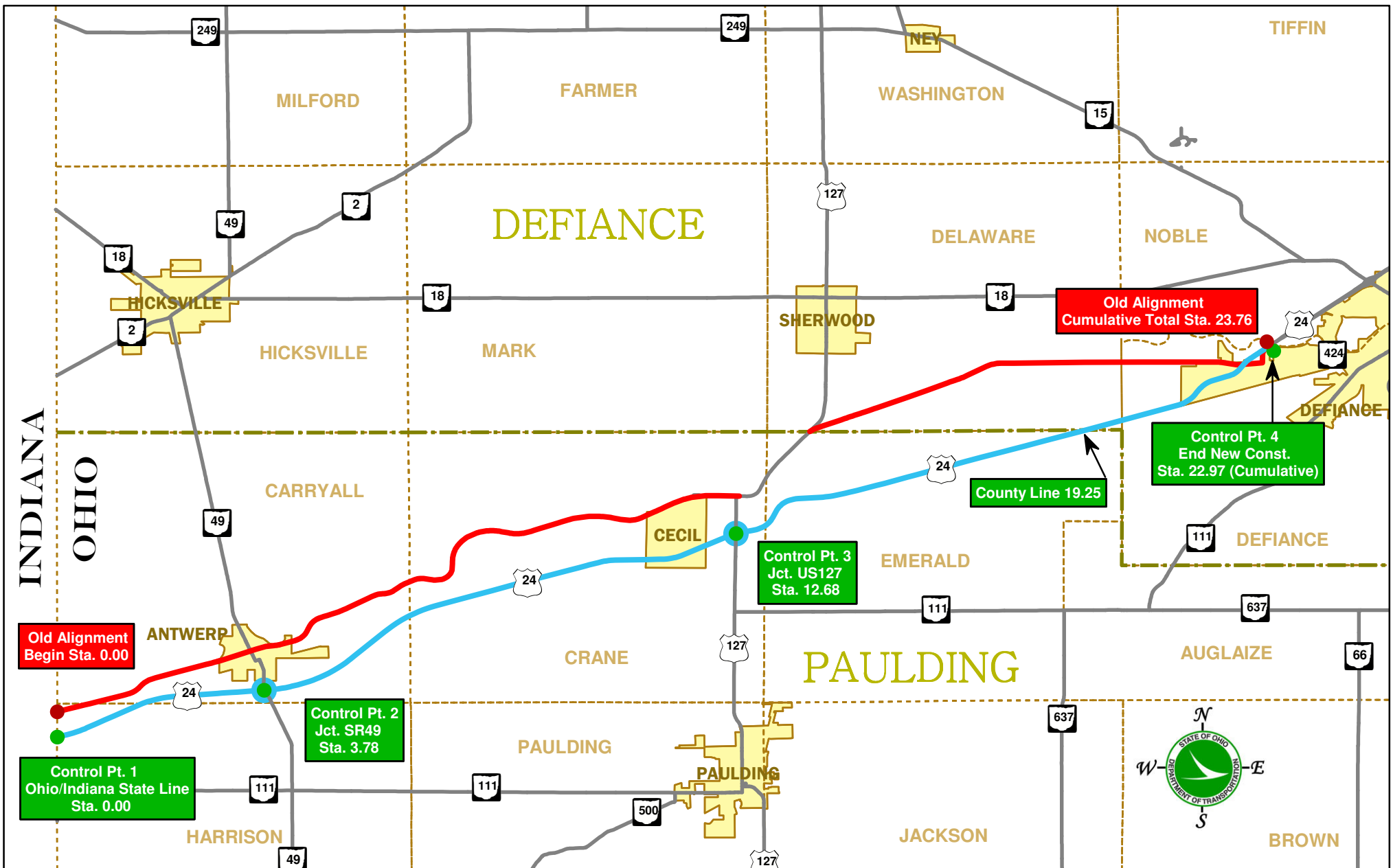
This improvement is documented in the Director's Authorization list, Volume 2003, pages 1 through 5, dated December 15<sup>th</sup>, 2003

Approval:



Gordon Proctor

Director, Ohio Department of Transportation



### Legend

- |   |                |   |                              |
|---|----------------|---|------------------------------|
|  | State Line     |  | Old US24 to revert to County |
|  | County Line    |  | New US24 Alignment           |
|  | Township Line  |  | State Routes                 |
|  | Control Points |  | Interchange                  |

## New Alignment of US 24 Paulding and Defiance Counties, Ohio