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@aashto.org (M.Vitale)

An Application from the State Highway or Transportation Department of Oregon 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

US97

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 Bend, Oregon and Bend, Oregon

The following states or states are involved:

Oregon

- **"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:

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aashto.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.)

Major modernization resulted in a new location for the state highway carrying this route through Bend.

Date facility available to traffic 4/30/2003

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?

MOVE US97 FROM HERE

TO HERE

1

2

3

4

5

6

7

HWY. NO. 4

THE DALLES-CALIFORNIA

McKENZIE - BEND

CALIFORNIA HWY. NO. 4

THE DALLES-

NORTHERN SANTA FE R.R.

NORTHERN BURLINGTON R.R.

SANTA FE R.R.

PILOT BUTTE STATE SCENIC VIEWPOINT

0 0.3 Miles

PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - MARCH 2010
GIS No. 23-62

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, not withstanding 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 31,500 vpd as compared to 6,900 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.

(Signature Required – see note below)

Chief Executive Officer **Douglas Tindall**
Highway Division
Oregon Department of Transportation
(Member Department)

This petition is authorized by official action of the Oregon Transportation Commission

under date of July 21, 1992 as follows: (Copy excerpt from minutes.)

"Vice Chairman Whitty moved that the Commission approve the Program (except the transit portion) as mailed to them and as discussed by Mr. Gilmour. The motion carried unanimously by the Commission."

The "Program" in the excerpt above refers to the *Six-Year Transportation Improvement Program 1993-1998* which included the *US-97 Bend Parkway, Phase 1* project. This was the first phase of the projects to relocate the state highway through Bend. Designation of a new US97 business route was one of the goals of those projects.

(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.

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Traffic-Roadway Section
355 Capitol St. NE, 5th Floor
Salem, OR 97301-3871
(503) 986-3568
Fax: (503) 986-4063

April 6, 2010

File Code:

AASHTO Special Committee on U.S. Route Numbering
Attn: Marty Vitale
444 North Capitol Street NW, Suite 249
Washington DC 20001

RE: Changes to US Routes US97, US97 Bus and US 20

Dear Members,

In regards to the changes in the above referenced route numbers in Bend Oregon I am submitting this petition for approval.

The Purpose and Policy in the Establishment and Development of the United State 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 from August 10, 1973 has been read and accepted.

In our opinion, this petition complies with the above applicable policy.

Douglas J. Tindall
Chief Executive Officer
Highway Division
Oregon Department of Transportation

(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.

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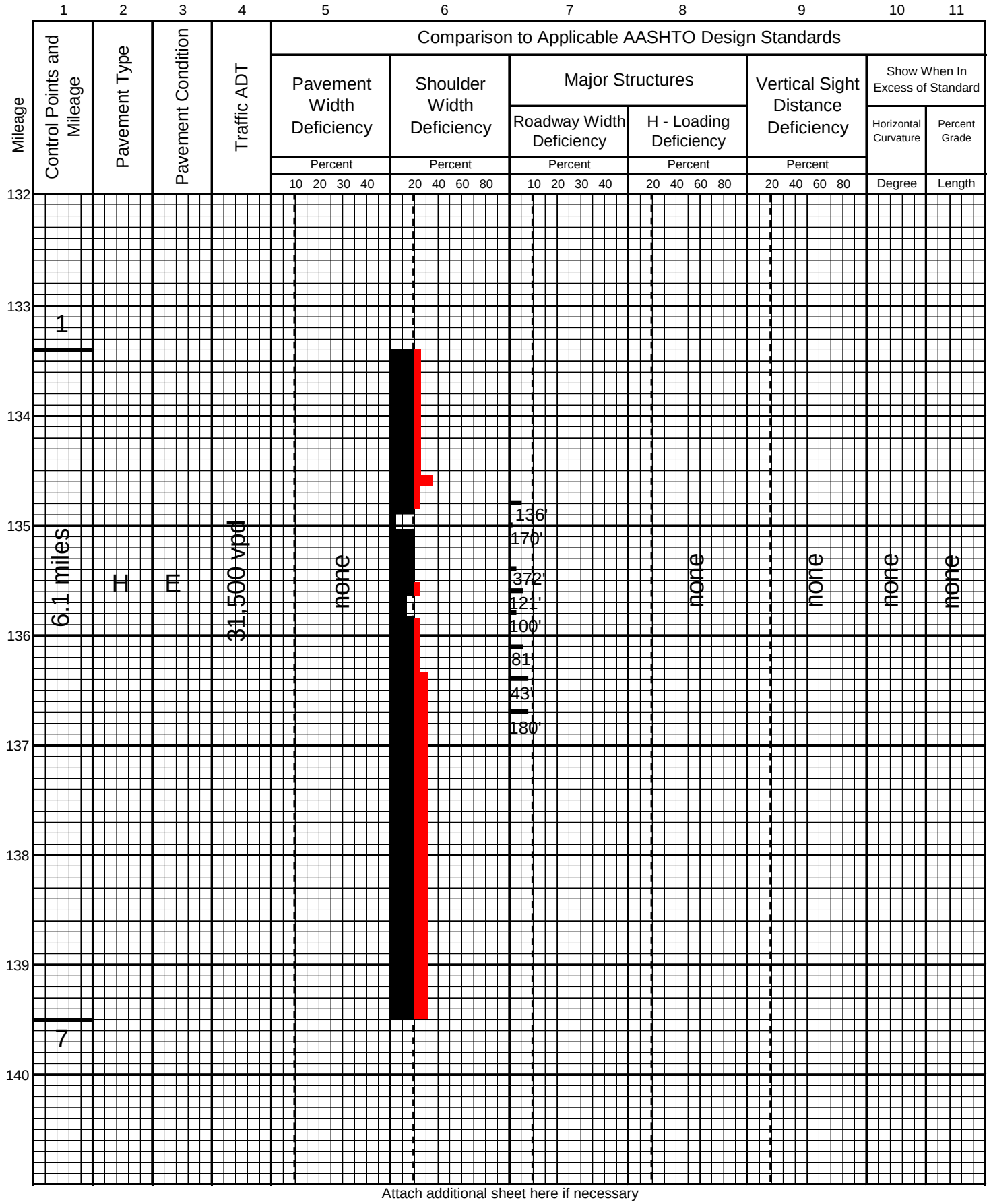
Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)



Attach additional sheet here if necessary

(Contact person regarding this application:

Name: Ed Fischer

Address: 355 Capitol St. NE, Fifth Floor
Salem, Oregon 97301-3871

Telephone Number: (503) 986-3606

Fax Number: (503) 986-4063

Email Address: Ed.L.FISCHER@odot.state.or.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) Southbound exit from The Dalles-California Hwy. (US97) to NE 3rd Street. Route milepoint 133.4.

- Describe where it is going? Through Bend, Oregon.

- 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) South

- Name the focal point city or cities Bend, Oregon

- Length of route in miles. 6.1

- Where does it end? (Terminal intersection or mile marker) Northbound exit from The Dalles-California Hwy. (US97) to SE 3rd Street. Route milepoint 139.5.

New milepost log for US97 in Oregon, includes changes proposed at Bend:

U.S. (I) Route Number	State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
97	Oregon	Regular	Biggs Jct.	0	0	State Line; crosses I-84, U.S. 30
97	Oregon	Regular	Grass Valley	28	28	NONE
97	Oregon	Regular	Cow Canyon Jct.	40	68	U.S. 197 joins and ends
97	Oregon	Regular	Madras	25	93	Joins U.S. 26
97	Oregon	Regular	Prineville Jct.	2	96	Leaves U.S. 26
97	Oregon	Regular	Redmond (N.)	22	118	U.S. 97 Bus. begins and leaves
97	Oregon	Business	Jct. N. Redmond	0	0	Route begins, leaves U.S. 97
97	Oregon	Business	Jct. S. Redmond	3	3	Route ends, rejoins U.S. 97
97	Oregon	Regular	Redmond (S.)	2	120	U.S. 97 Bus. rejoins and ends
97	Oregon	Regular	Jct. N. Bend	13	133	U.S. 97 Bus. begins and leaves
97	Oregon	Business	Jct. N. Bend	0	0	Route begins, leaves U.S. 97
97	Oregon	Business	Sisters Intch.	0.2	0.2	Joins U.S. 20
97	Oregon	Business	Bend	2	3	Leaves U.S. 20
97	Oregon	Business	Jct. S. Bend	3	6	Route ends, rejoins U.S. 97
97	Oregon	Regular	Bend	2	135	Crosses U.S. 97 Bus. and U.S. 20
97	Oregon	Regular	Jct. S. Bend	5	139	U.S. 97 Bus. rejoins and ends
97	Oregon	Regular	Willamette Jct.	53	193	NONE
97	Oregon	Regular	Klamath Falls	80	273	NONE
97	Oregon	Regular	State Line	17	289	NONE