

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of
 Pennsylvania

- | | | |
|-------------------------------------|--|-----|
| <input type="checkbox"/> | Elimination of a U.S. (Interstate) Route | |
| <input type="checkbox"/> | Establishment of a U.S. (Interstate) Route | |
| <input checked="" type="checkbox"/> | Extension of a U.S. (Interstate) Route | 224 |
| <input type="checkbox"/> | Relocation of a U.S. (Interstate) Route | |
| <input type="checkbox"/> | Establishment of a U.S. Alternate Route | |
| <input type="checkbox"/> | Establishment of a Temporary U.S. Route | |
| <input type="checkbox"/> | **Recognition of a Business Route on U.S. (Interstate) Route | |
| <input type="checkbox"/> | **Recognition of a By-Pass Route on U.S. Route | |
| <input type="checkbox"/> | *Establishment of a U.S. Bike Route | |
| <input type="checkbox"/> | *Relocation of a U.S. Bike Route | |

Between US 422 and PA 18

The following states or states are involved:
 Pennsylvania

For AASHTO Use Only
 Date received
 Date submitted
 Date to Special Committee on U.S. Route Numbering
 Date considered by the Standing Committee on Highways
 Action of Standing Committee on Highways
 Member Department Notified

- Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable.
- ** 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: August 17, 20 07

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.org

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: (Keep concise and pertinent.) This is for the extension of US 224 from its current terminus in New Castle, PA to PA 18. Extending this route will alleviate confusion for the travel public when trying to get from one route to the other. This section of US 224 will travel on State Route 4014 (State St.) for its entire length. There are no deficiencies on this section of US 224.

Date facility available to traffic Immediately

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? _____



Extension Begins
 SR 4014
 Seg 0010 Offset 0000

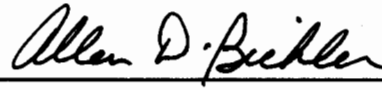
Extension Ends
 SR 4014
 Seg 0060 Offset 3442

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 11590 as compared to 42539 for the year 2005 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)

Chief Executive Officer

Pennsylvania Department of Transportation

(Member Department)

This petition is authorized by official action of _____

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

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.

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	Percent		Percent		Degree	Length				
0	Start	H	G	11,590	None	None	None	None	None	None	None	None	
20	2.1 Miles												
	End												
40													
60													
80													
100													
120													
140													
160													

Attach additional sheet here if necessary

State	Type	Intersection	Point-to-Point Mileage	Accumulated Mileage	Remarks
Pennsylvania	Regular	Jefferson St	0	0	Route begins, Joins US 422 Bus.
		Sampson St	1	1	Leave US 422 Business
		Beaver Valley Expressway	1	2	Crosses US 422
		State Line	8	10	