



**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](mailto: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
- 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 U.S. 61 and North Jct U.S. 61

The following states or states are involved:  
Iowa

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- **\*\*“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:**February 28, 2011

**SUBMIT APPLICATION ELECTRONICALLY TO** [usroutes@ashto.org](mailto: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.

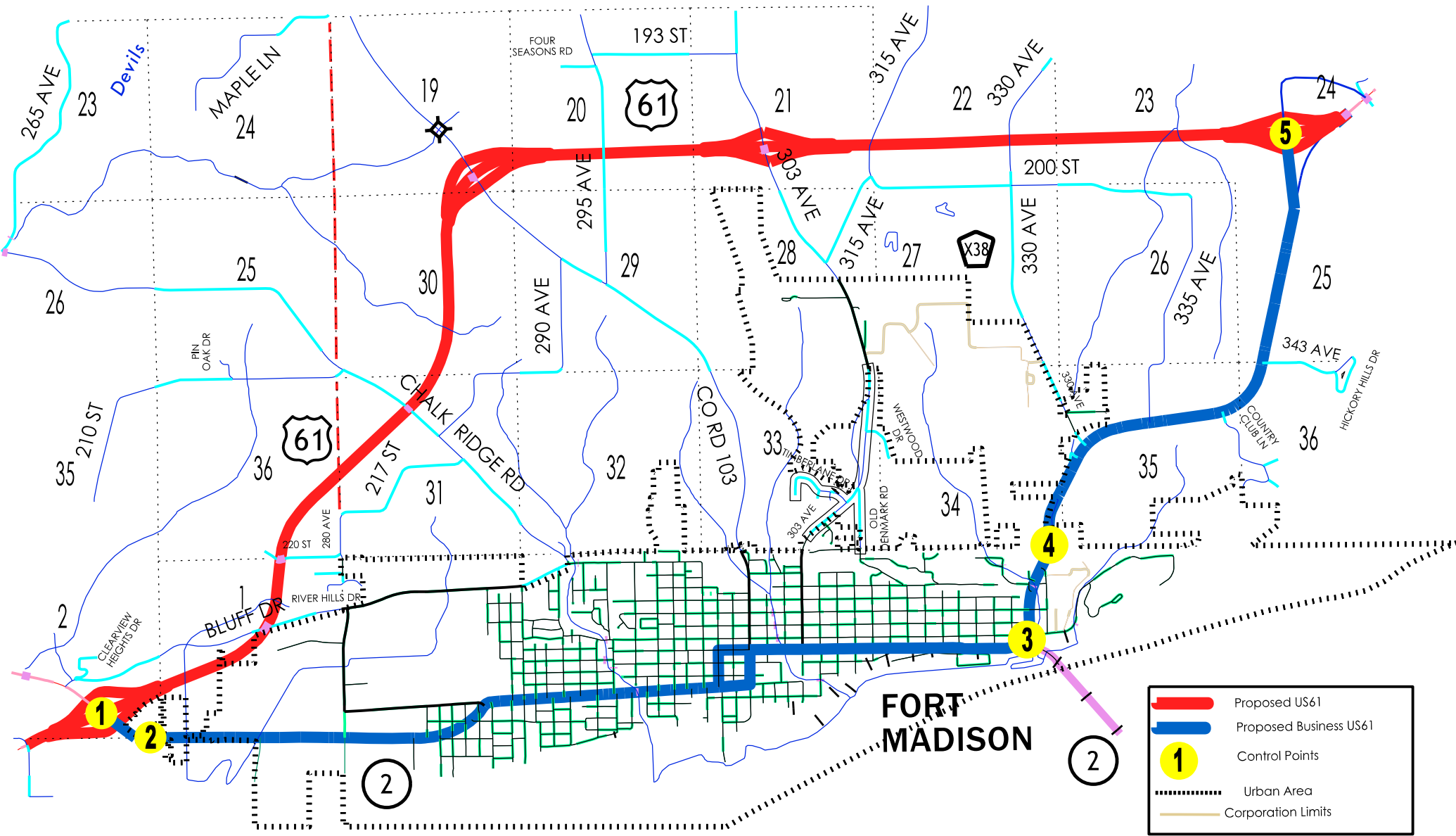
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely 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.) This request pertains to the establishment of Business Route U.S. 61 in Fort Madison. This has been requested by the City of Fort Madison to provide motorists with a route where services and other points of interest can be found.

Date facility available to traffic. Anticipated to be November 2011.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes  
If so, where? Along the existing alignment of former U.S. 61 through the City of Fort Madison.

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



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 5007.45 as compared to 5241.83 for the year 2009 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)



Nancy J. Richardson  
Director  
Iowa Department of Transportation

**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.

**(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.*

Mileage	Comparison to Applicable AASHTO Design Standards																					
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	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
0	1	H	G	8635	None				None				None				None					
	2	H	G	5723	None				None				None				None					
				Proj																		
1																						
2			F																			
3																						
4			P																			
				6174																		
			F	5077																		
				Proj																		
5			P																			
6	3	H	G	4007	None				None				None				None					
				Proj																		
7	4	H	G	3763	None				None				None				None					
				Proj																		
8																						

Attach additional sheet here if necessary

9	5	H	G	8313 Proj	None	None	None	None	None
10									
11									
12									
13									
14									

**(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](mailto:cheryl.cowie@dot.iowa.gov)

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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) Just south of the Co Rd X23 Interchange.
- Describe where it is going? East along IA 2 in Fort Madison to Jct of IA 2 then north.
- What type of facility is it traveling over? (New alignment or over an existing pathway) Along the existing alignment of Old U.S. 61.
- Give the direction of travel. (north, east, south, and west) East then north.
- Name the focal point city or cities. Fort Madison.
- Length of route in miles. Approximately 9.09 miles.
- Where does it end? (Terminal intersection or mile marker) Just north of the 190th St (Co Rd J50) Interchange and the Jct of Relocated U.S. 61.