



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 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 263rd Street (CoRd X23) and 190th St (CoRd J50)

The following states or states are involved:
Iowa

- ****“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 28th, 2011

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.

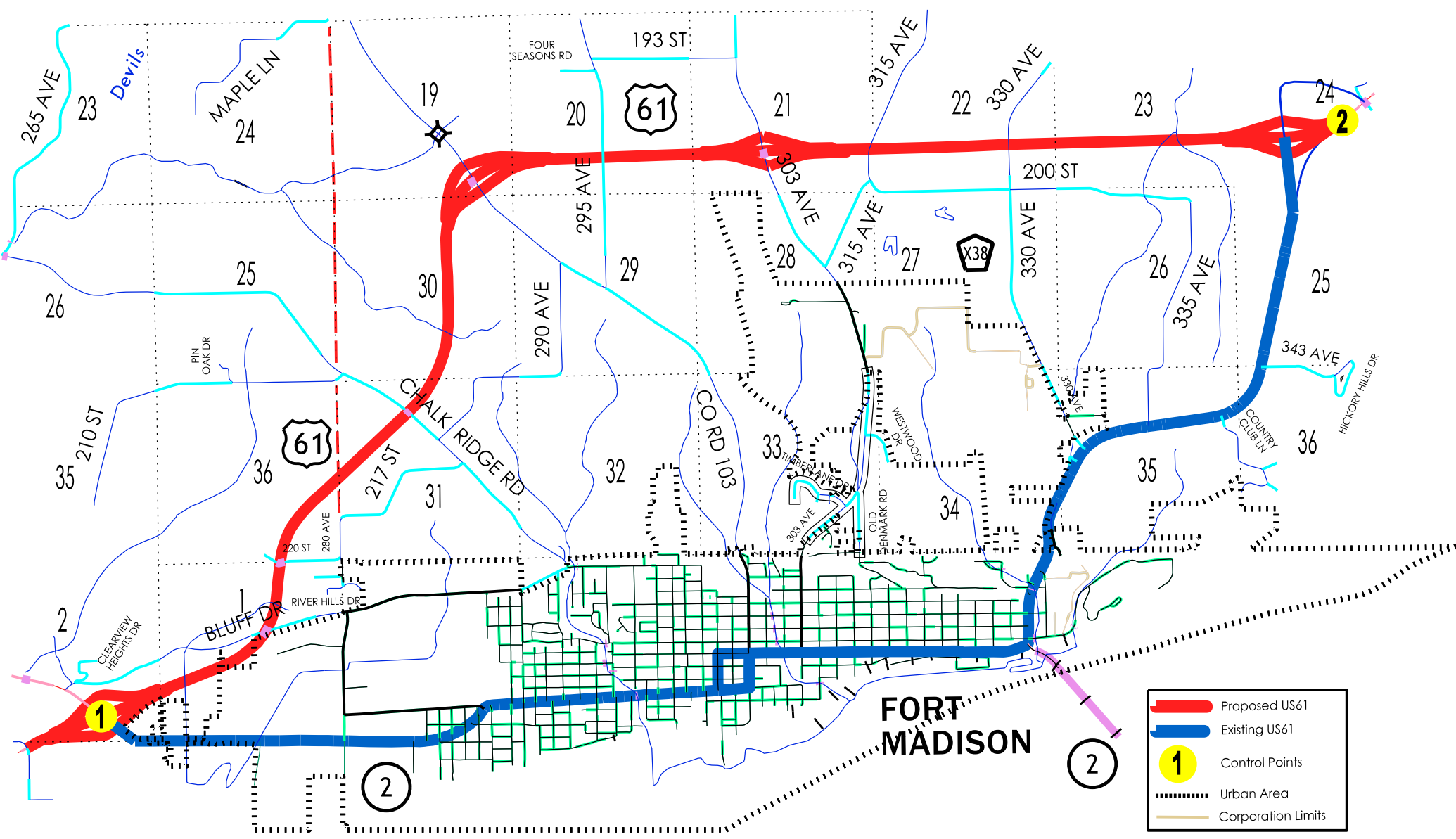
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely 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.) This request pertains to the relocation of U.S. 61 in Lee County. This relocation represents further progress in an effort to replace an old facility with a modern controlled access facility. This will expedite the flow of local and through traffic.

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? No
If so, where?

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



	Proposed US61
	Existing US61
	Control Points
	Urban Area
	Corporation Limits

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 8453.89 as compared to 5241.83 for the year 2009 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)



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.

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.

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

		1	2	3	4	5	6	7	8	9	10	11												
Mileage	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				
					Percent				Percent				Percent				Percent							
					10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80
0	1	H	E	8635 Proj	None				None				None				None							
1																								
2																								
3																								
4				8479 Proj																				
5																								
6				9261 Proj																				
7				7615 Proj																				
8	2	H	E	8313 Proj	None				None				None				None							

(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

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 Junction with IA 2 at Co Rd X23.
- Describe where it is going? Traversing north then east around the city of Fort Madison.
- 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) North, then east.
- Name the focal point city or cities. Fort Madison.
- Length of route in miles. Approximately 7.78 miles.
- Where does it end? (Terminal intersection or mile marker) Just south of 190th Street (Co Road J50) at the junction with existing alignment of U.S. 61.

US 61
Revision (2/2011)

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Iowa	Regular	Dubuque	0	0	State Line
		Dubuque	2	2	Joins US 52
		Dubuque	1	3	Crosses US 20
		Jct S Dubuque	2	5	Leaves US 52
		Jct S Dubuque	4	9	Leaves US 151
		Maquoketa	24	33	Begin Business US 61 & IA 64
	Business	Maquoketa	0	0	Route begins, leaves US 61
		Maquoketa	3	3	Route ends, rejoins US 61
	Regular	Maquoketa	2	35	End Business US 61
		Jct W. De Witt	16	51	Joins US 30
		De Witt	4	55	Leaves US 30
		Davenport	15	70	Joins I-80, Business US 61 begins
	Business	Davenport	0	0	Route begins, Leaves US 61
		Davenport	7	7	Crosses US 6
		Davenport	3	10	Joins US 67
		Davenport	1	11.0	Leaves US 67
		Davenport	4	15.0	Crosses IA 22
		Davenport	2	17.0	Route ends, rejoins US 61
	Regular	Davenport	8	78	Leaves I-80, Joins I-280
		Davenport	8	86	Crosses US 6
		Jct W. Davenport	1	87	Leaves I-280, Joins US61
		Muscatine	20	99	Begins Business US 61
	Business	Muscatine	0	0	Route begins, leaves US61
		Muscatine	3	3	Route ends, rejoins US61
	Regular	Muscatine	7	106	End Business US 61
		Burlington	44	150	Crosses US 34
		Fort Madison	14	164	N Jct Business US61
	Business	Fort Madison	0	0	Begin Business US 61
		Fort Madison	3.8	3.8	Joins IA2
		Fort Madison	5.8	9.6	Leaves IA2, Business Route Ends
Regular	Fort Madison	13	177	S Jct Business US61	
	Fort Madison	8.7	185.7	Joins US218	
	Keokuk	5.6	191.3	Leaves US218.Begin Business US 61	
Business	Keokuk	0	0	Route begins, leaves US 61. joins US 218	
	Keokuk	4	4	leaves US 218, joins US 136	
	Keokuk	2	6	Route ends, rejoins US 61	
Regular	Keokuk	3	194.3	End Business, Joins US 136,	
	State Line	1	195.3	End of Route	