

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of
GEORGIA

for

- the Elimination of a U.S. (I) Route _____
- the Establishment of a U.S. (I) Route _____
- * the Establishment of a U.S. Bike Route _____
- the Relocation of a U.S. (I) Route 19
- * the Relocation of a U.S. Bike Route _____
- the Extension of a U.S. (I) Route _____
- the Establishment of a U.S. Alternate Route _____
- the Establishment of a Temporary U.S. Route _____
- ** the Recognition of a Business Route on U.S. (I) Route _____
- ** the Recognition of a By-Pass Route on U.S. Route _____

Between North of Smithville and South of Smithville

The following states or states are involved:
 Georgia

For AASHTO Use Only

Date received _____

Date application acknowledged _____

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 _____

Date submitted:

September, 20 06

* 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.

SUBMIT SIX COPIES

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.

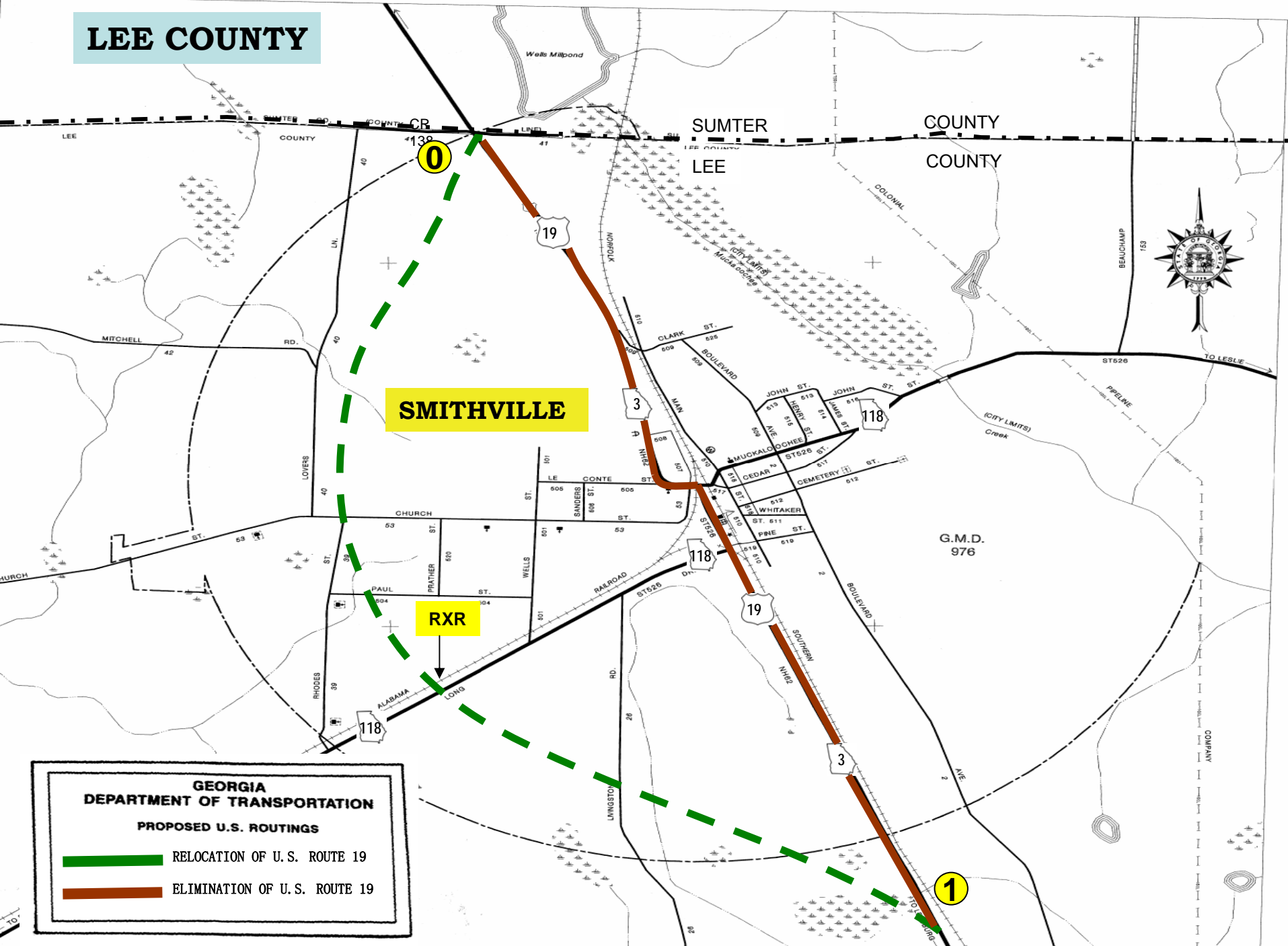
Explanation and Reasons for the Request: (Keep concise and pertinent.) Relocation of U.S. 19: The relocation of U.S. Route 19 to the Smithville Bypass will divert interregional traffic away from the Smithville central business district in Lee County.

Date facility available to traffic 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? _____

LEE COUNTY

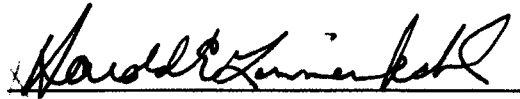


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 N/A as compared to N/A for the year N/A 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.



Harold E. Linnenkohl, Commissioner

Georgia 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	Percent	Percent	Percent	Percent	Percent	Percent	Degree	Length				
	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	20 40 60 80	20 40 60 80						
RELOCATION OF U.S. ROUTE 19													
0	0.0	H	E	6,200									
2	1.8			RXR									
1	3.4	H	E	9,000									
4													
6													
8													
10													
12													
14													

NOTE:

5. No Pavement Width Deficiency
6. No Shoulder Width Deficiency
7. No Roadway Width Deficiency
8. No H-Loading Deficiency
9. No Vertical Sight Distance Deficiency
10. No Horizontal Curvature Deficiency
11. No Percent Grade Deficiency

Attach additional sheet here if necessary

U. S. 19

UNITED STATES HIGHWAY NUMBER 19

	Poi nt to Poi nt Mi l eage	Accumul ated Mi l eage i n State	Remarks
NORTH CAROLINA			
State Li ne.....	0	0	
Bl ai rsvi l l e.....	11	11	Crosses U. S. 76
Jct. Turners Corner.	21	32	Leaves U. S. 129
N. Dahl onega.....	10	42	U. S. 19 Bus. begi ns and l eaves
U. S. ROUTE 19 BUSI NESS			
N. Dahl onega.....	0	0	Route begi ns, l eaves U. S. 19
Jct. Dahl onega.....	5	5	Route ends, rejoi ns U. S. 19
Jct. Dahl onega.....	3	45	U. S. 19 Bus. rejoi ns and ends
Jct. N. Atl anta.....	53	98	Joi ns I -285
Jct. N. Atl anta.....	1	99	Leaves I -285
Atl anta.....	8	107	Crosses I -85
Atl anta.....	2	109	Crosses U. S. 278, U. S. 78; joi ns U. S. 29
Atl anta.....	1	110	Crosses I -75 and I -85
Atl anta.....	1	111	Leaves U. S. 29
Atl anta.....	1	112	Joi ns U. S. 41, crosses I -20
Jct. S. Atl anta.....	4	116	Crosses I -85
Jct. S. Atl anta.....	3	119	Crosses I -75
Jct. S. Atl anta.....	2	121	Crosses I -285
Jct. S. Forest Park.	3	124	Crosses I -75
Gri ffi n.....	23	147	U. S. 19 Bus., U. S. 41 Bus. begi n and l eave
U. S. ROUTE 19 BUSI NESS			
Gri ffi n.....	0	0	Rte. begi ns, l eaves U. S. 19, U. S. 41; U. S. 41 Bus. begi ns and joi ns
Jct. S. Gri ffi n.....	6	6	Rte. ends, rejoi ns U. S. 19, U. S. 41; U. S. 41 Bus. ends
Jct. S. Gri ffi n.....	5	152	Leaves U. S. 41; U. S. 19 Bus., U. S. 41 Bus. rejoi n and end
Jct. S. E. Thomaston.	37	189	Joi ns U. S. 80
Jct. S. E. Thomaston.	2	191	Leaves U. S. 80

cont...

U. S. 19

UNITED STATES HIGHWAY NUMBER 19 (continued)

	Point to Point Mileage	Accumul ated Mileage in State	Remarks
*Ameri cus.	48	239	Joi ns U. S. 280
Jct. S. W. Ameri cus. .	1	240	Leaves U. S. 280
*Jct. N. Al bany.	33	273	U. S. 19 Bus. begi ns and leaves; U. S. 82 Bus. joi ns and ends; joi ns U. S. 82
<hr/>			
U. S. ROUTE 19 BUSINESS			
Jct. N. Al bany.	0	0	Route begi ns, leaves U. S. 19 and U. S. 82; joi ns U. S. 82 Bus.
Jct. E. Al bany.	7	7	Route ends, re joi ns U. S. 19 and U. S. 82; U. S. 82 Bus. begi ns
<hr/>			
Jct. E. Al bany.	5	278	Leaves U. S. 82
Jct. E. Al bany.	0	278	U. S. 19 Bus. re joi ns and ends, crosses U. S. 82 Bus.
Jct. NE Thomasvi lle.	54	332	Crosses U. S. 319, joi ns U. S. 84
Jct. NE Thomasvi lle.	1	333	Crosses U. S. 319 Busi ness
Jct. E. Thomasvi lle.	2	335	Leaves U. S. 84; U. S. 84 Bus. begi ns and leaves
State Li ne.	12	347	

FLORIDA

*The revision to U. S. Route 19 in Smithville and Lee County will become effective with the approval of the submitted AASHTO Application and the completion of the projected Smithville Bypass.

*The revision to U. S. Route 19 in Ellaville and Schley County will become effective with the approval of the submitted AASHTO Application and the completion of the projected Ellaville Bypass.