



**American Association of State Highway and Transportation Officials**

An Application from the State Highway or Transportation Department of Georgia 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

19/129

**AASHTO Use Only**

Action taken by SCOH:

Between NE of Blairsville and SE of Blairsville

The following states or states are involved:  
Georgia

---



---



---

- **\*\*“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:10/7/14

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

- **\*Bike Routes:** [this form is not applicable for US Bicycle Route System](#)

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.

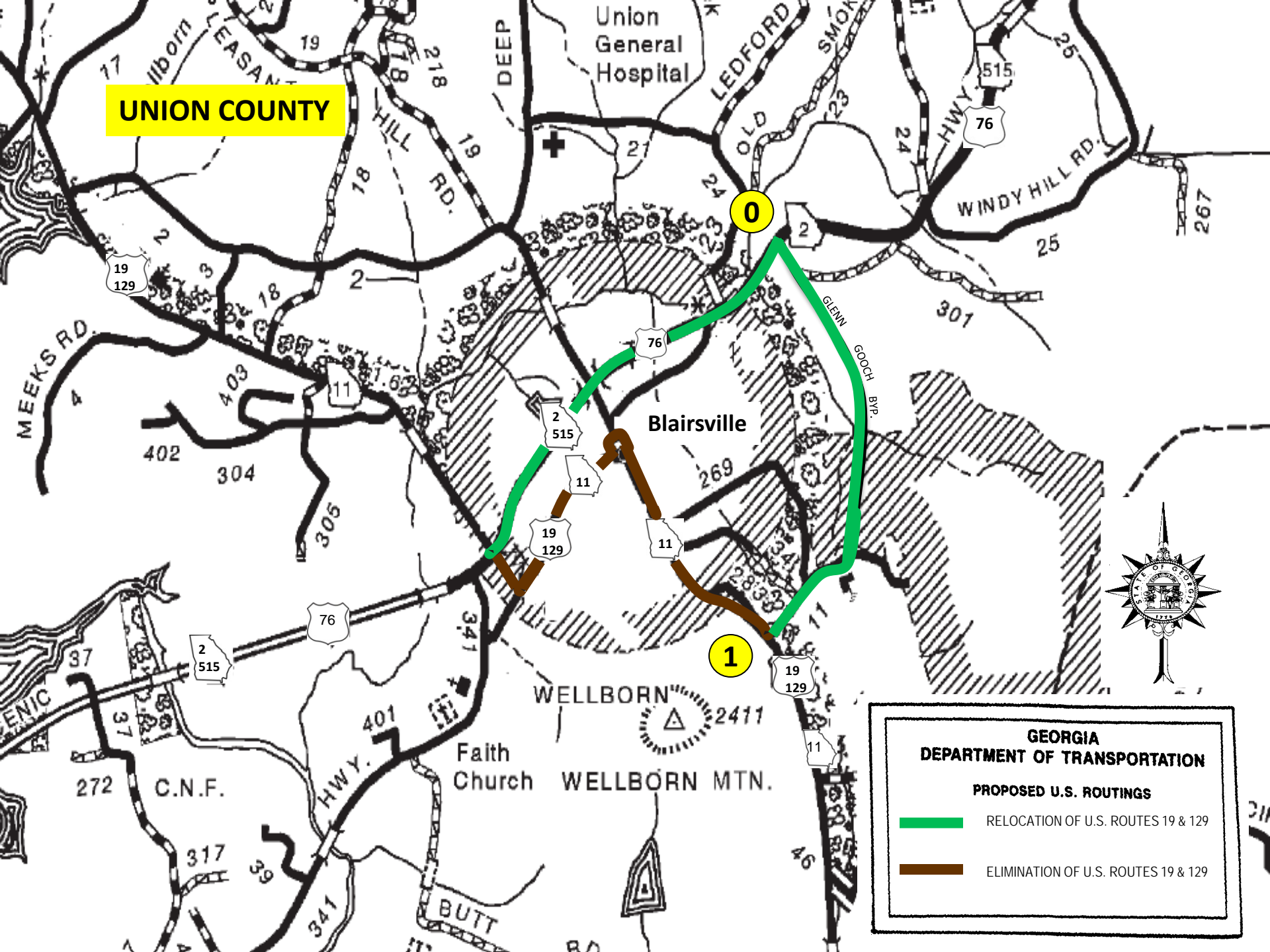
**Explanation and Reasons for the Request:** (Keep concise and pertinent.) Relocation of U.S. Routes 19 and 129 in Blairsville is necessary to improve the movement of commercial and inter-regional travel bypassing the downtown area.

Date facility available to traffic immediately

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The proposal is to route U.S. Routes 19 and 129 over an existing section of U.S. Route 76 in Blairsville for approximately 1 mile. \_\_\_\_\_



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

**UNION COUNTY**



**GEORGIA  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED U.S. ROUTINGS**

-  RELOCATION OF U.S. ROUTES 19 & 129
-  ELIMINATION OF U.S. ROUTES 19 & 129

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 6140 as compared to 8287 for the year 2013 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.



---

Keith Golden, P.E., Commissioner

---

Georgia Department of Transportation

This petition is authorized by official action of \_\_\_\_\_

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

A letter from your Chief Executive Officer is sufficient with the CEO signature is sufficient or copying the CEO on the email message you send AASHTO when submitting your application.

**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: 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: 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.

Mileage	1	2	3	4	5 Comparison to Applicable AASHTO Design Standards							10	11
	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			
							Roadway Width Deficiency	H - Loading Deficiency		Horizontal Curvature	Percent Grade		
					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				
	<b>RELOCATION OF U.S. ROUTES 19 &amp; 129</b>												
0	- 0.00	I	F	6,140									
1	1.13	I	F	6,140									
2													
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

Contact Information:

**Name: Robert Binns**

**Telephone Number: (404) 347-0691**

**Email Address: rbinns@dot.ga.gov**

---

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin?

It begins at the intersection of State Route 11/U.S 19/129 and State Route 515/U.S. 76, southwest of the city of Blairsville

Where is it going?

The intersection of State Route 11/U.S 19/129 and the Glenn Gooch Bypass, southeast of the city of Blairsville.

What type of facility is it traveling over?

Existing roadway

Explain the direction (north, east, south, and west)

Beginning southwest in the city traveling northeast, bypassing the town square and then proceeding southeast.

Name the focal point city or cities

Blairsville

Total number of miles the route will cover

1.13 miles

Where does it end?

The intersection of State Route 11/U.S. 19/129 and the Glenn Gooch Bypass southeast of the city.

**Begin your description here:**

U.S. Routes 19 & 129 would be removed from its present location to run common with State Route 515/US 76 in the city of Blairsville and would be relocated on an existing highway named the Glenn Gooch Bypass. Elimination will begin at its intersection with State Route 11/US 19/129 and State Route 515/US76 southwest in the city of Blairsville following State Route 11 thru the downtown area until its junction with the Glenn Gooch Bypass southeast of the city.

State Route 11/US 19/129 will be relocated to the Glenn Gooch Bypass.

# United State Routes

<b>US Route(s) Number</b>	<b>State</b>	<b>Type</b>	<b>Intersection</b>	<b>Point to Point</b>	<b>Accumulated</b>	<b>Remarks</b>
19/129	Georgia	Regular	State Line	0	0	NONE
19/129	Georgia	Regular	Blairsville	11	11	Joins U.S. 76 (New Section)
19/129	Georgia	Regular	Blairsville	1	12	Leaves U.S. 76 (New Section)
19/129	Georgia	Regular	Jct. Gainesville Hwy/Cleveland St	1	13	(rejoins original alignment)
19/129	Georgia	Regular	Jct. Turners Corner Rd	20	33	Leaves U.S. 129