



American Association of State Highway and Transportation Officials

Seven (7) Page Form

An Application from the State Highway or Transportation Department of
Pennsylvania

for (select one of the following):

- 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 US 209
- 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
- *Establishment of a U.S. Bicycle Route (A NEW FORM IS BEING DEVELOPED FOR US BIKE ROUTES – continue to use this until the new form is finalized)
- *Relocation of a U.S. Bicycle Route (SAA)

Between I-80 and Milford

The following state or states are involved:
Pennsylvania

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 _____

- * **Bicycle Routes:** Attach map on page 3. Obtain Signatures, page 4. Type a statement indicating that there are no deficiencies on the proposed US Bike Route. **Other sections not applicable.**
- *****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 Select from Calendar: 3/31/2009

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

You may convert your form as a PDF file, print then scan or submit as a saved word file. Send only one copy, please.

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.)

The Marshalls Creek Bypass Project is a relocation of an existing two lane roadway (US Route 209) that currently runs through the village of Marshalls Creek. The project is in Smithfield and Middle Smithfield Townships, Monroe County. The project starts approximately 5 miles north of Interstate 80 at the intersection of US 209 and Township Road T-532. From here, the relocation travels in a northeasterly direction, to the east of Marshalls Creek, where it ends at the intersection of US 209 and Township Road T-530. The length of the relocation is approximately 1.75 miles.

The predominant land use around the project is rural. Commercial properties, as well as residential, are present along the existing roadway. The existing roadway is posted at 45 mph; however, portions of it are posted at 35 mph within Marshalls Creek. Business 209 connects to US 209 from the west within Marshalls Creek.

The new, relocated US 209, is a two lane limited access facility posted at 45 mph. Lane widths will be 12 feet with 8 foot shoulders. As the relocation proceeds north from its starting point, a new roundabout will be constructed. This roundabout will provide a connection to a portion of existing US 209 that will remain after construction is complete. This remaining portion of US 209 will be renamed State Route 1019. It will be free access and serve to connect the new bypass back to Marshalls Creek. Continuing north, the bypass comes to a new signalized intersection where Business 209 will reconnect to relocated US 209 from the west. From here, the bypass turns in an easterly direction where it reconnects to existing US 209 at Township Road T-530.

Date facility available to traffic 2011

Does the petition propose a new routing over a portion of an existing U.S. Route? No
If so, where? N/A

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

Map of state, or portion thereof, indicating proposed addition or change in the (This includes US, Interstates and Bicycle Routes)

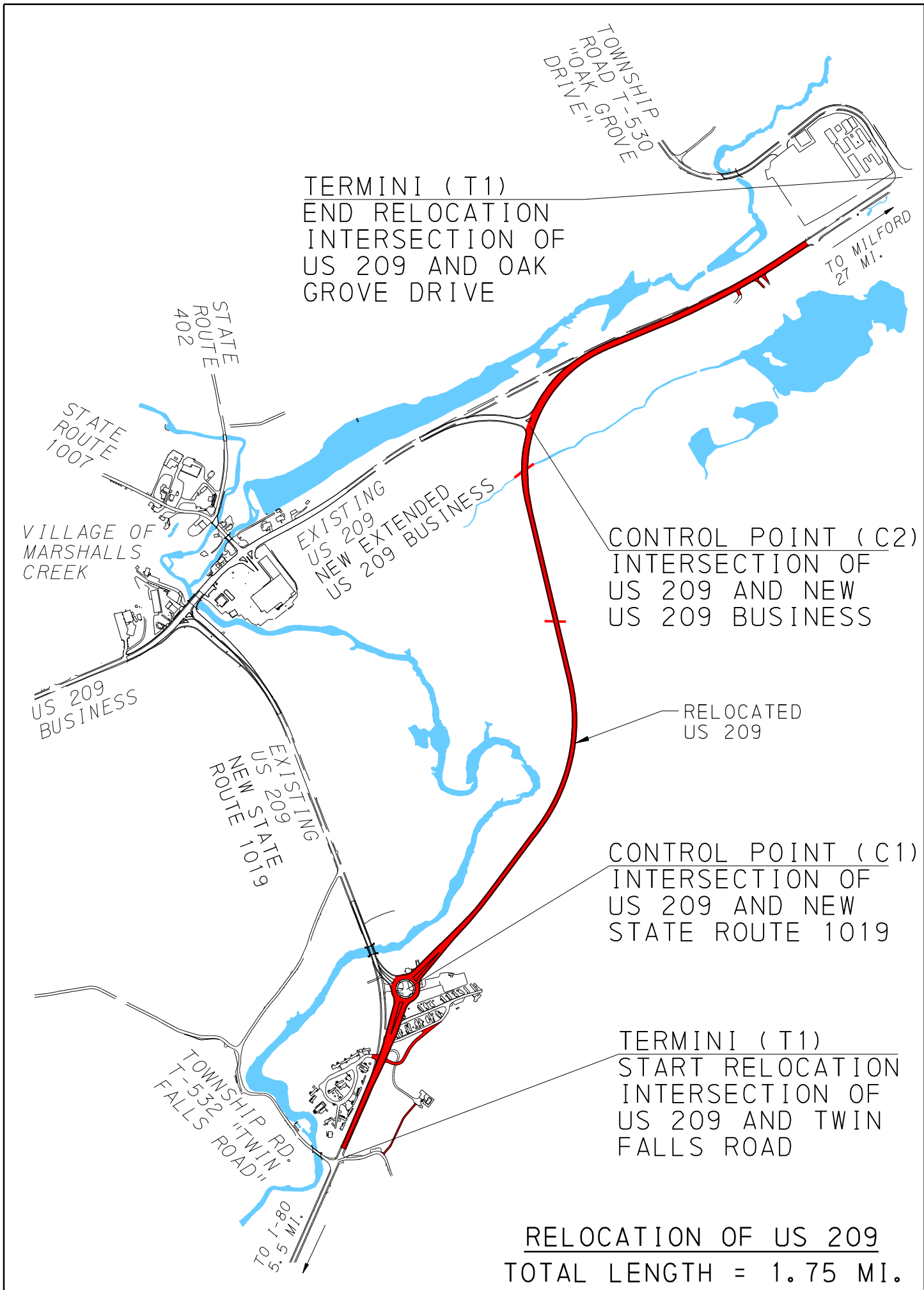
U.S. Numbered or Interstate Numbered System:

There are two ways to do this follow the instructions below or convert your map in PDF format and submit as a separate document along with this application to usroutes@aashto.org. It is your preference, however all files are converted to PDF once received by AASHTO.

SEE SEPARATE PAGE

(A photographic reduction or section of departmental map attached to this sheet. May be folded to sheet size, but do not use a map larger than four 8.5 x 11 inch sheets in size.)

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



TERMINI (T1)
 END RELOCATION
 INTERSECTION OF
 US 209 AND OAK
 GROVE DRIVE

CONTROL POINT (C2)
 INTERSECTION OF
 US 209 AND NEW
 US 209 BUSINESS

CONTROL POINT (C1)
 INTERSECTION OF
 US 209 AND NEW
 STATE ROUTE 1019

TERMINI (T1)
 START RELOCATION
 INTERSECTION OF
 US 209 AND TWIN
 FALLS ROAD

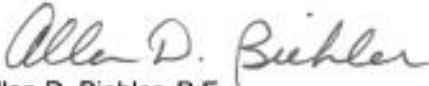
RELOCATION OF US 209
 TOTAL LENGTH = 1.75 MI.

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 16,000 as compared to 13,821 for the year 2006 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.


Allen D. Biehler, P.E.
Secretary of Transportation
Pennsylvania Department of Transportation

This petition is authorized by official action of

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

(This includes US, Interstates and Bicycle Routes)

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)

Mileage	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards												
					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			Degree	Length		
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80		
0	T1 0.25 MI.	I	E	22700	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
0.5	C1 0.9 MI.	I	E	16000	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
1	C2 0.6 MI.	I	E	24900	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
1.5	T2																
2																	
2.5																	
3																	
3.5																	
4																	

(This includes US, Interstates and Bicycle Routes)

Contact regarding this application:

Name: Mark Alexander

Address: P.O. Box 2047, Harrisburg, PA 17105

Telephone Number: 717-783-6261

Fax Number: 717-705-0686

Email Address: markalexan@state.pa.us

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) The intersection of US 209 and Township Road T-532 (Twin Falls Road)
- Describe where it is going? This portion of US 209 is a new bypass around the Village of Marshalls Creek
- 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-South
- Name the focal point city or cities. Village of Marshalls Creek
- Length of route in miles. 1.75 miles
- Where does it end? (Terminal intersection or mile marker) The intersection of US 209 and Township Road T-530 (Oak Grove Drive)