

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of

OHIO

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 US 042
- The Establishment 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 a U.S. (I) Route _____
- The Recognition of a By-Pass Route on a U.S. Route _____

Between US 42, Plain City, OH and US 42, Plain City, OH

The following state or states are involved

Ohio

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 Highway	Action of Standing Committee on Highways	Member Department Notified

Date Submitted

March, 2007

* Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable.
** A local vicinity map is needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on the proposed route, if true, will suffice. If there are deficiencies, they should be 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.

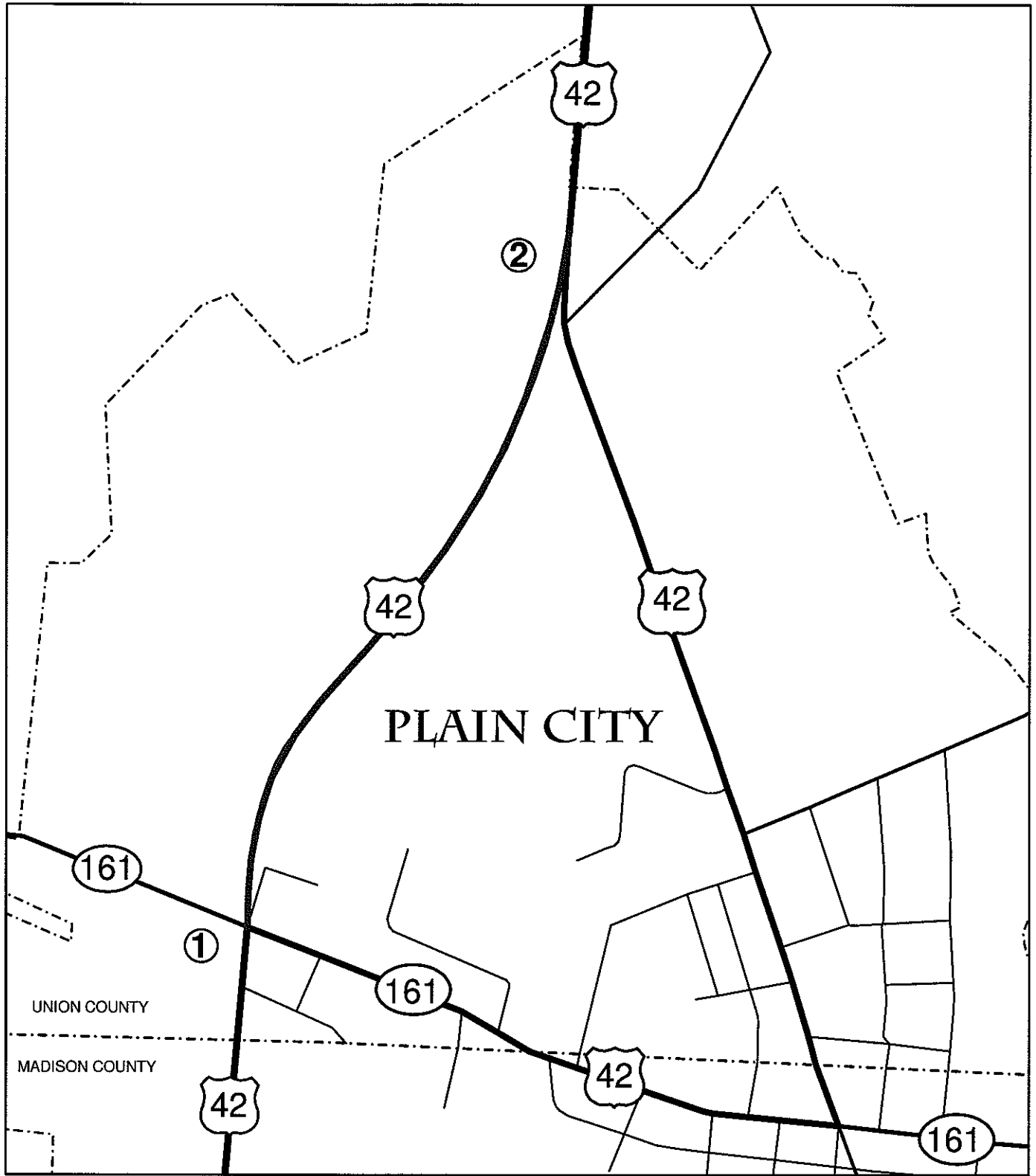
Explanation and Reasons for the Request: (Keep concise and pertinent.)

US 42 runs from Cleveland to Cincinnati (NE to SW) - approximately 245 miles. In Plain City, Ohio, near Columbus, it makes two sharp turns, which are difficult for trucks and other large vehicles to negotiate - particularly when there are other vehicles present. ODOT is constructing a "bypass" which will allow US 42 traffic to avoid the turns and the most built-up portions of Plain City. It will shorten US 42 by about 0.75 miles.

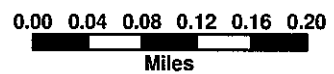
Date facility available to traffic Fall, 2007

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?



US 42 Relocation - Union County, Ohio



Legend

-  New US 42 Alignment
-  Existing US 42 Alignment

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 the 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 10,690
as compared to 10,900 for the year 2005 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.

James Beasley, P.E., P.S.
(JRS) Signature

Chief Executive Officer Ohio Department of Transportation
(Member Department)

This petition is authorized by official action of Ohio Department of Transportation

under date of November 3, 2005 as follows: (Copy excerpt from minutes.)



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 6, 400 EAST WILLIAM STREET, DELAWARE, OHIO 43015 (740) 363-1251 FAX (740) 363-6451

November 3, 2005

Board of County Commissioners
Madison County
1 North Main Street
London, OH 43140

Board of County Commissioners
Union County
233 West Sixth Street
Marysville, OH 43040

RE: Relocation of MAD/UNI-42

Dear Commissioners:

In accordance with section 5511.01 of the Ohio Revised Code, I hereby certify that an alignment has been established for the relocation of State Route US 42 in Madison and Union Counties. Attached are a copy of the formal Journal Entry (06-MAD-2005-01) and associated maps which describe the roadway in more detail.

If you have any questions, please contact my representative, Ms. Valerie Croasmun, at (740) 833-8022.

Respectfully,

Gordon Proctor
Director
Ohio Department of Transportation

Attachments

c: Reading File

ODOT D6:

Deputy Director
Planning Administrator
Production Administrator
Highway Management Administrator
Public Affairs Office

2005 MAR 20 10:11:56

Control Points & 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	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Degree	Length				
10	20	30	40	10	20	30	40	10	20	30	40	20	40	60	80	20	40	60	80			
0																						
1	Bypass Start																					
0.2																						
0.75 Miles	H	E	10,690	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
0.4																						
0.6																						
2	Bypass End																					
0.8																						
1																						
1.2																						
1.4																						
1.6																						

