

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 050
- 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 Belpre, OH and Ohio-WV State Line

The following state or states are involved

Ohio and West Virginia

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

August

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.)

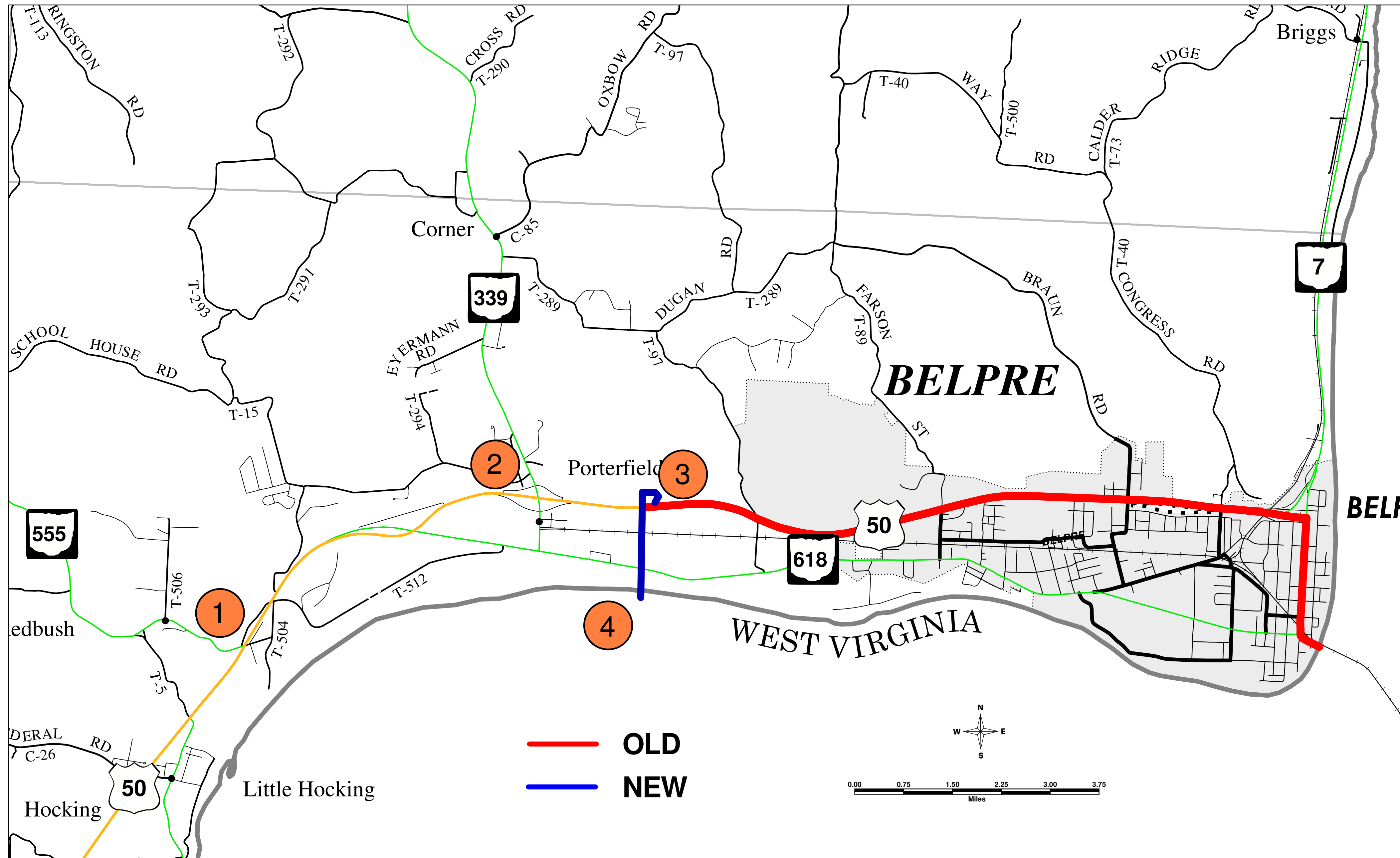
US 50 presently crosses the Ohio River from West Virginia to Ohio via a bridge at Belpre Ohio. A new bridge has been constructed just west of Belpre to carry the US 50 traffic. West Virginia has constructed new East-West roadway to carry traffic to the bridge, and Ohio has constructed a North-South roadway to carry it from the bridge to the existing alignment of US 50, bypassing Belpre. The new alignment will shorten the Ohio portion of US 50 by about 5 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?

WASHINGTON 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 the State Highway and Transportation Officials, not withstanding 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 29,960 (2020 Projection)
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.


(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 May 7, 2004 as follows: (Copy excerpt from minutes.)



State of Ohio Department of Transportation

WAS-50-4.40, PID: 23565

WAS-50-5.45, PID: 21009

Corridor D

Ohio River Bridge Project

Summary of Cost Increase for Design and Right-of-way



Approved by
CRAC
5/7/04

The Ohio Department of Transportation's contribution to the U.S. Route 50 bypass of Belpre (OH) and Parkersburg (WV) involves the two subject projects listed above. The majority of this bypass is located in West Virginia and is already constructed or is currently under construction. The two subject projects, once sold and constructed, will complete this corridor. The project listed as "WAS-50-5.45", includes the construction of the bridge over the Ohio River and includes all of the approach structures in Ohio and West Virginia. The project listed as "WAS-50-4.40", only contains the construction of the approach roadway in Ohio including a new interchange. The West Virginia Division of Highways (WVDOH) is administering the design of both projects.

Journal Entry 10 - WAS - 07 - 001

Routes associated with the Appalachian Development Highway System - Corridor D

Project: WAS - 50 – 4.40 PID 23565

WAS - 50 – 5.50 PID 21009

In accordance with Section 5511.01 of the Ohio Revised Code, the Director of Transportation is granted the responsibility to certify changes to the state highway system and maintain a permanent record of the action. As such, the following final actions, listed for each route associated with the Appalachian Development Highway System – Corridor D Project, are hereby certified and effective on the date affixed below.

The Appalachian Development Highway System – Corridor D Project was developed in cooperation with the West Virginia Department of Highways. The Record of Decision was issued by the Federal Highway Administration on May 7, 1999.

A re-evaluation of the Final Environmental Impact Statement was prepared in 2000 to address changes to the approach roadways within Ohio. A Public Meeting was held on March 8, 2000, in Belpre, Ohio to present the recommended realignment and seek public input. The Reevaluation was approved by the Federal Highway Administration on September 7, 2000. Upon the completion of construction, the highway is expected to open to traffic in November, 2007. Therefore, the following final actions are to be recorded as permanent changes to the state highway system:

U.S. Route 50

THE IMPROVEMENT AND ESTABLISHMENT OF A LIMITED ACCESS HIGHWAY SITUATED ENTIRELY WITHIN BELPRE TOWNSHIP, WASHINGTON COUNTY, OHIO.

Said improvement will consist of an alignment along the preferred alternative corridor. The preferred alternative begins at a straight line distance 4.40 miles from the Athens County line along US Route 50, at a point east of the Little Hocking Interchange in Washington County, Ohio. The Preferred alternative corridor extends easterly through the modified Porterfield Interchange, then southerly to become the approach roadway of the Blennerhassett Island Bridge over the Ohio River near Parkersburg, West Virginia.

Said establishment of limited access right of way is to include all proposed access areas and extend along intersecting crossroads in accordance with the Ohio Department of Transportation's Limited Access Policy.

Control Points & 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 10 20 30 40	Percent 10 20 30 40	Percent 10 20 30 40	Percent 20 40 60 80	Percent 20 40 60 80	Percent 20 40 60 80	Degree	Length		
1	Junction SR 555												
2.2 Miles	H	E	50,140	None	None	None	None	None	None	None	None	None	None
2	Junction SR 339												
0.5 Miles	H	E	33,330	None	None	None	None	None	None	None	None	None	None
3	Approach to Bridge												
0.6 Miles	H	E	29,960	None	None	None	None	None	None	None	None	None	None
4	WV State Line												

Attach additional sheet here if necessary

