



American Association of State Highway and Transportation Officials

Seven (7) Page Form

An Application from the State Highway or Transportation Department of
Colorado

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 85
- 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 161 and 173

The following states or states are involved:
Colorado

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: March 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 current alignment of U.S. Routes 85 & 87 is along Colorado state highways 025D, 029A, 085K, and part of a state owned frontage road. The Colorado Department of Transportation (CDOT) relinquished ownership of 025D, 029A, 085L, and the frontage road to the county and municipal jurisdictions in 2007 and 2008. To better manage U.S. Routes 85 & 87 CDOT is requesting that the alignment of the routes be moved to I-25, which runs parallel to the current alignment.

Date facility available to traffic immediately

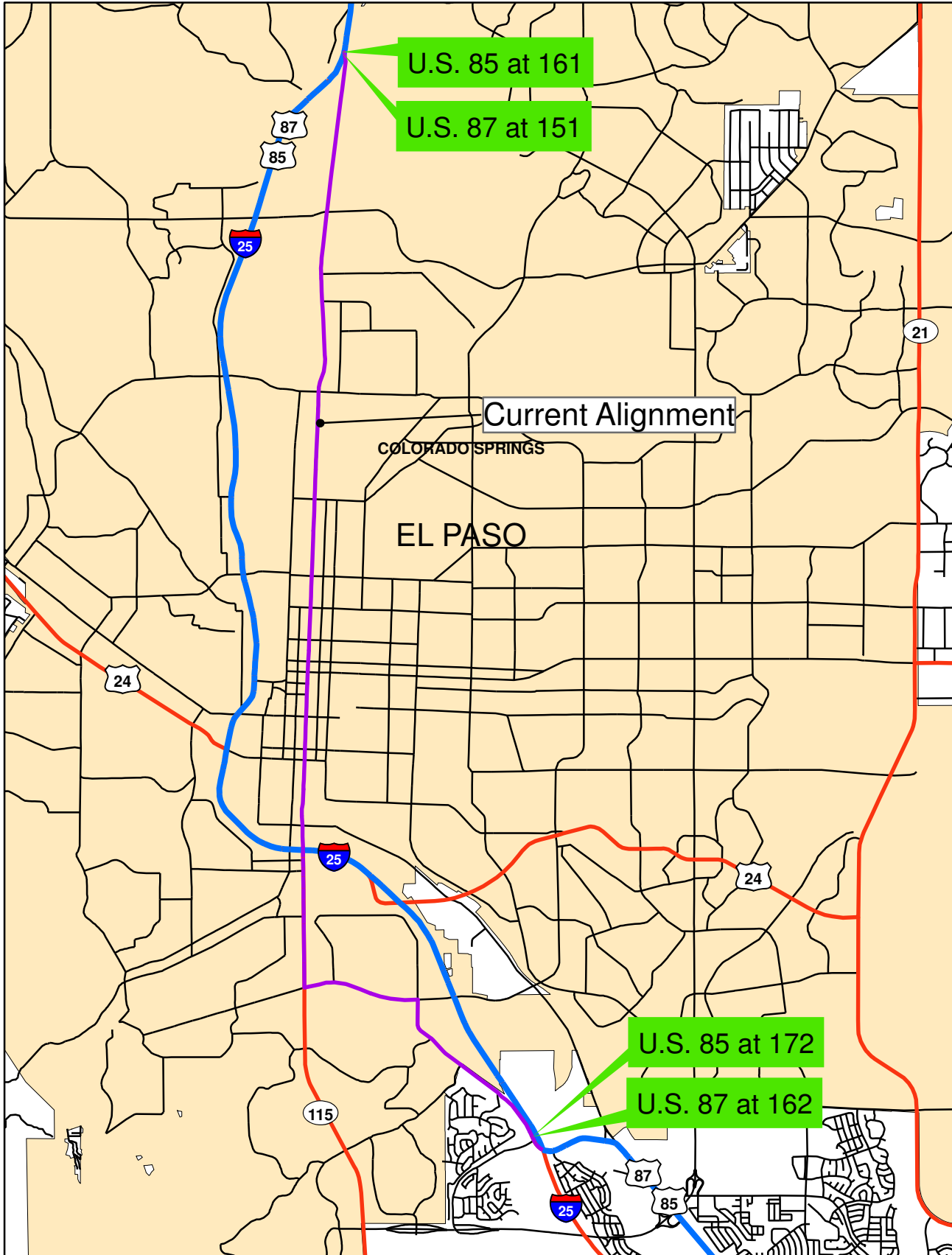
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes
If so, where? I-25

Does the petition propose a new routing over a portion of an existing Interstate Route? No, This petition proposed moving existing route number designations over an existing Interstate Route.
If so, where? I-25

Colorado Department of Transportation Proposed U.S. 85 & 87 Alignment

Legend

- Current Alignment
- Proposed Alignment
- State Highway
- Local Roads



0 0.25 0.5 1 1.5 2 Miles



Produced by: CDOT-DTD-DMU
Contact: 303-512-4808
Date: March 2009
Purpose: AASHTO US Route Numbering

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

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.

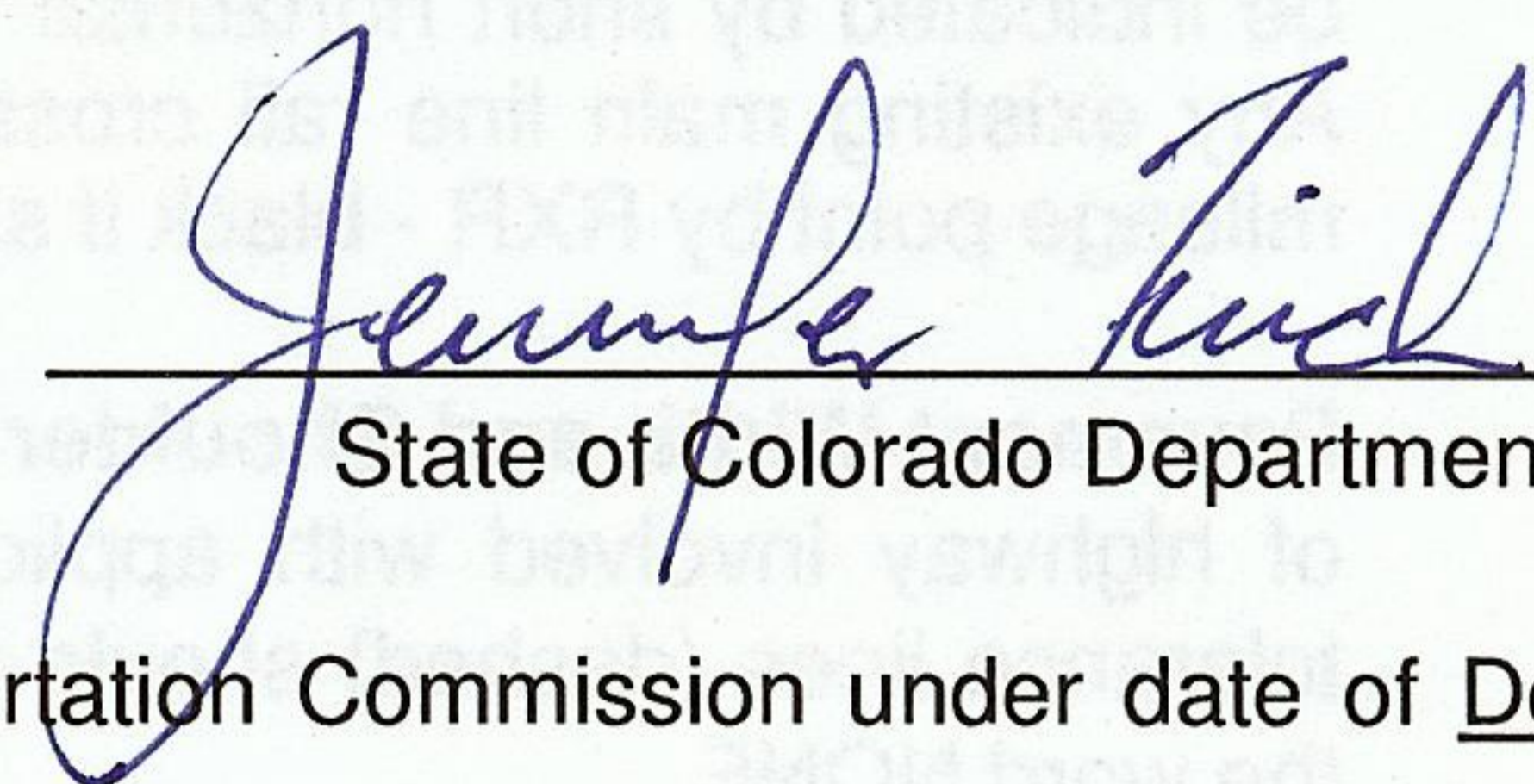
The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 87,700 as compared to 6,844 for the year 2007 for all other U.S. Numbered Routes in the State.

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 Required – see note below)

Chief Executive Officer
(Member Department)


State of Colorado Department of Transportation

This petition is authorized by official action of Colorado Transportation Commission under date of December 18, 2008 as follows: (Copy excerpt from minutes.) Please see attached

(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.

(This includes US, Interstates and Bicycle Routes)

Contact regarding this application:

Name: William Johnson

Address: 4201 E. Arkansas Ave. Shumate Bldg. Denver, CO 80222

Telephone Number: 303-512-4808

Fax Number: 303-757-9727

Email Address: William.g.johnson@dot.state.co.us

Description to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

- o Where does the route begin? (Intersection or Mile Marker) State Line of Colorado and Wyoming.
- o Describe where it is going? State Line of Colorado and New Mexico.
- o What type of facility is it traveling over? (New alignment or over an existing pathway) Interstate over existing pathway.
- o Give the direction of travel(north, east, south, and west) North/South
- o Name the focal point city or cities Denver, Colorado Springs
- o Length of route in miles. U.S. 85 – 309 miles,
- o Where does it end? (Terminal intersection or mile marker) U.S. 85 terminates at the state line in Colorado
- o

United States Highway Number 85

| State | Type | Intersection | Point to Point Mileage | Accumulated Mileage in State | Remarks |
|----------|---------|-----------------------|------------------------|------------------------------|----------------------------------|
| Colorado | Regular | State Line | 0 | 0 | |
| | | Greeley | 44 | 44 | Crosses U.S. 34 |
| | | Jct. S.W. Brighton | 40 | 84 | Joins U.S.6, I-76 |
| | | Jct. N. Commerce City | 3 | 87 | Leaves I-76 |
| | | Commerce City | 3 | 90 | Crosses I-270, U.S. 36 |
| | | Denver | 2 | 92 | Joins I-70 |
| | | Denver | 2 | 94 | Leaves I-70, joins U.S. 87, I-25 |
| | | Denver | 3 | 97 | Crosses U.S. 40, U.S. 287 |
| | | Denver | 1 | 98 | Leaves U.S. 6 |
| | | Denver | 2 | 100 | Leaves I-25, U.S. 87 |
| | | Englewood | 4 | 104 | Crosses U.S. 285 |
| | | Jct. N. Castle Rock | 22 | 126 | Joins I-25, U.S. 87 |
| | | Colorado Springs | 42 | 168 | Leaves I-25 |
| | | Colorado Springs | 4 | 172 | Crosses I-25 |
| | | Fountain | 9 | 181 | Joins I-25, U.S. 87 |

| | | | |
|----------------------|----|-----|-------------------------------------|
| Pueblo | 26 | 207 | Joins U.S. 50 |
| Pueblo | 1 | 208 | Leaves U.S. 50 |
| Jct. N.W. Walsenburg | 48 | 256 | Leaves I-25 |
| Walsenburg | 2 | 258 | Crosses U.S. 160 |
| Jct. S.E. Walsenburg | 2 | 260 | Joins I-25, U.S. 160 |
| | | | Leaves U.S. 160; U.S. 350 joins and |
| Trinidad | 36 | 296 | ends |
| State Line | 13 | 309 | |

WHEREAS, the City of Colorado Springs accepted by resolution, dated June 10, 1997, approving an Intergovernmental Agreement between CDOT and the City for the transfer of Jurisdiction over certain sections of State Highway including SH 85 (Venetucci Boulevard) from B Street to SH 29 (Lake Avenue); and

WHEREAS, the City of Colorado Springs and Colorado Department of Transportation previously executed an Intergovernmental Agreement, dated June 29, 1999, and an amendment to the final agreement, dated November 13, 2007, for the transfer of ownership of various state highways, including the abondment to the City Academy Boulevard and portions of US 85 from Ventucci Street to Nevada Avenue to I-25, and the transfer of Powers Boulevard to CDOT; and

WHEREAS, El Paso County (EPC) and Colorado Department of Transportation previously executed an Intergovernmental Agreement dated April 30, 2007 for the transfer of ownership of various state highways, including Academy Boulevard and Mesa Ridge Parkway, to EPC and the transfer of Powers Boulevard to CDOT; and

WHEREAS, EPC has transferred to CDOT the ownership for Mesa Ridge Parkway and Powers Boulevard by completing a Quitclaim Deed on March 13, 2008; and

WHEREAS, CDOT requests that the Transportation Commission extend the designation of SH 16 along Mesa Ridge Parkway from Syracuse Street to Powers Boulevard; and

WHEREAS, CDOT requests that the Transportation Commission re-designate US 85/US 87 to coincide with I-25 from B Street to North Nevada Avenue; and

WHEREAS, the Amendment is entered into pursuant to sections 29-1-203, 43-1-110, 43-1-210(5), 43-2-106, 43-2-144, and 43-2-106 of the C.R.S., and Colo. Const. Article XX.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission of Colorado approves the re-designation of US 85/US 87 to coincide with I-25 from B Street to North Nevada Avenue and the designation of SH 16 along Mesa Ridge Parkway from Syracuse Street to Powers Boulevard.