



AASHTO



Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of NEVADA for:

- | | |
|---|----------------------|
| <ul style="list-style-type: none"> <input type="checkbox"/> Elimination of a U.S. (Interstate) Route <input type="checkbox"/> Establishment of a U.S. (Interstate) Route <input type="checkbox"/> Extension of a U.S. (Interstate) Route <input type="checkbox"/> Relocation of a U.S. (Interstate) Route <input type="checkbox"/> Establishment of a U.S. Alternate Route <input type="checkbox"/> Establishment of a Temporary U.S. Route <input checked="" type="checkbox"/> **Recognition of a Business Route on U.S. (Interstate) <input type="checkbox"/> **Recognition of a By-Pass Route on U.S. Route | <p>US93 Business</p> |
|---|----------------------|

AASHTO Use Only

Between IR11 and SR172

The following states or states are involved:
NEVADA

- *****"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: April 12, 2017

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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.) The new portion of Interstate 11 is under construction and is scheduled to open in May 2017. When IR11 is open, we wish to designate a portion of old US93 as US93 Business. The Business designation will begin at the junction IR11, county cumulative mile 11.351 and end at the junction of SR172 at US93 county cumulative mile 2.029 for a total distance of 9.322 miles.

Date facility available to traffic May 2017

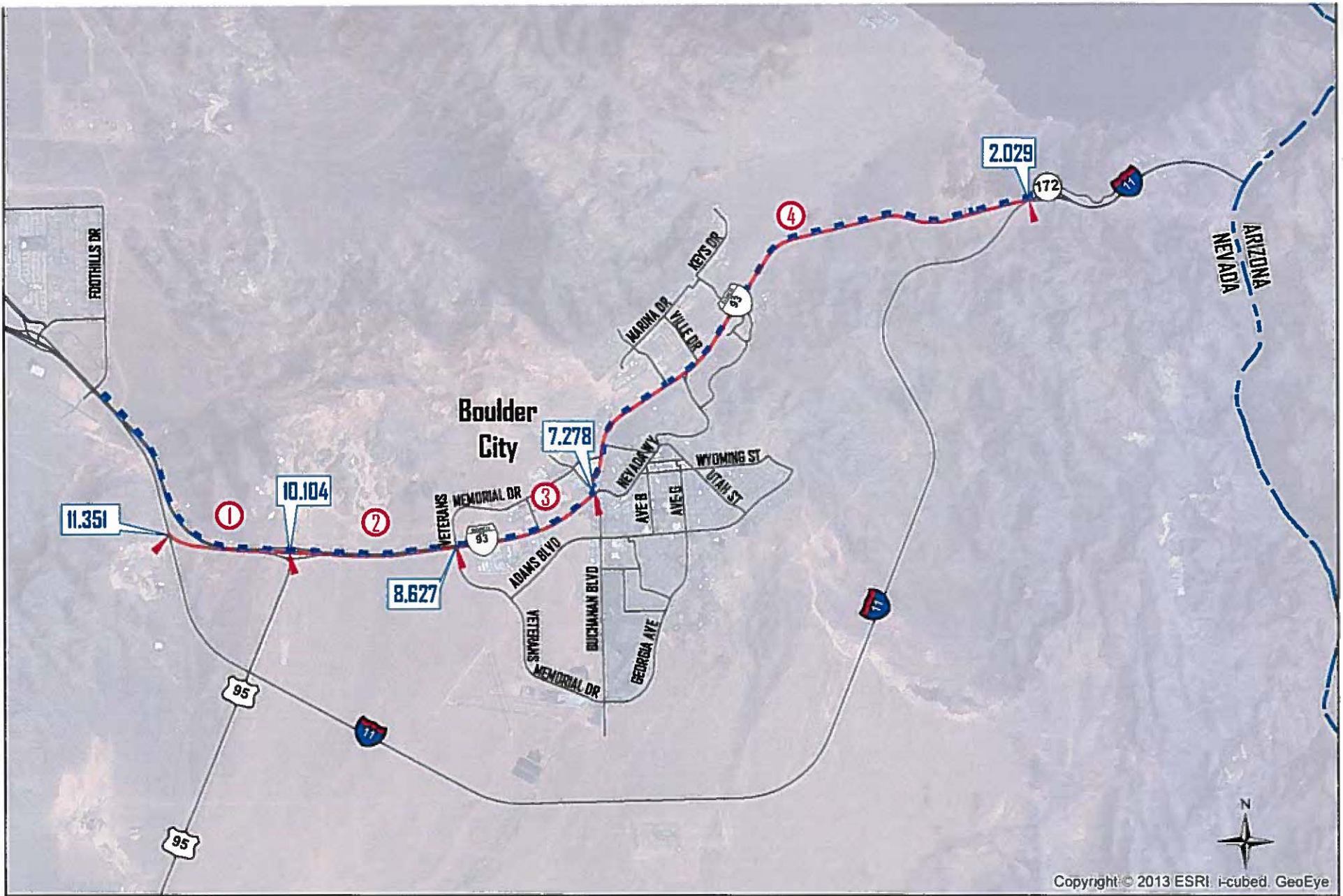
Does the petition propose a new designation over a portion of an existing U.S. Route? Yes If so, where? US93

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

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

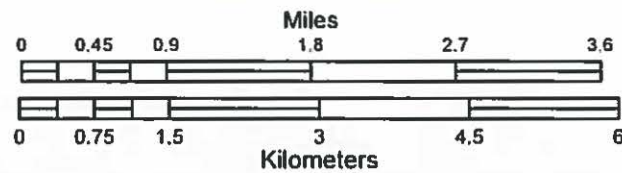
Send your PDF color map to mvitale@ashto.org with this application.

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Copyright © 2013 ESRI, i-cubed, GeoEye

- Business US93
- - - Existing US93
- State Highways and Local Roads
- ④ Segment Number
- Control Points



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 20,175 as compared to 18,000 for the year 2015 for all other U.S. Numbered Routes in the State.

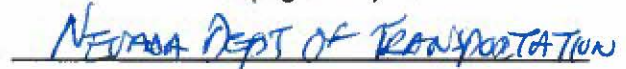
The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

Chief Executive Officer

DocuSigned by:


(Signature)⁴⁴⁵


(Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. 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.

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.

	1	2	3	4	5	6	7	8	9	10	11		
Mileage	Control Points and 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	Percent
					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				
0	1.247	H	E	3,700	NONE	NONE	NONE	NONE	NONE				
20	1.477	H	E	39,000	NONE	NONE	NONE	NONE	NONE				
40	1.349	H	E	20,000	NONE	NONE	NONE	NONE	NONE				
60	5.249	H	E	18,000	NONE	NONE	NONE	NONE	NONE				
80													
100													
120													
140													
160													

Attach additional sheet here if necessary

Contact Information:

Robert Madewell

Assistant Chief, Data Administration

Roadway Systems Unit

(775)888-7675

rmadewell@dot.nv.gov

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

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

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

Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

Begin your description here in unformatted single spaced paragraph format:

The Business route begins at the junction of IR11, county cumulative mile 11.351.

The Business route is traveling along US93.

The Business route will be traveling over a four-lane divided highway.

The Business route runs in an east direction from IR11 and follows the old US93 alignment through Bolder City.

The focal point is Boulder City.

The total number of miles the Business route will cover is 9.322 miles.

The Business route ends at the junction of SR172 at US93 county cumulative mile 2.029.

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
93	Nevada	Regular	State Line	0	0	ID/NV State Line
93	Nevada	Regular	Jackpot	1	1	NONE
93	Nevada	Regular	Wells	67	68	Crosses I-80 Bus. & I-80; U.S. 93 Alt. begins and leaves
93	Nevada	Alternate	Wells	0	0	Route begins, leaves U.S. 93; joins I-80; I-80 Bus. joins & ends
93	Nevada	Alternate	Wendover	58	58	Leaves I-80
93	Nevada	Alternate	Jct. S.E. Currie	59	117	Route ends, rejoins U.S. 93
93	Nevada	Regular	Jct. S.E. Currie	78	146	U.S. 93 Alt. rejoins and ends
93	Nevada	Regular	Ely	58	204	Joins U.S. 6 Bus. and U.S. 50
93	Nevada	Regular	East Ely	1	205	Joins U.S. 6; U.S. 6 Bus. begins
93	Nevada	Regular	Jct. S.E. East Ely	26	231	Leaves U.S. 6, U.S. 50
93	Nevada	Regular	Pioche	81	312	NONE
93	Nevada	Regular	Caliente	25	337	NONE
93	Nevada	Regular	Jct. N.E. Las Vegas	128	465	Joins I-15
93	Nevada	Regular	Las Vegas	21	486	Leaves I-15; joins U.S. 95 and I-515
93	Nevada	Business	Las Vegas	14	506	Crosses I-215 Intg
93	Nevada	Regular	Las Vegas	6	506	Leaves I-515. I-515 joins and ends at Wagon Wheel Intg.
93	Nevada	Regular	Las Vegas	1	507	I-11, new alignment, Foothills Dr
93	Nevada	Business	Railroad Pass	2	509	Begin Bus. Us 93, Leaves IR11 Interchange
93	Nevada	Business	Boulder City	3	512	Boulder City Jct. of Buchanan Blvd.
93	Nevada	Business	Boulder City	5	517	End Bus US93, SR172/I-11 Interchange
93	Nevada	Regular	Las Vegas	3	510	Leaves U.S. 95
93	Nevada	Regular	Boulder City	12	521	Jct Bus US93 @ SR172, SR 172 leaves
93	Nevada	Regular	State Line	3	520	NV/AZ State Line: Center Colorado River Bridge



AASHTO



Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Nevada 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

US95

AASHTO Use Only

Between Foothills Dr. and Railroad Pass Intg.
(Old US93/OldUS95 Intg.)

The following states or states are involved:
Nevada

- ***"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: April 12, 2017

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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.) The new portion of Interstate 11 is under construction and is scheduled to open in May 2017. When Interstate 11 is open, we wish to relocate US95 from its current alignment. The relocation would connect US95 to the IR11 alignment at Foothills Dr. to the Railroad Pass Intg. (Old US93/Old US95 Intg.) for a total distance of 2.759 miles.

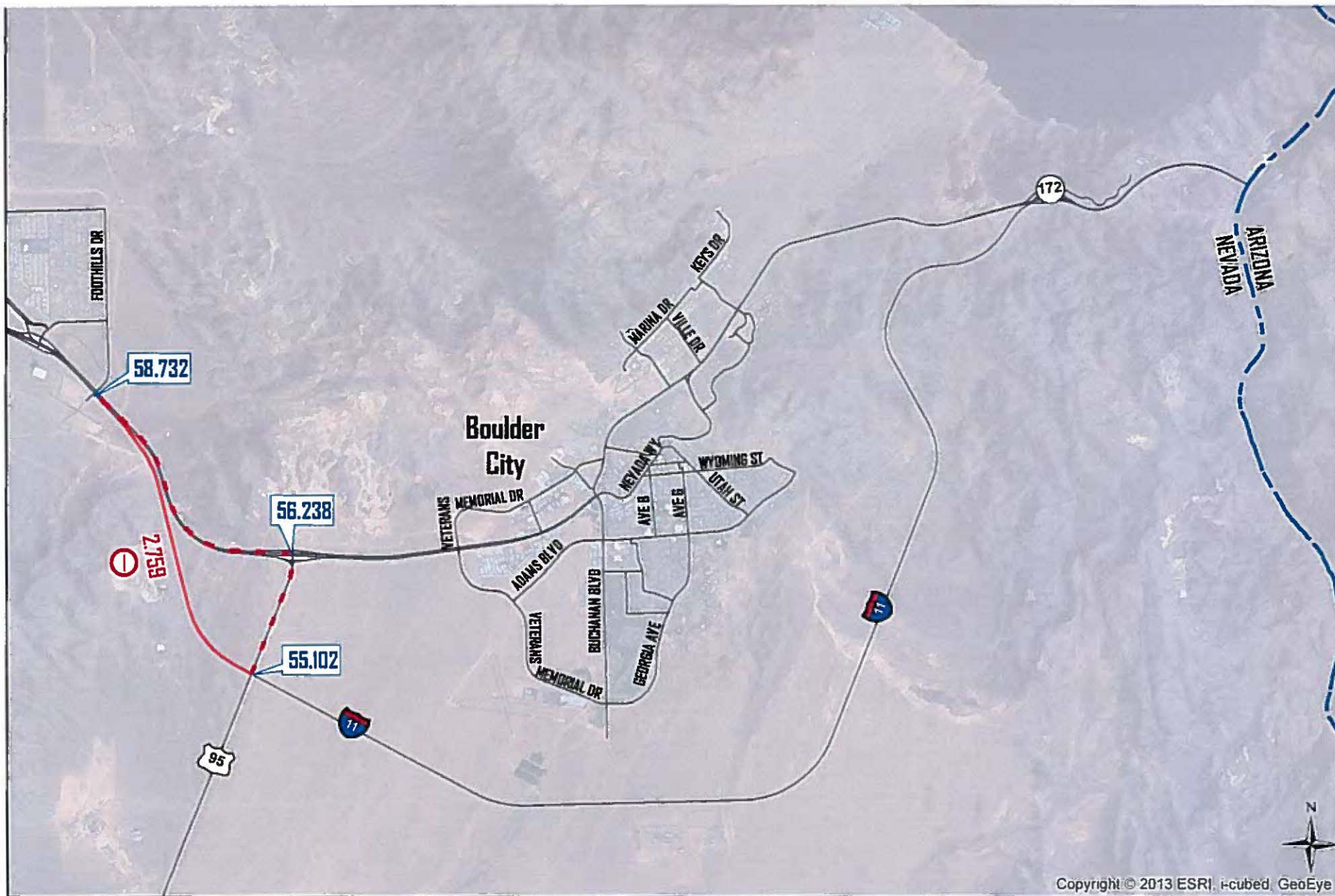
Date facility available to traffic May 2017

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

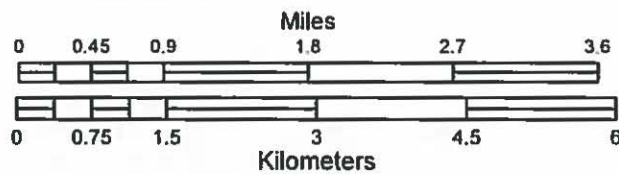
Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? Interstate 11 (new addition to the Interstate System in Clark County, NV, from IR11, county cumulative mile 13.590 to IR11, county cumulative mile 16.349.

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to mvitale@aaashto.org with this application.



- Existing US95
- Relocated US95
- State Highways and Local Roads
- ① Segment Number
- Control Points



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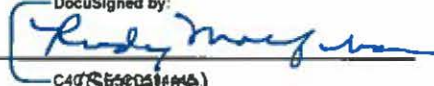
The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 17,300 as compared to 13,600 for the year 2015 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.

Chief Executive Officer

DocuSigned by:

CA0 (Signature)
NEVADA DEPT. OF TRANSPORTATION
(Member Department)

This petition is authorized by official action of _____
under date of _____ as follows: (Copy excerpt from minutes.)

All applications must be endorsed by the member department CEO. 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.

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.

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Mileage	1	2	3	4	5	6	7	8	9	10	11		
	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
					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length		
0	1												
2.759	H	E	7400	None	None	None	None	None	None				
20													
40													
60													
80													
100													
120													
140													
160													

Attach additional sheet here if necessary

Contact Information:

Robert Madewell

Assistant Chief, Data Administration

Roadway Systems Unit

(775)888-7675

rmadewell@dot.nv.gov

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

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

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

Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

Begin your description here in unformatted single spaced paragraph format:

The route begins at US95 county cumulative mile 58.732 at Foothills Dr. and IR11, county cumulative mile 16.349.

The route is going south and east sharing the roadbed with IR11 to a point that connects with the existing US95 alignment at a new Intg.

The route will be travelling over a four-lane divided freeway on the new alignment of IR11.

The route is going southeast along IR11.

The focal point is west of Boulder City and southeast of Henderson.

Total number of miles the route will cover is 2.759 miles.

The route ends at the current US95, county cumulative mile 55.102 and IR11, county cumulative mile 13.590.

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
95	Nevada	Regular	McDermitt	0	0	State Line
95	Nevada	Regular	Winnemucca	74	74	Joins I-80, crosses I-80 Business
95	Nevada	Regular	Jct. S.W. Winnemucca	4	78	I-80 Business begins & leaves
95	Nevada	Regular	Lovelock	68	146	NONE
95	Nevada	Regular	Jct. S.W. Lovelock	23	169	Leaves I-80; U.S. 95 Alt. begins and leaves
95	Nevada	Alternate	Jct. S.W. Lovelock	0	0	Route begins, leaves U.S. 95; joins I-80
95	Nevada	Alternate	Jct. E. Fernley	34	34	Leaves I-80; I-80 Bus. begins & leaves
95	Nevada	Alternate	Silver Springs	16	50	Crosses U.S. 50
95	Nevada	Alternate	Yerington	32	82	NONE
95	Nevada	Alternate	Schurz	23	105	Route ends, rejoins U.S. 95
95	Nevada	Regular	Fallon	33	202	Crosses U.S. 50
95	Nevada	Regular	Schurz	38	240	U.S. 95 Alt. rejoins and ends
95	Nevada	Regular	Hawthorne	33	273	NONE
95	Nevada	Regular	Coaldale	64	337	Joins U.S. 6
95	Nevada	Regular	Tonopah	41	378	Leaves U.S. 6
95	Nevada	Regular	Goldfield	27	405	NONE
95	Nevada	Regular	Beatty	66	471	NONE
95	Nevada	Regular	Indian	72	543	NONE
95	Nevada	Regular	Jct. N.W. Las Vegas	33	576	U.S. 95 Business begins
95	Nevada	Business	Jct. N.W. Las Vegas	0	0	Route begins, leaves U.S. 95
95	Nevada	Business	Las Vegas	7	7	Route ends, rejoins U.S. 95
95	Nevada	Regular	Las Vegas	9	585	U.S. 95 Business rejoins and ends Rancho Dr.
95	Nevada	Regular	Las Vegas	1	586	Crosses I-15, I-515 begins and joins
95	Nevada	Regular	Las Vegas	14	600	Crosses I-215 Interchange
95	Nevada	Regular	Las Vegas	6	606	Leaves I-515, I-515 ends, Wagon Wheel Intg
95	Nevada	Regular	Las Vegas	1	607	IR11 new alignment, Foothills Dr Underpass
95	Nevada	Regular	Las Vegas	3	610	Leaves I-11, US93
95	Nevada	Regular	Searchlight	35	645	SR 164 Intersection
95	Nevada	Regular	State Line	20	665	NONE



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- ☐ **Recognition of a Business Route on U.S. (Interstate) Route
- ☐ **Recognition of a By-Pass Route on U.S. Route

US395 (TEMP)

AASHTO Use Only

Between Fairview Dr. And Spooner Intersection at Jct of IR580/US50

The following State is involved:

Nevada

- *****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.
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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.) US395 (TEMP) runs from the Carson City Bypass at Fairview Ln and US395/US50, county cumulative mile 3.473 to the junction of Carson St. an county cumulative mile 0.328, then continues south along Carson St to the junction with the Spooner intersection. The portion of IR580 from Fairview Ln to the Spooner intersection is currently under construction and is scheduled to open in late July or early August 2017. When this section is open to the driving public we want to relocate US395 to the new IR580 alignment.

Date facility available to traffic late July or early August 2017

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

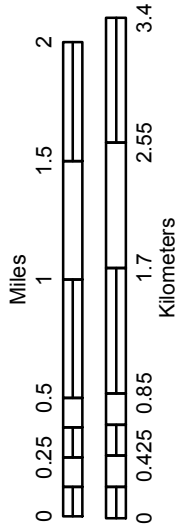
Does the petition propose a new routing over a portion of an existing Interstate Route? ____ If so, where? Yes
IR580 (new addition to the Interstate System in Carson City, NV from Fairview Ln to the Spooner intersection.

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to mvitale@ashto.org with this application.



Copyright: © 2013 ESRI, Incubed, GeoEye



Existing US395

Relocated US395

State Highways and Local Roads

Segment Number

Control Points

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 27,000 as compared to 13,600 for the year 2015 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.

Chief Executive Officer

(Signature)

(Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. 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.

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.

Mileage	1	2	3	4	5	6	7	8	9	10	11
	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
					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length
0	1	H	F	27,000	NONE	NONE	NONE	NONE	NONE	NONE	NONE
3.145											
20											
40											
60											
80											
100											
120											
140											
160											

Attach additional sheet here if necessary

Contact Information:

Bob Madewell, CPM

Assistant Chief, Roadway Systems Division

(775)888-7675 (office)

(775)888-7019 (Fax)

bmadewell@dot.nv.gov

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

Where does the route begin? Where is it going?
What type of facility is it traveling over?
Explain the direction (north, east, south, and west)
Name the focal point city or cities
Total number of miles the route will cover
Where does it end?

Begin your description here in unformatted single spaced paragraph format:

The route will begin at Fairview Dr., county cumulative mile 3.473 traveling southwest along the IR580 alignment to a point that connects with the south junction of US50/US395/IR580 at the Spooner intersection.

The route travels over a four-lane divided freeway.

The route is going south west along IR580.

The focal point is Carson City.

The length of the route is 3.145 miles.

The route will end at the Jct. of US50/US395/IR580, county cumulative 0.328 at the Spooner intersection.



AASHTO



Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of New York 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

x

AASHTO Use Only

Between **Chemung St (CR 60)** and **New York-Pennsylvania State Line just north of junction of I 86/NY 17 (Exit 60)**

The following states or states are involved:

New York

- *****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: April 14, 2017

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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.) **As a result of route numbering changes in and around the Village of Waverly, the retention of US 220 in New York is no longer appropriate. It is only about ¼ mile in length, is not owned by NYSDOT and no longer connects with any New York State Touring Route. Currently, the northern terminus of US 220 (Elmira Street) starts at Chemung Street in the Village of Waverly before traveling south into Sayre, Pennsylvania. Before the Southern Tier Expressway (STE) (I 86 & NY 17) was built, NY 17 was located on Chemung Street so it made sense to have that as the beginning point of US 220. After the STE was built and NY 17 moved over to the STE, Chemung Street was renumbered as NY 17C. About ten years ago, that designation was rescinded and it has no touring route number now. It is just a local road as is Elmira Street (US 220). Therefore, we propose to eliminate the section of US 220 in New York and have it start at the junction of I 86/NY 17 which is a few hundred feet south of the NY/PA state line in Pennsylvania. Penn DOT concurs with the action. Many maps already reflect this change and there is one sign remaining on Elmira Street to indicate that it is US 220. Somehow, the paperwork was never completed years ago.**

Date facility available to traffic **US 220 has been continuously open to traffic**

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? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to mvitale@ashto.org with this application.

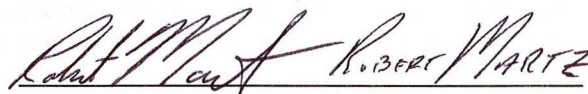
(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one 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.)

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 9209 as compared to 12300 for the year 2015 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)
Assistant Commissioner of Operations
New York State Department of Transportation
Chief Executive Officer (Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. 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.

Instructions for Preparation of Page 6

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Not paved	N (show in red)

Column 3: Pavement Condition	Code
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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.

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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.

[illegible]

Contact Information:

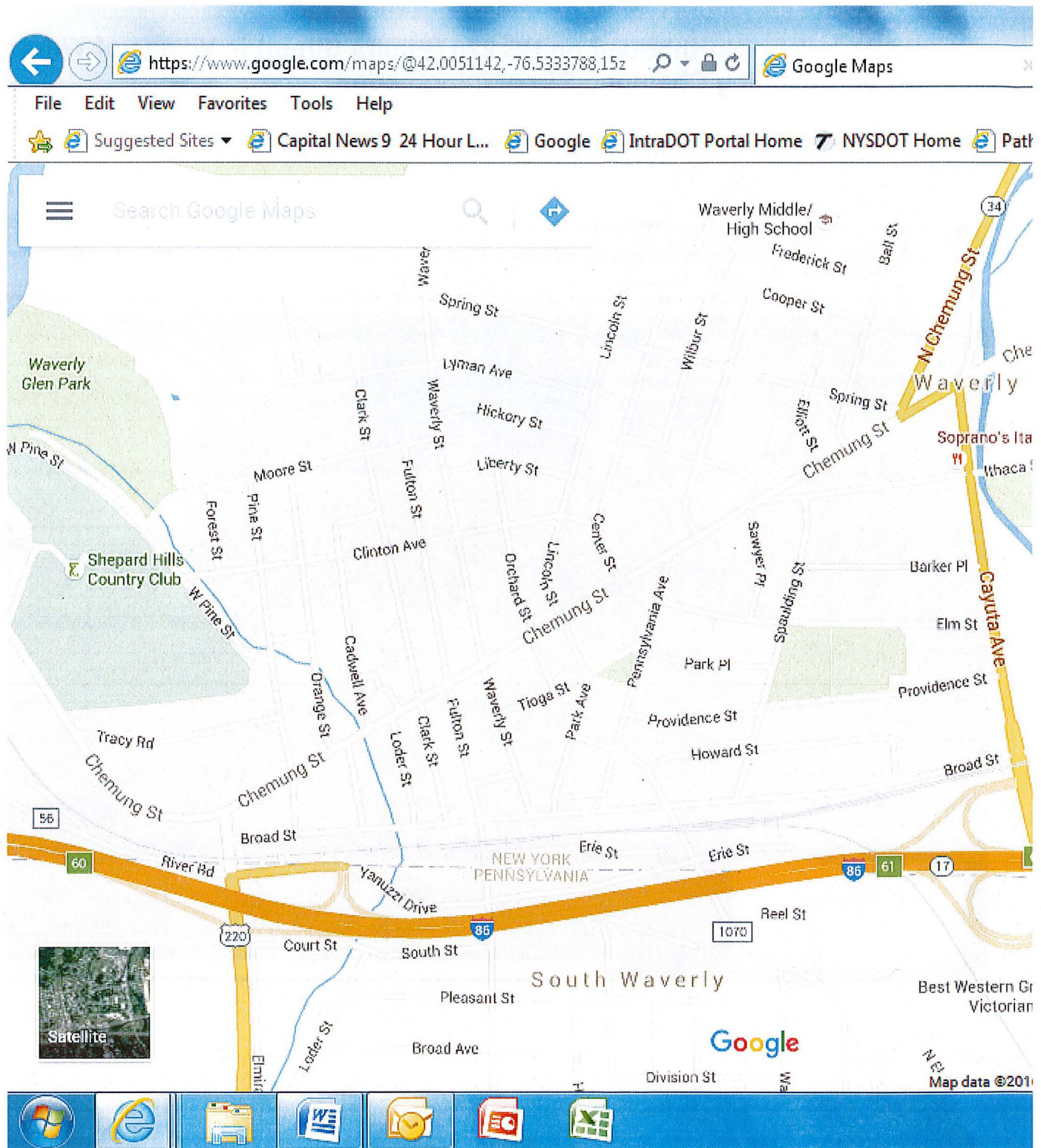
Name	David Woodin, PE, PTOE Director of Traffic Operations Bureau
Telephone Number	(518)457-1793
Email Address	David.Woodin@dot.ny.gov

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

- Where does the route begin?
- Where is it going?
- What type of facility is it traveling over?
- Explain the direction (north, east, south, and west)
- Name the focal point city or cities
- Total number of miles the route will cover
- Where does it end?

Begin your description here in unformatted single spaced paragraph format:

1. US 220 (Elmira Street) begins its northern terminus at the intersection of Chemung Street (CR 60) in the Village of Waverly, NY.
2. US 220 travels in a southerly direction for about ¼ mile and crosses the NY-PA State line. Several hundred feet later are the on/off ramps to I 86/NY 17 @ Exit 60 in Sayre, Pennsylvania.
3. US 220 (Elmira Street) in Waverly is a four lane, undivided highway owned and maintained by the Village of Waverly.
4. US 220 runs in a north-south direction in New York.
5. US 220 begins its northern terminus in Waverly, New York before traversing south into Pennsylvania.
6. About ¼ mile
7. The new beginning point will be in Pennsylvania at I 86/NY 17 (Exit 60)



According to this Google map, US 220 does not exist in New York, rather the northern end terminates on the I 86 on/off ramps.

Photo below: Northbound on US 220 (Elmira Street) in Village of Waverly, NY approaching Chemung Street intersection.

Google Maps has imprinted "US 220" on the road.



Proposed Revision to AASHTO Route Log Book

U.S. (I) Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
				Mileage	Mileage in State	
220	New York	Regular	Jct. W. Waverly	0	0	Route begins, NY-17
220	New York	Regular	State Line	1	1	NONE
220	Pennsylvania	Regular	State Line	0	0	NONE
220	Pennsylvania	Regular	Sayre	1	1	NONE
220	Pennsylvania	Regular	Jct. N.W. Towanda	14	15	Crosses U.S. 6

The remainder of the log for US 220 remains unchanged.

1989 AASHTO Route Log Book

The 1989 AASHTO Route Log Book shows US 220 in Waverly, NY, starting at NY 17 (see log below). A rough draft of the 2009 edition also shows similar information for New York.

That log was likely outdated even in 1989 and the origin of NY 17 refers to Chemung Street which was once NY 17 before the STE was built. It was then renumbered as NY 17C and that designation has been removed west of NY 34.

U.S. (I) Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
				Mileage	Mileage in State	
220	New York	Regular	Jct. W. Waverly	0	0	Route begins, NY-17
220	New York	Regular	State Line	1	1	NONE
220	Pennsylvania	Regular	State Line	0	0	NONE
220	Pennsylvania	Regular	Sayre	1	1	NONE
220	Pennsylvania	Regular	Jct. N.W. Towanda	14	15	Crosses U.S. 6
220	Pennsylvania	Regular	Jct. W. Pennsdale	57	72	Joins I-180
220	Pennsylvania	Regular	Williamsport	10	82	Crosses U.S. 15
220	Pennsylvania	Regular	Williamsport	2	84	I-180 ends
220	Pennsylvania	Regular	Jct. S. Lock Haven	33	117	Joins I-80
220	Pennsylvania	Regular	Milesburg	21	138	Leaves I-80
220	Pennsylvania	Regular	Martha Furnace	13	151	Joins U.S. 322
220	Pennsylvania	Regular	Port Matilda	3	154	Leaves U.S. 322
220	Pennsylvania	Regular	Duncansville	35	189	Crosses U.S. 22
220	Pennsylvania	Regular	Jct. N. Bedford	25	214	U.S. 220 Bus. begins and leaves
220	Pennsylvania	Business	Jct. N. Bedford	0	0	Route begins, leaves U.S. 220

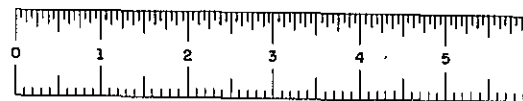
220	Pennsylvania	Business	Jct. N. Bedford	3	3	Crosses I-70 and I-76
220	Pennsylvania	Business	Bedford	3	6	Crosses U.S. 30
220	Pennsylvania	Business	Jct. S. Bedford	5	11	Route ends, rejoins U.S. 220
220	Pennsylvania	Regular	Jct. N. Bedford	3	217	Crosses I-70, I- 76
220	Pennsylvania	Regular	Jct. W. Bedford	3	220	Crosses U.S. 30
220	Pennsylvania	Regular	Jct. S. Bedford	5	225	U.S. 220 Bus, rejoins and ends
220	Pennsylvania	Regular	State Line	20	245	NONE
220	Maryland	Regular	State Line	0	0	NONE
220	Maryland	Regular	Cumberland	5	5	Joins U.S. 40 and I-68
220	Maryland	Regular	Cumberland	2	7	U.S. 40 Alt. begins and leaves
220	Maryland	Regular	Cumberland	2	9	Leaves I-68 and U.S. 40
220	Maryland	Regular	State Line	18	27	NONE
220	West Virginia	Regular	State Line	0	0	NONE
220	West Virginia	Regular	New Creek	6	6	Joins U.S. 50
220	West Virginia	Regular	Junction	12	18	Leaves U.S. 50
220	West Virginia	Regular	Petersburg	33	51	NONE
220	West Virginia	Regular	Franklin	27	78	Joins U.S. 33
220	West Virginia	Regular	Jct. S. Franklin	1	79	Leaves U.S. 33
220	West Virginia	Regular	State Line	15	94	NONE

220	Virginia	Regular	State Line	0	0	NONE
220	Virginia	Regular	Monterey	8	8	Crosses U.S. 250
220	Virginia	Regular	Warm Springs	30	38	NONE
220	Virginia	Regular	Covington	25	63	Joins U.S. 60
220	Virginia	Regular	Covington	2	65	Joins I-64
220	Virginia	Regular	Jct. W. Clifton Forge	7	72	U.S. 220 Bus. begins and leaves; U.S. 60 Bus. rejoins and ends
220	Virginia	Business	Jct. W. Clifton Forge	0	0	Route begins, leaves U.S. 220, U.S. 60 and I-64; joins U.S. 60 Bus.
220	Virginia	Business	Clifton Forge	2	2	Leaves U.S. 60 Bus.
220	Virginia	Business	Jct. S.E. Clifton Forge	1	3	Route ends, rejoins U.S. 220
220	Virginia	Regular	Jct. E. Clifton Forge	4	76	Leaves I-64 and U.S. 60; U.S. 60 Bus. begins and joins
220	Virginia	Regular	Clifton Forge	1	77	Leaves U.S. 60 Bus.
220	Virginia	Regular	Jct. SE. Clifton Forge	1	78	U.S. 220 Bus. rejoins and ends
220	Virginia	Regular	Jct. S. Fincastle	33	111	Joins I-81
220	Virginia	Regular	Jct. N. Roanoke	7	118	Leaves I-81; I-581 begins and joins
220	Virginia	Regular	Roanoke	5	123	Crosses U.S. 11 Alt. and U.S. 460

220	Virginia	Regular	Roanoke	1	124	Crosses U.S. 11, U.S. 221
220	Virginia	Regular	Roanoke	1	125	I-581 ends
220	Virginia	Regular	Roanoke	1	126	U.S. 220 Bus. begins and leaves
220	Virginia	Business	Roanoke	0	0	Route begins, leaves U.S. 220
220	Virginia	Business	Roanoke	3	3	Route ends, rejoins U.S. 220
220	Virginia	Regular	Roanoke	2	128	U.S. 220 Bus. rejoins and ends
220	Virginia	Regular	Jct. N. Rocky Mount	19	147	U.S. 220 Bus. begins and leaves
220	Virginia	Business	Jct. N. Rocky Mount	0	0	Route begins, leaves U.S. 220
220	Virginia	Business	Jct. S. Rocky Mount	5	5	Route ends, rejoins U.S. 220
220	Virginia	Regular	Jct. S. Rocky Mount	4	151	U.S. 220 Bus. rejoins and ends
220	Virginia	Regular	Bassett Forks	18	169	U.S. 220 Bus. begins and leaves
220	Virginia	Business	Bassett Forks	0	0	Route begins, leaves U.S. 220
220	Virginia	Business	Martinsville	6	6	Joins U.S. 58
220	Virginia	Business	Jct. S. Martinsville	1	7	Leaves U.S. 58
220	Virginia	Business	Jct. S. Martinsville	3	10	Route ends, rejoins U.S. 220
220	Virginia	Regular	Jct. W. Martinsville	8	177	Crosses U.S. 58
220	Virginia	Regular	Jct. S.	4	181	U.S. 220 Bus. rejoins and

			Martinsville			ends
220	Virginia	Regular	Jct. N. Ridgeway	3	184	U.S. 220 Bus. begins and leaves
220	Virginia	Business	Jct. N. Ridgeway	0	0	Route begins, leaves U.S. 220
220	Virginia	Business	Jct. S. Ridgeway	2	2	Route ends, rejoins U.S. 220
220	Virginia	Regular	Jct. S. Ridgeway	1	185	U.S. 220 Bus. rejoins and ends
220	Virginia	Regular	State Line	3	188	NONE
220	North Carolina	Regular	State Line	0	0	NONE
220	North Carolina	Regular	S. of Price	1	1	U.S. 220 Bus. begins and leaves
220	North Carolina	Business	S. of Price	0	0	Route begins, leaves U.S. 220
220	North Carolina	Business	Jct. N. Mayodan	7	7	Crosses U.S. 220
220	North Carolina	Business	Madison	6	13	U.S. 311 begins and leaves
220	North Carolina	Business	Jct. S. Madison	1	14	Route ends, rejoins U.S. 220
220	North Carolina	Regular	Jct. N. Mayodan	6	7	Crosses U.S. 220 Bus.
220	North Carolina	Regular	Jct. S. Madison	6	13	U.S. 220 Bus. rejoins and ends
220	North Carolina	Regular	Jct. E. Stokedale	9	22	Crosses U.S. 158
220	North Carolina	Regular	Greensboro	14	36	Joins U.S. 421
220	North Carolina	Regular	Greensboro	2	38	Joins U.S. 29, U.S. 70;

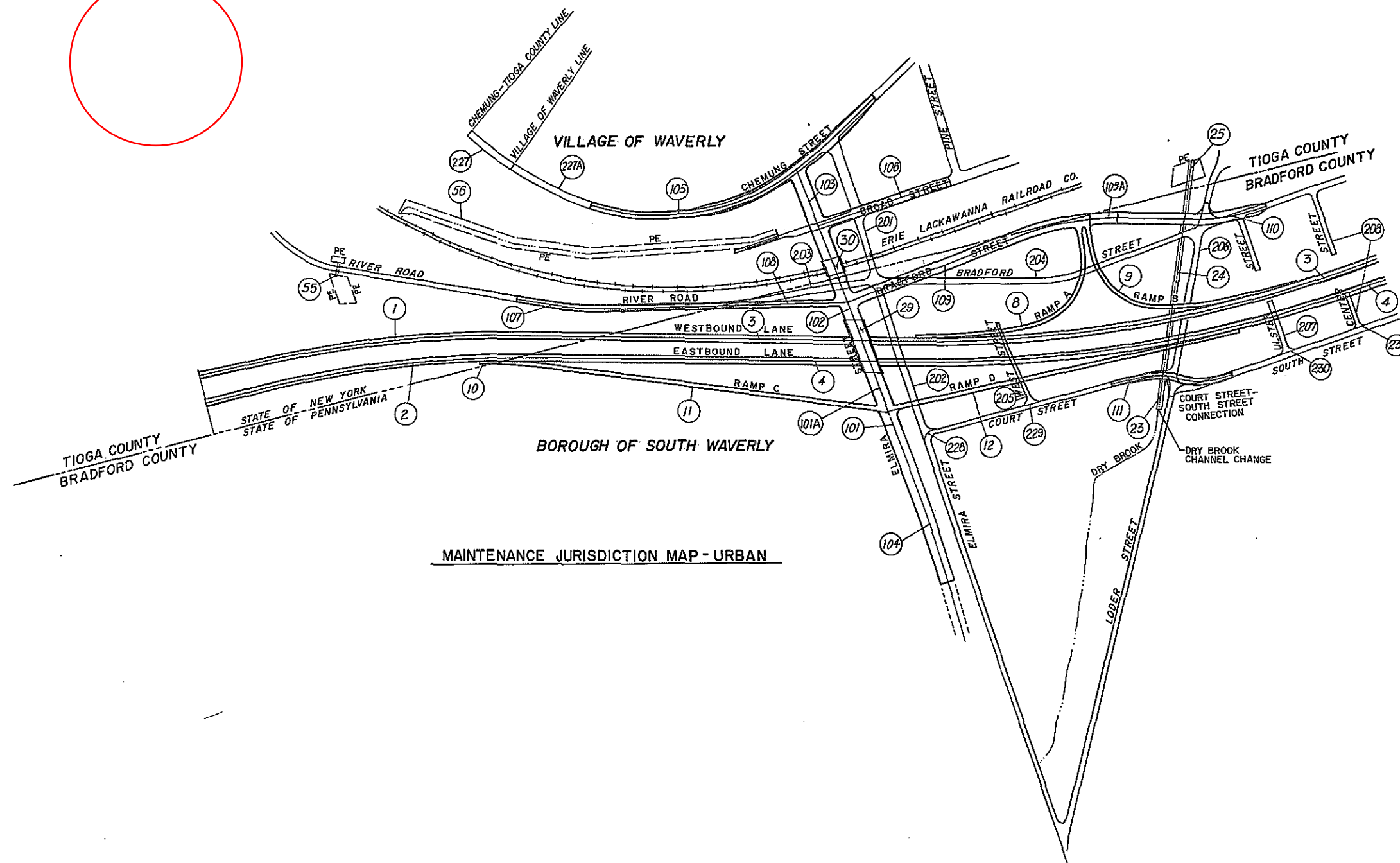
						crosses U.S. 29 Alt.
220	North Carolina	Regular	Greensboro	1	39	U.S. 70 Alt. begins and leaves
220	North Carolina	Regular	Greensboro	2	41	Joins I-85 and I-40; leaves U.S. 421
220	North Carolina	Regular	Greensboro	2	43	Leaves I-40
220	North Carolina	Regular	Greensboro	2	45	Leaves I-85, U.S. 29, and U.S. 70
220	North Carolina	Regular	Level Cross	10	55	U.S. 220 Bus. begins and leaves
220	North Carolina	Business	Level Cross	0	0	Route begins, leaves U.S. 220
220	North Carolina	Business	Asheboro	15	15	Crosses U.S. 64
220	North Carolina	Business	Ulah	5	20	Route ends, rejoins U.S. 220
220	North Carolina	Regular	Jct. S. Randleman	6	61	U.S. 311 joins and ends
220	North Carolina	Regular	Asheboro	8	69	Crosses U.S. 64
220	North Carolina	Regular	Ulah	4	73	U.S. 220 Bus. rejoins and ends
220	North Carolina	Regular	Jct. W. Rockingham	52	125	Crosses U.S. 74
220	North Carolina	Regular	Rockingham	1	126	Route ends, Jct. U.S. 1



F.A.S.T.E. 70-6

REG. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK	ACAPD-221(28)		48	603

SOUTHERN TIER EXPRESSWAY
WAVERLY - NICHOLS, SEC. 6S TIOGA CO.



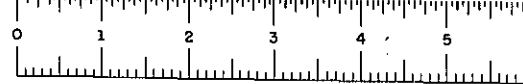
MAINTENANCE JURISDICTION MAP - URBAN

DESIGNED BY	EAG
CHECKED BY	
TRACED BY	DRA
CHECKED BY	EAG

MAINTENANCE JURISDICTION MAP
(URBAN)

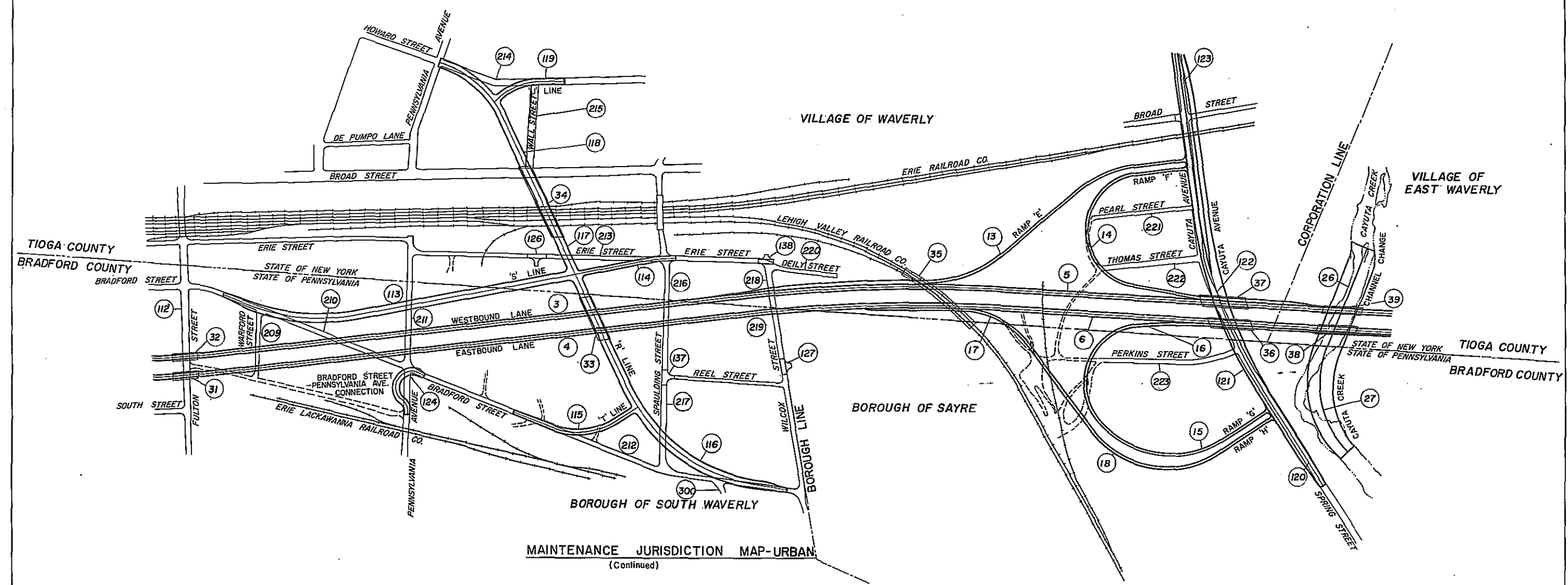
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
SOUTHERN TIER EXPRESSWAY

DWG. NO.	SCALE	DATE	CORDROY CARPENTER DIETZ & ZACK ENGINEERS
MJ-1	1"=200'	Jan. '70	



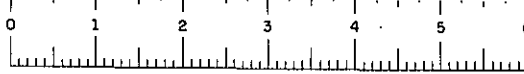
F.A.S.T.E. 70-6

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK	ACAPD-221(23)		49	603
SOUTHERN TIER EXPRESSWAY					
WAVERLY - NICHOLS, SEC. 6S TIOGA CO.					



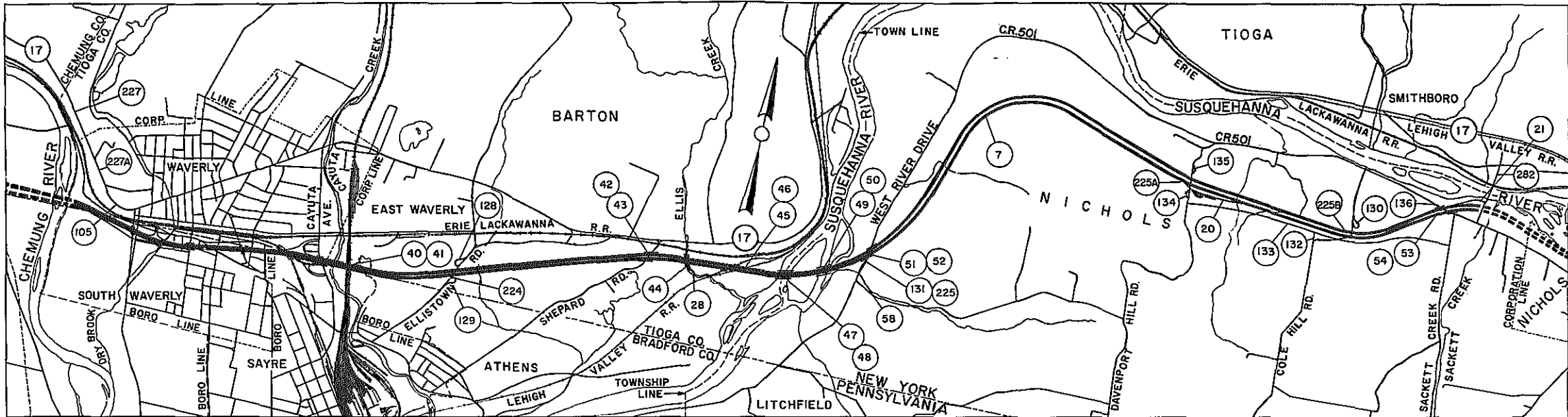
DESIGNED BY	EAG
CHECKED BY	
TRACED BY	DRA
CHECKED BY	EAG

MAINTENANCE JURISDICTION MAP (URBAN)			
STATE OF NEW YORK			
DEPARTMENT OF TRANSPORTATION			
SOUTHERN TIER EXPRESSWAY			
OWB. NO.	SCALE	DATE	ENGINEERS
MJ2	1"=200'	Jun. '70	CORDDY CARPENTER DIETZ & ZACK ENGINEERS



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK	ACAPD-221(28)	50	603

SOUTHERN TIER EXPRESSWAY—SECTION 6 S
WAVERLY — NICHOLS, TIOGA CO.



NOTE: MAINTENANCE OF THE SECTIONS OF THIS PROJECT WITHIN PENNSYLVANIA IS IN ACCORDANCE WITH THE MAINTENANCE AGREEMENT BETWEEN THE STATE OF NEW YORK AND THE COMMONWEALTH OF PENNSYLVANIA DATED OCTOBER 18, 1967.

LOCATION OF PROJECT
TABLE OF MAINTENANCE JURISDICTION

PART NO.	HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	MILES	AGENCY	AUTHORITY FOR MAINTENANCE	PART NO.	HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	MILES	AGENCY	AUTHORITY FOR MAINTENANCE
MAINLINE & RAMPS							MAINLINE & RAMPS (CONTINUED)						
1.	Southern Tier Expressway West Bound Lane	W 11+01 to W 24+74	Main Line Roadway including Pavement, Shoulders, Slopes, Guide Rail, Drainage and Landscaping	0.26	N.Y.S.	Section 340-d Highway Law	18.	RAMP H	11+94 to 26+29	Pavement, Shoulders, Slopes, Guide Rail Drainage & Landscaping	0.27	N.Y.S.	Section 10 Subdivision 30 Highway Law
2.	Southern Tier Expressway East Bound Lane	E 10+96 to E 21+52	do	0.20	N.Y.S.	do	19.						
3.	Southern Tier Expressway West Bound Lane	W 24+74 to W 76+73	do	0.99	N.Y.S.	Section 10 Subdivision 30 Highway Law	20.	East Bound Rest Area Ramps K & L	0+09 to 35+29	Pavement, Shoulders, Slopes, Guide Rail, Drainage Landscaping, Car & Truck Parking Area, Comfort Station, Tide Field and Appurtenances	0.67	N.Y.S.	Section 340-d Highway Law
4.	Southern Tier Expressway East Bound Lane	E 21+52 to E 80+83	do	1.12	N.Y.S.	do	21.	RAMP P	0+00 to 11+20	Pavement, Shoulders, Slopes, Guide Rail, Drainage and Landscaping	0.21	N.Y.S.	do
5.	Southern Tier Expressway West Bound Lane	W 76+73 to W 145+25	do	1.30	N.Y.S.	Section 340-d Highway Law	22.						
6.	Southern Tier Expressway East Bound Lane	E 80+83 to E 144+47	do	1.21	N.Y.S.	do							
7.	Southern Tier Expressway West Bound Lane East Bound Lane	W 145+25 to W 528+76 E 144+47 to E 527+52	do	7.26 7.25	N.Y.S.	do	CHANNEL CHANGES & IMPROVEMENT						
8.	RAMP A	10+00 to 18+80	Pavement, Shoulders, Slopes, Guide Rail Drainage & Landscaping	0.17	N.Y.S.	Section 10 Subdivision 30 Highway Law	23.	Dry Brook Channel Improvements	9+30 to 11+41	Channel Bed, Slope and Culverts within PE & ROW Lines	0.04	South Waverly	Section 10 Subdivision 30 Highway Law
9.	RAMP B	18+00 to 27+50	do	0.18	N.Y.S.	do	24.	Dry Brook Channel Improvements	11+41 to 18+00	do	0.12	N.Y.S.	do
10.	RAMP C	10+00 to 10+81	do	0.02	N.Y.S.	Section 340-d Highway Law	25.	Dry Brook Channel Improvements	18+00 to 19+00	do	0.02	N.Y.S.	Section 340-d Highway Law
11.	RAMP C	10+81 to 24+83	do	0.27	N.Y.S.	Section 10 Subdivision 30 Highway Law	26.	Cayuta Creek Channel Change	3+75 to 8+35	do	0.09	N.Y.S.	do
12.	RAMP D	10+00 to 23+07	do	0.25	N.Y.S.	do	27.	Cayuta Creek Channel Change	8+35 to 13+25	do	0.09	N.Y.S.	Section 10 Subdivision 30 Highway Law
13.	RAMP E	10+00 to 22+95	do	0.25	N.Y.S.	Section 340-d Highway Law	28.	Ellis Creek Channel Change	5+85 to 14+30	do	0.16	N.Y.S.	Section 340-d Highway Law
14.	RAMP F	10+00 to 21+85	do	0.22	N.Y.S.	do							
15.	RAMP G	10+00 to 22+65	do	0.24	N.Y.S.	Section 10 Subdivision 30 Highway Law	STRUCTURES						
16.	RAMP G	22+65 to 26+42	do	0.07	N.Y.S.	Section 340-d Highway Law	29.	BR-11, Elmira Street over Expressway	15+34 to 17+58	Entire Structure	0.04	N.Y.S.	Section 10 Subdivision 30 Highway Law
17.	RAMP H	10+00 to 11+94	do	0.04	N.Y.S.	do	30.	BR-2, Elmira Street over Erie-Lackawanna Railroad	18+78 to 20+33	Entire Structure	0.03	N.Y.S.	Section 340-d Highway Law

MAINTENANCE JURISDICTION TABLE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
SOUTHERN TIER EXPRESSWAY

DWG. NO. MJ 3 SCALE No Scale DATE Jan '70 CORRODY CARPENTER DIETZ & ZACK ENGINEERS



F.A.S.T.E. 70-6

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK	ACAPD-221(26)	51	603
SOUTHERN TIER EXPRESSWAY—SECTION 6S WAVERLY—NICHOLS, TIOGA CO.				

TABLE OF MAINTENANCE JURISDICTION

PART NO.	HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	MILES	AGENCY	AUTHORITY FOR MAINTENANCE	PART NO.	HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	MILES	AGENCY	AUTHORITY FOR MAINTENANCE
STRUCTURES & (CONTINUED)							CROSS ROADS, SERVICE ROADS, INTERSECTIONS AND TURNAROUND						
31.	BR-3 (E), Expressway over Fulton Street	E 54+11 to E 54+95	Entire Structure	0.02	N.Y.S.	Section 10, Subdivision 30 Highway Law	101	Elmira St.	13+00 to 13+93	Roadway including Pavement, Shoulders, Curbs, Slopes, Guide Rail, Drainage, Landscaping	0.04	N.Y.S.	Section 10, Subdivision 30 Highway Law
32.	BR-3 (W), Expressway over Fulton Street	W 54+08 to W 54+92	Entire Structure	0.02	N.Y.S.	do	101A	Elmira St.	13+93 to 15+34	do	0.02	N.Y.S.	do
33.	BR-4, Relocated Penna. Ave. over Southern Tier Expressway	14+65 to 16+51	Pavement, Sidewalk & Curbs to be maintained by Borough of S. Waverly. Remainder of Structure by State of New York.	0.03	Borough of S. Waverly	do	102.	Elmira St.	17+58 to 18+78	do	0.02	N.Y.S.	do
34.	Bridge 5 over Erie R.R. and Broad Street	19+29 to 23+07	Pavement, Sidewalks to be maintained by Village of Waverly, remainder of Structure by State of New York.	0.07	Village of Waverly	Section 340-d Highway Law	103.	Elmira St.	20+35 to 23+27	do	0.06	Village of Waverly	Section 340-d Highway Law
35.	Bridge 7, Lehigh Valley R.R. over EB & WB	41+06± to 43+96±	Entire Structure to be maintained by State (Railroad Appurtenances such as tracks, road bed, signals, etc. by R.R.)	0.05	N.Y.S.	Sec. 340-d & Sec. 10 Subdivision 2 Highway Law	104.	Elmira St.	7+42 to 13+00	Roadway including Pavement, Shoulders, Slopes, Guide Rail, Drainage and Landscaping.	0.11	Commonwealth of Pennsylvania	Section 10 Subdivision 30 Highway Law
36.	BR-8I (E), Southern Tier Expressway over Cayuta Avenue.	E 98+93 to E 100+03	Entire Structure	0.02	N.Y.S.	Section 340-d Highway Law	105.	Chemung St.	5+85 to 17+50	Roadway including Pavement, Shoulders, Curbs, Slopes, Guide Rail, Drainage, Landscaping and Sidewalks.	0.22	Village of Waverly	Section 340-d Highway Law
37.	BR-8I (W), Southern Tier Expressway over Cayuta Avenue.	W 98+51 to W 99+71	Entire Structure	0.02	N.Y.S.	do	106.	Broad St.	0+00 to 5+10	do	0.10	do	do
38.	Bridge 9E over Cayuta Creek	E 102+74 to E 105+30	Entire Structure	0.05	N.Y.S.	do	107.	River Road	3+00 to 10+65	Roadway including Pavement, Shoulders, Slopes, Guide Rail, Drainage and Landscaping	0.15	do	do
39.	Bridge 9W over Cayuta Creek	W 103+04 to W 105+60	Entire Structure	0.05	N.Y.S.	do	108.	River Road	10+65 to 14+10	do	0.07	Borough of S. Waverly	Section 10 Subdivision 30 Highway Law
40.	BR-10 (E), Southern Tier Expressway over Lehigh Valley R.R.	E 107+65 to E 109+84	Entire Structure to be maintained by State of New York (Railroad Appurtenances such as tracks, road bed, signals, etc. by R.R.)	0.04	N.Y.S.	do	109	Bradford St.	14+94 to 24+50	Roadway including Pavement, Shoulders, Curbs, Slopes, Guide Rail, Drainage, Landscaping and Sidewalks.	0.20	N.Y.S.	Sec. 10 Subdiv. 30 Section 340-d Highway Law
41.	BR-10 (W), Southern Tier Expressway over Lehigh Valley R.R.	W 107+55 to W 109+75	do	0.04	N.Y.S.	do	109A	Bradford St.	24+50 to 25+50	do	0.10	COMMONWEALTH OF PENNSYLVANIA	Section 10 Subdivision 30 Highway Law
42.	BR-11 (W), Southern Tier Expressway over Shepard Road.	W 210+13 to W 211+30	Entire Structure	0.02	N.Y.S.	do	110.	Bradford St.	25+50 to 30+75	do	0.09	BOROUGH OF S. WAVERLY	do
43.	BR-11 (E), Southern Tier Expressway over Shepard Road.	E 209+62 to E 210+79	Entire Structure	0.02	N.Y.S.	do	111.	Court & South St. Improvement	10+00 to 14+75	do	0.08	do	do
44.	BR-12, Southern Tier Expressway over Ellis Creek	223+22± Submerged Structure	Entire Structure	—	N.Y.S.	do	112.	Fulton St.	3+40 to 7+50	do	0.23	COMMONWEALTH OF PENNSYLVANIA	do
45.	Bridge 13E over Lehigh and New York Railroad Company	E 236+48 to E 238+69	Entire Structure maintained by State except R.R. Appurtenances to be maintained by R.R.	0.04	N.Y.S.	do	113.	"S" Line	4+50 to 16+75	do	0.15	Village of Waverly	Section 340-d Highway Law
46.	Bridge 13W over Lehigh and New York Railroad Company	W 237+42 to W 239+63	do	0.04	N.Y.S.	do	114.	"S" Line	16+75 to 24+75	do	0.11	Borough of S. Waverly	Section 10 Subdivision 30 Highway Law
47.	Bridge 14E over the Susquehanna River (West Branch)	E 254+00 to E 259+66	Entire Structure	0.11	N.Y.S.	do	115.	"T" Line	0+25 to 5+97	do	0.20	COMMONWEALTH OF PENNSYLVANIA	do
48.	Bridge 14W over the Susquehanna River (West Branch)	W 254+07 to W 259+72	Entire Structure	0.11	N.Y.S.	do	116.	"R" Line	4+00 to State Line	do	0.05	Village of Waverly	Section 340-d Highway Law
49.	Bridge 15E over the Susquehanna River (East Branch)	E 266+96 to E 271+74	Entire Structure	0.09	N.Y.S.	do	117.	"R" Line	State Line to 19+34	do	0.11	do	do
50.	Bridge 15W over the Susquehanna River (East Branch)	W 266+97 to W 271+79	Entire Structure	0.09	N.Y.S.	do	118.	"R" Line	23+05 to 28+84	do	0.07	do	do
51.	BR-16 (E), Southern Tier Expressway Relocated over County Rd. 501	E 285+30 to E 286+75	Entire Structure	0.03	N.Y.S.	do	119.	"U" Line	0+00 to 3+75	do	0.05	Commonwealth of Pennsylvania	Section 10 Subdivision 30 Highway Law
52.	BR-16 (W), Southern Tier Expressway Relocated over County Rd. 501	W 285+86 to W 287+38	Entire Structure	0.03	N.Y.S.	do	120.	Cayuta Avenue	7+00 to 9+50	Roadway including Pavement, Shoulders, Curbs, Slopes, Guide Rails, Drainage, Landscaping. Sidewalks to be maintained by the Borough of Sayre.	0.09	N.Y.S.	do
53.	BR-17 (E), Southern Tier Expressway over Relocated S.H. 1615	E 518+64 to E 520+40	Entire Structure	0.03	N.Y.S.	do	121A	Cayuta Avenue	9+50 to 10+54	do	0.19	N.Y.S.	Section 340-d Highway Law
54.	BR-17 (W), Southern Tier Expressway over Relocated S.H. 1615	W 518+00 to W 519+60	Entire Structure	0.03	N.Y.S.	do	121	Cayuta Avenue	10+54 to 14+29	do	0.33	N.Y.S.	do
DRAINAGE FACILITIES & PERMANENT EASEMENTS							122.	Cayuta Avenue	14+29 to 24+15	Roadway including Pavement, Shoulders, Curbs, Slopes, Guide Rails, Landscaping. Sidewalks to be maintained by the Village of Waverly.	0.06	Borough of S. Waverly	Section 10 Subdivision 30 Highway Law
55.	PE at River Road	From ROW Fee/NOA N. side of Expressway to PE N. side of River Rd	Outlet Stream, Culvert Pipe, Ponding Area to existing Creek.	0.02	N.Y.S.	do	123.	Cayuta Avenue	24+15 to 41+50	Roadway including Pavement, Shoulders, Curbs, Slopes, Guide Rails, Landscaping. Sidewalks and Drainage to be maintained by the Village of Waverly.	0.02	Village of Waverly	Section 340-d Highway Law
56.	PE north of River Road	From Proposed Elmira St. west to existing stream under R.R. Tracks	Outlet Ditch to existing stream	0.27	N.Y.S.	do	124.	Pennsylvania Avenue Bradford Street Improvement	10+00 to 13+00	Roadway including Pavement, Shoulders, Curbs, Slopes, Guide Rails, Landscaping. Sidewalks and Drainage to be maintained by the Borough of S. Waverly.	0.02	Borough of Sayre	Section 10 Subdivision 30 Highway Law
57.							125.				0.08	Town of Barton	Section 340-d Highway Law
58.	PE at West River Drive Sta. 5+91	7+70 to 12+00	Outlet stream to Susquehanna River	0.10	Tioga Co.	Section 340-d Highway Law	126.	Erie St. Turnaround	Entirety	Roadway including Pavement, Shoulders, Slopes, Guide Rail, Drainage and Landscaping.	0.02	do	do
							127.	Wilcox St. Turnaround	do	do	0.02	do	do
							128.	Cul-De-Sacs at Ellistown Road South of Expressway	Entirety	do	0.08	do	do
							129.	Cul-De-Sac at Ellistown Road South of Expressway	Entirety	do	0.08	do	do

MAINTENANCE JURISDICTION TABLE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
SOUTHERN TIER EXPRESSWAY

DWG. NO. MJ4 SCALE 1"=40' Jan '70 CORRODY DIETZ & ZACK ENGINEERS



FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK	ACAPD-221(28)		52	603
SOUTHERN TIER EXPRESSWAY WAVERLY - NICHOLS. SEC. 6S TIOGA CO.					

TABLE OF MAINTENANCE JURISDICTION

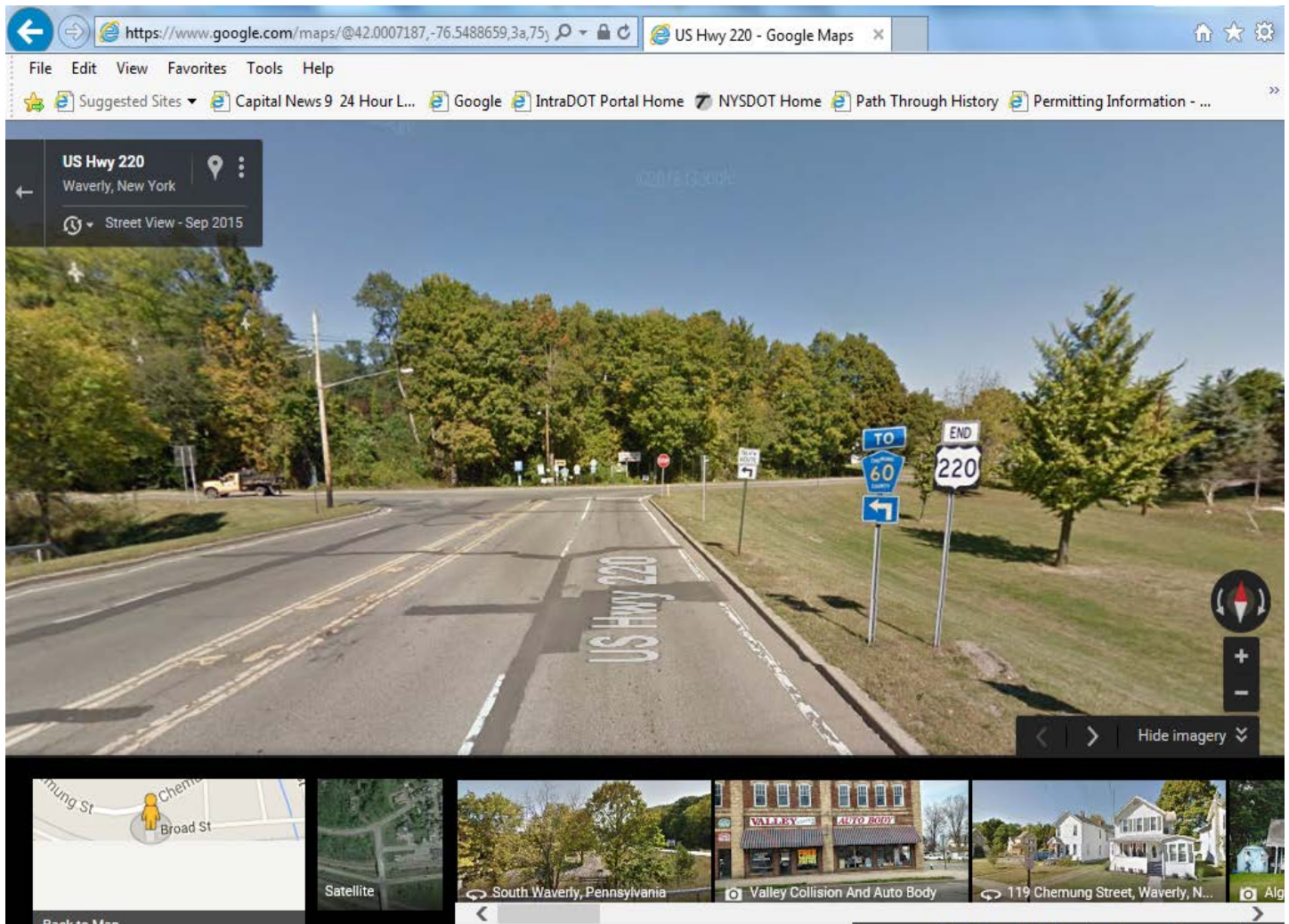
PART NO	HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	MILES	AGENCY	AUTHORITY FOR MAINTENANCE	PART NO.	HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	MILES	AGENCY	AUTHORITY FOR MAINTENANCE
CROSS ROADS, SERVICE ROADS, INTERSECTIONS AND TURNAROUNDS (CONTINUED)							*ROADS DESTROYED BY CONSTRUCTION (CONTINUED)						
130.	Cul-De-Sac at Cole Hill Road North of the Expressway	Entirety	Roadway including Pavement, Shoulders, Slopes, Guide Rail, Drainage and Landscaping	0.08	Town of Nichols	Section 340-d Highway Law	221.	Pearl Street	Entirety	Remove	0.09	N.Y.S.	Section 340-d Highway Law
131.	County Road 501 (West River Drive)	3+45 to 20+50	do	0.19	Tioga County	Section 129 Highway Law	222.	Thomas Street	Entirety	do	0.09	N.Y.S.	do
132.	Cole Hill Road	7+00 to 10+00	do	0.06	Town of Nichols	Section 12 Highway Law	223.	Perkins Street	Entirety	do	0.10	N.Y.S.	Section 10 Subdivision 30 Highway Law
133.	Frontage Road	0+24 to 91+57	do	1.73	Town of Nichols	Section 340-d Highway Law	224.	Ellistown Road	Between ROW Fee WO/A Lines	do	0.08	N.Y.S.	Section 340-d Highway Law
134.	Davenport Hill Road Turnaround South of Expressway	Entirety	do	0.02	do	do	225.	West River Drive	S/L 5+50 to S/L 17+00	do	0.22	N.Y.S.	do
135.	Davenport Hill Road Turnaround North of Expressway	Entirety	do	0.02	do	do	225 A	Davenport Hill Rd.	Between ROW Fee WO/A Lines	do	0.08	N.Y.S.	do
136.	Route 282	0+32 to 12+08 Old S.H.1516 Stationing	do	0.22	Tioga County	do	225 B	Cole Hill Rd.	Limit of work e Cole Hill 7+00 to ROW WO/A Line W484+50 Lt.	do	0.31	N.Y.S.	do
137.	Reel Street Turnaround	Entirety	do	0.02	Borough of S. Waverly	Section 10 Subdivision 30 Highway Law	* In Compliance with DPW Specifications January 2, 1962						
138.	Erie St. & Deily St. Turnaround	Entirety	do	0.02	Village of Waverly	Section 340-d Highway Law							
							ROADS ABANDONED						
* ROADS DESTROYED BY CONSTRUCTION													
201.	Elmira Street	Chemung Street to State Line	Remove	0.09	N.Y.S.	Section 340-d Highway Law	227.	Former Rte. 17	Chemung - Tioga Co. to Village of Waverly Limits	Abandoned to County of Tioga-	0.34	Tioga County	Section 340-d Highway Law
202.	Elmira Street	State Line to Court Street	do	0.11	N.Y.S.	Section 10 Subdivision 30 Highway Law	227A	Former Rte. 17	Village of Waverly Limits to Sta. 5+25	Abandoned to Village of Waverly	0.42	Village of Waverly	do
203.	River Road	State Line to Existing Elmira St.	do	0.10	N.Y.S.	do	CURBING TO BE CONSTRUCTED						
204.	Bradford Street	Existing Elmira St. to Loder Street	do	0.23	N.Y.S.	do	228.	Intersecting of existing Elmira St. & Court St.	Through Intersection	Curbing	0.02	Borough of S. Waverly	Section 10 Subdivision 30 Highway Law
205.	West Street	Entirety	do	0.06	N.Y.S.	do	229.	Court Street	Across West Street	Curbing	0.02	do	do
206.	Loder Street	Between Bradford & Court & South Sts.	do	0.14	N.Y.S.	do	230.	South Street	Across Ulster Street	Curbing	0.01	do	do
207.	Ulster Street	Entirety South of West Bound Lane	do	0.04	N.Y.S.	do	231.	South Street	Across Center Street	Curbing	0.01	do	do
208.	Center Street	ROW, Fee WO/A North of Expressway to South Street	Remove	0.04	N.Y.S.	do	SNOW REMOVAL						
209.	Warford Street	Entirety	do	0.06	N.Y.S.	do	232.			Parts 1 to 22, 29 to 32, 36 to 54,101A 102, 109, 121, 122, 123		N.Y.S.	Section 340-d Highway Law
210.	Bradford Street	"S" Line at 8+00± Existing Pennsylvania Avenue	do	0.09	N.Y.S.	do	233.			Parts 34, 105, 106, 107, 114, 117, 118, 119, 103, 126,138, 227A		Village of Waverly	do
211.	Pennsylvania Avenue	State Line South to Bradford Street	do	0.07	N.Y.S.	do	234.			Parts 104, 120,101 ,121A		Commonwealth of Pennsylvania	Section 10 Subdivision 30 Highway Law
212.	Bradford Street	"T" Line 3+00± to "R" Line 8+00±	do	0.09	N.Y.S.	do	235.			Parts 33, 108, 115, 124, 125,137, 109A		Borough of S. Waverly	do
213.	Erie Street	"R" Line 18+65± to "S" Line 23+00±	do	0.08	N.Y.S.	Section 340-d Highway Law	236.						
214.	Howard Street	"R" Line 27+00± to "U" Line 1+20±	do	0.03	N.Y.S.	do	237.			Part 127		Borough of Sayre	Section 10 Subdivision 30 Highway Law
215.	Wall Street	Entirety	do	0.07	N.Y.S.	do	238.			Parts 128, 129		Town of Barton	Section 340-d Highway Law
216.	Spaulding Street	R.R. Bridge to State Line	do	0.06	N.Y.S.	do	239.						
217.	Spaulding Street	State Line to exist-ing Bradford Street	do	0.13	N.Y.S.	Section 10 Subdivision 30 Highway Law	240.			Parts 130,132,133,134,135		Town of Nichols	Section 340-d Highway Law
218.	Wilcox Street	Erie Street to State Line	do	0.04	N.Y.S.	Section 340-d Highway Law	241.			Parts 131, 136, 227		Tioga County	Section 129 Highway Law
219.	Wilcox Street	State Line to ROW, Fee WO/A South of Expressway	do	0.04	N.Y.S.	Section 10 Subdivision 30 Highway Law	ROADS TO BE CLOSED						
220.	Deily Street	Entirety	do	0.06	N.Y.S.	Section 340-d Highway Law	300.	Warren St.	Construct barrier at proposed "R" Line existing Warren St.			Borough of S. Waverly	Section 10 Subdivision 30 Highway Law

MAINTENANCE JURISDICTION TABLE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
SOUTHERN TIER EXPRESSWAY

DWG. NO.	SCALE	DATE	ENGINEERS
MJ 5	No Scale	Jan '70	CORRORY CARPENTIER DIETZ & ZACK ENGINEERS

Letters of Support for the Elimination of US 220 in New York



February 1, 2017

Letters of Support for the Elimination of US 220 in New York

New York State DOT – John Williams, Regional Director, Region 9

From: Williams, Jack (DOT)
Sent: Tuesday, January 24, 2017 12:12 PM
To: Woodin, David (DOT)
Cc: Signorelli, Tony (DOT); Leo, Ann (DOT)
Subject: US 220

David,

As the Regional Director for Region 9, which includes responsibility for State, US, and Interstate highways within Tioga County, I am aware of and approve the elimination of US 220 in the Village of Waverly. The section of roadway being addressed extends from the Pennsylvania border north to the Chemung Street intersection. Per the Maintenance Jurisdiction Table in contract STE70-06, this section of roadway has been a Village of Waverly responsibility.

Sincerely,

Jack...

Jack Williams, P.E.

Regional Director

New York State Department of Transportation
44 Hawley Street, Binghamton, New York 13901
(607) 721-8116 | Jack.Williams@dot.ny.gov
www.dot.ny.gov

Pennsylvania DOT – Glen Rowe, State Traffic Engineer

From: Rowe, Glenn (BOMO) [mailto:GLROWE@pa.gov]
Sent: Friday, August 19, 2016 9:24 AM
To: Woodin, David (DOT)
Subject: FW: Potential Elimination of US 220 in New York

Dave,

We have no issues for changing the US 222 signing within your state as it has not implication on PennDOT's roadways.

Glenn C. Rowe, PE | Chief
PA Department of Transportation
Highway Safety and Traffic Operations
400 North Street 6th Floor
Harrisburg, PA 17120-0064
Phone 717.783.6479 | Fax: 717.783.8012
glrowe@pa.gov
www.state.pa.us

From: Smith, Justin M (PennDOT-BOMO)
Sent: Friday, August 19, 2016 8:41 AM
To: Rowe, Glenn (BOMO) <GLROWE@pa.gov>
Cc: Pento, Robert <RPENTO@pa.gov>
Subject: RE: Potential Elimination of US 220 in New York

Glenn,

I confirmed with Steve Mutchler in District 3 that there are no issues on our end with NY terminating the US 220 designation in their state. We don't need to modify any of our signing.

Justin

From: Rowe, Glenn (BOMO)
Sent: Friday, August 05, 2016 10:57 AM
To: Smith, Justin M (PennDOT-BOMO) <jussmith@pa.gov>; Pento, Robert <RPENTO@pa.gov>
Subject: FW: Potential Elimination of US 220 in New York

Any issue with this change? Will we need to modify our signing?

New York State DOT – Michael Fay, Director, Highway Data Services Bureau

From: Fay, Michael (DOT)
Sent: Monday, August 29, 2016 9:52 AM
To: Woodin, David (DOT)
Cc: Eshbaugh, Pam (DOT); Sack, Robert (DOT)
Subject: RE: Proposed Route Numbering Change - US 220

I definitely support this action as there has not been a US 220 recorded in the NYSDOT roadway inventory at least since 1995 (when I arrived in Data Services). I also didn't find any reference to US 220 in the oldest Sufficiency file in our archives (1984), although I didn't check all of the intermediate records (1985-1994) to see if it appeared in any of them.

New York State DOT – Tony Signorelli, Regional Traffic Engineer, Region 9

From: Signorelli, Tony (DOT)
Sent: Thursday, July 21, 2016 12:46 PM
To: Woodin, David (DOT)
Cc: Sperski, Rick (DOT)
Subject: RE: US-220

Sounds good. So, this falls into some form of DOT "Bucket List" J

Tony Signorelli, PE

Regional Traffic Engineer, R-9

New York State Department of Transportation

44 Hawley Street, Binghamton, New York 13901

(607) 721-8080 Tony.Signorelli@dot.ny.gov

www.dot.ny.gov

From: Woodin, David (DOT)
Sent: Wednesday, July 20, 2016 3:42 PM
To: Signorelli, Tony (DOT)
Subject: RE: US-220

Looking at the Maintenance Jurisdiction Tables you supplied, the following is what I found:

Section 103 Elmira Street (currently signed as US 220)

1. Section 103 is a 0.06 miles section in the Village of Waverly. Village is to maintain roadway including pavement, shoulders, curbs, slopes, guide rail, drainage, landscaping per Section 340-d of Highway Law.
2. Snow Removal to be performed by the Village of Waverly per Section 340-d of Highway Law.

This is a Village Street and NYSDOT has no responsibility for it. It was probably a matter of convenience to keep this short segment as US 220, but it serves no purpose otherwise. I will contact the Penn DOT Director of Traffic & Safety (Glen Rowe) and see if they are willing to terminate US 220 either at the state line or just before it where it meets the WB on ramp/off ramp which is in Pennsylvania. I am willing to accept either terminus points which are probably 100 feet apart. I just want to get it off our books before I retire. It will take close to a year to accomplish it since AASHTO approval is necessary and they meet only twice a year. So I will start the process.

From: Signorelli, Tony (DOT)
Sent: Wednesday, July 20, 2016 9:30 AM
To: Woodin, David (DOT)
Subject: FW: US-220

Dave,
FYI

Tony Signorelli, PE
Regional Traffic Engineer, R-9

New York State Department of Transportation
44 Hawley Street, Binghamton, New York 13901
(607) 721-8080 Tony.Signorelli@dot.ny.gov
www.dot.ny.gov

From: Sperski, Rick (DOT)
Sent: Wednesday, July 20, 2016 9:25 AM
To: Signorelli, Tony (DOT)
Subject: RE: US-220

Tony,
This area has been a problem for us from a maintenance jurisdiction stand point too. My interpretation is that US 220 ends at the PA line. Which is at or near the south end of the bridge over the RR tracks. We have had issues where the Village of Waverly believes that NYSDOT is responsible for the section in NY when we are not. Please see attached MJT to see areas we are responsible for.

From the PA line to Chemung Street the road should be referred to as Elmira Street. However, everyone calls it 220. I think even the Bridge Inspection reports have it listed as US 220. The street sign at the corner of Chemung St and Elmira Street reads RTE 220.

Might not be much help but that's my opinion based on the record plans.

Call me if you want to discuss.
Rick

From: Signorelli, Tony (DOT)
Sent: Wednesday, July 20, 2016 7:55 AM
To: Sperski, Rick (DOT)
Subject: FW: US-220

Rick,
I'm hoping you might have the answer to Dave's question below...
Thanks,
Tony

Tony: Who owns that section of US 220 (NYSDOT or village)? If it is just a village street, then I would say that there is no purpose in keeping US 220 on this <1 mile section in New York.

Tony Signorelli, PE
Regional Traffic Engineer, R-9

New York State Department of Transportation
44 Hawley Street, Binghamton, New York 13901
(607) 721-8080

Tony.Signorelli@dot.ny.gov
www.dot.ny.gov

Discussion with AASHTO re: Clarification of Requirements to Remove a US Route

From: Vitale Marty [mailto:MartyV@ashto.org]
Sent: Wednesday, August 03, 2016 9:04 AM
To: Woodin, David (DOT)
Cc: usrn@ashto.org
Subject: RE: Solicitation for Applications for Special Committee on US Route Numbering - Due by September 16, 2016

data in column 11 of page 6 necessary - NO

Marty Vitale
Engineering Program Specialist
AASHTO
mvitale@ashto.org; 202-624-5862

From: Woodin, David (DOT) [mailto:David.Woodin@dot.ny.gov]
Sent: Wednesday, August 3, 2016 9:03 AM
To: Vitale Marty <MartyV@ashto.org>
Cc: usrn@ashto.org
Subject: RE: Solicitation for Applications for Special Committee on US Route Numbering - Due by September 16, 2016

OK, I will go forward and submit a complete application. However, my original question was not answered. If I submit an application, is all the data in column 11 of page 6 necessary if all I intend to do is delete a ¼ mile section of highway? I am not adding to the system, so the info about the volumes, geometrics, etc. is not really relevant unless I was citing deficiencies as a reason to remove it from the system. The reason for removal is because a parallel Interstate was built (years ago) with the old two lane highway turned over to the municipality, so US 220 could terminate ¼ mile sooner at the Interstate instead of the old NY 17. The change could have been made years ago, but it was one of those things that had a low priority and fell through the cracks.

From: Vitale Marty [mailto:MartyV@ashto.org]
Sent: Wednesday, August 03, 2016 8:45 AM
To: Woodin, David (DOT)
Cc: usrn@ashto.org
Subject: RE: Solicitation for Applications for Special Committee on US Route Numbering - Due by September 16, 2016

David,

No one could locate anything about a one mile criteria anywhere in our Purpose and Policy. No one seems to have an issue with not filing an application on a route that is less than one mile. However, HO1 says the following on how to remove a route. So I would suggest that your state submit an application and be done with it.

[Purpose & Policy Statement HO1](#)

Page 3

3. The State Highway Department, by a favorable vote on the adoption of this program and policy, agrees and pledges its good faith that it will not erect U.S. markers on any road or take down or change the U.S. 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 that State.

I believe it is best to have this on record.

Marty Vitale
Engineering Program Specialist
AASHTO
mvitale@aaashto.org; 202-624-5862

From: Woodin, David (DOT) [<mailto:David.Woodin@dot.ny.gov>]
Sent: Tuesday, August 2, 2016 4:05 PM
To: Vitale Marty <MartyV@aaashto.org>
Subject: RE: Solicitation for Applications for Special Committee on US Route Numbering - Due by September 16, 2016

Thanks

From: Vitale Marty [<mailto:MartyV@aaashto.org>]
Sent: Tuesday, August 02, 2016 3:56 PM
To: Woodin, David (DOT)
Cc: usrn@aaashto.org
Subject: RE: Solicitation for Applications for Special Committee on US Route Numbering - Due by September 16, 2016

David,

I am not sure if we require a state to make an application for a route that is under one mile. I have copied the committee for their response. Previously I had told someone that anything under one mile would not affect the Log miles would not change in the Database.

I would like to see if the members agree or disagree because the route in question was dismissed as unnecessary on the ballot.

Marty Vitale
Engineering Program Specialist
AASHTO
mvitale@aaashto.org; 202-624-5862

From: Woodin, David (DOT) [<mailto:David.Woodin@dot.ny.gov>]
Sent: Tuesday, August 2, 2016 2:24 PM
To: Vitale Marty <MartyV@aaashto.org>
Subject: RE: Solicitation for Applications for Special Committee on US Route Numbering - Due by September 16, 2016

Question about the process: New York is going to propose the elimination of a very short (¼ mile or less) section of US 220 (Elmira Street) in the Village of Waverly (NY) that terminates at the Pennsylvania state line, just north of I 86. This is the only section of US 220 in New York and the road is a local street that use to connect to a disbanded state touring route (NY 17C). We are looking to administratively clean up this obsolete stub as it makes no sense to carry it past the I 86 on/off ramp.

There is a sign for US 220 on Elmira Street, but Google Maps shows that US 220 in Pennsylvania stops short of the state line and follows the on/off ramp to connect with I 86 (see map below). We cannot find any record of the route being changed with the building of I 86 (also known as NY 17) in this area.

My question is do we need to provide a detailed description of the eleven data columns in the spreadsheet on page 6 of the application if we propose to delete this segment of US 220? Basically, we would want to eliminate all of US 220 within the State of New York (about ¼ mile or less).

David Woodin, PE, PTOE
New York State Department of Transportation
Office of Traffic Safety & Mobility
Director, Traffic Operations Bureau
50 Wolf Road POD 53
Albany, New York 12232

(518)457-1793 (Desk)
(518)469-9316 (Cell)

David.Woodin@dot.ny.gov



MEMORANDUM

TO: A. Signorelli, Regional Traffic Engineer, Region 9

FROM: D. Woodin, Office of Traffic Safety & Mobility, POD 53 *DW*

SUBJECT: Proposal to Delete US 220 in the Village of Waverly

DATE: August 25, 2016

The purpose of this memorandum is to request input on the elimination of the route designation for a short section (about ¼ mile) of Route US 220 in the Village of Waverly. The route designation is an anachronism that no longer serves a transportation related purpose. Since this designation requires AASHTO approval, a final determination would be made by them.

Background: Route US 220 is a locally owned street (Elmira Street) in the Village of Waverly (Tioga County) on the Pennsylvania border and it traverses 681 miles before ending at US 1 in Rockingham, North Carolina. Many years ago, it was the northern terminus of Route US 220 and it began at the intersection of the former NY 17 (Chemung Street). With the completion of the Southern Tier Expressway (STE), NY 17 was relocated from Chemung Street south to the STE. The actual interchange of Route US 220 and the STE is physically just south of the state line and is in Pennsylvania (see attached map). Route US 220 was retained on Elmira Street and Chemung Street was renumbered as NY 17C. In the past ten years, that route designation was shortened so that NY 17C terminated on the east side of Waverly at NY 34 (Cayuta Street). From this time on, Route US 220 was simply a stub route ending at the junction of a local street. It was recently discovered that the Department did not submit paperwork to AASHTO to also delete this approximately ¼ mile section of Route US 220 in the State of New York.

Both the Commonwealth of Pennsylvania and AASHTO have been contacted about removing this stub route in New York and beginning Route US 220 at the state line which is the junction of I 86/NY 17 (STE). Pennsylvania expressed no objection and AASHTO said that due to the short length, it would not require full AASHTO approval to rescind the route. In fact, AASHTO is in the process of updating the U.S. Route Log and is seeking input from the states to make any necessary corrections.

Next Steps: Before submitting a formal request to AASHTO, comments are being sought as to whether or not Route US 220 should be de-activated in New York and to identify any unintended consequences that should be considered.

Regional Traffic is reminded of the following:

“All proposed changes to the NY or US Touring Route Number Systems shall be discussed with local government agencies representing the communities through which the proposed route change traverses prior to implementation. The Regional Traffic Engineer shall canvass local governmental jurisdictions to determine their reaction, views and comments to the proposed numbering changes. However, this is strictly a courtesy procedure and final authority for making the ultimate decision still remains with the

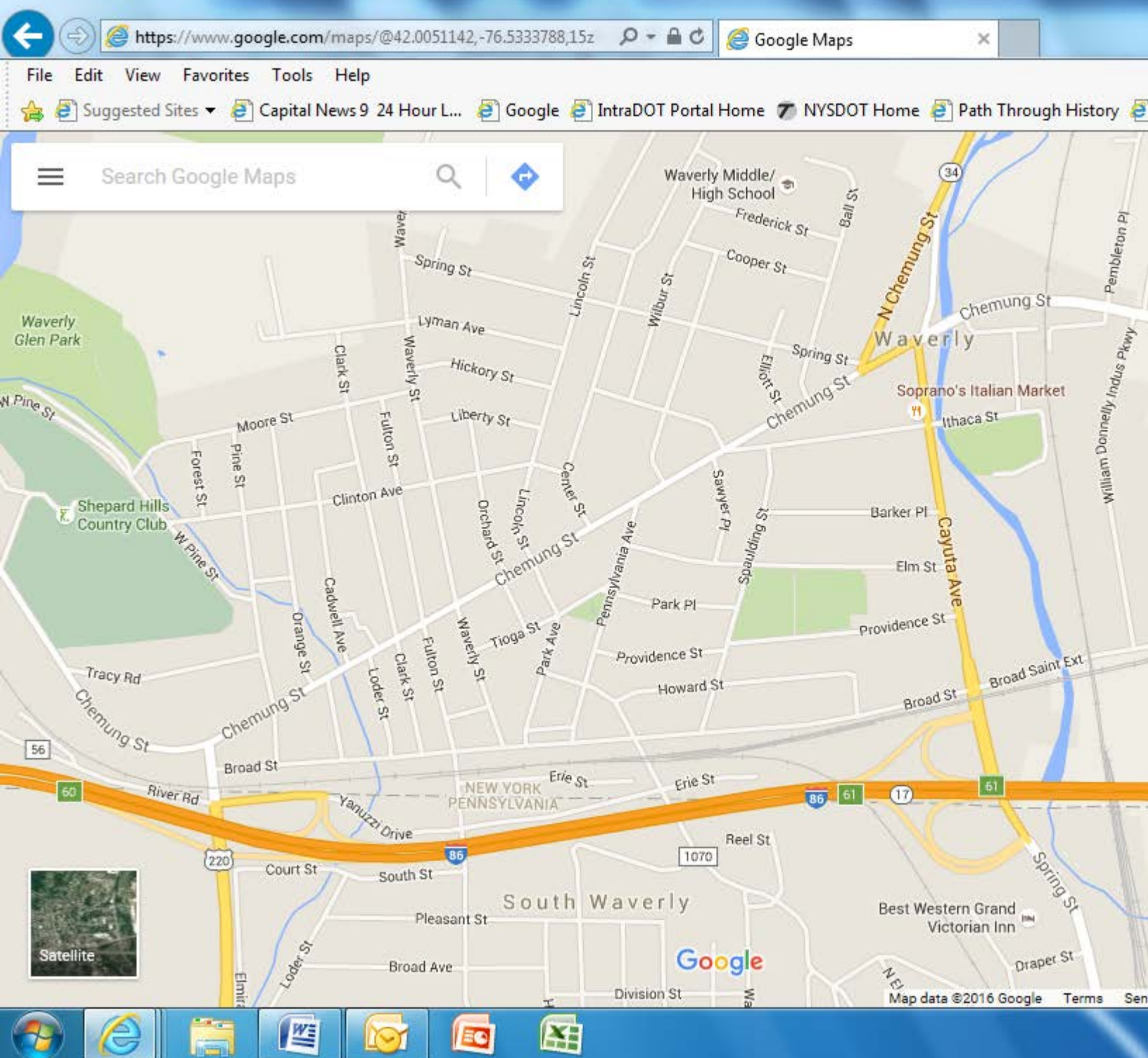
Department; ie. local government does not have veto power over route establishment on the State highway system.” (Directive A09-270-2, Traffic Control Program: Route Numbering, Section V., Paragraph F.)

Please submit your comments by September 16th. If you have any questions relative to the matter, please contact Dave Woodin at (518)457-1793.

DCW:dw

Attachments

cc: P. Eng, Executive Deputy Commissioner
W. Albert, Chief Engineer
J. Williams, Regional Director, Region 9
A. Stiles, Regional Director of Operations, Region 9
P. Eshbaugh, Regional Planning & Program Management, Region 9
D. Bickford, Regional Design, Region 9
T. Wisner, Regional Construction, Region 9
K. Eaton, Regional Right of Way, Region 9
R. Sperski, Tioga County Resident Engineer, Region 9
J. McLachlan, Division of Legal Affairs, 6th Floor
E. Celia, Project Management Office, 6th Floor
D. D'Angelo, Engineering Division, 6th Floor
R. Martz, Office of Operations & Asset Management, 6th Floor
R. Lee, Office of Design, POD 23
R. Sack, Office of Technical Services, POD 52
M. Fay, Highway Data Services Bureau, POD 42
R. Limoges, Office of Traffic Safety & Mobility, POD 53
J. Bassett, Office of Traffic Safety & Mobility, POD 53
B. Abrahamer, Traffic Operations Bureau, POD 53
W. Leonard, Office of Modal Safety & Security, POD 53
M. Mathioudakis, Central Permit Office, 1st Floor



Map of Waverly, New York

Response from Pennsylvania DOT

From: Rowe, Glenn (BOMO) [mailto:GLROWE@pa.gov]
Sent: Friday, August 19, 2016 9:24 AM
To: Woodin, David (DOT)
Subject: FW: Potential Elimination of US 220 in New York

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dave,

We have no issues for changing the US 220 signing within your state as it has not implication on PennDOT's roadways.

Glenn C. Rowe, PE | Chief
PA Department of Transportation
Highway Safety and Traffic Operations
400 North Street 6th Floor
Harrisburg, PA 17120-0064
Phone 717.783.6479 | Fax: 717.783.8012
glrowe@pa.gov
www.state.pa.us

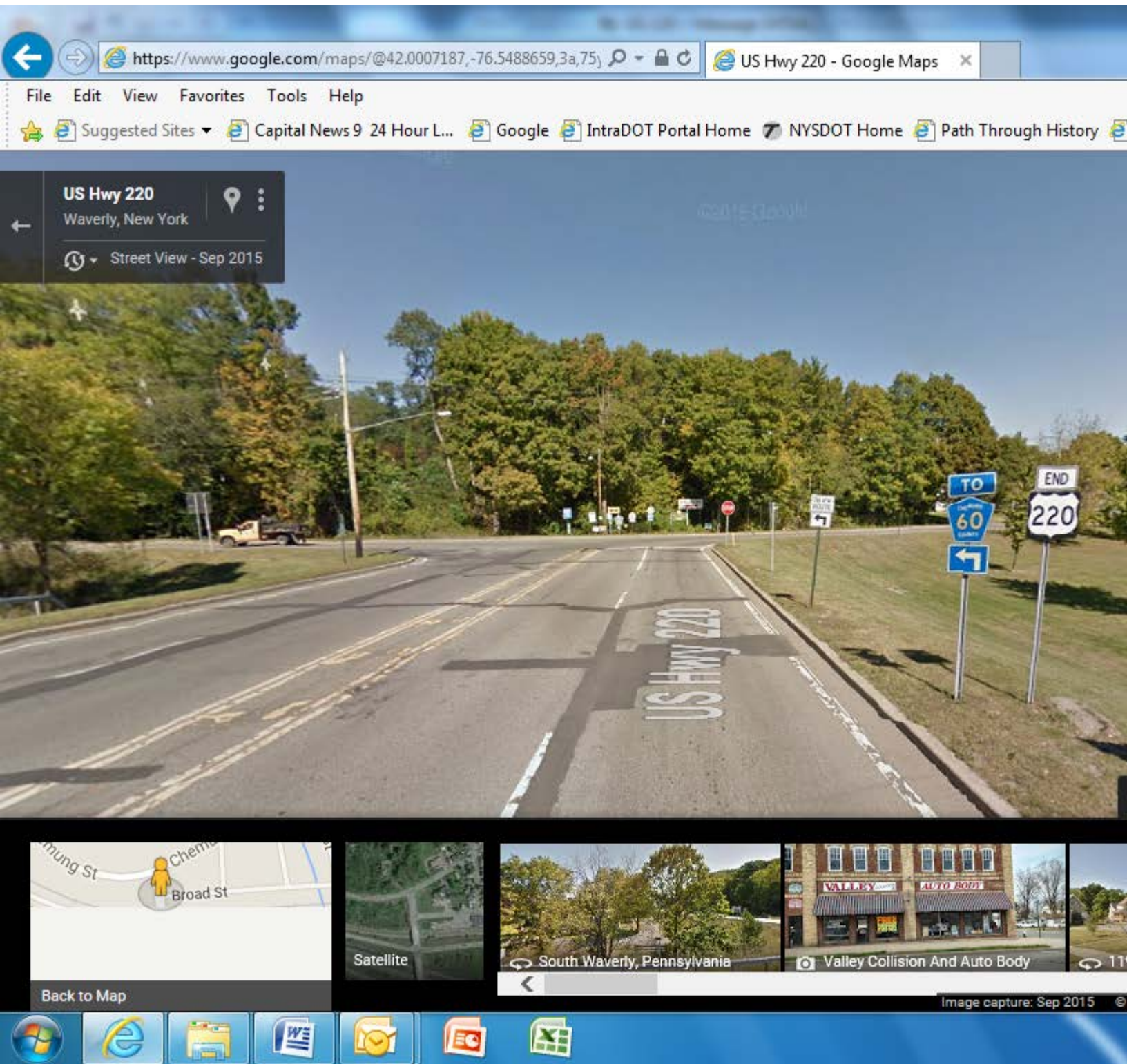
From: Smith, Justin M (PennDOT-BOMO)
Sent: Friday, August 19, 2016 8:41 AM
To: Rowe, Glenn (BOMO) <GLROWE@pa.gov>
Cc: Pento, Robert <RPENTO@pa.gov>
Subject: RE: Potential Elimination of US 220 in New York

Glenn,
I confirmed with Steve Mutchler in District 3 that there are no issues on our end with NY terminating the US 220 designation in their state. We don't need to modify any of our signing.
Justin

From: Rowe, Glenn (BOMO)
Sent: Friday, August 05, 2016 10:57 AM
To: Smith, Justin M (PennDOT-BOMO) <jussmith@pa.gov>; Pento, Robert <RPENTO@pa.gov>
Subject: FW: Potential Elimination of US 220 in New York

Any issue with this change? Will we need to modify our signing?

Northbound on Route US 220 (Elmira Street) in Village of Waverly approaching Chemung Street intersection (northern terminus of Route US 220). Note: The "END 220" sign is the only remaining physical reference to Route US 220 existing in New York.



U.S. (I) Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks: AASHTO U.S. Route Log
				Mileage	Mileage in State	
220	New York	Regular	Jct. W. Waverly	0	0	Route begins, NY-17
220	New York	Regular	State Line	1	1	NONE
220	Pennsylvania	Regular	State Line	0	0	NONE
220	Pennsylvania	Regular	Sayre	1	1	NONE
220	Pennsylvania	Regular	Jct. N.W. Towanda	14	15	Crosses U.S. 6
220	Pennsylvania	Regular	Jct. W. Pennsdale	57	72	Joins I-180
220	Pennsylvania	Regular	Williamsport	10	82	Crosses U.S. 15
220	Pennsylvania	Regular	Williamsport	2	84	I-180 ends
220	Pennsylvania	Regular	Jct. S. Lock Haven	33	117	Joins I-80
220	Pennsylvania	Regular	Milesburg	21	138	Leaves I-80
220	Pennsylvania	Regular	Martha Furnace	13	151	Joins U.S. 322
220	Pennsylvania	Regular	Port Matilda	3	154	Leaves U.S. 322
220	Pennsylvania	Regular	Duncansville	35	189	Crosses U.S. 22
220	Pennsylvania	Regular	Jct. N. Bedford	25	214	U.S. 220 Bus. begins and leaves
220	Pennsylvania	Business	Jct. N. Bedford	0	0	Route begins, leaves U.S. 220
220	Pennsylvania	Business	Jct. N. Bedford	3	3	Crosses I-70 and I-76
220	Pennsylvania	Business	Bedford	3	6	Crosses U.S. 30
220	Pennsylvania	Business	Jct. S.	5	11	Route ends,

			Bedford			rejoins U.S. 220
220	Pennsylvania	Regular	Jct. N. Bedford	3	217	Crosses I-70, I-76
220	Pennsylvania	Regular	Jct. W. Bedford	3	220	Crosses U.S. 30
220	Pennsylvania	Regular	Jct. S. Bedford	5	225	U.S. 220 Bus, rejoins and ends
220	Pennsylvania	Regular	State Line	20	245	NONE
220	Maryland	Regular	State Line	0	0	NONE
220	Maryland	Regular	Cumberland	5	5	Joins U.S. 40 and I-68
220	Maryland	Regular	Cumberland	2	7	U.S. 40 Alt. begins and leaves
220	Maryland	Regular	Cumberland	2	9	Leaves I-68 and U.S. 40
220	Maryland	Regular	State Line	18	27	NONE
220	West Virginia	Regular	State Line	0	0	NONE
220	West Virginia	Regular	New Creek	6	6	Joins U.S. 50
220	West Virginia	Regular	Junction	12	18	Leaves U.S. 50
220	West Virginia	Regular	Petersburg	33	51	NONE
220	West Virginia	Regular	Franklin	27	78	Joins U.S. 33
220	West Virginia	Regular	Jct. S. Franklin	1	79	Leaves U.S. 33
220	West Virginia	Regular	State Line	15	94	NONE
220	Virginia	Regular	State Line	0	0	NONE

220	Virginia	Regular	Monterey	8	8	Crosses U.S. 250
220	Virginia	Regular	Warm Springs	30	38	NONE
220	Virginia	Regular	Covington	25	63	Joins U.S. 60
220	Virginia	Regular	Covington	2	65	Joins I-64
220	Virginia	Regular	Jct. W. Clifton Forge	7	72	U.S. 220 Bus. begins and leaves; U.S. 60 Bus. rejoins and ends
220	Virginia	Business	Jct. W. Clifton Forge	0	0	Route begins, leaves U.S. 220, U.S. 60 and I-64; joins U.S. 60 Bus.
220	Virginia	Business	Clifton Forge	2	2	Leaves U.S. 60 Bus.
220	Virginia	Business	Jct. S.E. Clifton Forge	1	3	Route ends, rejoins U.S. 220
220	Virginia	Regular	Jct. E. Clifton Forge	4	76	Leaves I-64 and U.S. 60; U.S. 60 Bus. begins and joins
220	Virginia	Regular	Clifton Forge	1	77	Leaves U.S. 60 Bus.
220	Virginia	Regular	Jct. SE. Clifton Forge	1	78	U.S. 220 Bus. rejoins and ends
220	Virginia	Regular	Jct. S. Fincastle	33	111	Joins I-81
220	Virginia	Regular	Jct. N. Roanoke	7	118	Leaves I-81; I-581 begins and joins
220	Virginia	Regular	Roanoke	5	123	Crosses U.S. 11 Alt. and U.S.

						460
220	Virginia	Regular	Roanoke	1	124	Crosses U.S. 11, U.S. 221
220	Virginia	Regular	Roanoke	1	125	I-581 ends
220	Virginia	Regular	Roanoke	1	126	U.S. 220 Bus. begins and leaves
220	Virginia	Business	Roanoke	0	0	Route begins, leaves U.S. 220
220	Virginia	Business	Roanoke	3	3	Route ends, rejoins U.S. 220
220	Virginia	Regular	Roanoke	2	128	U.S. 220 Bus. rejoins and ends
220	Virginia	Regular	Jct. N. Rocky Mount	19	147	U.S. 220 Bus. begins and leaves
220	Virginia	Business	Jct. N. Rocky Mount	0	0	Route begins, leaves U.S. 220
220	Virginia	Business	Jct. S. Rocky Mount	5	5	Route ends, rejoins U.S. 220
220	Virginia	Regular	Jct. S. Rocky Mount	4	151	U.S. 220 Bus. rejoins and ends
220	Virginia	Regular	Bassett Forks	18	169	U.S. 220 Bus. begins and leaves
220	Virginia	Business	Bassett Forks	0	0	Route begins, leaves U.S. 220
220	Virginia	Business	Martinsville	6	6	Joins U.S. 58
220	Virginia	Business	Jct. S. Martinsville	1	7	Leaves U.S. 58
220	Virginia	Business	Jct. S. Martinsville	3	10	Route ends, rejoins U.S. 220

220	Virginia	Regular	Jct. W. Martinsville	8	177	Crosses U.S. 58
220	Virginia	Regular	Jct. S. Martinsville	4	181	U.S. 220 Bus. rejoins and ends
220	Virginia	Regular	Jct. N. Ridgeway	3	184	U.S. 220 Bus. begins and leaves
220	Virginia	Business	Jct. N. Ridgeway	0	0	Route begins, leaves U.S. 220
220	Virginia	Business	Jct. S. Ridgeway	2	2	Route ends, rejoins U.S. 220
220	Virginia	Regular	Jct. S. Ridgeway	1	185	U.S. 220 Bus. rejoins and ends
220	Virginia	Regular	State Line	3	188	NONE
220	North Carolina	Regular	State Line	0	0	NONE
220	North Carolina	Regular	S. of Price	1	1	U.S. 220 Bus. begins and leaves
220	North Carolina	Business	S. of Price	0	0	Route begins, leaves U.S. 220
220	North Carolina	Business	Jct. N. Mayodan	7	7	Crosses U.S. 220
220	North Carolina	Business	Madison	6	13	U.S. 311 begins and leaves
220	North Carolina	Business	Jct. S. Madison	1	14	Route ends, rejoins U.S. 220
220	North Carolina	Regular	Jct. N. Mayodan	6	7	Crosses U.S 220 Bus.
220	North Carolina	Regular	Jct. S. Madison	6	13	U.S. 220 Bus. rejoins and ends
220	North	Regular	Jct. E.	9	22	Crosses U.S.

	Carolina		Stokedale			158
220	North Carolina	Regular	Greensboro	14	36	Joins U.S. 421
220	North Carolina	Regular	Greensboro	2	38	Joins U.S. 29, U.S. 70; crosses U.S. 29 Alt.
220	North Carolina	Regular	Greensboro	1	39	U.S. 70 Alt. begins and leaves
220	North Carolina	Regular	Greensboro	2	41	Joins I-85 and I-40; leaves U.S. 421
220	North Carolina	Regular	Greensboro	2	43	Leaves I-40
220	North Carolina	Regular	Greensboro	2	45	Leaves I-85, U.S. 29, and U.S. 70
220	North Carolina	Regular	Level Cross	10	55	U.S. 220 Bus. begins and leaves
220	North Carolina	Business	Level Cross	0	0	Route begins, leaves U.S. 220
220	North Carolina	Business	Asheboro	15	15	Crosses U.S. 64
220	North Carolina	Business	Ulah	5	20	Route ends, rejoins U.S. 220
220	North Carolina	Regular	Jct. S. Randleman	6	61	U.S. 311 joins and ends
220	North Carolina	Regular	Asheboro	8	69	Crosses U.S. 64
220	North Carolina	Regular	Ulah	4	73	U.S. 220 Bus. rejoins and ends
220	North Carolina	Regular	Jct. W. Rockingham	52	125	Crosses U.S. 74

220	North Carolina	Regular	Rockingham	1	126	Route ends, Jct. U.S. 1
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AASHTO



Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina 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

I-495 (Future)

AASHTO Use Only

Between I-540 in Knightdale (Wake County) and I-95 in Rocky Mount (Nash County)

The following states or states are involved:
North Carolina

- ****“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: April 17, 2017

SUBMIT APPLICATION ELECTRONICALLY TO 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.)

This application is to remove the Future I-495 interstate route number designation between I-540 in Wake County and I-95 in Nash County. This alignment travels along portions of I-87 and Future I-87, a Congressionally designated high priority interstate corridor approved at the Spring 2016 US Route Number Special Committee meeting and subsequently approved by FHWA.

Date facility available to traffic Currently Available

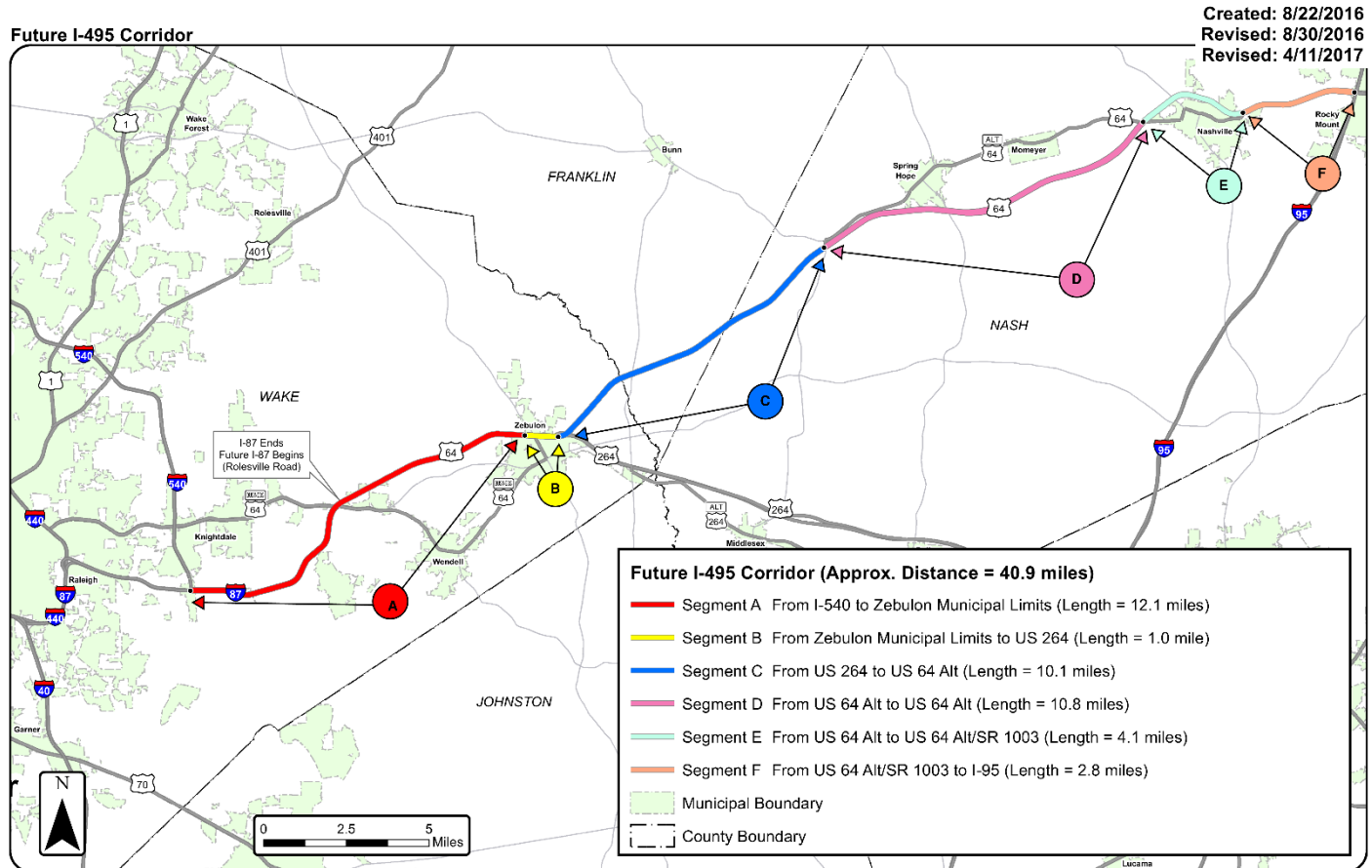
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to usroutes@ashto.org with this application.

(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.)



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 33,862 as compared to 49,584 for the year 2014 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 North Carolina Department of Transportation
(Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. 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.

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.

	1	2	3	4	5	6	7	8	9	10	11		
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	Percent				
0				10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length			
	A	H	G	71,000	None	None	None						
				57,000									
5				56,000									
				55,000									
	52,000			LP 15.8'									
10				LP 15.9'									
	47,000			LP 16.2'									
15	B			18,000	LP 16.1'								
	C			21,000	LP 16.2'								
					LP 16.1'								
20				19,000	None	None	None						None
					LP 15.8'								
	D			21,000	LP 15.9' & 16.1'								
					LP 15.8'								
					LP 16.0'								
					LP 16.3'								
30				23,000	LP 16.3'								
	E				142' & 161'								
					LP 15.8'								
					LP 16.0'								
35	F			31,000									
40				34,000	LP 16.0'								

Attach additional sheet here if necessary

Contact Information:
Dr. Joseph E. Hummer, Ph.D., P.E.
(919) 814-5040
jehummer@ncdot.gov

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

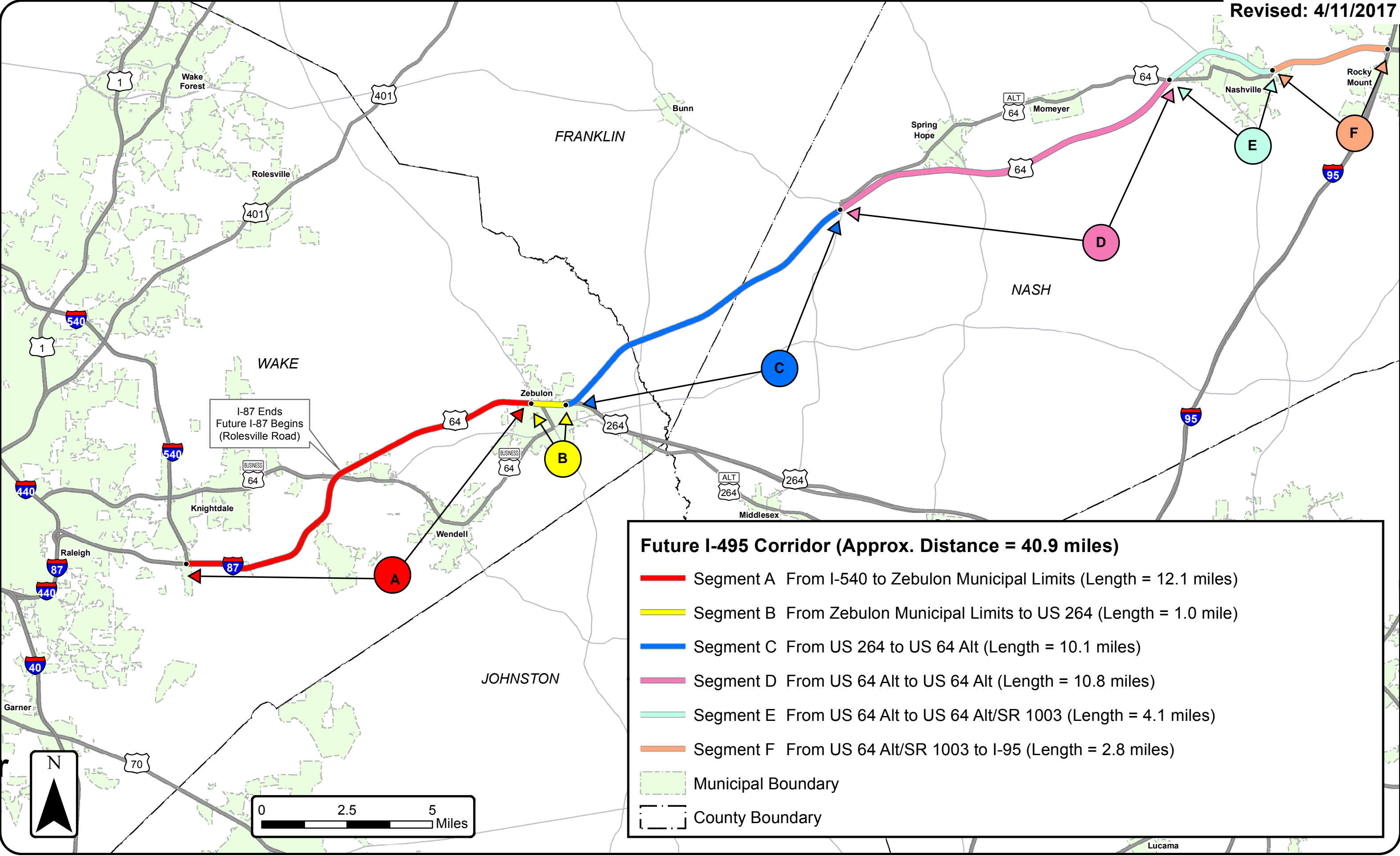
Where does the route begin?
Where is it going?
What type of facility is it traveling over?
Explain the direction (north, east, south, and west)
Name the focal point city or cities
Total number of miles the route will cover
Where does it end?

Begin your description here in unformatted single spaced paragraph format:

The route begins at the I-87/I-540 interchange (exit 26) in Wake County and goes north and east along existing I-87/US 64 in Wake County and along existing US 64 in Wake, Franklin, and Nash counties. The route is traveling along an existing multi-lane, fully access controlled facility in a north and eastern direction, with the focal point cities being Zebulon and Rocky Mount. Also, the route covers approximately 40.9 miles and ends at the I-95 interchange (exit 138) in Rocky Mount (Nash County).

Future I-495 Corridor

Created: 8/22/2016
Revised: 8/30/2016
Revised: 4/11/2017





AASHTO



Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina 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

I-495

AASHTO Use Only

Between I-440 in Raleigh (Wake County) and I-540 in Knightdale (Wake County)

The following states or states are involved:
North Carolina

- ****“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: April 17, 2017

SUBMIT APPLICATION ELECTRONICALLY TO 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.)

This application is to remove the I-495 interstate route number between I-440 and I-540 in Wake County. This alignment travels along a portion of a Congressionally designated high priority interstate corridor, which was approved as I-87 at the Spring 2016 US Route Number Special Committee meeting and subsequently approved by FHWA.

Date facility available to traffic Currently Available

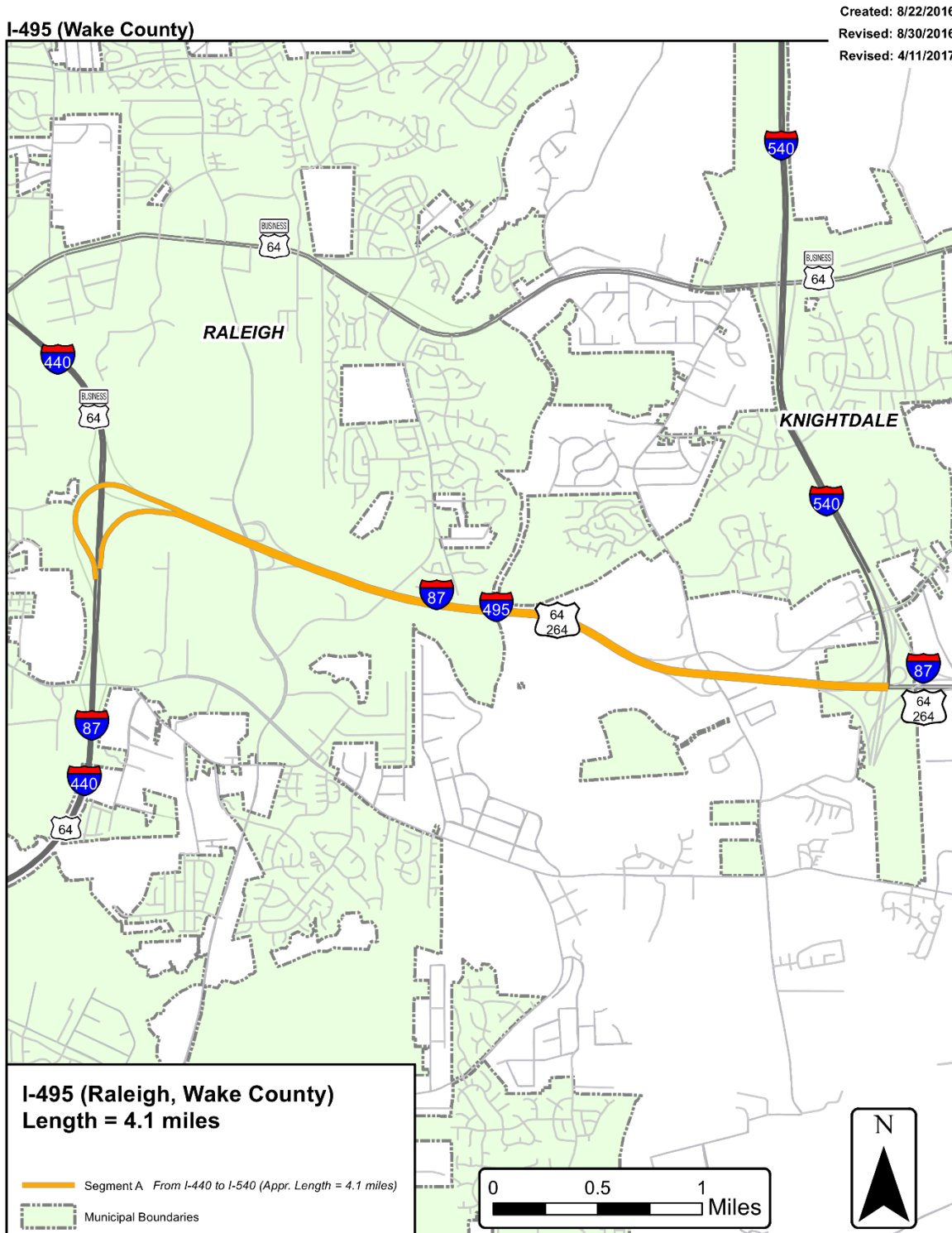
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to usroutes@aaashto.org with this application.

(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.)



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 75,488 as compared to 49,584 for the year 2014 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

North Carolina Department of Transportation
(Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. 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.

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.

[illegible]

Contact Information:
Dr. Joseph E. Hummer, Ph.D., P.E.
(919) 814-5040
jehummer@ncdot.gov

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

Where does the route begin?
Where is it going?
What type of facility is it traveling over?
Explain the direction (north, east, south, and west)
Name the focal point city or cities
Total number of miles the route will cover
Where does it end?

Begin your description here in unformatted single spaced paragraph format:

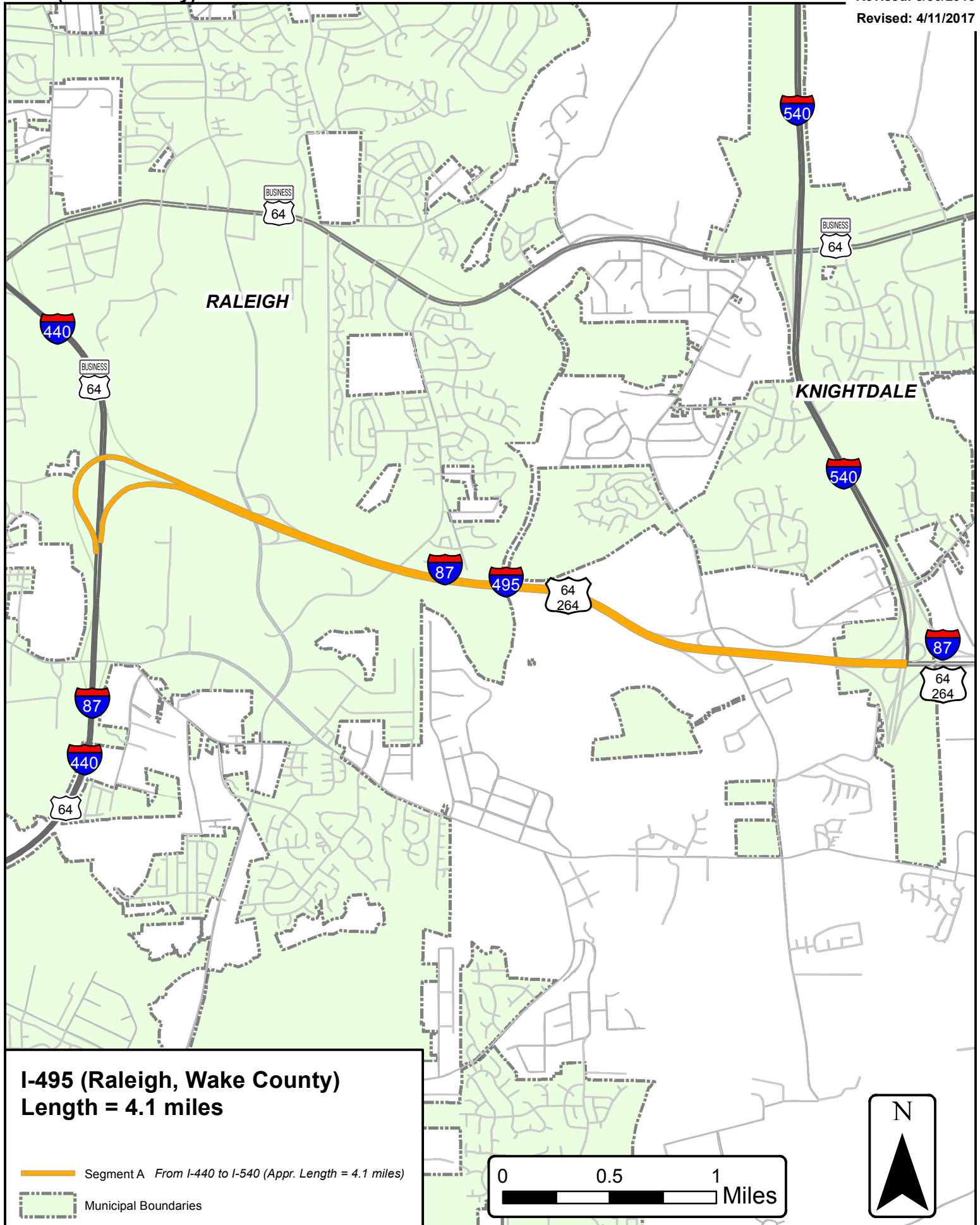
The route begins at the I-87/I-440/US 64 Business interchange (exit 14) in Raleigh (Wake County) and goes east along existing I-87/US 64/US 264. The route is traveling along an existing multi-lane, fully access controlled facility in a south and eastern direction, with the focal point cities being Raleigh and Knightdale. Also, the route covers approximately 4.1 miles and ends at the I-540 interchange (exit 26) in Knightdale (Wake County).

I-495 (Wake County)

Created: 8/22/2016

Revised: 8/30/2016

Revised: 4/11/2017





APPLICATION FOR DESIGNATION OF A
U.S. BICYCLE ROUTE (OCTOBER 24, 2012)

Member State Submitting Application: Pennsylvania

USBR No. 50

Date: 03.17.2017

This is an application for (please check):

- ☒ Establishment of a new U.S. Bicycle Route or segment
☐ Realignment of an existing U.S. Bicycle Route
☐ Deletion of a U.S. Bicycle Route or segment

Route Connects Maryland and West Virginia

(e.g., State Border, International Border, Existing US Bicycle Route, etc.)

The following state or states are involved: Maryland, Pennsylvania, and West Virginia

Map and Route Log

Attachment A: Map (PDF the map in color and attach to this form)

Attachment B: Route Log

Use the following form (or similarly formatted spreadsheet file labeled "Attachment B" and submitted with your application) for turn-by-turn details of the U.S. Bicycle Route you are proposing for designation.

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
Terminus:	Total Mileage:		

By signing below, the applicant attests to the following statements:

The state affirms that this application complies with the current *Purpose and Policy in Establishment and Extending United States Bicycle Routes*.

The State agrees and pledges its good faith that it will not erect, remove, or significantly alter any U.S. Bicycle Route, including markers and/or maps, 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 state affirms concurrence from all regional and local agencies that have ownership or operational authority over any part of the proposed routing of the U.S. Bicycle Route within this state.

Pennsylvania
Member State


Signature of State DOT Chief Executive
Officer or other authorized official

4/4/17
Date

(A letter from your Member State Chief Executive Officer with a signature is sufficient for the completion of this application, if the agency chooses not to include the signature on this form.)

Member State contact person:

Name:	Roy Gothie
Title:	Statewide Bicycle and Pedestrian Coordinator
Agency:	Pennsylvania Department of Transportation
Address:	PO Box 3643
City / State / ZIP:	Harrisburg PA 17105-3643
Telephone:	(717) 783-3991
FAX:	
E-Mail:	rgothie@pa.gov



**WEST VIRGINIA
DEPARTMENT OF TRANSPORTATION**

**1900 Kanawha Boulevard East • Building Five • Room 109
Charleston, West Virginia 25305-0440 • (304) 558-0444**

**Earl Ray Tomblin
Governor**

**Paul A. Mattox, Jr., P. E.
Cabinet Secretary**

April 1, 2014

**Ms. Julie Walcott
Pedestrian Bicycle and Safe Routes
to School Program Manager
Ohio Department of Transportation
1980 West Broad Street; 3260
Columbus, Ohio 43223**

Dear Ms. Walcott:

Letter of Acknowledgement for US Bicycle Route 50

The West Virginia of Transportation (WVDOT), in conjunction with the BHJ Regional Council and Metropolitan Planning Commission, is working to designate the proposed West Virginia portion of the west-east US Bike Route (USBR) 50 corridor. The proposed route will ultimately extend from California to Washington, D. C., through both West Virginia and Ohio.

I understand that the proposed route crosses the Ohio River from Steubenville, Ohio to Follansbee, West Virginia via the Market Street Bridge. Please note that this structure is now over 100 years old; although no definite schedule has been determined, this bridge will be permanently closed to traffic and dismantled at some future date, with no direct replacement planned at this time. This should be taken into consideration as a decision is made regarding the routing of USBR 50, since it would not be possible for the WVDOT to commit to the route's permanent crossing of the Ohio River at this location. Please note that the WVDOT has been working with the Ohio Department of Transportation for several years to design, fund and construct a new Ohio River crossing in the southern Wellsburg, West Virginia to Brilliant, Ohio area, which is located approximately nine miles downstream.

Should you have any questions or comments on this matter relating to the USBR System, please contact Mr. Perry J. Keller, Acting Statewide Planning Section Head, at (304) 558-9591.

Sincerely,

**Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways**

PAM:Kh



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223
JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

March 3, 2014

Mr. Perry Keller
West Virginia Department of Transportation (WVDOT)
Pedestrian and Bicycle Coordinator
1900 Kanawha Blvd. E, Building 5
Charleston WV 25305

Subject: Letter of Acknowledgement for US Bicycle Route 50

Mr. Keller,

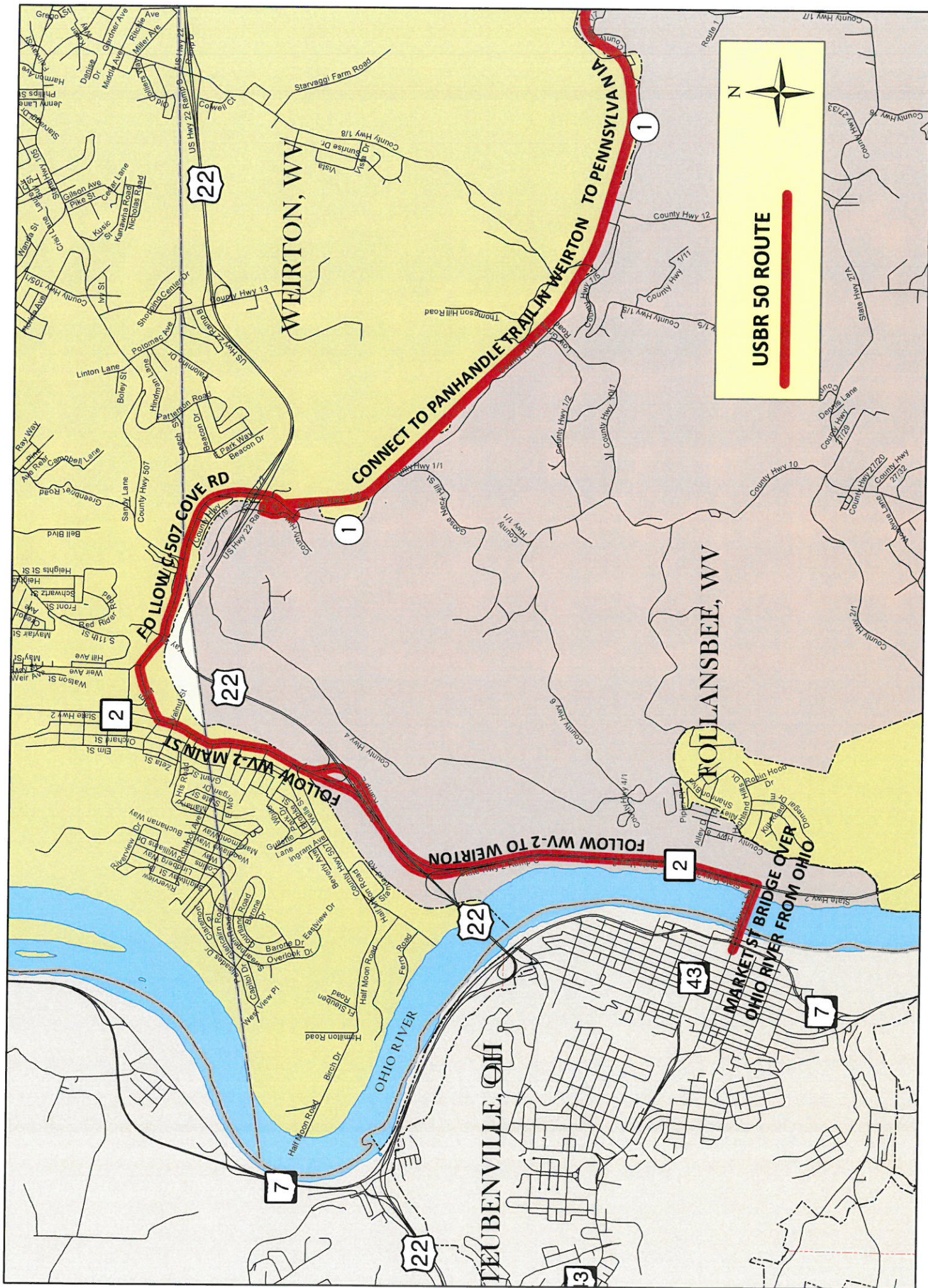
The Ohio Department of Transportation (ODOT) is working to designate the proposed Ohio portion of the west-east US Bike Route 50 corridor. The proposed route will ultimately go from California to Washington D.C., through both Ohio and West Virginia.

ODOT acknowledges the connection at the Marked Street Bridge from Steubenville, in Jefferson County Ohio to Follansbee, in Brooke County West Virginia.

Please contact me with questions or comments on matters relating to the US Bicycle Route System at 614-466-3049.

A handwritten signature in black ink that reads "Julie Walcott". The signature is fluid and cursive, with the first name "Julie" and last name "Walcott" clearly distinguishable.

Julie Walcott
Ohio Department of Transportation
Bicycle Pedestrian and Safe Routes to School Program Manager



**BOROUGH OF GLASSPORT
ALLEGHENY COUNTY, PENNSYLVANIA**

RESOLUTION NO. #1 (9/15/2015)

A RESOLUTION OF THE COUNCIL OF THE BOROUGH OF GLASSPORT, COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA, TO REQUEST THE APPROPRIATE OFFICIALS OF THE BOROUGH OF GLASSPORT TO OFFICIALLY DESIGNATE THE BICYCLE ROUTE DESIGNATED BY AASHTO AS SOON AS CAN BE ACHIEVED AND AUTHORIZES THE POSTING OF SIGNS WITHIN THE BOROUGH OF GLASSPORT RIGHT-OF-WAY IDENTIFYING THE ROUTE THROUGH THE COMMUNITY ONCE THE OFFICIAL DESIGNATION HAS BEEN MADE.

WHEREAS, bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists; and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has designated a corridor crossing southwestern Pennsylvania to be developed as United States Bike Route 50 (USBR 50); and

WHEREAS, the Steel Valley Trail Council and the Adventure Cycling Association, with the cooperation of the Pennsylvania Department of Transportation (PennDOT) and other stakeholders, have proposed a specific route to be designated as USBR 50, a map of which is herein incorporated into this resolution by reference; and

WHEREAS, the proposed route for USBR 50 comes through the Borough of Glassport and can therefore provide a benefit to our residents and businesses; and

WHEREAS, we have investigated the proposed route and found it to be a suitable route, and desire that the route be designated so that it can be mapped and signed, thereby promoting bicycle tourism in our area.

NOW, THEREFORE, be it resolved an enacted by the Council of the Borough of Glassport, and it is hereby resolved and enacted as follows:

Section One: The Council of the Borough of Glassport hereby expresses its approval and support for the development of USBR 50, and requests that the appropriate officials see to it that the route is officially designated by AASHTO as soon as this can be achieved, and authorizes the posting of signs within the Borough of Glassport right-of-way identifying the route through the community once the official designation has been made as identified on Exhibit "A" attached hereto.

Section Two: Any resolution or part of a resolution in conflict herewith is hereby repealed.

RESOLVED AND ADOPTED by the Council of the Borough of Glassport, County of Allegheny and Commonwealth of Pennsylvania, meeting in regular and public session, this 15 day of September, 2015.

ATTEST:

Nancy M. Piazza-Whaby
Nancy M. Piazza-Whaby
Secretary

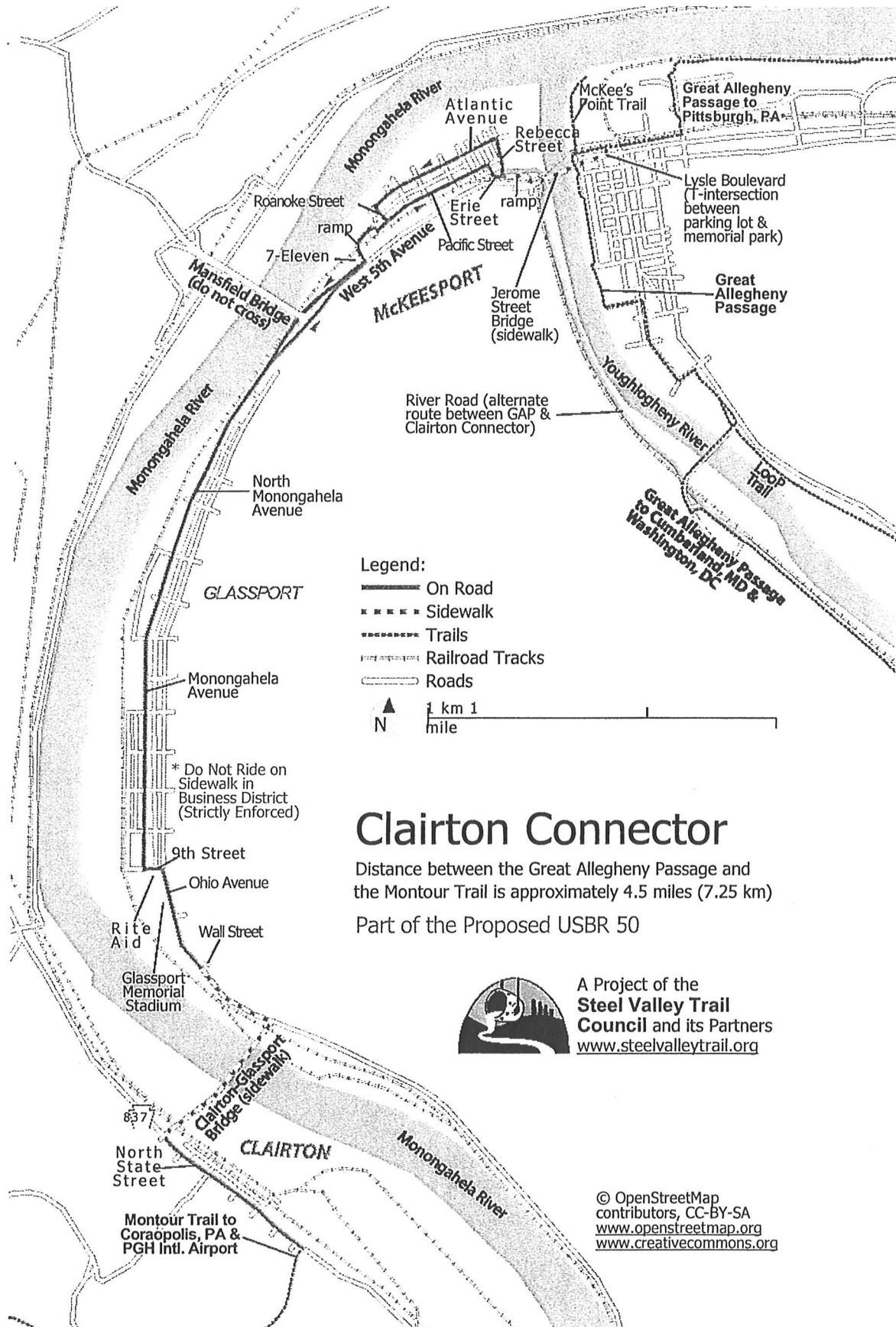
BOROUGH OF GLASSPORT

By David F. Kowalski
David Kowalski
President

ENTERED INTO LEGAL BOOK ON _____

Examined and Approved this 15th day of September, 2015.

By Rosemary Bradley
Rose Mary Bradley, Mayor



Clairton Connector

Distance between the Great Allegheny Passage and the Montour Trail is approximately 4.5 miles (7.25 km)

Part of the Proposed USBR 50



A Project of the
**Steel Valley Trail
 Council** and its Partners
www.steelvalleytrail.org

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www.openstreetmap.org
www.creativecommons.org

**CITY OF CLAIRTON
ALLEGHENY COUNTY
COMMONWEALTH OF PENNSYLVANIA**

RESOLUTION NO. 1670

**RESOLUTION OF THE CITY OF CLAIRTON IN SUPPORT OF THE
DEVELOPMENT OF USBR 50 (U.S. BICYCLE ROUTE 50) BIKE TRAIL ALONG THE
CLAIRTON CONNECTOR**

WHEREAS, bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourist; and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has designated a corridor crossing southwestern Pennsylvania to be developed as United States Bike Route 50 (USBR 50); and

WHEREAS, the Steel Valley Trail Council and the Adventure Cycling Association, with cooperation of the Pennsylvania Department of Transportation (Penn DOT) and other stakeholders, have proposed a specific route to be designated USBR 50. A map of which is herein incorporated into this resolution; and

WHEREAS, the proposed route for USBR 50 comes through the City of Clairton and can therefore provide a benefit to our residents and businesses; and

WHEREAS, we have investigated the proposed route and found it to be a suitable route, and desire that the route be designated so that it can be mapped and signed, thereby promoting bicycle tourism in our area.

NOW THWEREFOR BE IT RESOLVED that the City of Clairton hereby expresses its approval and support for the development of USBR 50, and requests that the appropriate officials see to it that the route is officially designated by AASHTO as soon as this can be achieved, and authorizes the postings of signs within the City of Clairton right-of-way identifying the route through the community once the official designation has been made.

RESOLVED and ADOPTED this 9th day of June, 2015

ATTEST:

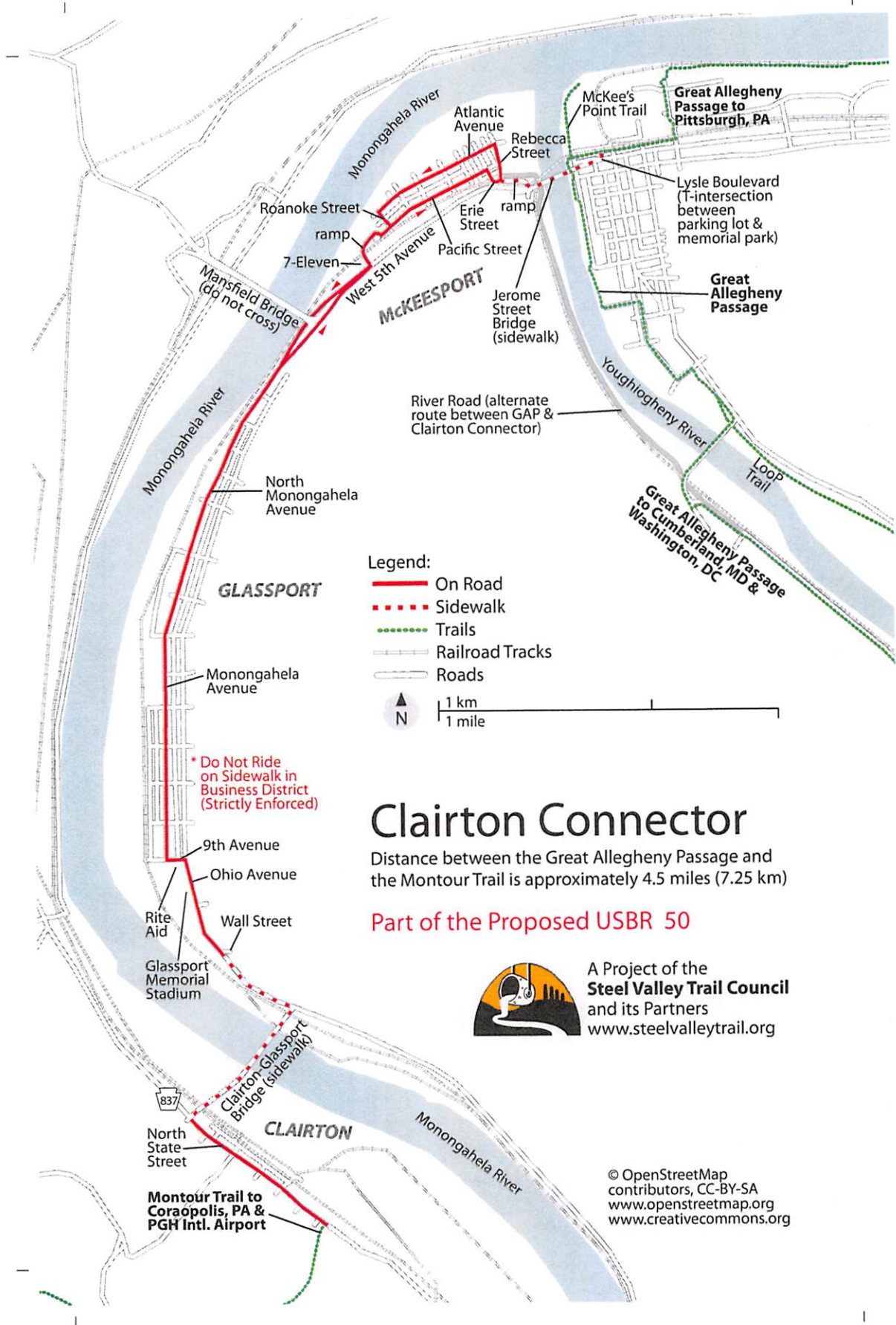
CITY OF CLAIRTON



Howard J. Bednar
City Manager / Finance Director



Richard L. Lattanzi, Mayor



Clairton Connector

Distance between the Great Allegheny Passage and the Montour Trail is approximately 4.5 miles (7.25 km)

Part of the Proposed USBR 50



A Project of the
Steel Valley Trail Council
and its Partners
www.steelvalleytrail.org

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www.openstreetmap.org
www.creativecommons.org

BILL NO: 127

FOLDER: 100

VOLUME: 99

CITY COUNCIL RESOLUTION NO.: 2015-36 INTRODUCTION DATE: 9-2-15

Introduced by: Daniel K. Carr

A RESOLUTION

OF THE CITY OF MCKEESPORT, ALLEGHENY COUNTY, PENNSYLVANIA, EXPRESSING THE CITY OF MCKEESPORT'S SUPPORT OF USBR 50

RESOLVED, by the City of McKeesport, in Council assembled, that:

WHEREAS, bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists; and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has designated a corridor crossing southwestern Pennsylvania to be developed as United States Bike Route 50 (USBR 50); and

WHEREAS, the Steel Valley Trail Council, the McKeesport Trail Commission, and the Adventure Cycling Association, with the cooperation of the Pennsylvania Department of Transportation (PennDOT) and other stakeholders, have proposed a specific route to be designated as USBR 50, a map of which is herein enclosed; and

WHEREAS, the proposed route for USBR 50 comes through the City of McKeesport and can therefore provide a benefit to our residents and businesses; and

WHEREAS, we have investigated the proposed route and found it to be a suitable route, and desire that the route be designated so that it can be mapped and signed, thereby promoting bicycle tourism in our area.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of McKeesport, Allegheny County, Pennsylvania, and it is hereby resolved by authority of the same as follows:

SECTION 1. The City of McKeesport hereby expresses its approval and support for the development of USBR 50, and requests that the appropriate officials see to it that the route is officially designated by AASHTO as soon as this can be achieved, and authorizes the posting of signs within the City of McKeesport right-of-way identifying the route through the community once the official designation has been made.

Bill # 127 cont.

SECTION 2. Any resolution, or part of any resolution that may conflict herewith, or be repealed hereby, be and the same, is hereby repealed.

ENACTED THIS 2nd DAY OF September, A.D., 2015.

Attest: [Signature]
Clerk of Council

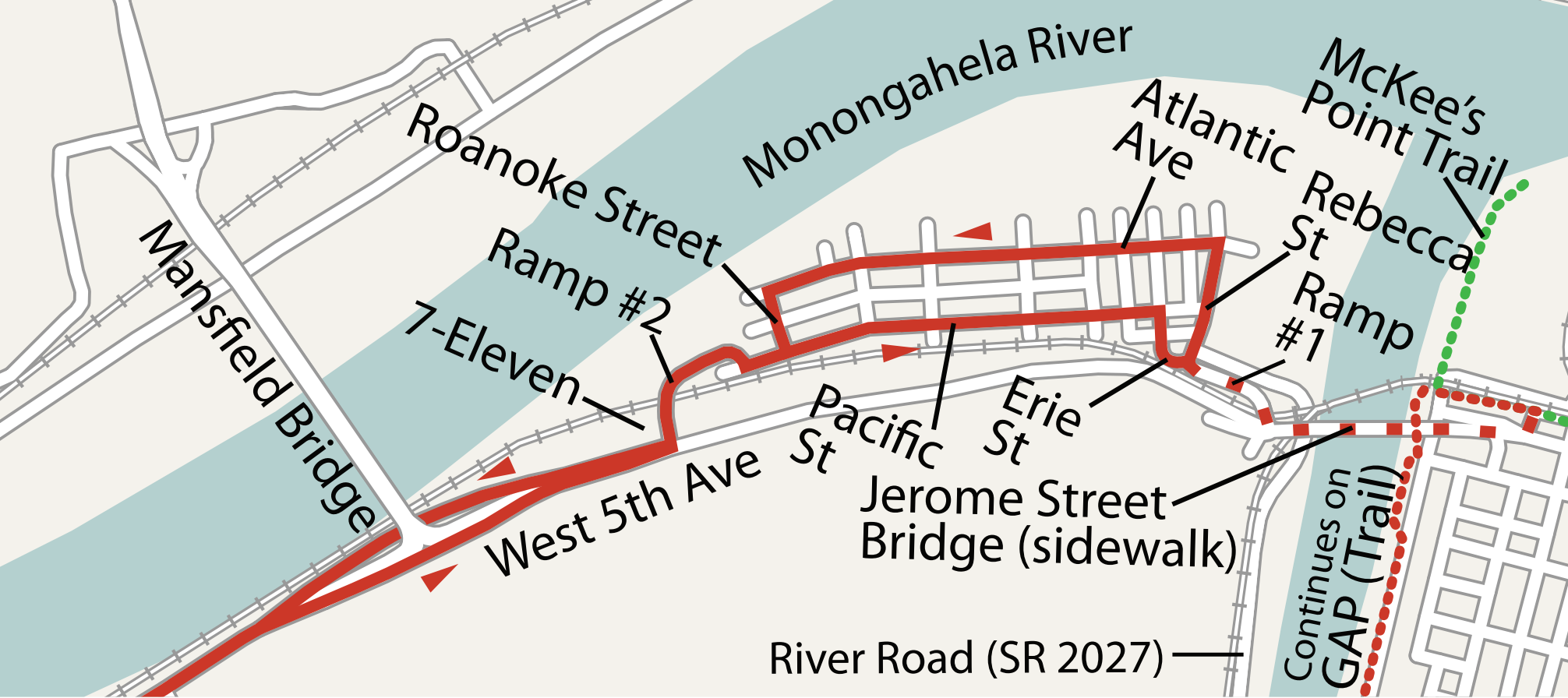
[Signature]
President of Council

EXAMINED AND APPROVED by me this 2nd day of September, 2015.

Attest: [Signature]
Mayor

EFFECTIVE DATE: 9-2-15

CITY OF MCKEESPORT



 Proposed USBR 50 Route (as recommended by McKeesport)

Please note the arrows indicate travel on one way streets or bridge bypasses.



STEEL VALLEY TRAIL COUNCIL

P.O. Box 318, Homestead, PA 15120

info@steelvalleytrail.org

**RESOLUTION OF SUPPORT FOR UNITED STATES BICYCLE ROUTE 50
WITHIN THE STEEL VALLEY OF SOUTHWESTERN PENNSYLVANIA**

**A RESOLUTION OF THE STEEL VALLEY TRAIL COUNCIL STATING ITS
SUPPORT FOR THE DEVELOPMENT OF U.S. BICYCLE ROUTE 50.**

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has designated a corridor crossing Southwestern Pennsylvania to be developed as United States Bike Route 50 (USBR 50), and

WHEREAS, the Allegheny Trail Alliance and the Adventure Cycling Association, with the cooperation of other stakeholders and the Pennsylvania Department of Transportation who is reviewing the route, have proposed that the USBR 50 comes through the municipalities of McKeesport, Glassport and Clairton along the existing bike route stewarded by the Steel Valley Trail Council, and

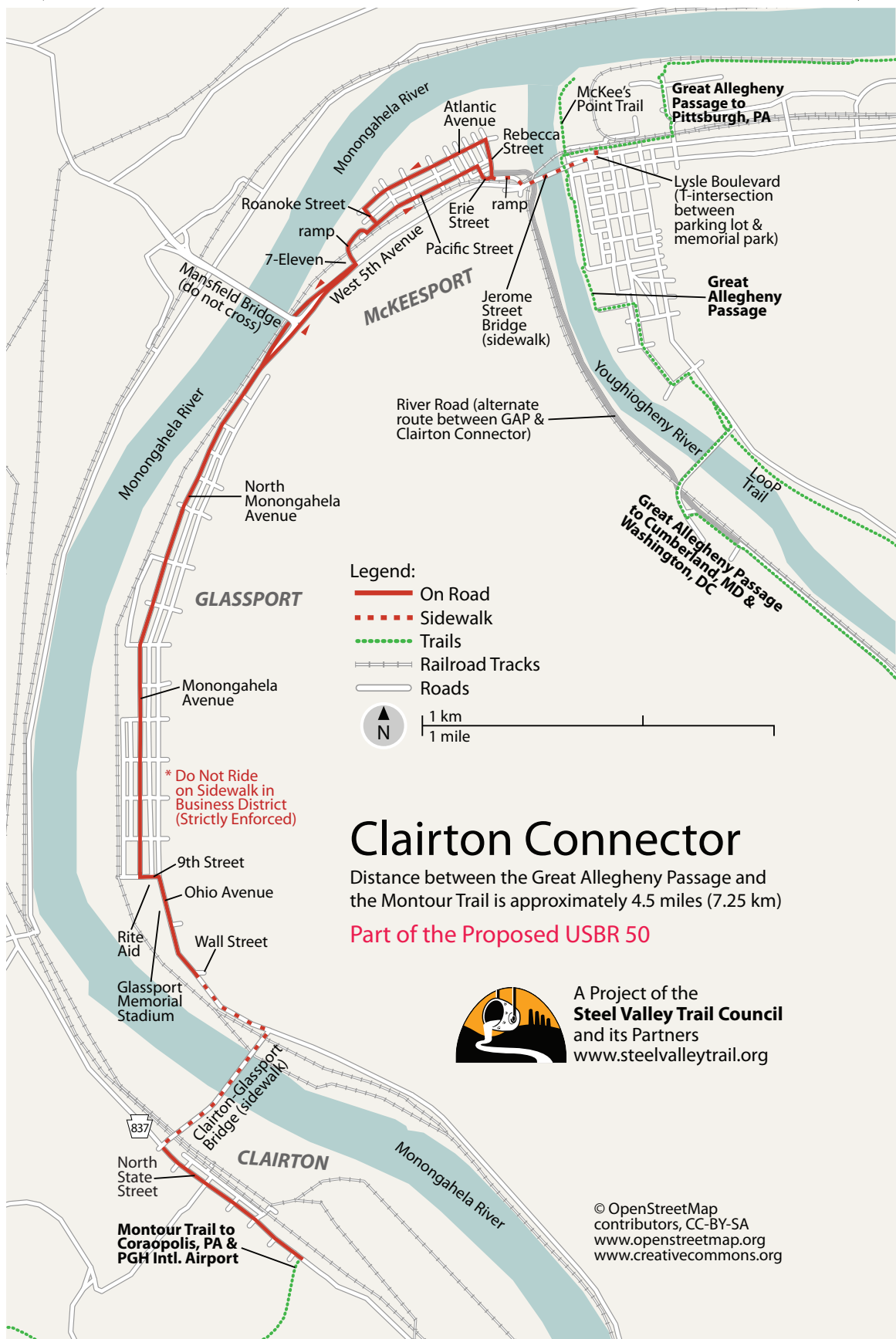
WHEREAS, the additional designation of USBR 50 can therefore provide a benefit to residents and businesses along the route, and

WHEREAS, we have investigated the proposed route and found it to be a suitable route, and desire that the route be designated so that it can be mapped and signed, thereby promoting bicycle tourism in our area,

THEREFORE IT IS HEREBY RESOLVED that the Steel Valley Trail Council hereby expresses its support for the development of USBR 50, and therefore encourages our trail partners in the municipalities of McKeesport, Glassport and Clairton to also support and approve the development of USBR 50.

Approved at the SVTC Board of Directors meeting that was held November 18, 2013.

Sara Petyk, President of the Steel Valley Trail Council



Clairton Connector

Distance between the Great Allegheny Passage and the Montour Trail is approximately 4.5 miles (7.25 km)

Part of the Proposed USBR 50



A Project of the
Steel Valley Trail Council
and its Partners
www.steelvalleytrail.org

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www.openstreetmap.org
www.creativecommons.org

Regional Trail Corporation
Board of Directors Meeting
Minutes October 16, 2013

- I CALL TO ORDER: The meeting was called to order at 12:15 pm by Greg Phillips at West Newton Station. In attendance were RTC board members Clarence Johnson, Ted Kovall, Malcolm Sias, Bob Hand, Brian Lawrence, Charlie Smith, Donna Holdorf, Linda Boxx, Betsy Manderino, Andy Baechle, Consultant Jack Paulik, Guests Jeff Richards, Bill Hall, and John Eisenbarth and Leslie Pierce.

Bob McNeilly has given his proxy Linda Boxx.

- II APPROVAL OF MINUTES: A motion was made by Ted Kovall and seconded by Bob Hand to approve the minutes of the September meeting. Motion carried.

- III TREASURER'S REPORT: The Treasurer's Reports and the Cash Position were distributed. Leslie gave an overview of the reports. A motion to approve the reports and pay the monthly bills was made by Donna Holdorf and seconded by Betsy Manderino. Motion carried.

IV ITEMS FOR ACTION/INFORMATION

1. Stock Donation - A motion was made by Linda Boxx and seconded by Donna Holdorf to pass a resolution to authorize Greg Phillips as President to sign the papers to sell 100 shares of stock that were donated to the benefit of the Allegheny Trail Alliance. Motion carried.

2. Bike Route 50 – A motion was made by Linda Boxx and seconded by Betsy Manderino for the RTC to adopt a resolution stating its support for the development of U.S. Bicycle Route 50 which would use the C & O Canal Towpath, the Great Allegheny Passage, the Clairton Connector, the Montour Trail, and the Panhandle Trail into Ohio. Motion carried.

V. OLD BUSINESS

1. Insurance Coverage for Volunteers – Leslie stated that after talking to our insurance carrier, it was confirmed that any litigation that would be initiated by an outside party due to an authorized activity on behalf of the RTC, would be covered by our insurance policy. The volunteer would not need to obtain their own legal counsel. This would only be applicable if the proper policies were strictly adhered to, i.e. monitor policy, etc.
2. Signage Policy – There was draft policy was reviewed. A motion was made by Linda Boxx and seconded by Clarence Johnson that the RTC approve the installation request form pending ratification by the member trail organizations and their appointment of a “sign governor”. Motion carried.

3. Dickerson Run Update – Leslie reported that Laurel Highlands Surveying has started the survey of the D-Run area. Initial drawings are inconclusive but she should have the finished survey for the November meeting.
4. Turtle Creek Railroad acquisition – Malcolm reported that the 9.5 miles of the former railroad property from Trafford to Export has been acquired, thus clearing the way for the newest section of the Westmoreland Heritage Trail. He is hoping to go the final 1.3 miles into Monroeville eventually.
5. RAD Funding – Charlie reported that it appears we are still in the running for funds to repair the Durabond area. Roy Kraynyk has been informed that the match we were hoping for has not happened.
6. Mon Valley Petroleum – Charlie reported that he and Malcolm will be doing a walk-through of the property with Malcolm soon and hopefully meet with Hartley King to discuss his proposal for subdividing the property.

VI. NEW BUSINESS

1. Retreat – Greg reported the retreat is scheduled for January 25, 2014. Some of the workshops will include monitor training, trail repair and problem prevention, the Geographic Information Mapping System and updates from the trail groups. Please send suggestions for other sessions to Leslie.
2. Keystone Metals Section – Jack reported that per our agreement with Friends of the Riverfront, the property will be transferred to their ownership now that the project is complete. Linda made the motion to transfer that section of trail which is located within the City of Pittsburgh to Friends of the Riverfront. Andy Baechle seconded. Motion carried.
3. Amtrak Roll On - Roll Off Demonstration – Linda reported that the trial run on the Capitol Limited went smoothly and was well-received by all. Hopefully, this is something that will be available on a bigger scale in the near future.
4. Westmoreland Heritage Trail Grand Opening – Leslie stated that she attended the opening and it was wonderful. There were approximately 100 in attendance with very interesting speakers which included the County Commissioners. Malcolm and his staff did a great job putting this together. The trail looked great.

VII. ADJOURNMENT – The meeting was adjourned at 2:00 pm. The next meeting will be held on November 20 at noon.

Respectfully Submitted,

Betsy Manderino, Secretary

Section	Directions	Miles
A	Maryland State Line, follow Great Allegheny Passage north to Fayette County.	Continue 40.93 miles
B	Great Allegheny Passage north to Westmoreland County.	Continue 44.64 miles
C	Follow Great Allegheny Passage north to Westmoreland County.	Continue 10 miles
D	Follow Great Allegheny Passage north to parking lot.	Continue 16.48 miles
E	From northbound on the Great Allegheny Passage (Steel Valley Trail), leaving a parking lot and going onto 4th Avenue (just before going behind McKeepport's Memorial Park), turn right onto Strawberry Street.	Continue 0.11 miles
	Turn right onto Lysle Blvd's sidewalk. Use curb cuts to cross road extension and continue onto Jerome Street Bridge. Cross the river using the bridge's downstream sidewalk. The road becomes West 5th Avenue after crossing the bridge.	Continue for 0.23 miles
	Turn right and go down Ramp No. 1	Continue for 0.09 miles
	At bottom of Ramp No. 1, turn right onto Rebecca Street	Continue for 0.12 miles
	Turn left onto Atlantic Avenue	Continue for 0.40 miles
	Turn left onto Roanoke Street	Continue for 0.06 miles
	Turn right onto Pacific Street	Continue for 0.03 miles
	Turn right onto Ramp No. 2	Continue for 0.14 miles
	At the top of Ramp No. 2, turn right onto West 5th Avenue and veer right to avoid the Mansfield Bridge. After passing the bridge, continue straight. Road becomes North Monongahela Avenue.	Continue for 0.87 miles
	Road becomes Monongahela Avenue as it passes Harrison Street. Continue straight.	Continue for 1.11 miles
	Turn left onto 9th Street, following thoroughfare.	Continue for 0.06 miles
	Turn right onto Ohio Avenue, following thoroughfare.	Continue for 0.56 miles
	Turn right onto Clairton-Glassport Bridge	Continue for 0.45 miles
	Turn left onto North State Street (PA 837)	Continue for 0.52 miles
	Turn right onto Montour Trail	Continue for 2.13 miles
	Merge onto Peters Creek Road	Continue for 0.39 miles
	Turn right into parking lot for Jefferson Technology Center	Continue for 0.19 miles
	Cross Rt. 51 onto Old Clairton Rd and turn left onto Oak Road	Continue for 0.55 miles
	Turn left onto 1st Ave.	Continue for 0.10 miles
	Turn left onto Peters Creek Rd.	Continue for 2.46 miles
	Continue straight across Gill Hall Rd.	Continue for 0.83 miles
	Cross Snowden Rd. continue onto Piney Fork Rd.	Continue for 0.81 miles
	Turn left onto the Montour Trail	Continue for 0.81 miles
	Turn left onto Triphammer Rd.	Continue for 0.06 miles
	Turn right onto the Montour Trail	Continue for 0.77 miles
	Cross Brownsville Road Extension	Continue for 0.78 miles
	Turn Left onto Steward Rd.	Continue for 0.07 miles
	Turn right onto Brownsville Rd.	Continue for 0.87 miles
	Turn Right onto Pleasant Street	Continue for 0.20 miles
	Turn left onto the Montour Trail until Washington county line	Continue for 0.84 miles
F	Continue on the Montour Trail	Continue for 1.11 miles
	Turn Left to continue on Montour Trail	Continue for 17 miles
	Turn Right onto the Panhandle Trail connector	Continue for 1.08 miles
	Turn Right onto the Panhandle Trail	Continue 15.44 miles into West Virginia
Total		163.29 miles



AASHTO



Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Transportation 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

US 87

BU 87

AASHTO Use Only

Between: 1.3 miles north of Farm To Market Road 700 and the intersection US 87 and I-20 (west of the city of Big Spring).

The following states or states are involved:
Texas

- *****"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: April 17, 2017

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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.) In the city of Big Spring, Texas (Howard County), the Texas Transportation Commission approved the designation of US 87 along a new location from I-20 to approximately 1.3 miles north of Farm To Market Road 700 on existing US 87, a distance of approximately 7.6 miles; 2) upon completion of the proposed US 87 roadway, redesignation of a segment of existing US 87 as BU 87 from I-20 to approximately 1.3 miles north of FM 700, a distance of approximately 3.3 miles; and 3) removal of the concurrent designation of US 87 with I-20 from the intersection of existing US 87 and I-20 to the intersection of new US 87 and I-20, a distance of approximately 4.3 miles.

Date facility available to traffic Construction of proposed route is 25% complete and is expected to be open to traffic August 2019.

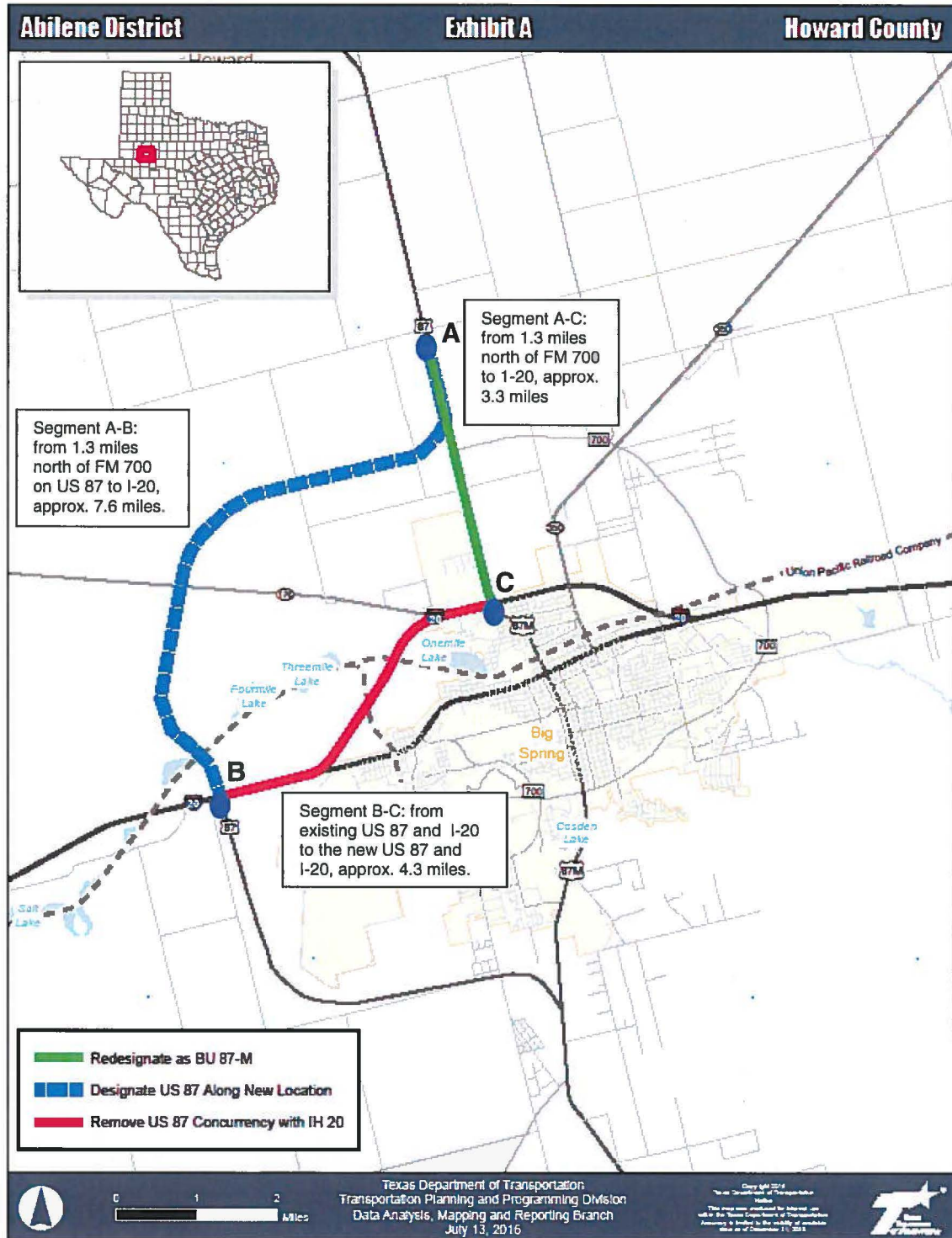
Does the petition propose a new routing over a portion of an existing U.S. Route? NO If so, where? N/A

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 U.S. Numbered or Interstate Numbered System:

Send your PDF color map to mvitale@aathto.org with this application.

(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.)



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 8,000 as compared to 8,900 for the year 2015 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

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of April 17, 2017 as follows: (Copy excerpt from minutes.)

In Howard County, the Abilene District Office requested the following designations of U.S. Highway 87 (US 87):

1) Designation of US 87 along a new location from IH 20 to approximately 1.3 miles north of FM 700 on existing US 87, a distance of approximately 7.6 miles; 2) upon completion of the proposed US 87 roadway, redesignation of a segment of existing US 87 as BU 87-M from IH 20 to approximately 1.3 miles north of FM 700, a distance of approximately 3.3 miles; and 3) removal of the concurrent designation of US 87 with IH 20 from the intersection of existing US 87 and IH 20 to the intersection of new US 87 and IH 20, a distance of approximately 4.3 miles.

Pursuant to Texas Transportation Code, § 201.103 and 221.001, the executive director of the Texas Department of Transportation has recommended these actions. The Texas Transportation Commission (commission) finds that these actions will facilitate the flow of traffic, promote public safety, and maintain continuity of the state highway system and are necessary for the proper development and operation of the system.

IT IS THEREFORE ORDERED by the commission that: 1) US 87 is designated along a new location from IH 20 to approximately 1.3 miles north of FM 700 on existing US 87, a distance of approximately 7.6 miles; 2) upon completion of the proposed US 87 roadway, a segment of existing US 87 is redesignated as BU 87, from IH 20 to approximately 1.3 miles north of FM 700, a distance of approximately 3.3 miles; and 3) the concurrent designation of US 87 with IH 20 is removed from the intersection of existing US 87 and IH 20 to the intersection of new US 87 and IH 20, a distance of approximately 4.3 miles, as shown in Exhibit A.

IT IS FURTHER ORDERED that upon approval by the commission, this minute order, along with all other pertinent information, be forwarded to the American Association of State Highway and Transportation Officials Special Committee on US Route Numbering for their consideration.

IT IS UNDERSTOOD that following approval of the application by the AASHTO Special Committee on US Route Numbering, the commission will confirm the designation by minute order.

Minute Order Number # 114708

All applications must be endorsed by the member department CEO. 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.

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.

Mileage	1	2	3	4	5	6	7	8	9	10	11	
	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	Percent	Percent	Degree	Length	
	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	20 40 60 80	20 40 60 80	20 40 60 80	20 40 60 80	Degree	Length	
0	Segment A-B 7.6 miles	Expected to be H	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
20												
40												
60												
80												
100												
120												
140												
160												

Attach additional sheet here if necessary

Contact Information:

Name Esther Marie Colvin
Telephone Number 512.486.5041
Email Address esther.colvin@txdot.gov

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

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

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

Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

Begin your description here in unformatted single spaced paragraph format:

For this petition, the route will begin from the existing US 87

Routes will travel north to south

The city of Big Spring is the focal point city

Routes will cover 10.9 miles

Routes will end at the intersection of the existing US 87 and I-20



Texas Department of Transportation

125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

March 20, 2017

Special Committee on U.S. Route Numbering
c/o Ms. Marty Vitale
American Association of State Highway and
Transportation Officials (AASHTO)
444 N. Capitol Street NW, Suite 249
Washington, D.C. 20001

Dear Ms. Vitale:

Attached please find the following applications for consideration for changes to the following numbered routes:

- US 87 and Business US 87-M in Howard County
- US 90 in Jefferson County

If you have any questions, please contact Esther Marie Colvin, Transportation Planning and Programming Division, at (512) 486-5041.

Sincerely,

James M. Bass
Executive Director

Enclosures

cc: Marc D. Williams, P.E., Deputy Executive Director
Peter Smith, P.E., Transportation Planning and Programming Division
Esther Marie Colvin, Transportation Planning and Programming Division

bc: Jack Foster, P.E., TPP
Peggy Thurin P.E., TPP
Michael Chamberlain, TPP

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer



AASHTO



Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Transportation 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

US 90

AASHTO Use Only

Between: Interstate Highway 10 at College Street and Interstate Highway 10 at the Neches River Bridge

The following states or states are involved:
Texas

- *****"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: April 17, 2017

SUBMIT APPLICATION ELECTRONICALLY TO 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.) In Beaumont, Texas (Jefferson County), the Texas Transportation Commission approved the removal of US 90 from the state highway system, a distance of approximately 3.3 miles, where control, jurisdiction, and maintenance will be transferred to the city. It was also ordered that US 90 be designated concurrently with I-10 from College Street to the Neches River Bridge, a distance of approximately 4.1 miles.

Date facility available to traffic Roadway is currently open to traffic.

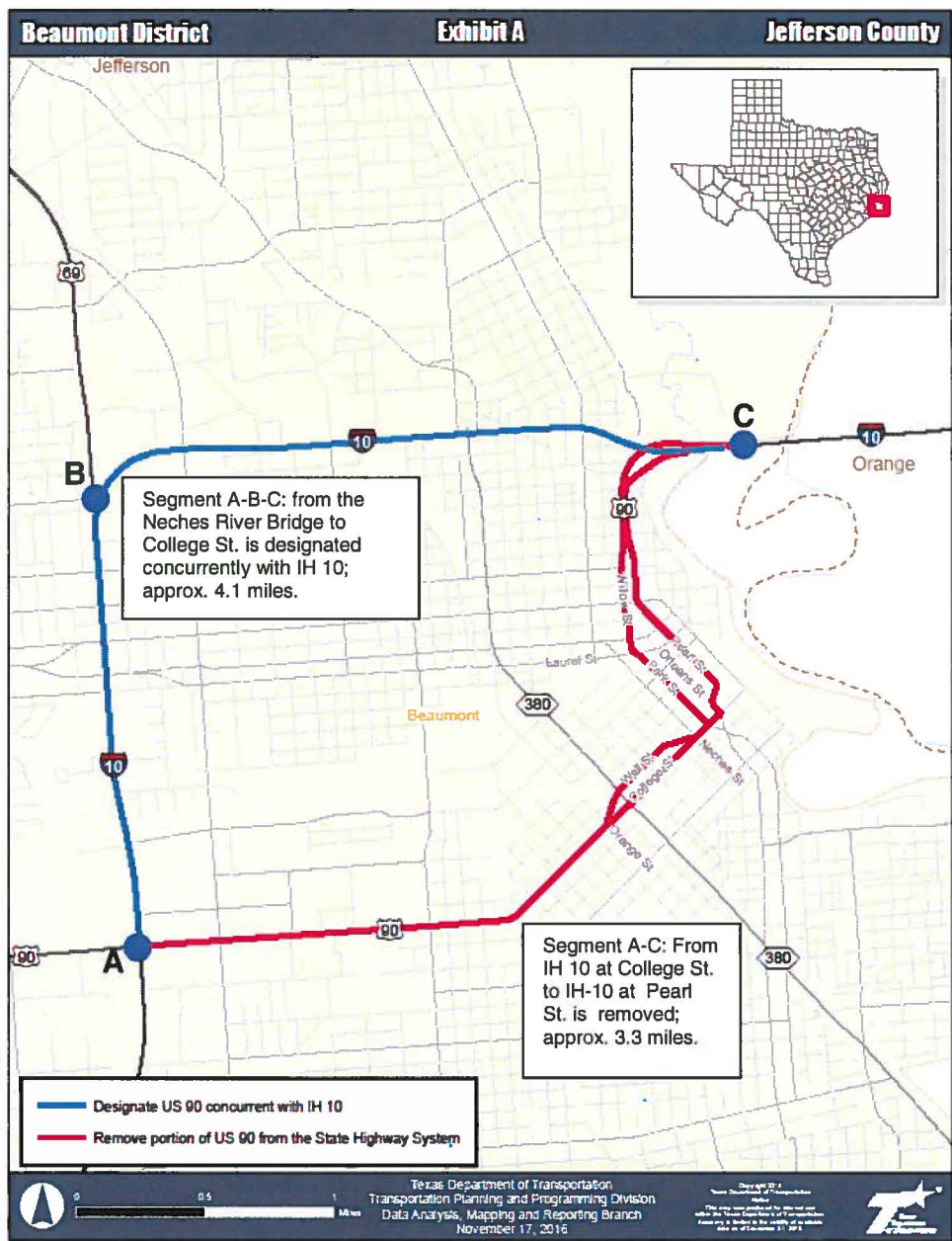
Does the petition propose a new routing over a portion of an existing U.S. Route? NO If so, where? N/A

Does the petition propose a new routing over a portion of an existing Interstate Route? YES If so, where? A segment of U.S. Highway 90 be designated concurrently with I-10 from College Street to the Neches River Bridge, a distance of approximately 4.1 miles.

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to mvitale@aathto.org with this application.

(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.)



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 108,600 as compared to 8,900 for the year 2015 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

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of April 17, 2017 as follows: (Copy excerpt from minutes.)

In Beaumont, JEFFERSON COUNTY, on US 90, the state of Texas used certain land for highway purposes.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director has recommended, as shown on Exhibit A, that US 90 from I-10 at College Street, through downtown Beaumont to I-10 at Pearl Street, as shown below, be removed from the state highway system, a distance of approximately 3.31 miles; that control, jurisdiction, and maintenance be transferred to the City of Beaumont (city); and that a segment of US 90 be designated concurrently with I-10 from College Street to the Neches River Bridge, a distance of approximately 4.1 miles.

The land (Tract 1), RCSJ 0028-07-055, as shown on Exhibit A, is no longer needed for state highway purposes.

In accordance with Texas Transportation Code, §202.021, the Texas Transportation Commission (commission) may recommend the quitclaim of any interest that might have accrued to the state by use of the property to the county or municipality where the property is located.

The city has requested that control, jurisdiction, and maintenance be transferred to the city and that Tract 1 be quitclaimed to the city.

IT IS THEREFORE ORDERED by the commission that US 90 is removed from the state highway system, a distance of approximately 3.31 miles, and control, jurisdiction, and maintenance are transferred to the city, as follows:

Eastbound and Northbound

- College Street eastbound from I-10 to Orleans Street;
- Orleans Street northbound from College Street to Pearl Street; and
- Pearl Street northbound from Orleans Street to I-10

Southbound and Westbound

- Willow Street southbound from I-10 to Laurel Street;
- Park Street southbound from Laurel Street to College Street;
- College Street westbound from Park Street to Neches Street;
- Wall Street westbound from Neches Street to Orange Street; and
- College Street westbound from Orange Street to I-10

IT IS ALSO ORDERED by the commission that US 90 is designated concurrently with I-10 from College Street to the Neches River Bridge, a distance of approximately 4.1 miles.

FURTHER, IT IS ORDERED by the commission that Tract 1 is no longer needed for a state highway purpose. The commission recommends, subject to approval by the attorney general, that the governor of Texas execute a proper instrument quitclaiming all of the state's right and interest in Tract 1 to the City of Beaumont, Texas.

IT IS FURTHER ORDERED that upon approval by the commission, this minute order, along with all other pertinent information, be forwarded to the American Association of State Highway and Transportation Officials Special Committee on US Route Numbering for their consideration.

IT IS UNDERSTOOD that following approval of the application by the AASHTO Special Committee on US Route Numbering, the commission will confirm the designation by minute order.

Minute Order Number # 114802

All applications must be endorsed by the member department CEO. 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.

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.

Mileage	1	2	3	4	5										6				7				8				9				10		11	
	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												
					10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length								
0	Segment A-B 2.0 miles	H	G	108,000 yr 2015	None				None				None				None				None													
20	Segment B-C 2.1 miles	H	G	84,600 yr 2015	None				None				None				None				None													
40																																		
60																																		
80																																		
100																																		
120																																		
140																																		
160																																		

Attach additional sheet here if necessary

Contact Information:

Name Esther Marie Colvin
Telephone Number 512.486.5041
Email Address esther.colvin@txdot.gov

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

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

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

Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

Begin your description here in unformatted single spaced paragraph format:

For this petition, the route will begin from I-10; and concurrent route will begin at College Street

Routes will travel west to east

The city of Beaumont is the focal point city

Route will cover 4.1 miles

Route will end at I-10 at Pearl Street; and concurrent route will end at the Neches River Bridge



Texas Department of Transportation

125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

March 20, 2017

Special Committee on U.S. Route Numbering
c/o Ms. Marty Vitale
American Association of State Highway and
Transportation Officials (AASHTO)
444 N. Capitol Street NW, Suite 249
Washington, D.C. 20001

Dear Ms. Vitale:

Attached please find the following applications for consideration for changes to the following numbered routes:

- US 87 and Business US 87-M in Howard County
- US 90 in Jefferson County

If you have any questions, please contact Esther Marie Colvin, Transportation Planning and Programming Division, at (512) 486-5041.

Sincerely,

James M. Bass
Executive Director

Enclosures

cc: Marc D. Williams, P.E., Deputy Executive Director
Peter Smith, P.E., Transportation Planning and Programming Division
Esther Marie Colvin, Transportation Planning and Programming Division

bc: Jack Foster, P.E., TPP
Peggy Thurin P.E., TPP
Michael Chamberlain, TPP

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer



American Association of State Highway and Transportation Officials

Please save and send as a word file. You can attach a map in PDF or JPG with the application to

usroutes@ashto.org (M.Vitale)

An Application from the State Highway or Transportation Department of Wisconsin 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

US 12

AASHTO Use Only

Date received:

Date to Special Committee on U.S. Route Number:

Date Presented to Standing Committee on Highways (SCOH):

Action taken by SCOH:

Member Department Notified:

Between Lake Delton and Baraboo

The following states or states are involved:

Wisconsin

- ***"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:September 1, 2009

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

***U.S. Bicycle Route System:** this form is not applicable for US Bicycle Route System see new form.

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 City of Baraboo and the Village of West Baraboo have requested the SW Region to assist with developing a long term plan to address concerns with Business US 12 Route signing affected by the construction of the Baraboo Bypass and relocation of US 12 projects. There is a locally designated Business US 12 Route through both communities that begins and ends at US 12 in West Baraboo. A public information meeting was held in Baraboo on April 30, 2009 to discuss concerns of both communities and local businesses. Representatives from both communities and local businesses were concerned with the economic impact of relocating US 12 with the completion of the US 12 Baraboo Bypass projects. The SW Region proposed a long term and interim plan to include permanent Business US 12 Route signing with the ongoing and future construction projects. All present at the public information meeting were favorable with the SW Region proposal as explained.

The SW Region plans to improve the existing Business US 12 Route signing in West Baraboo and Baraboo and include permanent Business US 12 Route signing with the Baraboo Bypass Projects. The first US 12 relocation project 1674-00-72 began with the 2009 construction season with the IH-90/94 to Terrytown Road section. The completion of this project is scheduled for late 2010. This existing US 12 section from US 12 in the Town of Lake Delton to Terrytown Road will become CTH BD with the jurisdictional transfer to Sauk County. The SW Region proposed an interim Business US 12 Route to begin at the US 12 interchange with CTH BD in the Town of Lake Delton. The Business US 12 Route would continue along CTH BD and connect at the current northern terminus of the existing Business US 12 Route at the junctions of US 12, STH 33 & STH 136 in West Baraboo. Permanent signs will be installed along US 12 at the interchange and along CTH BD. The Wisconsin Department of Transportation would be responsible for the maintenance of the Business US 12 Route signs at the US 12 & CTH BD interchange. Sauk County will maintain the Business US 12 Route signs along CTH BD.

The southern portion of the Baraboo Bypass Project from Terrytown Road to Ski Hi Road is scheduled to be completed in 2018. Both communities will then be serviced by side road connectors to US 12. The SW Region would be agreeable with plans to extend Business US 12 Route to connect with the relocated US 12 at the CTH W interchange. This project 1674-00-76 would include permanent Business US 12 Route signs at the US 12 & CTH W interchange and along CTH W

to the current southern terminus at US 12 and South Boulevard in the Village of West Baraboo. The Wisconsin Department of Transportation would be responsible for the maintenance of the Business US 12 Route signs at the US 12 & CTH W interchange. Sauk County will maintain the Business US 12 Route signs along CTH W.

The City of Baraboo and The Village of West Baraboo have provided formal letters requesting the interim and permanent signing for Business US 12 as required in Traffic Guideline Manual 2-4-19.1. The SW Region has considered the economic impact that both communities and local businesses feel they may experience with the relocation of US 12. The SW Region is in agreement with the aforementioned interim and long term plans to extend the existing Business US 12 Route. Initial permanent signing for the proposed Business US 12 Route with both terminuses at the relocated US 12 would be included with the construction projects. The SW Region believes establishment of the interim and final local designation of the Business US 12 Route will serve the interest of the motoring public and possibly lessen the economic impact that local businesses and the communities of West Baraboo and the City of Baraboo feel they may experience.

Enclosed are letters from both communities including maps showing the existing Business US 12 Route, the interim 2010-2018 route and the proposed final 2018 Business US 12 Route that will serve the interests of all interested parties. Please expedite approval from AASHTO, in accordance with TGM Policy 2-4-19.1 so permanent signs can be included with construction projects as scheduled.

Date facility available to traffic 01/01/2009

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes

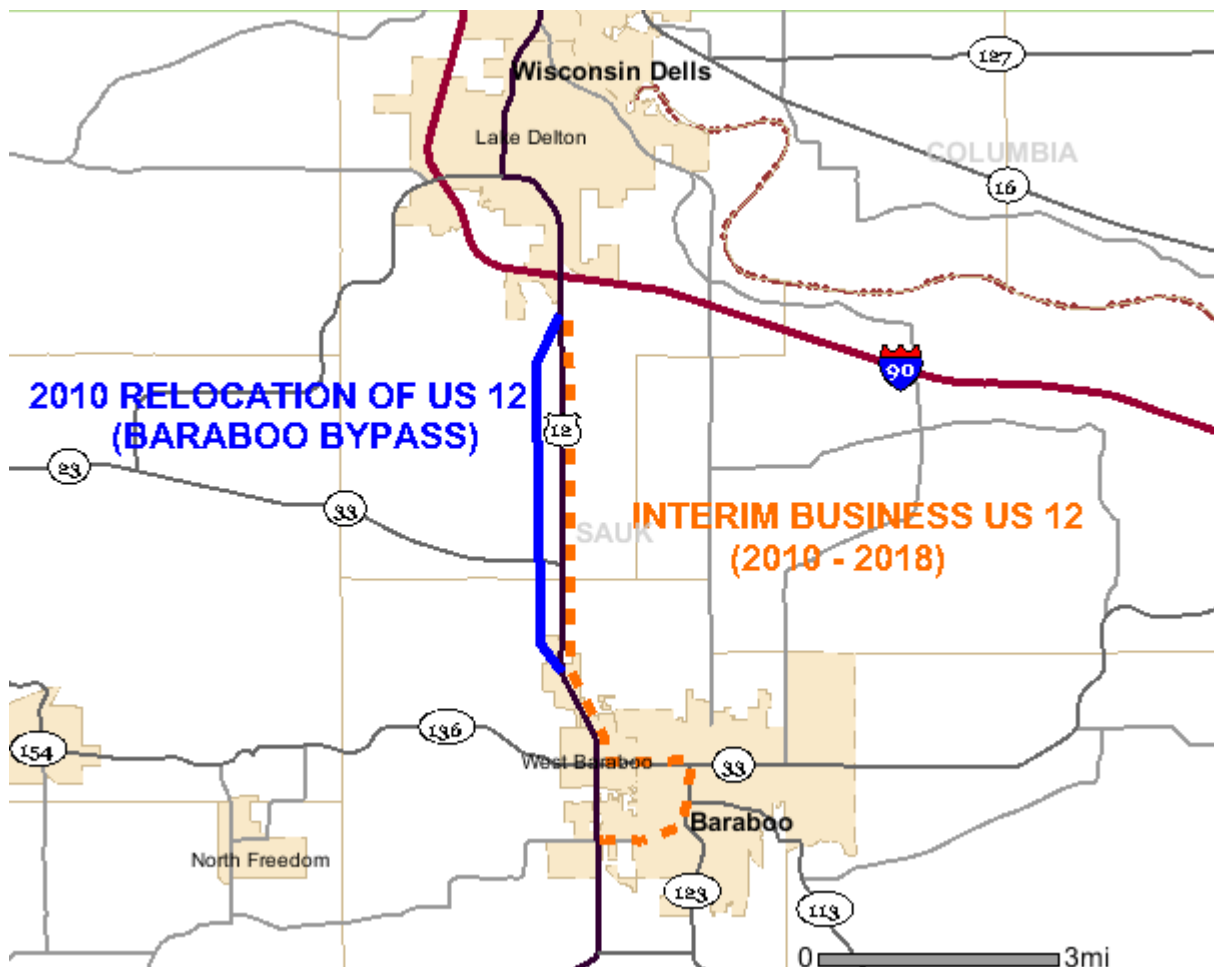
If so, where? Interim Business US 12 (2010-2018) will be concurrent with existing US 12 for a distance of 0.80 miles from Terrytown Road to the junction of STH 33 & STH 136 in West Baraboo.

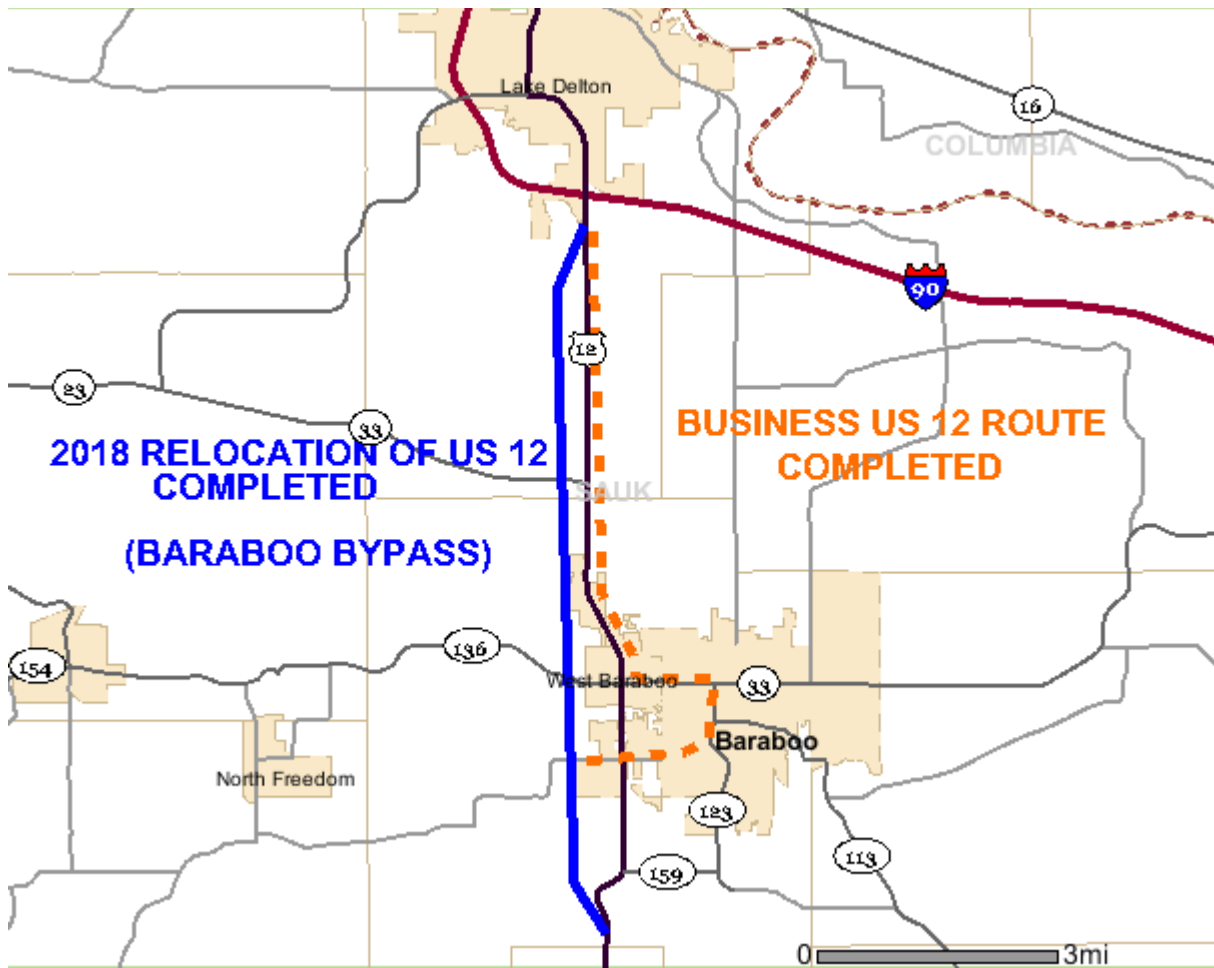
Does the petition propose a new routing over a portion of an existing Interstate Route? No

If so, where?

**Map of state, or portion thereof, indicating proposed addition or change in the (This includes US and Interstates)
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@aaashto.org. It is your preference, however all files are converted to PDF once received by AASHTO.





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 N/A as compared to N/A for the year _____ 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)

This petition is authorized by official action of

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

(This includes US, Interstates)

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)

The entire interim and complete Business US 12 Route travels along concrete or asphalt pavement with no noted deficiencies, width restrictions or structure issues.

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.

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Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)

[illegible]

(Contact person regarding this application:

Name: Iver R. Peterson

Address: 3550 Mormon Coulee Road, La Crosse, Wisconsin 54601

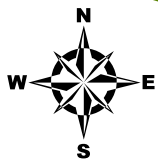
Telephone Number: 608-785-9060

Fax Number: 608-789-7860

Email Address: iver.peterson@dot.wi.gov

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) US 12 & CTH BD Interchange in the Town of Lake Delton, Sauk County.
- Describe where it is going? Village of West Baraboo & City of Baraboo.
- What type of facility is it traveling over? (New alignment or over an existing pathway) Existing roadway, concrete & asphalt pavement.
- Give the direction of travel(north, east, south, and west) East and west.
- Name the focal point city or cities Downtown business district
- Length of route in miles. 10.28
- Where does it end? (Terminal intersection or mile marker) USH 12 & CTH W in the Village of West Baraboo, Sauk County.



0 0.25 0.5 Miles

WIS 123 Jurisdictional Transfers

Sauk County, City of Baraboo, Town of Baraboo

DRAFT

Ex. USH 12 to Sauk Co.
CS-J2: 0.78 miles

CH Recession
CB-C1: 1.18 miles

Ex. STH 123
to City of Baraboo
CB-J1: 1.40 miles
- 0.02 miles (west ½)
+ 0.15 miles (west ½)

Ex. STH 123
to Sauk Co
CS-J1: 0.75 miles
+ 0.02 miles (west ½)
- 0.15 miles (west ½)

Ex. STH 159
to be
WIS 136

Ex. USH 12
to Town of Baraboo
TB-J1: 0.60 miles

Proposed
USH 12

Ex. USH 12
to be
WIS 136

Legend

- ◇◇◇◇ USH12 to Sauk Co
- ☆☆☆☆ WIS 123 to Sauk Co
- WIS 123 to CI-Baraboo
- USH12 to T-Baraboo
- == Proposed USH 12
- ||||| WIS 159 to WIS 136
- ×××× USH 12 to WIS 136
- ||||| CH Recession
- Interstate
- US Highway
- State Highway
- County Roads
- Local Roads
- City
- Village

USH 12 Baraboo

Realignment of USH 12 near Baraboo WI.

Legend

- Baraboo
- Feature 1
- Sauk Point

Former USH 12
Realigned USH 12



6 mi