



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of _____ 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 29

AASHTO Use Only

Action taken by SCOH:

Between MP 559.181 Back / 59.112 Ahead and MP 557.736 Ahead / 57.736 Back

The following states or states are involved:
ALABAMA

- ****“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:

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.

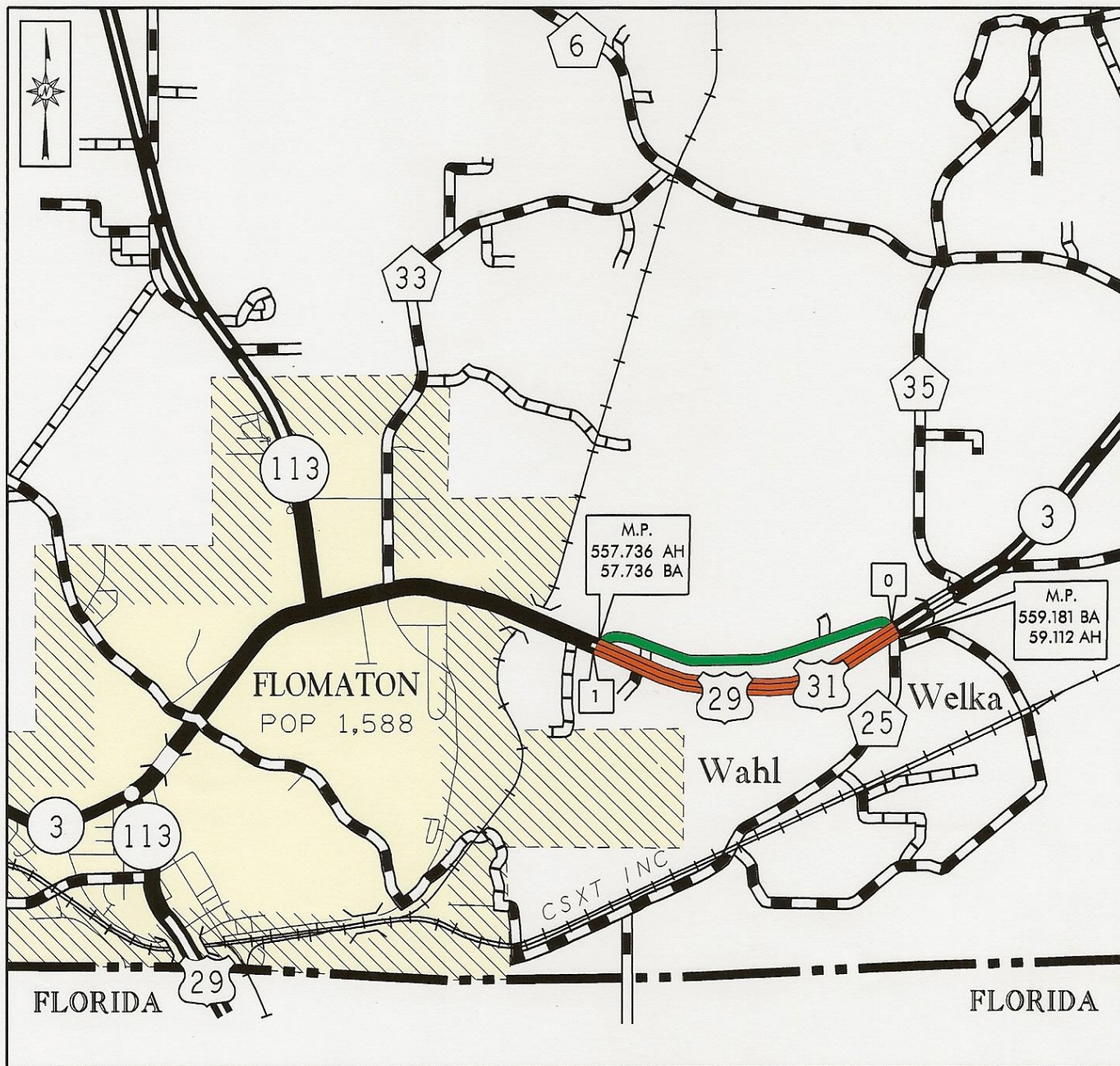
Explanation and Reasons for the Request: (Keep concise and pertinent.) The relocation of US 29 will provide a less congested route over a better roadway.

Date facility available to traffic 11-03-09

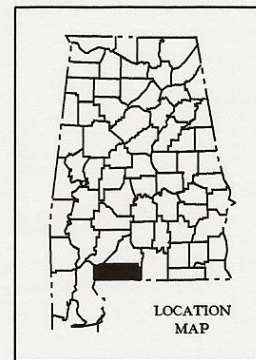
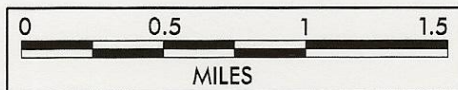
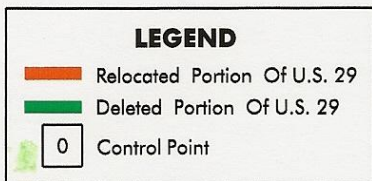
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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

U.S. ROUTE NUMBER REQUEST



RELOCATION OF U.S. 29 ESCAMBIA COUNTY ALABAMA





ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard
Montgomery, Alabama 36110

Telephone: 334/242-6311 • Fax No.: 334/262-8041



Robert Bentley
Governor

John R. Cooper
Transportation Director

February 18, 2011

Mr. John Horsley
Executive Director
American Association of State Highway
and Transportation Officials
444 North Capitol Street, NW Suite 249
Washington, DC 20001

RE: Relocation of United States Route 29

Dear Mr. Horsley:

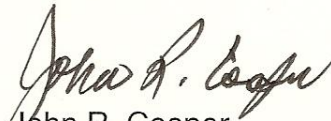
The following is a proposal by the Alabama Department of Transportation for a United States Route change in Alabama.

1. The request is for the Relocation of US Route 29, Escambia County, Alabama.

The application has been prepared and is being submitted via standard AASHTO electronic form.

I respectfully request this proposal be presented to the appropriate committee and given serious and favorable consideration for approval.

Sincerely,


John R. Cooper
Transportation Director

JRC/RJJ/kh

CC: File

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 6430 as compared to 10,280 for the year 2009 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

(Member Department)

This petition is authorized by official action of _____

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

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	Comparison to Applicable AASHTO Design Standards							10	11
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	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	Degree	Length		
	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length						
0	559.181	H	F		NONE	NONE	NONE	NONE	NONE	N/A	N/A		
1													
1	557.737												
2													
3													
4													
5													
6													
7													
8													

Attach additional sheet here if necessary

Contact Information:

Name Mr. Robert J. Jilla
Telephone Number (334) 242-6438
Email Address jillar@dot.state.al.us

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

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

Begin your description here:

1. Route begins on existing US 29/31 at Milepost 559.181 Back / 59.112 Ahead east of Flomaton, Alabama
2. New Location from Milepost 559.181 Back / 59.112, thence West to end at Milepost 557.736 / 57.736 Back
3. New Alignment
4. West
5. Flomaton, Alabama
6. 1.344 Miles
7. Route ends on existing US 29/31 at Milepost 557.736 Ahead / 57.736 Back