

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of  
 Nebraska Department of Roads

for

81

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- X 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
- \*Establishment of a U.S. Bike Route
- \*Relocation of a U.S. Bike Route

Between Columbus and Fairmont

The following states or states are involved:  
 Nebraska

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**For AASHTO Use Only**

Date received \_\_\_\_\_

Date application acknowledged \_\_\_\_\_

Date to Special Committee on U.S. Route Numbering \_\_\_\_\_

Date considered by the Standing Committee on Highways \_\_\_\_\_

Action of Standing Committee on Highways \_\_\_\_\_

Member Department Notified \_\_\_\_\_

Date submitted: August 17, 2007

SUBMIT APPLICATION ELECTRONICALLY TO [usroutes@aaashto.org](mailto:usroutes@aaashto.org)

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 U.S. Route 81 will eliminate congestion in York and facilitate the movement of heavy commercial traffic away from the urbanized area. Through traffic benefits include improved geometrics, controlled access and divided four lanes.

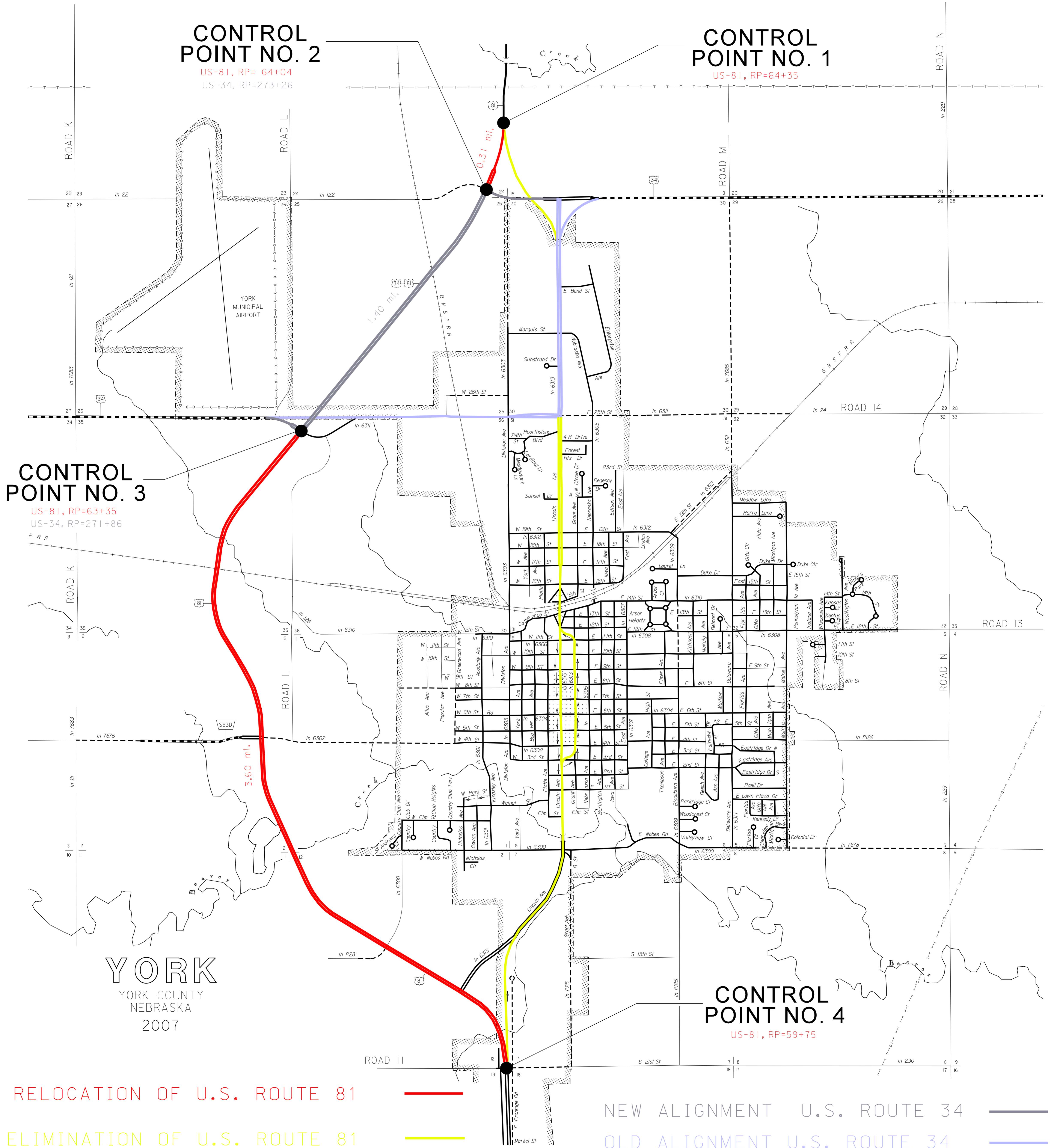
Date facility available to traffic Currently open.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? West of the City of York, from South 21<sup>st</sup> Street to north of the city, north of Jct. U.S. Route 34. This includes new alignment and "a portion" of the existing alignment.

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

# NEBRASKA DEPARTMENT OF ROADS

## PROPOSED U.S. HIGHWAY ROUTINGS



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 4397 as compared to 5162 for the year 2006 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 is sufficient with the CEO signature is sufficient or **copying the CEO on the email message you send AASHTO when submitting your application.**

## Instructions for Preparation of Pages 5 and 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.

<b>Column 2: Pavement Type.</b>	<b>Code</b>
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

<b>Column 3: Pavement Condition</b>	<b>Code</b>
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.

Mileage	1	2	3	4	Comparison to Applicable AASHTO Design Standards										
	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		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	1	H	E		<b>PAGE ONE</b>										
.31	2			3720											
0.5															
1															
1.5															
1.71	3														
2															
2.5															
3															
3.5															

**NOTE:**

- 5. No Pavement Width Deficiency.
- 6. No Shoulder Width Deficiency.
- 7. No Roadway Width Deficiency.
- 8. No H-Loading Deficiency.
- 9. No Vertical Sight Distance Deficiency.
- 10. No Horizontal Curvature Deficiency.
- 11. No Percent Grade Deficiency.

█ Represents U.S. Route 34 (Runs Cocurrent w/ U.S. 81)

See page 2 for match line.

**PROPOSED REVISION U.S. ROUTE 81 NUMBERING**

		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															
					10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length							

**PAGE TWO**

See page 1 for match line.

3.5  
4  
4.5  
5  
5.31  
5.5  
6

**4**

**4455**

**PROPOSED REVISION U.S. ROUTE 81 NUMBERING**

Attach additional sheet here if necessary

# UNITED STATES HIGHWAY NUMBER 81

## NEBRASKA

State Line	0	0	South Dakota
Jct. W. Randolph	35	35	Crosses U.S. 20
Norfolk	24	59	Crosses U.S. 275
Columbus	44	103	Joins U.S. 30
Jct. S. Columbus	2	105	Leaves U.S. 30
Jct. N. York	46	151	Joins U.S. 34
York	1	153	Leaves U.S. 34
Jct. S. York	5	158	Crosses I-80
Fairmont	13	171	Crosses U.S. 6
Jct. SW. Hebron	35	205	Crosses U.S. 136
State Line	11	217	Kansas