

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS



AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

Iowa
FOR

- the Elimination of a U.S. (I) Route
- the Establishment of a U.S. (I) Route
- * the Establishment of a U.S. Bike Route
- the Relocation of U.S. (I) Route 34
- * the Establishment of a U.S. Bike Route
- the Extension of U.S. (I) Route
- the Establishment of an Alternate U.S. Route
- the Establishment of a Temporary U.S. Route
- ** the Recognition of a Business Route on U.S. (I) Route
- ** the Recognition of a By-pass Route on U.S. Route

BETWEEN

W. Jct. Old US 34 and E. Jct. Old US 34

The Following
State or States are
Involved:

Iowa

Date Received	Date application acknowledged	Date to Route Number Committee	Date considered by Executive Committee	Action of Executive Committee	Member Department Notified
.....

(This block to be completed by AASHTO General Office.)

Date Submitted:

March 21, 2006

*Attach map to page 3 Obtain signatures. page 6. Other sections not applicable.

**A local vicinity map needed on Page 3 On Page 5 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 so indicated in accordance with Page 4 instructions.

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and 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 system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee 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 request pertains to the relocation of US 34 in Wapello County to bypass the City of Agency.

This relocation represents further progress in an effort to replace an old facility with a modern controlled access facility, which will expedite the flow of local and through traffic

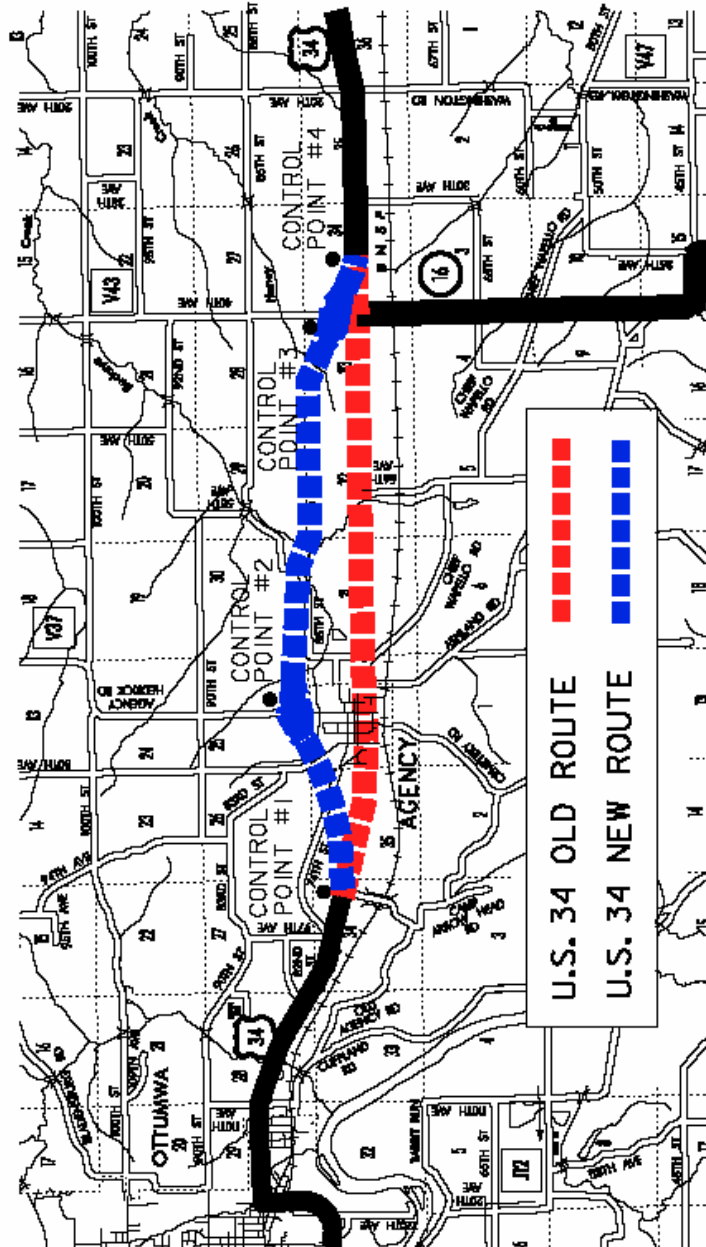
Date facility available to traffic Winter 2006

Does the petition propose a new routing over a portion of an existing US 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 System:

(A photographic reduction or section of Departmental Map attached to this sheet—may be folded to-sheet size, but do not use a map larger than four 8½" x 11" sheets in size.)



(Indicate termini and control points on the map for the route, and number them in sequence. Use same numbers in Column 1 tabulation, Page 5, when listing mileage. Towns, Cities, Major Highway Intersections and State Lines to be used as Control Points. The top of Column 1, Page 5, 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 Executive Committee.)

INSTRUCTIONS FOR PREPARATION OF PAGE NO. 5

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

Column 3:	<i>Pavement Condition.</i>	<i>Code</i>
	Excellent	E
	Good	G
	Fair	F (Show in red)
	Poor	P (Show in red)

NOTE: In columns 2 and 3, where pavement 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 "X"—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 line (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 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. Portion of 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.

0 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							SHOW WHEN IN EXCESS OF STANDARD	
					PAVEMENT WIDTH DEFICIENCY	SHOULDER WIDTH DEFICIENCY	MAJOR STRUCTURES		VERTICAL SIGHT DISTANCE DEFICIENCY	HORIZONTAL CURVATURE	PERCENT GRADE		
							ROADWAY WIDTH DEFICIENCY	H-LOADING DEFICIENCY					
PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 20 40 60 80	PERCENT 20 40 60 80	PERCENT 20 40 60 80	PERCENT 20 40 60 80	DEGREE	LENGTH				
control point 1	1.81 MI (2.96 KM)	H	E	7400 (proj)	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
control point 2	3.62 MI (5.83 KM)	H	E	7400 (proj)	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
control point 3	5.43 MI (8.74 KM)	H	E	7400 (proj)	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
control point 4													
80													
100													
120													
140													
160													

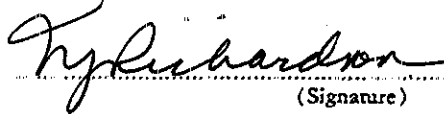
ATTACH ADDITIONAL SHEET HERE IF NECESSARY

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 Executive Committee 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 7400 as compared to 5413 for the year 2005 for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" 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 revised August 10, 1973 has been read and is accepted.

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


(Signature)

Chief Administrative Official,
(Member Department)

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

US 34
(Revision)

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Iowa	Regular	Burlington	0	0	State Line
		Burlington	2	2	Crosses U.S. 61
	Business	Mt. Pleasant	25	27	Joins U.S. 218/begin Business U.S. 34
		Mt. Pleasant	0	0	Route begins, leave U.S. 34
	Regular	Mt. Pleasant	6	6	Route ends, rejoin U.S. 34
		Mt. Pleasant	3	30	Leaves U.S. 218
		Jct. W. Mt. Pleasant	6	36	End Business U.S. 34
	Business	Ottumwa	40	76	Begin Business U.S. 34
		Ottumwa	0	0	Route begins, leave U.S. 34
		Ottumwa	2	2	Crosses U.S. 34 and U.S. 63
	Regular	Ottumwa	3	5	Route ends, rejoin U.S. 34
		Ottumwa	2	78	Joins U.S. 63
		Ottumwa	1	79	Leaves U.S. 63
	Business	Ottumwa	3	82	End Business U.S. 34
		Chariton	44	126	Begin Business U.S. 34/ Jct. Iowa 14
		Chariton	0	0	Route begins, leave U.S. 34
	Regular	Chariton	2	2	Route ends, rejoin U.S. 34
		Chariton	1	127	End Business U.S. 34
		Lucas	8	135	Crosses U.S. 65
	Business	Osceola	16	151	Crosses U.S. 69
		Jct. W. Osceola	2	153	Crosses I-35
		Jct. W. Thayer	15	168	Joins U.S. 169
		Afton	6	174	Leaves U.S. 169
		Jct. N. Villisca	44	218	Crosses U.S. 71
		Jct. N. Emerson	22	240	Crosses U.S. 59
		Jct. E. Glenwood	14	254	Joins U.S. 275
		Glenwood	2	256	Begin Business U.S. 34
		Glenwood	0	0	Route begins, leave U.S. 34 & U.S. 275
		Glenwood	4	4	Route ends, rejoin U.S. 34 & U.S. 275
	Regular	Glenwood	2	258	End Business U.S. 34
Jct. W. Glenwood		4	262	Joins I-29	
Jct. W. Glenwood		3	265	Leaves I-29	
State Line		3	268		