American Association of State Highway and Transportation Officials

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

☐	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	US-34
☐	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	

AASHTO Use Only

Action taken by SCOH:

Between Plattsmouth and Bellevue

The following states or states are involved:

Nebraska

Iowa

- ****"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@aashto.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 project builds the Nebraska approach to the new Missouri River Bridge beginning approximately 4 miles south of Bellevue and extending east from US-75 for approximately 2 miles to the river.**

Date facility available to traffic November 2014

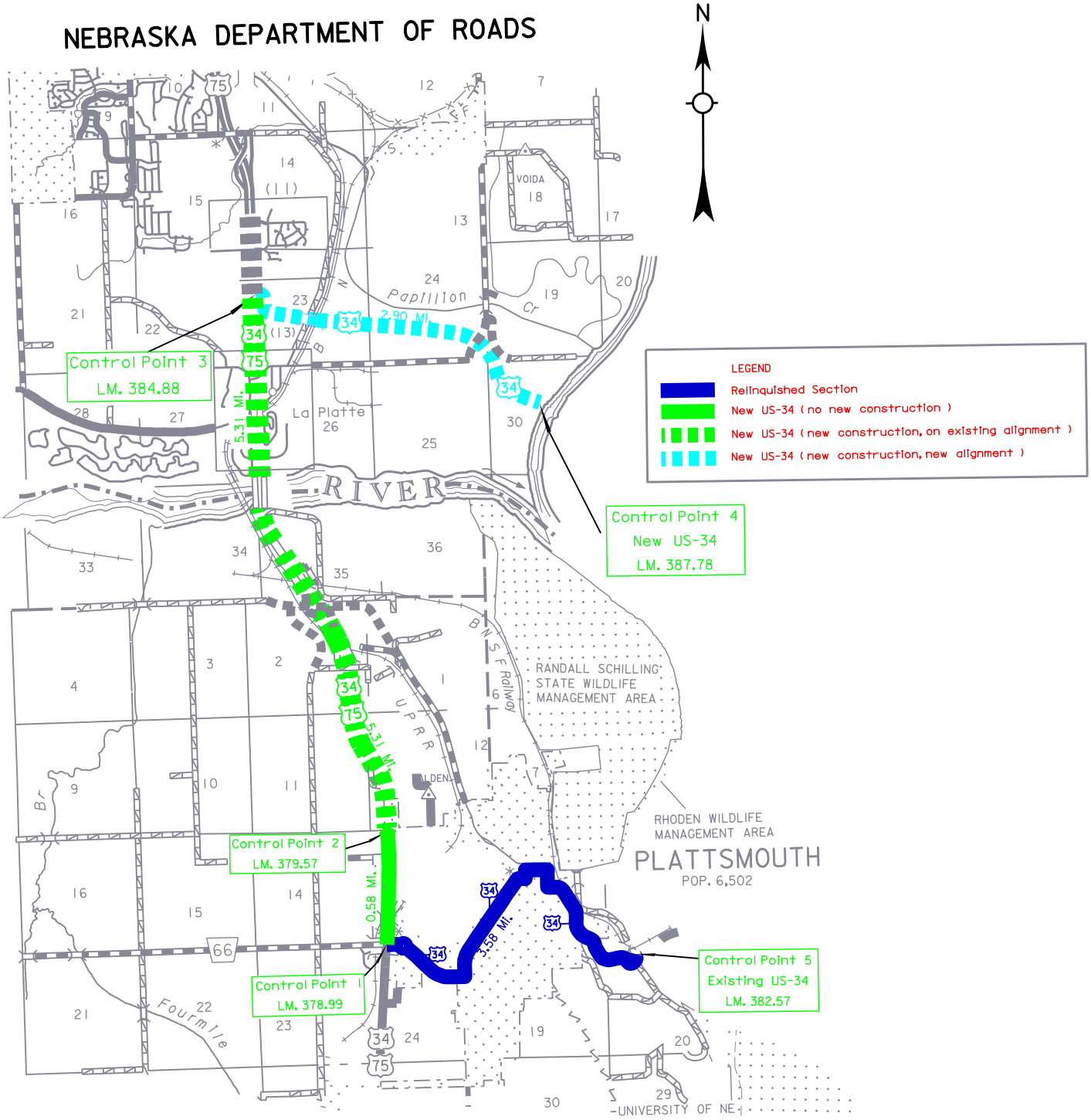
Does the petition propose a new routing over a portion of an existing U.S. Route? **Yes** If so, where? **This new routing of US-34 over a portion of existing US-75 begins at the junction of N-66 & US-34 and extends north along current US-75 for approximately 6 miles where US-34 will extend east for 3 miles on a new alignment to the new Missouri River. As part of this action, the existing US-34 which currently routes through Plattsmouth beginning at the N-66 & US-34 and extending east to the Missouri River will be relinquished to the city of Plattsmouth.**

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

CASS & SARPY COUNTIES

PREPARED BY THE

NEBRASKA DEPARTMENT OF ROADS



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, not withstanding 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 16,273 as compared to 3,993 for the year 2012 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.

Randall D Peterson
(Signature)

Chief Executive Officer Nebraska Department of Roads
(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 Control Points and Mileage	2 Pavement Type	3 Pavement Condition	4 Traffic ADT	5 Comparison to Applicable AASHTO Design Standards: Pavement Width Deficiency (Percent 10 20 30 40)	6 Shoulder Width Deficiency (Percent 20 40 60 80)	7 Major Structures: Roadway Width Deficiency (Percent 10 20 30 40)	8 Major Structures: H - Loading Deficiency (Percent 20 40 60 80)	9 Vertical Sight Distance Deficiency (Percent 20 40 60 80)	10 Sl Exce Horiz Curv (Deg
0	1	H	G	11715	NONE	NONE	176	NONE	NONE	N
	2		E				NONE			
1										
2										
3				20830						
4										
5	3			8730						
6										
7										
8	4									

Attach additional sheet here if necessary

Contact Information:
Name: Dan Nichols
Telephone Number: (402)479-4783
Email Address: Dan.Nichols@Nebraska.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:

Where does the route begin? This route begins at the Junction of US-34 & N-66. Control Point (CP) 1, Log Mile (LM) 378.99

Where is it going? This route extends north along existing US-75 to CP 3, LM384.88 and then extends easterly along a new alignment to CP 4, LM 387.78.

What type of facility is it traveling over? From CP 1, LM 378.99 to CP 2, LM 379.57 this route travels over the existing alignment of US-75 on the existing 2-lane facility. From CP2, LM 379.57 to CP 3, LM 384.88 this route travels over the existing alignment of US-75 on a new 4-lane facility. From CP3, LM 384.88 this route extends in an easterly direction over a new alignment to CP 4, LM 387.78 on a new 4-lane facility.

Explain direction of travel? From CP 1, LM 378.99 to CP 3, LM 384.88 this route travels in a northerly direction and from CP 3, LM 384.88 this route turns in an easterly and travels to CP 4, LM 387.78.

Name the focal point city or cities? Plattsmouth to Bellevue

Total number of miles the route will cover. 8.79 miles

Where does it end? CP 4, LM 387.78 (Missouri River)