



American Association of State Highway and Transportation Officials

Seven (7) Page Form

An Application from the State Highway or Transportation Department of
Pennsylvania

for (select one of the following):

- ☐ 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
- X Establishment of a U.S. Alternate Route US 219
- ☐ 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. Bicycle Route (A NEW FORM IS BEING DEVELOPED FOR US BIKE ROUTES – continue to use this until the new form is finalized)
- ☐ *Relocation of a U.S. Bicycle Route (SAA)

Between the Boroughs of Carrolltown, Cambria County and Mahaffey,
Clearfield County

The following state or states are involved:
Pennsylvania

- * **Bicycle Routes**: Attach map on page 3. Obtain Signatures, page 4. Type a statement indicating that there are no deficiencies on the proposed US Bike Route. Other sections not applicable.
- *****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**

| | |
|----------------------------|---|
| 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 Select from Calendar: 3/31/2009

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

You may convert your form as a PDF file, print then scan or submit as a saved word file. Send only one copy, please.

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.)

This request is for assignment of an alternate route for US 219 that would utilize SR 4013 (3.2 miles) and PA 36 (19.9 miles) between the Borough of Carrolltown, Cambria County and the Borough of Mahaffey, Clearfield County (traveling south to north). The concept of increasing the capacity of US 219 North of Carrolltown was evaluated in two separate studies. The first study, conducted by the PA Turnpike Commission entitled the "Corridor Feasibility Study for US 219" was completed in 1990. The second study, conducted by PennDOT entitled "US 219 Section C03 – Carrolltown to Interstate 80" was completed in 1995. Both studies concluded that additional capacity is needed on US 219 north of Carrolltown. In 2003, PennDOT performed a Two Lane Highway analysis and determined that the corridor is operating at an unacceptable level of service. The designation of the alternate route referenced above would improve the level of service through increased capacity as well as provide improved mobility for motorists traveling the Northern Cambria/Southern Clearfield county region.

During this project SR 4013 would be upgraded to 45 mph alignment and the intersections with US 219, SR 4019, SR 4008 and SR 36 would be improved. The scope of work on SR 36 will include the elimination of the 35 mph posting from SR 4013 to T-505, a narrow bridge replacement over Little Brubaker Run to meet minimum width criteria, clear zone improvements, sight distance improvements and the flattening of a 90 degree curve in Newburg, Clearfield County. Improvements to the SR 36/US 219 intersection in the Borough of Mahaffey, Clearfield County as well as conducting a study to eliminate parallel and angle parking adjacent to US 219 in the Carrolltown Borough area will be included.

Date facility available to traffic Estimated completion date 2015.

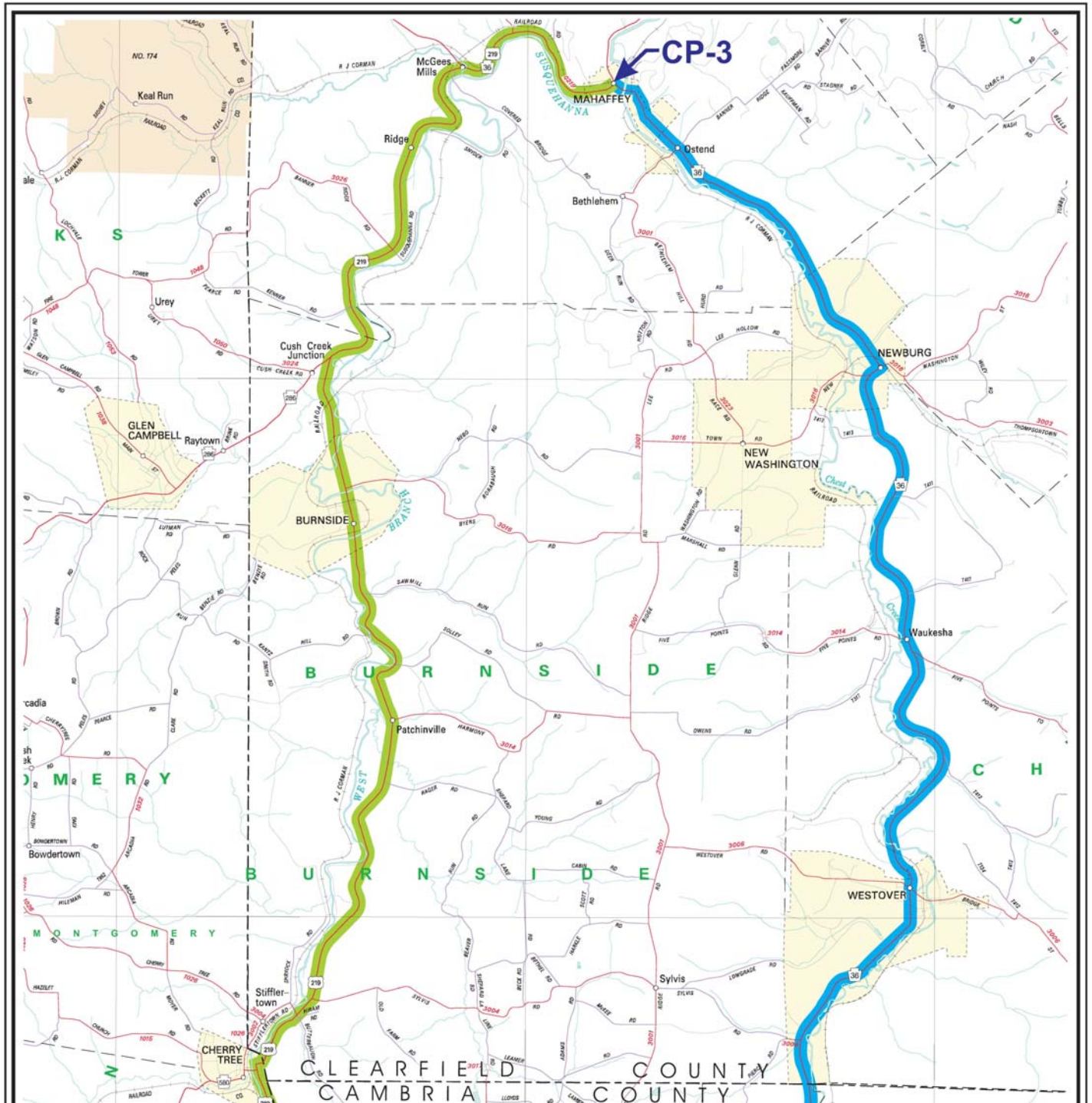
Does the petition propose a new routing over a portion of an existing U.S. Route? NO

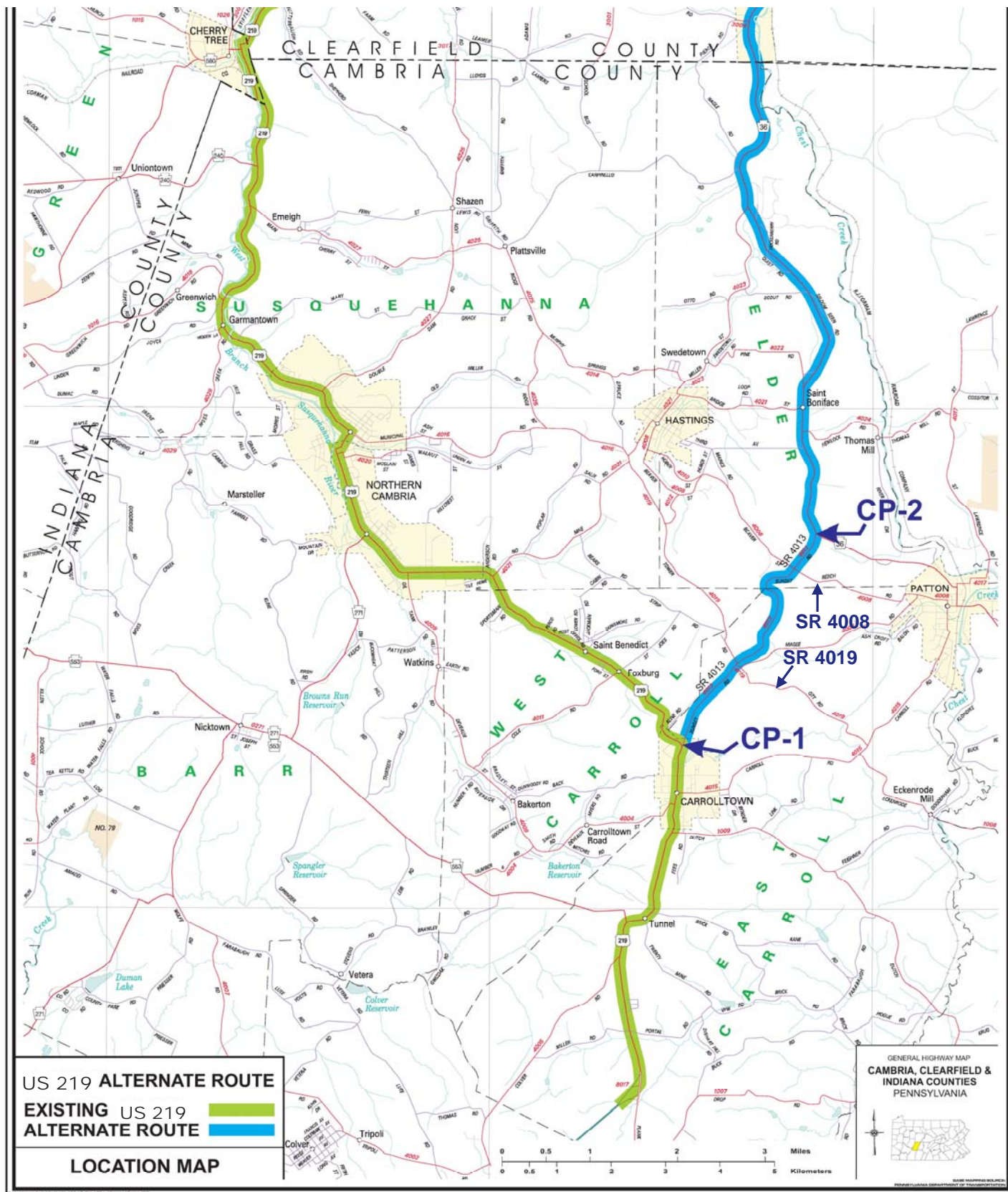
Does the petition propose a new routing over a portion of an existing Interstate Route? NO

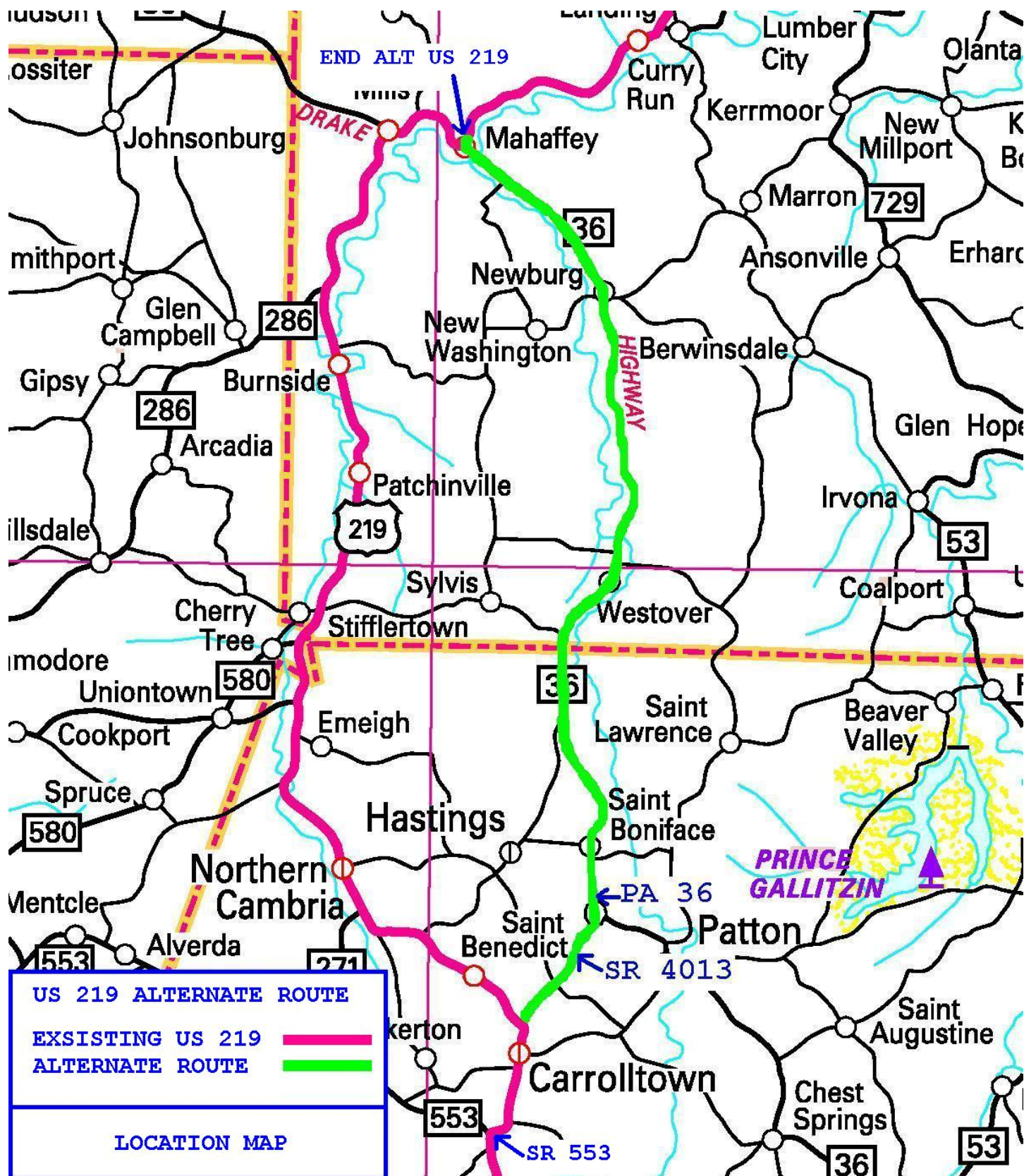
Map of state, or portion thereof, indicating proposed addition or change in the (This includes US, Interstates and Bicycle Routes)

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.





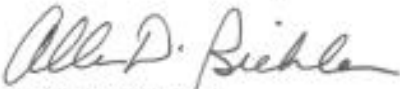


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 1829 as compared to 13,821 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.


Allen D. Biehler, P.E.
Secretary of Transportation
Pennsylvania Department of Transportation

This petition is authorized by official action of

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

(This includes US, Interstates and Bicycle Routes)

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)

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.

(This includes US, Interstates and Bicycle Routes)

Contact regarding this application:

Name: Mr. James Pruss, P.E.

Address: 1620 N. Juniata Street, Hollidaysburg, PA 16648

Telephone Number: (814) 696-6850

Fax Number: (814) 696-7173

Email Address: jpruss@state.pa.us

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) At the intersection of US 219/SR 4013, Carrolltown Borough, Cambria County

Describe where it is going? To points north on US 219; northern PA and NY

What type of facility is it traveling over? Existing alignment of SR 4013 and PA 36 (see discussion of improvements on page 2.

Give the direction of travel(north, east, south, and west) North-South

Name the focal point city or cities Carrolltown, Cambria County to Mahaffey, Clearfield County

Length of route in miles. 23.10

Where does it end? (Terminal intersection or mile marker) Intersection of US 219/PA 36 in Mahaffey Borough, Clearfield County