

September 19, 2019

Jim Tymon, Executive Director
American Association of State Highway and Transportation Officials
444 N Capitol Street N.W., Suite 249
Washington, D.C. 20001

Dear Mr. Tymon:

Please find enclosed one (1) copy of route descriptions for the Route Numbering agenda. Also, please find one (1) copy of the following application:

Establishment of I-880 and removal of I-680 route designations in Pottawattamie County

This application is being submitted for consideration by the Special Committee on U.S. Route Number, and the Standing Committee on Highways, at their next meeting.

Please contact Peggi Knight at (515) 239-1530 if there are questions.

Sincerely,



Mark Lowe
Director

PK:cc
Enclosures



AASHTO



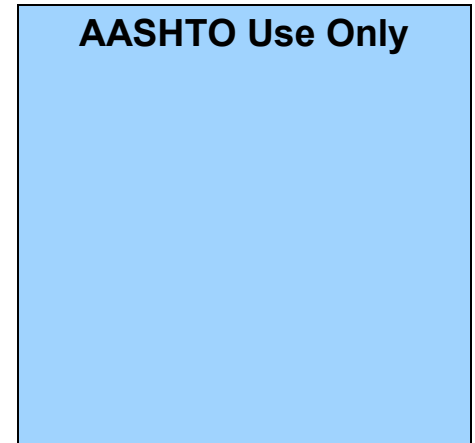
American Association of State Highway and Transportation Officials

(Fall 2019)

An Application from the State Highway or Transportation Department of Iowa 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

I-880



Between I-29/I-680 North Interchange in Pottwattamie County and I-80/I-680 Interchange in Pottawattamie County

The following states or states are involved:
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:September 20, 2019

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.) This request pertains to the establishment of Interstate 880, and the removal of the Interstate 680 route designations from the I-29 and I-680 North Interchange to the I-680 and I-80 Interchange in Pottawattamie County. This new Interstate route is being established to help avoid routing confusion during flooding events that have occurred recently in this area.

Date facility available to traffic 1966

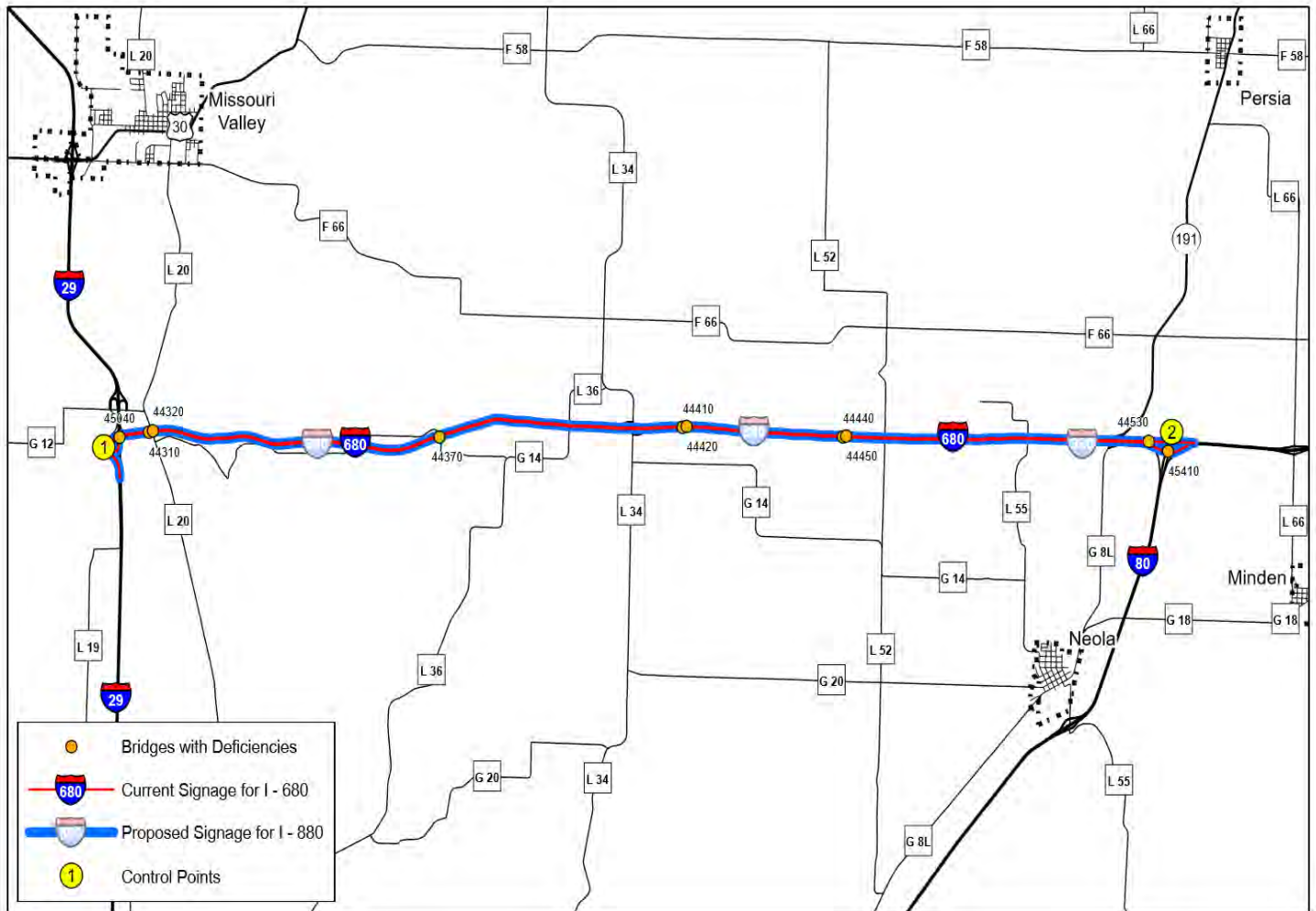
Does the petition propose a new routing over a portion of an existing U.S. Route? _____ If so, where? _____

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes, I-680 If so, where? From I-29 North Interchange in Pottawattamie County to the I-80 Interchange in Pottawattamie County

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to pngethe@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, 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 Standing Committee on Highways.)



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 7800.00 as compared to 28966.45 for the year 2018 for all other Interstate 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.

Chief Executive Officer



(Signature)
Mark Lowe

(Member Department)

This petition is authorized by official action of Iowa Department of Transportation

under date of September 19, 2019 as follows: (Copy excerpt from minutes.)

All applications must be endorsed by the member department CEO. 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.

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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																			
					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					
0	1	H	G	7800	None				None				FHWA 45040 15' 10" Vert Clearance on I-680 WB				None				None		None	
	0mi													19										
															FHWA 44310, 44320 30' 19% Deficiency									
5																								
10																								
15																								
20	2	H	G	7800	None				None				FHWA 45410 14'5" Vert Clearance on I-80 EB to I-680 WB Ramp				None				None		None	
	17.02mi													8										
25																								

Attach additional sheet here if necessary

Contact Information:

Name Paul Mauer

Telephone Number 515-239-1171

Email Address paul.mauer@iowadot.us

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)

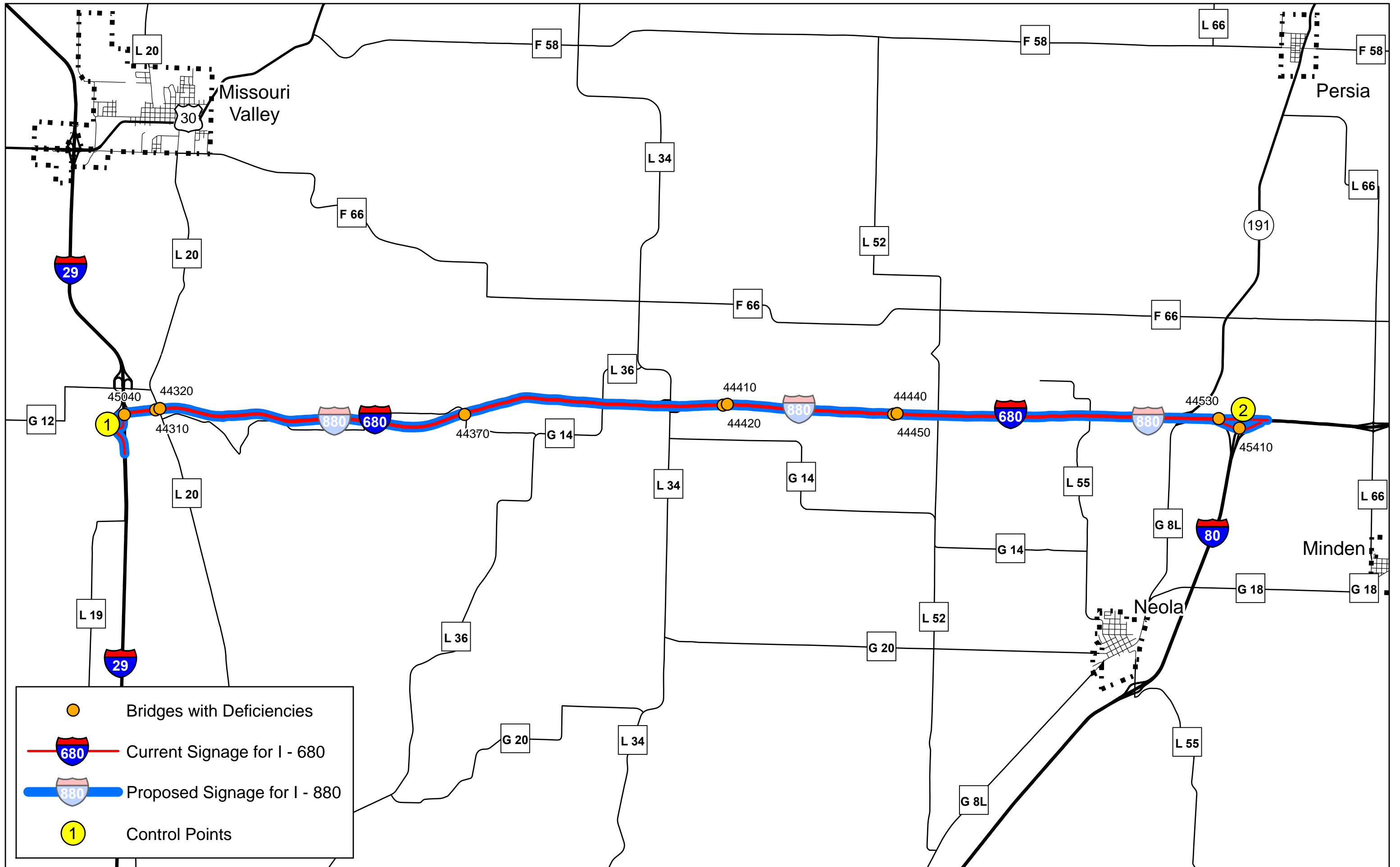
Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

Begin your description here in unformatted single spaced paragraph format:

The establishment of Interstate 880 and removal of Interstate 680 designations, in Pottawattamie County. Beginning at the north interchange of I-29 and I-680 near Loveland in Pottawattamie County, and traversing east on a 4-lane facility for approximately 17.02 miles before reaching the I-680 and I-80 interchange, for a total mileage of 17.02 miles.



Interstate 880**Revision (2019)**

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Iowa	Regular	Jct. N. Council Bluffs	0	0	Crosses I-29
		Jct. NE. Council Bluffs	17	17	Crosses I-80, I-880 Ends

September 12, 2019

Jim Tymon, Executive Director
American Association of State Highway and Transportation Officials
444 N Capitol Street N.W., Suite 249
Washington, D.C. 20001

Dear Mr. Tymon:

Please find enclosed one (1) copy of route descriptions for the Route Numbering agenda. Also, please find one (1) copy each of the following applications:

I-29 Relocation in Council Bluffs
I-80 Relocation in Council Bluffs
U.S. 6 Relocation in Council Bluffs

These applications are being submitted for consideration by the Special Committee on U.S. Route Number, and the Standing Committee on Highways, at their next meeting.

Please contact Peggi Knight at (515) 239-1530 if there are questions.

Sincerely,



Mark Lowe
Director

PK:cc
Enclosures



AASHTO



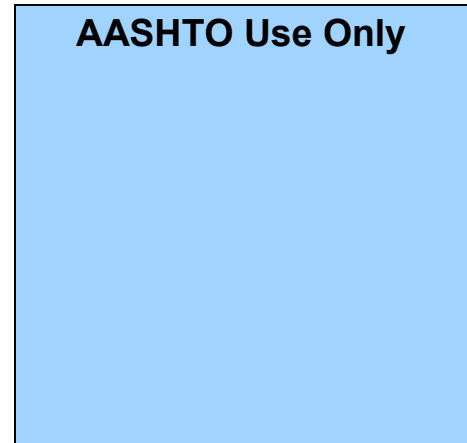
(Fall 2019)

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Iowa 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

I-29



Between U.S. 275/IA 92 Interchange in Council Bluffs and Nebraska Avenue Interchange in Council Bluffs

The following states or states are involved:
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:September 13, 2019

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.) This request pertains to the relocation of Interstate 29, in the city of Council Bluffs. Construction of a new dual divided configuration in Council Bluffs has separated I-80 and I-29 through traffic. I-29 is now located on the outside lanes of this new configuration, which act as the local lanes for Council Bluffs and I-29 through traffic of this new configuration. This new dual divided alignment will expedite I-29 freight traffic through the Council Bluffs area with the separation of local and I-80 freight traffic.

Date facility available to traffic Fall 2020

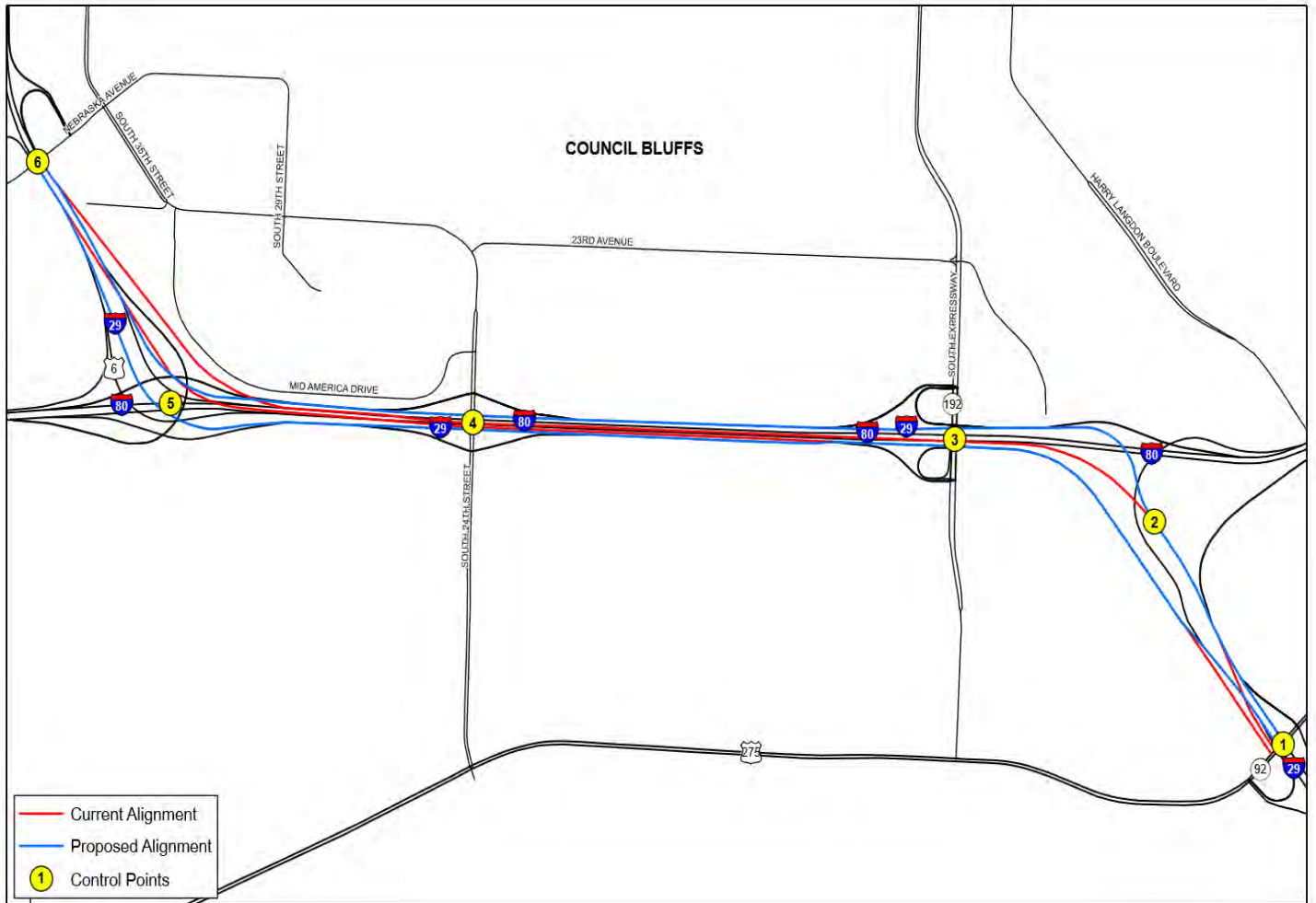
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? I-80 from I-80/I-29 East Systems Interchange in Council Bluffs to the I-80/I-29 West Systems Interchange in Council Bluffs.

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to pngethe@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, 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 Standing Committee on Highways.)



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=====

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 70781.13 as compared to 28966.45 for the year 2018 for all other Interstate 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.

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(Signature)

Chief Executive Officer

Mark Lowe

(Member Department)

This petition is authorized by official action of _____ Iowa Department of Transportation

under date of September 12, 2019 as follows: (Copy excerpt from minutes.)

All applications must be endorsed by the member department CEO. 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.

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Low type, dustless	L (show in red)
Not paved	N (show in red)

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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.

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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											
							10	20	30	40	20	40	60	80		10	20	30	40	20	40	60
0	1 0mi	H	G	36127	None	None	None	None	None	None	None	None	None	None	None	None						
	2 0.71mi	H	G	36127	None	None	None	None	None	None	None	None	None	None	None	None						
1																						
	3 0.75mi	H	F	69967	None	None	None	None	None	None	None	None	None	None	None	None						
2																						
	4 1.45mi	H	G	86415	None	None	None	None	None	None	None	None	None	None	None	None						
3																						
	5 0.91mi	H	G	92828	None	None	None	None	None	None	None	None	None	None	None	None						
4																						
	6 0.72mi	H	G	43511	None	None	None	None	None	None	None	None	None	None	None	None						
5																						
6																						
7																						
8																						

Attach additional sheet here if necessary

Contact Information:

Name Paul Mauer

Telephone Number 515-239-1171

Email Address Paul.Mauer@iowadot.us

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

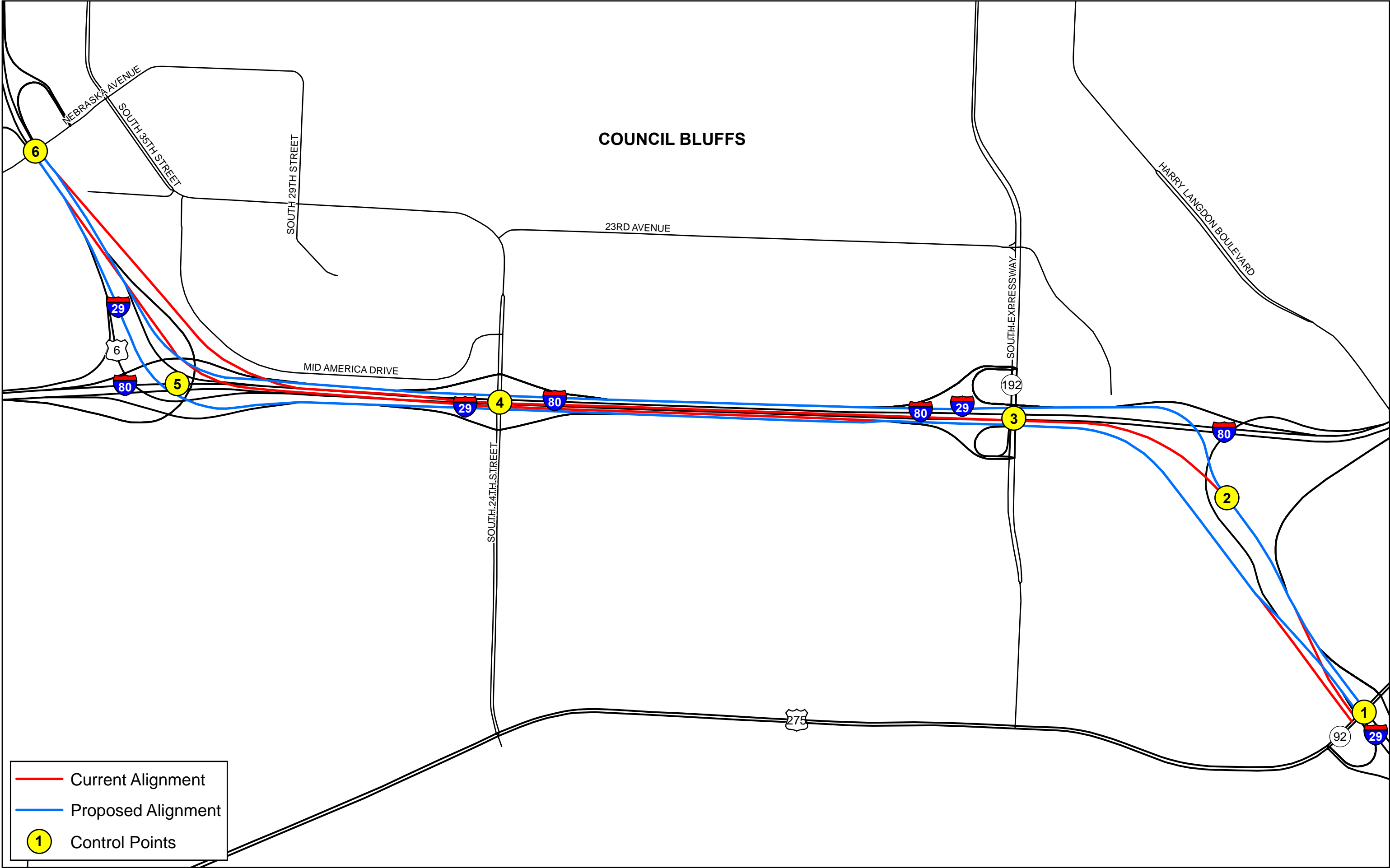
Total number of miles the route will cover

Where does it end?

Begin your description here in unformatted single spaced paragraph format:

The relocation of I-29, starting at the U.S. 275/IA 92 Interchange in Council Bluffs, heading north and northwest on a 4-lane facility for approximately 0.71 miles to the I-80/I-29 East Systems Interchange. Then continuing northwest and west for approximately 0.75 miles to the IA 192 South Expressway Interchange. Heading west on a six-lane facility for approximately 1.45 miles to the South 24th Street Interchange, then continuing west for approximately 0.91 miles to the I-80/I-29 West Systems Interchange. Then finally heading north and northwest on a 4-lane facility for approximately 0.72 miles to the Nebraska Avenue Interchange in Council Bluffs, for a total of 4.54 miles.

COUNCIL BLUFFS



- Current Alignment
- Proposed Alignment
- ① Control Points

Interstate 29**Revision (2019)**

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Iowa	Regular	State Line	0	0	
		Jct. W. Glenwood	35	35	Crosses U.S. 34, Joins U.S. 275
		Council Bluffs	12	47	Leaves U.S. 275
		Council Bluffs	1	48	Crosses I-80, U.S. 6
		Council Bluffs	3	51	Crosses I-80, Joins U.S. 6
		Council Bluffs	2	53	Leaves U.S. 6, Crosses I-480
		Jct. N. Council Bluffs	8	61	Joins I-680
		Jct. N. Council Bluffs	10	71	Leaves I-680
		Jct. W. Missouri Valley	4	75	Crosses U.S. 30
		Sioux City	68	143	Crosses Business U.S. 75
		Sioux City	1	144	Crosses I-129, U.S. 20, U.S. 75
		Sioux City	4	148	Crosses U.S. 77
		State Line	4	152	State Line, Big Sioux River Bridge



AASHTO



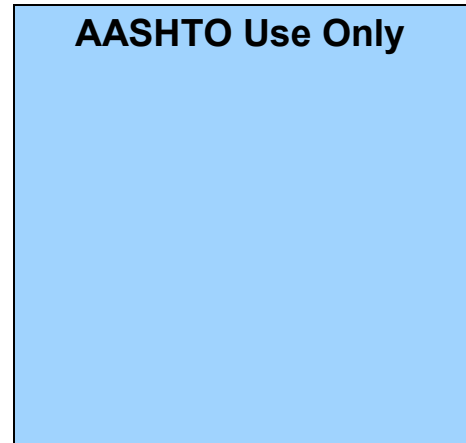
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- Establishment of a Temporary U.S. Route
- **Recognition of a Business Route on U.S. (Interstate) Route
- **Recognition of a By-Pass Route on U.S. Route

I-80



Between I-80/I-29 West Systems Interchange in Council Bluffs and Madison Avenue Interchange in Council Bluffs

The following states or states are involved:
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.
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Explanation and Reasons for the Request: (Keep concise and pertinent) This request pertains to the relocation of Interstate 80, in the city of Council Bluffs. Construction of a new dual divided configuration in Council Bluffs has separated I-80 and I-29 through traffic. I-80 is now located on the inside lanes of this new configuration, which act as the express lanes of this new configuration. This new alignment will expedite I-80 freight traffic flow through the Council Bluffs area with the separation of local and I-29 through traffic.

Date facility available to traffic August 2019

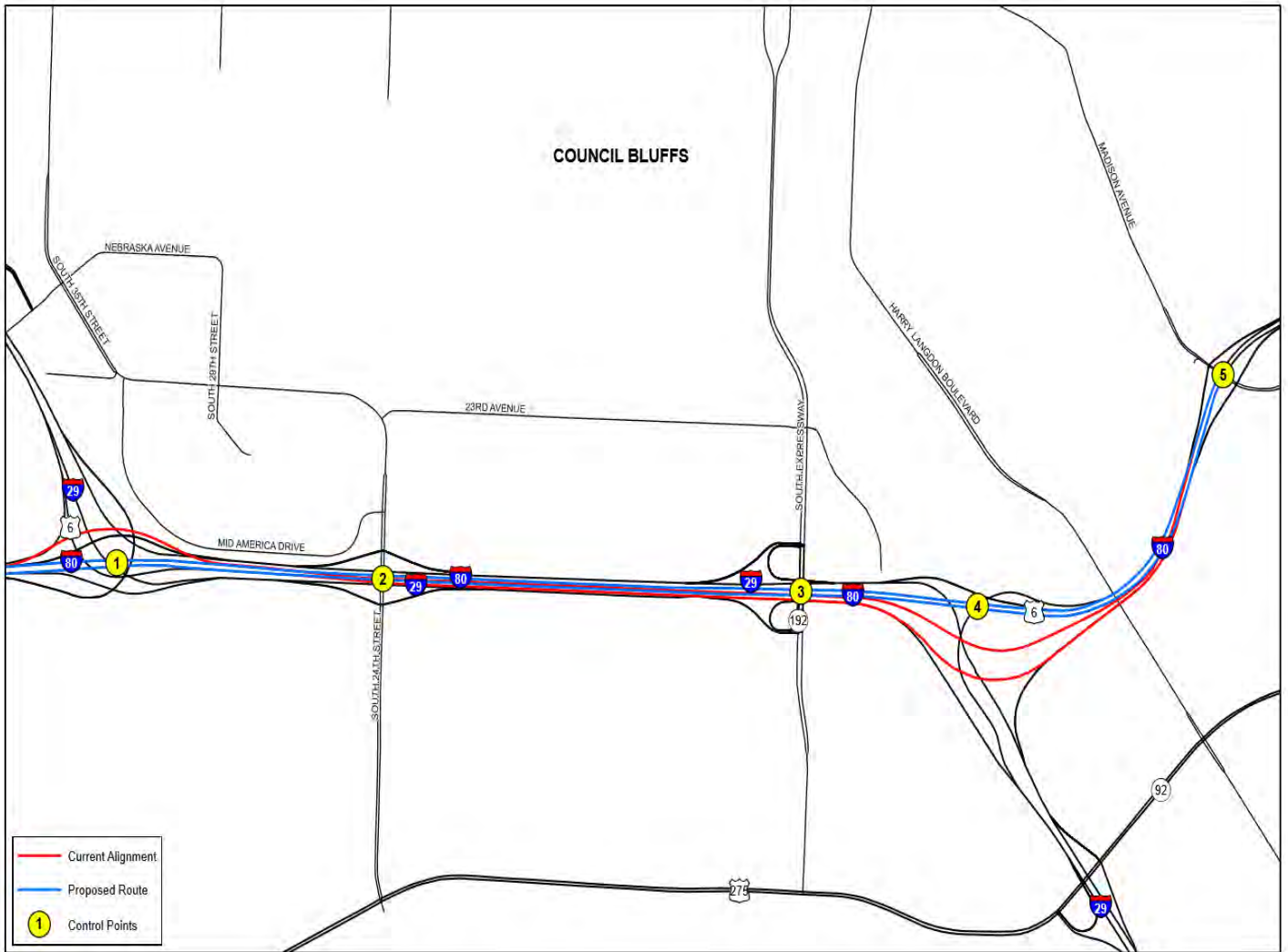
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Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? I-29, from the I-80/I-29 West Systems Interchange to the I-80/I-29 East Systems Interchange

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

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(Signature)

Chief Executive Officer

Mark Lowe

(Member Department)

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under date of September 12, 2019 as follows: (Copy excerpt from minutes.)

All applications must be endorsed by the member department CEO. 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											
							10	20	30	40	20	40	60	80		10	20	30	40	20	40	60
0	1 0mi	H	G	92828	None	None	None	None	None	None	None	None	None	None	None	None						
1	2 0.93mi	H	G	92828	None	None	None	None	None	None	None	None	None	None	None	None						
	3 1.45mi	H	G	86415	None	None	None	None	None	None	None	None	None	None	None	None						
3	4 0.52mi	H	G	69967	None	None	None	None	None	None	None	None	None	None	None	None						
	5 1.35mi	H	F	47332	None	None	None	None	None	None	None	None	None	None	None	None						
5																						
6																						
7																						
8																						

Attach additional sheet here if necessary

Contact Information:

Name Paul Mauer

Telephone Number 515-239-1171

Email Address paul.mauer@iowadot.us

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

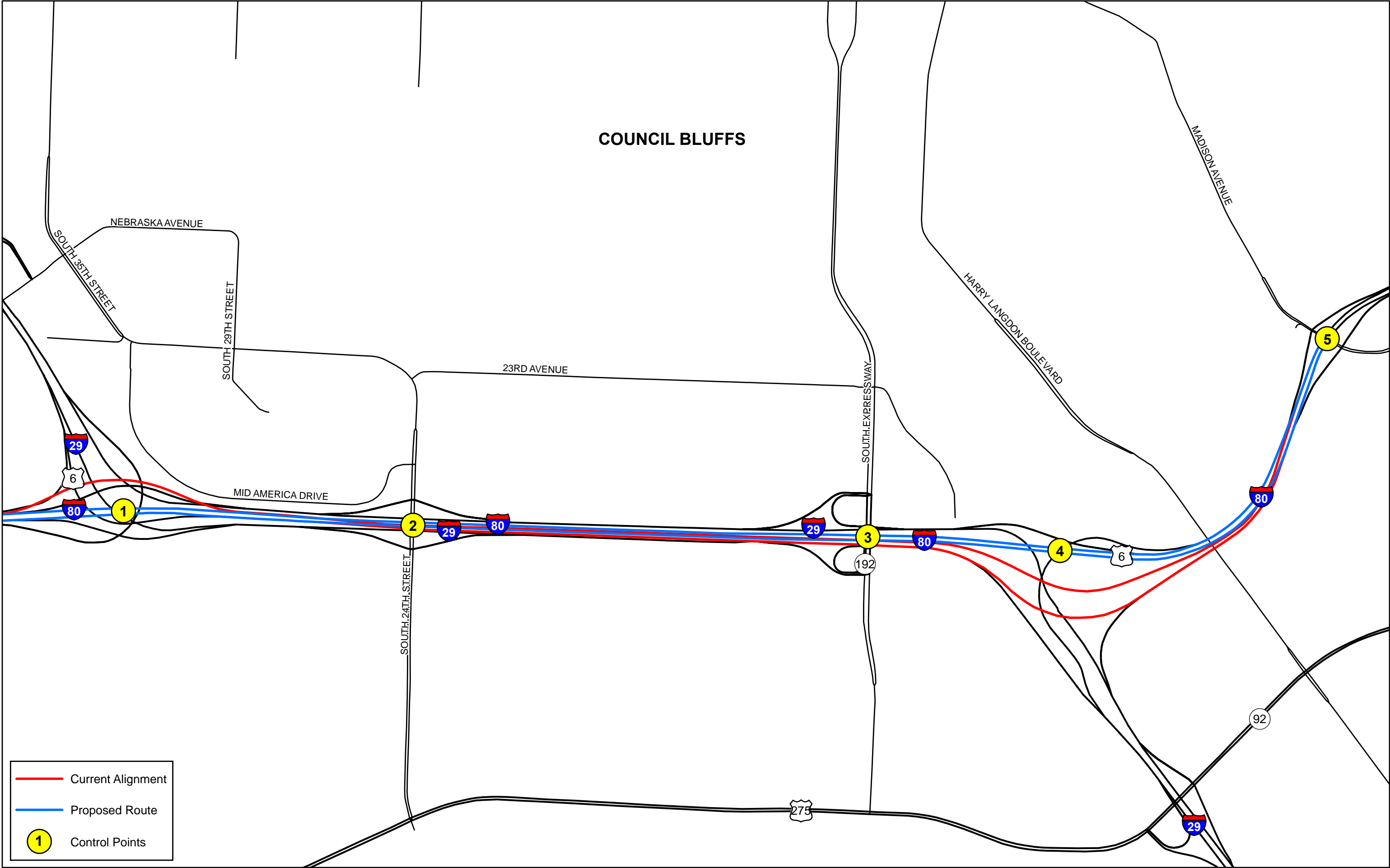
Total number of miles the route will cover

Where does it end?

Begin your description here in unformatted single spaced paragraph format:

The relocation of I-80, starting at the I-80/I-29 West Systems Interchange, heading east on a six-lane facility for approximately 0.93 miles to the South 24th Street Interchange. Continuing east for approximately 1.45 miles to the IA 192 South Expressway Interchange, still heading east for approximately 0.52 miles to the I-29/I-80 East Systems Interchange. Then continuing east and northeast for approximately 1.35 miles ending at the Madison Avenue Interchange in Council Bluffs, for a total of approximately 4.25 miles.

COUNCIL BLUFFS



- Current Alignment
- Proposed Route
- ① Control Points

**Interstate 80
Revision (2019)**

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Iowa	Regular	Council Bluffs	0	0	State Line, Missouri River Bridge
		Council Bluffs	1	1	Crosses I-29, Joins U.S. 6
		Council Bluffs	3	4	Crosses I-29
		Council Bluffs	4	8	Leaves U.S. 6
		N of Council Bluffs	19	27	Crosses I-680
		Jct. S. Harlan	13	40	Crosses U.S. 59
		Jct. N. Atlantic	20	60	Joins U.S. 6
		Jct. N. De Soto	50	110	Leaves U.S. 6, Crosses U.S. 169
		West Des Moines	13	123	Crosses I-235, Joins I-35
		Urbandale/Clive	2	125	Crosses U.S. 6
		Des Moines	11	136	Crosses U.S. 69
		Des Moines	1	137	Leaves I-35, Crosses I-235
		Jct. N.E. Des Moines	4	141	Joins U.S. 65
		Altoona	1	142	Leaves U.S. 65, Joins U.S. 6
		Jct. W. Newton	22	164	Leaves U.S. 6
		Jct. S. Malcom	27	191	Crosses U.S. 63
		Jct. N.E. Williamsburg	34	225	Crosses U.S. 151
		Tiffin/Coralville	14	239	Crosses I-380, U.S. 218
		Jct. N. Wilton	32	271	Joins U.S. 6
		Jct. N.W. Davenport	19	290	Crosses I-280, Leaves U.S. 6, Joins U.S. 61
		Davenport	5	295	Leaves U.S. 61
		Davenport	3	298	Crosses I-74
		Le Claire	8	306	Crosses U.S. 67
		State Line	0	306	State Line, Mississippi River Bridge



AASHTO



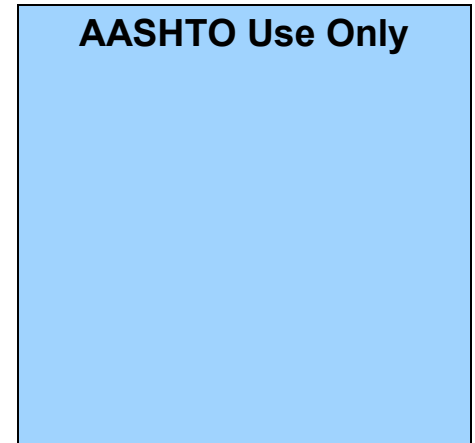
(Fall 2019)

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Iowa 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

U.S. 6



Between Nebraska Avenue Interchange in Council Bluffs Interchange in Council Bluffs

and Madison Ave.

The following states or states are involved:
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: September 13, 2019

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.) This request pertains to the relocation of U.S. 6, in the city of Council Bluffs. Construction of a new dual divided configuration in Council Bluffs has separated I-80 and I-29 through traffic. U.S. 6 through traffic is now carried on the inside I-80 express lanes of this new configuration from the I-80/I-29 West Systems Interchange to the I-80/I-29 East Systems Interchange. This new dual divided alignment will expedite U.S. 6 freight traffic through the Council Bluffs area with the separation of local and through traffic.

Date facility available to traffic September 2019

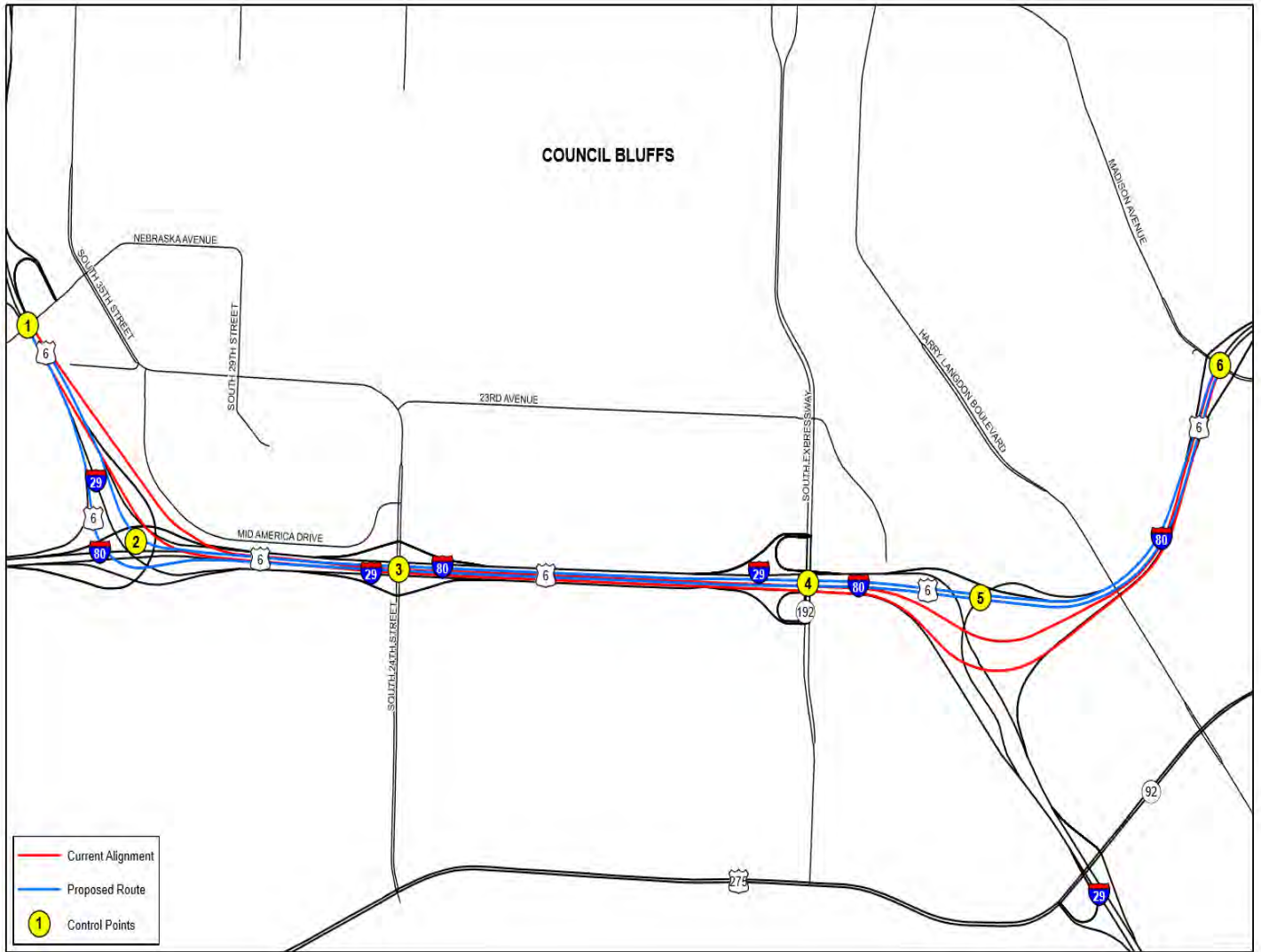
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? I-29, from the Nebraska Avenue Interchange in Council Bluffs to the I-80/I-29 West Systems Interchange. I-80, from the West Systems Interchange to the Madison Avenue Interchange in Council Bluffs.

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to pngethe@aaashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, 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 Standing Committee on Highways.)



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 69411.07 as compared to 5918.69 for the year 2018 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

Mark Lowe

(Member Department)

This petition is authorized by official action of _____ Iowa Department of Transportation

under date of September 12, 2019 as follows: (Copy excerpt from minutes.)

All applications must be endorsed by the member department CEO. 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

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							Roadway Width Deficiency				H - Loading Deficiency					Horizontal Curvature	Percent Grade					
							Percent				Percent											
							10	20	30	40	20	40	60	80		10	20	30	40	20	40	60
0	1 0mi	H	G	43511	None	None	None	None	None	None	None	None	None	None	None	None						
1	2 0.74mi	H	G	43511	None	None	None	None	None	None	None	None	None	None	None	None						
2	3 1.03mi	H	G	92828	None	None	None	None	None	None	None	None	None	None	None	None						
3	4 1.45mi	H	G	86415	None	None	None	None	None	None	None	None	None	None	None	None						
4	5 0.52mi	H	G	69967	None	None	None	None	None	None	None	None	None	None	None	None						
5	6 1.35mi	H	G	47332	None	None	None	None	None	None	None	None	None	None	None	None						
6																						
7																						
8																						

Attach additional sheet here if necessary

Contact Information:

Name Paul Mauer

Telephone Number 515-239-1171

Email Address paul.mauer@iowadot.us

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

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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

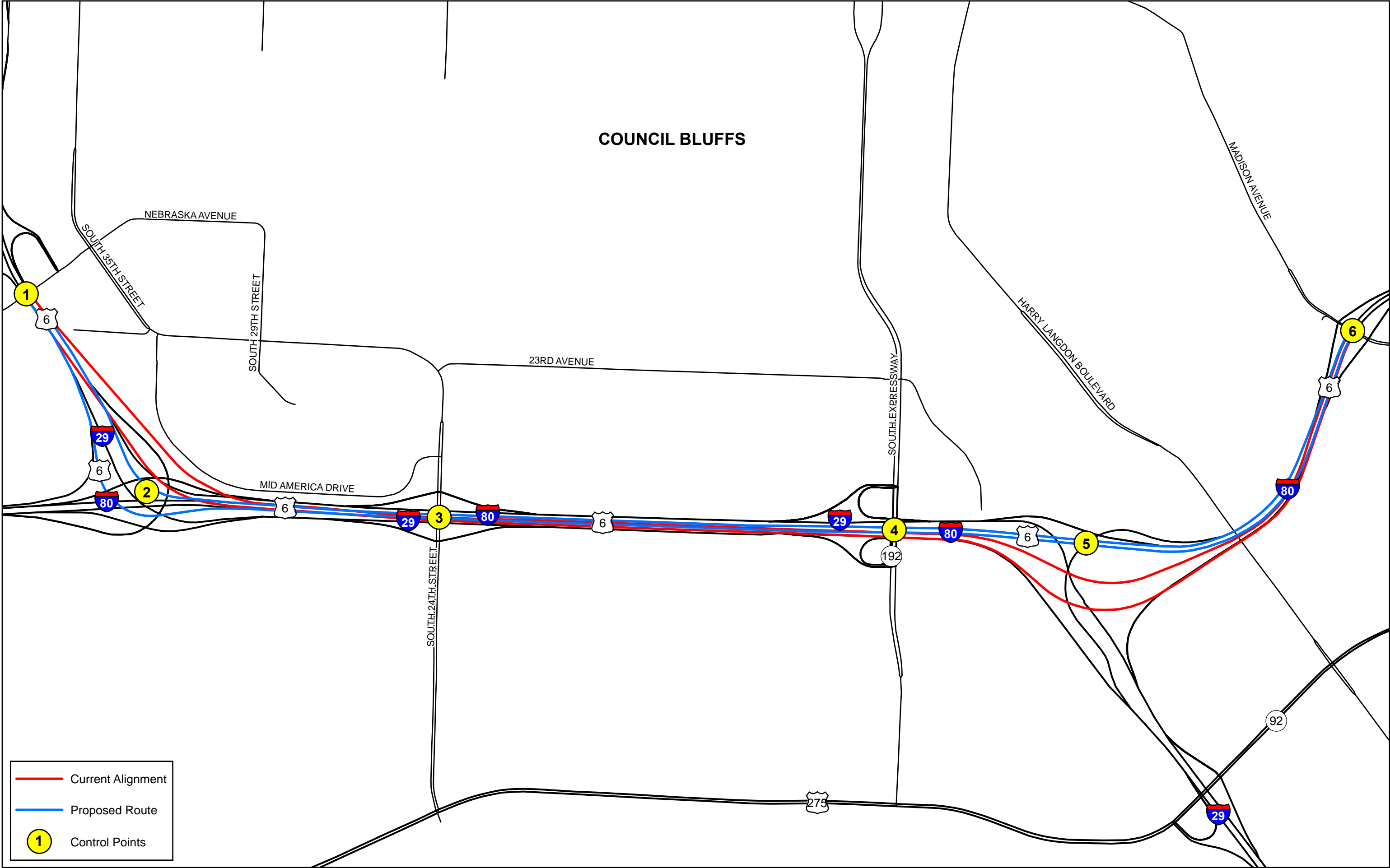
Total number of miles the route will cover

Where does it end?

Begin your description here in unformatted single spaced paragraph format:

The relocation of U.S. 6 in Council Bluffs, beginning at the Nebraska Avenue Interchange in Council Bluffs, and heading south and southeast on a 4-lane facility with I-29 for approximately 0.74 miles to the I-80/I-29 West Systems Interchange. Then joining I-80 on a six-lane facility heading east for 1.03 miles to the South 24th Street Interchange, continuing east for approximately 1.45 miles to the IA 192/South Expressway Interchange. Still heading east for approximately 0.52 miles to the I-80/I-29 East Systems Interchange, then finally heading north and northeast for approximately 1.35 miles to the Madison Avenue Interchange in Council Bluffs. For a total of 5.09 miles.

COUNCIL BLUFFS



- Current Alignment
- Proposed Route
- ① Control Points

US 6
(Revised 2019)

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Iowa	Regular	Bettendorf	0	0	State Line as part of I-74, Crosses U.S. 67
		Bettendorf	3	3	Leaves I-74
		Davenport	2	5	Crosses IA 461
		Davenport	6	11	Joins I-280
		Davenport	1	12	I-280 ends; Joins I-80
		Jct. N. Wilton	19	31	Leaves I-80
		Iowa City	33	64	
		Coralville	5	69	
		Jct. N. Coralville	1	70	Crosses I-80
		Jct. N. Coralville	1	71	Crosses I-380, U.S. 218
		Jct. N. Malcom	49	120	Joins U.S. 63
		Jct. E. Grinnell	2	122	Leaves U.S. 63
		Grinnell	7	129	
		Newton	19	148	
		Jct. W. Newton	1	149	Joins I-80
		Jct. N.E. Des Moines	22	171	Leaves I-80
		Jct. N.E. Des Moines	1	172	Crosses U.S. 65
		Des Moines	4	176	Crosses I-235
		Des Moines	1	177	Crosses U.S. 69
		Clive	10	187	Crosses I-35, I-80
		Adel	13	200	Joins U.S. 169
		Jct. N. De Soto	5	205	Leaves U.S. 169; Joins I-80
		Jct. S. Brayton	49	254	Leaves I-80; Joins U.S. 71
		Jct. E. Atlantic	8	262	Leaves U.S. 71
		Oakland	25	287	Joins U.S. 59
		Jct. S. Oakland	2	289	Leaves U.S. 59
		Council Bluffs	22	311	Joins I-80
		Council Bluffs	7	319	Leaves I-80, Joins I-29
		Council Bluffs	2	321	Leaves I-29, Joins I-480
		State Line	1	322	Missouri River Bridge