



ARKANSAS STATE HIGHWAY COMMISSION

P.O. Box 2261 • LITTLE ROCK, ARKANSAS 72203-2261

PHONE: (501) 569-2000 • VOICE/TTY 711 • FAX: (501) 569-2400

WWW.ARKANSASHIGHWAYS.COM

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March 29, 2013

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SCOTT E. BENNETT, P.E.
DIRECTOR OF
HIGHWAYS AND TRANSPORTATION

Mr. Jim McDonnell
Program Director for Engineering
American Association of State Highway
and Transportation Officials
444 North Capitol Street NW, Suite 249
Washington, DC, 20001

Dear Mr. McDonnell:

Enclosed is an application from the Arkansas State Highway and Transportation Department to relocate a portion of U.S. 82 located in Chicot County. Please forward this application to the AASHTO Special Committee on U.S. Route Numbering for consideration at the AASHTO Spring Meeting. This application has also been submitted electronically to usroutes@ashto.org.

If additional information is needed, please advise.

Sincerely,

A handwritten signature in black ink that reads "Scott E. Bennett".

Scott E. Bennett
Director of Highways
and Transportation

Enclosure

C: Deputy Director and Chief Engineer
Assistant Chief Engineer – Planning
Mississippi Department of Transportation



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Arkansas 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

**AASHTO Use
Only**
Action taken by SCOH:

Between Lake Village, AR and Mississippi State Line

The following states or states are involved:
Arkansas

Mississippi

- *****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: 4/1/2013

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.) The Mississippi River Bridge on US Highway 82 was replaced on new location in order to maintain traffic on the existing bridge during construction.

Date facility available to traffic 8 - 2010

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? No If so, where? _____

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 6,700 as compared to 5,900 for the year 2011 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.

Chief Executive Officer

(Signature)

Arkansas

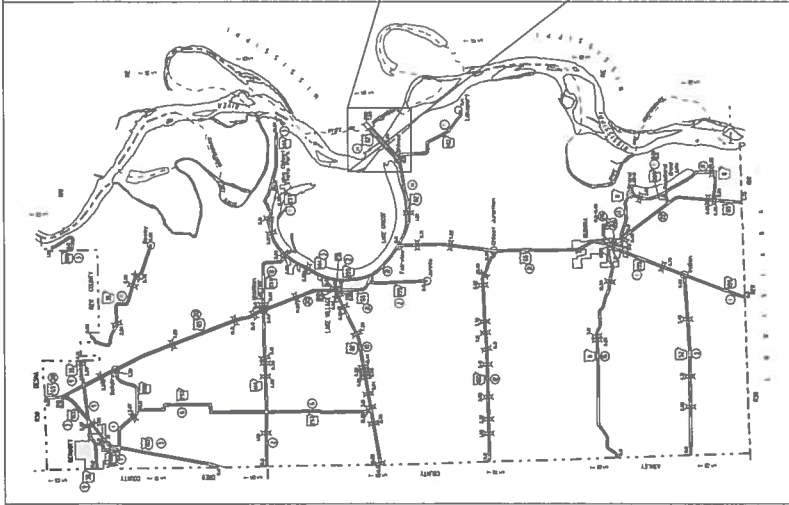
(Member Department)

This petition is authorized by official action of _____

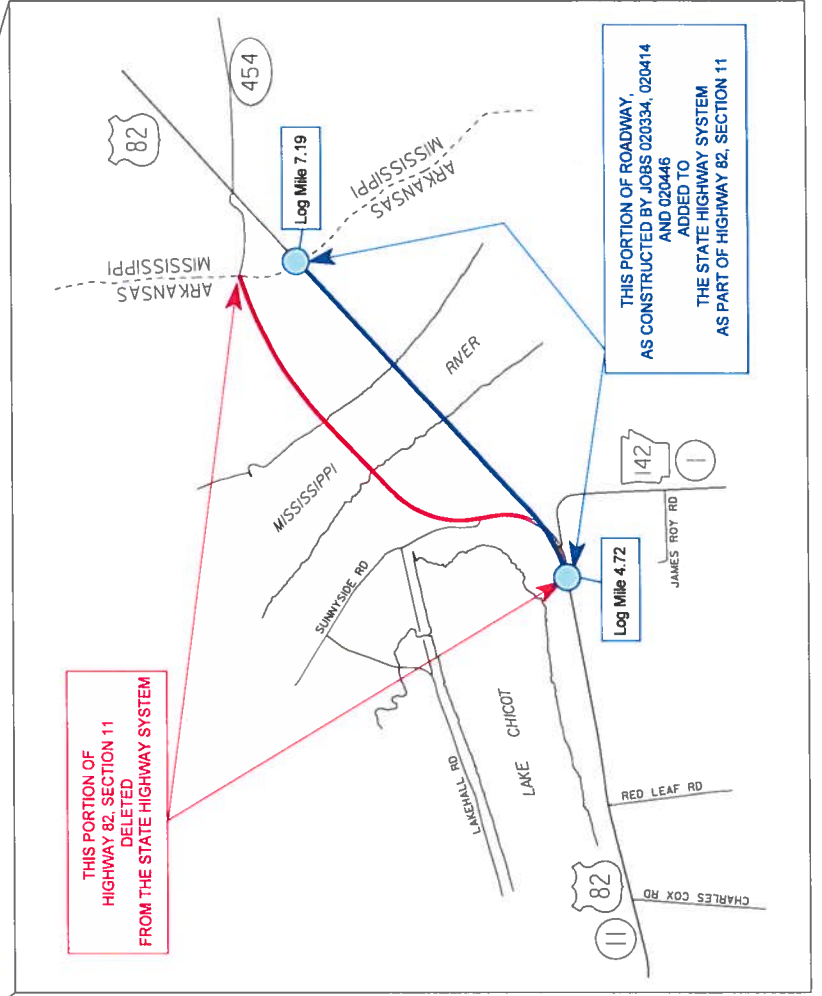
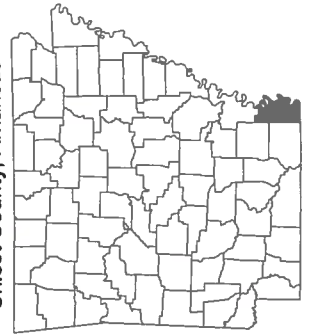
under date of _____ as follows: (Copy excerpt from minutes.)

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.

Highway 82, Section 11 Chicot County, Arkansas



Chicot County, Arkansas



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..*

	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							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		Percent				
							10	20	30	40			
0													
	<div style="border: 1px solid black; padding: 5px; text-align: center;"> There are no deficiencies on the proposed routing. </div>												
20													
40													
60													
80													
100													
120													
140													
160													

Attach additional sheet here if necessary

Contact Information:

Name Alan Meadors
Telephone Number (501) 569-2102
Email Address Alan.meadors@ahtd.ar.gov

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

1. Where does the route begin?
2. Where is it going?
3. What type of facility is it traveling over?
4. Explain the direction (north, east, south, and west)
5. Name the focal point city or cities
6. Total number of miles the route will cover
7. Where does it end?

Begin your description here:

1. The route begins at existing Highway 82 near Lake Village at Log Mile 4.72.
2. The route travels east over the Mississippi River to Greenville, Mississippi.
3. The route is a four-lane undivided roadway on new location.
4. The route travels in an east-west direction.
5. Lake Village, Arkansas and Greenville, Mississippi
6. The new location route is 2.47 miles long.
7. The route ends at existing Highway 82 near Greenville, Mississippi.

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
82	Arkansas	Regular	State Line	0	0	NONE
82	Arkansas	Regular	Jct. S.E. Lake Village	7	7	Joins U.S. 65
82	Arkansas	Regular	Lake Village	5	12	Leaves U.S. 65
82	Arkansas	Regular	Montrose	12	24	Crosses U.S. 165
82	Arkansas	Regular	Hamburg	20	44	Joins U.S. 425
82	Arkansas	Regular	Jct. S. of Magnolia	7	51	Leaves U.S. 425
82	Arkansas	Regular	Crossett	9	60	NONE
82	Arkansas	Regular	El Dorado	42	102	Crosses U.S. 167
82	Arkansas	Regular	Magnolia	35	137	Joins U.S. 79; U.S. 82 Bus. begins and leaves
82	Arkansas	Business	Jct. Magnolia	0	0	Route begins, leaves U.S. 82, U.S. 79
82	Arkansas	Business	Magnolia	2	2	NONE
82	Arkansas	Business	Magnolia	2	4	Route ends, rejoins U.S. 82
82	Arkansas	Regular	Magnolia	2	139	Leaves U.S. 79
82	Arkansas	Regular	Magnolia	2	141	Crosses U.S. 371
82	Arkansas	Regular	Texarkana	49	190	Joins U.S. 67
82	Arkansas	Regular	Texarkana	1	191	Crosses U.S. 71; State Line



Michael P. Lewis, President
Director, Rhode Island Department of Transportation

Bud Wright, Executive Director

444 North Capitol Street NW, Suite 249, Washington, DC 20001
(202) 624-5800 Fax: (202) 624-5806 • www.transportation.org

April 5, 2013

Mr. Victor Mendez
Administrator
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Mr. Mendez:

AASHTO is in receipt of the member department applications

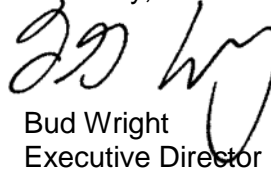
- North Carolina, Establish (Future) I-495 Wake County
- North Carolina, Establish I-495 Wake County
- Texas, I-2 Establish Cameron and Hidalgo Counties
- Texas, I-69E Establish Nueces County
- Texas, I-69E Establish Willacy and Cameron Counties
- Washington, I-90 Business Loop Establish

The member departments have sent in their applications to AASHTO for its official approval. Enclosed for your record are the applications that are compliant with the required documentation.

AASHTO will notify all parties involved of the official action after we receive your decision and when AASHTO's Special Committee on U.S. Route Numbering reaches its decision at the AASHTO spring meeting May 2013 in Providence, Rhode Island.

Thank you for your time and attention to these Interstate Route applications. Please contact Marty Vitale at mvitale@ashto.org, if more information is necessary. Thank you.

Sincerely,



Bud Wright
Executive Director

Enclosures

Cc: Kevin Adderly – HEPI-20
Special Committee on USRN



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of WA 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
- X ****Recognition of a Business Route on **Interstate** Route**
- ☐ ****Recognition of a By-Pass Route on U.S. Route**

Bus Loop 90

**AASHTO Use
Only**

Action taken by SCOH:

Between Interstate 90 Exit 285 and Interstate 90 Exit 293

The following states or states are involved:

WA

- ****“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: March 8, 2013

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.

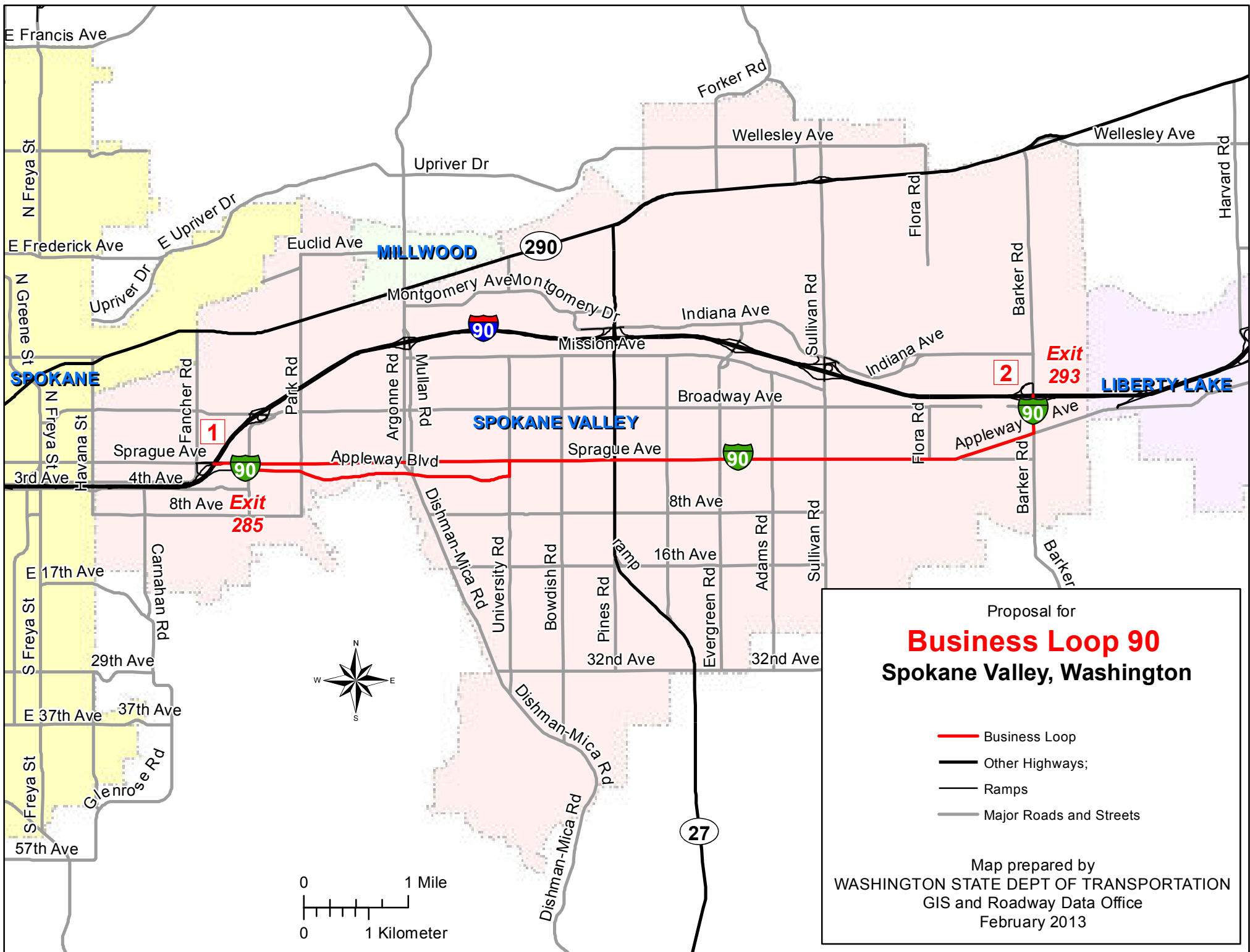
Explanation and Reasons for the Request: (Keep concise and pertinent.)

This request is to establish Business Loop 90 in the City of Spokane Valley, Washington. The Business Loop would begin at I-90 Exit 285 on the west side of Spokane Valley, pass through the central business district, and head easterly to I-90 Exit 293 on the east side of the city.

Date facility available to traffic **Now (open to traffic)**

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? NO If so, where? _____

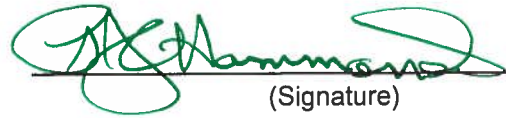


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 35000 as compared to 8700 for the year 2011 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 Washington State Department of Transportation
(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.

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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																		
					10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length														
0	Point 1 MP 0.00																																							
		H	E	35000	No Deficiencies																																			
	Point 2 MP 8.21																																							
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60																																								
80																																								
100																																								
120																																								
140																																								
160																																								

Attach additional sheet here if necessary

Contact Information:

Name: Mark Bozanich

Telephone Number: 360-596-8921

Email Address: bozanim@wsdot.wa.gov

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

Where does the route begin?

The route begins at I-90 Exit 285

Where is it going?

The route heads east along the Appleway Blvd/East Sprague Avenue one-way couplet to University Road, then east on East Sprague Avenue, then northeasterly on Appleway Avenue, then north on Barker Road.

What type of facility is it traveling over?

Existing roadway

Explain the direction (north, east, south, and west)

East

Name the focal point city or cities

Spokane Valley, Washington

Total number of miles the route will cover

8.21

Where does it end?

The route ends at I-90 Exit 293

From: [Bozanich, Mark](#)
To: [Vitale, Marty](#)
Subject: RE: Application for the Establishment of Business Loop 90 in Spokane Valley WA
Date: Tuesday, March 12, 2013 11:57:12 AM
Attachments: [Business Loop 90 Spokane Valley - Signed Application and Map.msg](#)

Hello Marty,

I didn't send a letter to the FHWA Washington State Division, just a cover email along with PDF versions of the signed application form and map. Please see attached copy. I had spoken by phone with Sid Stecker at FHWA before Secretary Hammond signed the application and had sent him a copy of the unsigned application for his review. Mr. Stecker and I have worked together for over a decade on federal functional classification and on the decennial review of urban and urbanized areas for highway planning purposes.

Please contact me if you have further questions or comments.

Thanks,
Mark

From: Vitale, Marty [<mailto:mvitale@ashto.org>]
Sent: Tuesday, March 12, 2013 5:33 AM
To: Bozanich, Mark
Subject: RE: Application for the Establishment of Business Loop 90 in Spokane Valley WA

Hi, Mark. Would you send me a copy of the letter sent to FHWA Washington State Division? That will help me a great deal. Thanks. --Marty

From: Bozanich, Mark [<mailto:BozaniM@wsdot.wa.gov>]
Sent: Monday, March 11, 2013 5:12 PM
To: Vitale, Marty
Subject: Application for the Establishment of Business Loop 90 in Spokane Valley WA

Hello Ms. Vitale,

Please find attached a request for the establishment of Business Loop 90 in Spokane Valley, Washington. I have enclosed the application as a Word document (unsigned) and a copy as a PDF signed by Paula Hammond, Washington State Secretary of Transportation. In addition, a map showing the requested route is enclosed.

A copy of the signed application and map has been sent to the Washington (State) Division of FHWA with a request to approve the application and forward the approval, application, and map to Victor Mendez and Kevin Adderly at FHWA in Washington DC for their approval.

Please let me know if you have any questions about the application and map.

Thanks,

Mark

Mark Bozanich

Washington State Department of Transportation

GIS and Roadway Data Office / GIS Branch

Mail: PO Box 47384, Olympia WA 98504-7384

Street: 7345 Linderson Way SW Room 1067NN, Tumwater WA 98501 360-596-8921 FAX 570-2400

bozanim@wsdot.wa.gov

From: Bozanich, Mark <BozaniM@wsdot.wa.gov>
Sent: Monday, March 11, 2013 4:45 PM
To: Stecker, Sidney (FHWA)
Subject: Business Loop 90 Spokane Valley - Signed Application and Map
Attachments: I-90BusinessRouteSignedApplication.pdf; SpokaneValleyBL90Map.pdf

Hello Sid,

Please approve the attached application for the establishment of Business Loop 90 in Spokane Valley and forward both the application and map to Victor Mendez at FHWA in Washington, DC for his approval. Also, please send a copy to Kevin.Adderly@dot.gov, the FHWA contact with AASHTO's Special Committee on U.S. Route Numbering.

Thanks,
Mark

Mark Bozanich
Washington State Department of Transportation
GIS and Roadway Data Office / GIS Branch
Mail: PO Box 47384, Olympia WA 98504-7384
Street: 7345 Linderson Way SW Room 1067NN, Tumwater WA 98501
360-596-8921 FAX 570-2400
bozanim@wsdot.wa.gov

April 1, 2013

Special Committee on U.S. Route Numbering
c/o Ms. Marty Vitale
American Association of State Highway and
Transportation Officials (AASHTO)
444 N. Capitol Street NW, Suite 249
Washington D.C. 20001

Dear Ms. Vitale:

Attached please find the following applications for consideration for changes to
U.S. numbered routes:

- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

If you have any questions, please contact Tammye Fontenot, Planner, Transportation
Planning and Programming Division at (512) 486-5108.

Sincerely,



Phil Wilson
Executive Director

Attachments

cc: Marc D. Williams, P.E., Director of Planning, TxDOT
Tammye Fontenot, Transportation Planning and Programming Division, TxDOT

AASHTO

- 2 -

April 1, 2013

bcc: Jack Foster, P.E, TPP
Michael Chamberlain, TPP



American Association of State Highway and Transportation Officials

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

- ☐ Elimination of a U.S. (**Interstate**) Route
- ☒ Establishment of a U.S. (**Interstate**) Route
- ☐ Extension of a U.S. (**Interstate**) Route
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- ☐ **Recognition of a Business Route on U.S. (**Interstate**) Route
- ☐ **Recognition of a By-Pass Route on U.S. Route

IH 69E

**AASHTO Use
Only**

Action taken by SCOH:

Between 0.6 mi. north of County Road (CR) 3690 and 0.1 mi. north of the U.S 77/University Blvd. intersection

The following states or states are involved:
Texas

- *****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: April 1, 2013

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

- ***Bike Routes**: this form is not applicable for US Bicycle Route System

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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.) On Friday, November 16, 2012, the American Association of State Transportation Officials (AASHTO) Special Committee on U.S. Route Numbering conditionally approved the Texas Department of Transportation (TxDOT) Interstate route application to extend IH 69 from 0.64 mile north of the U.S. 77/CR 3690 junction north of Raymondville, Texas, to 0.1 mile north of the U.S. 77/University Boulevard intersection in Brownsville, Texas. TxDOT is currently coordinating with the Federal Highway Administration (FHWA) to process a request to have this segment of U.S. 77 designated and signed as part of the IH 69 System.

During this coordination, FHWA informed TxDOT that this segment of U.S. 77 is to be designated as IH 69 East (IH 69E) when it is determined that it meets current Interstate standards and connects to or is planned to connect to an existing Interstate system segment in accordance with Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended. As such, FHWA has no objections to the State using the numbering of the requested segment as IH 69E, as specified in ISTEA.

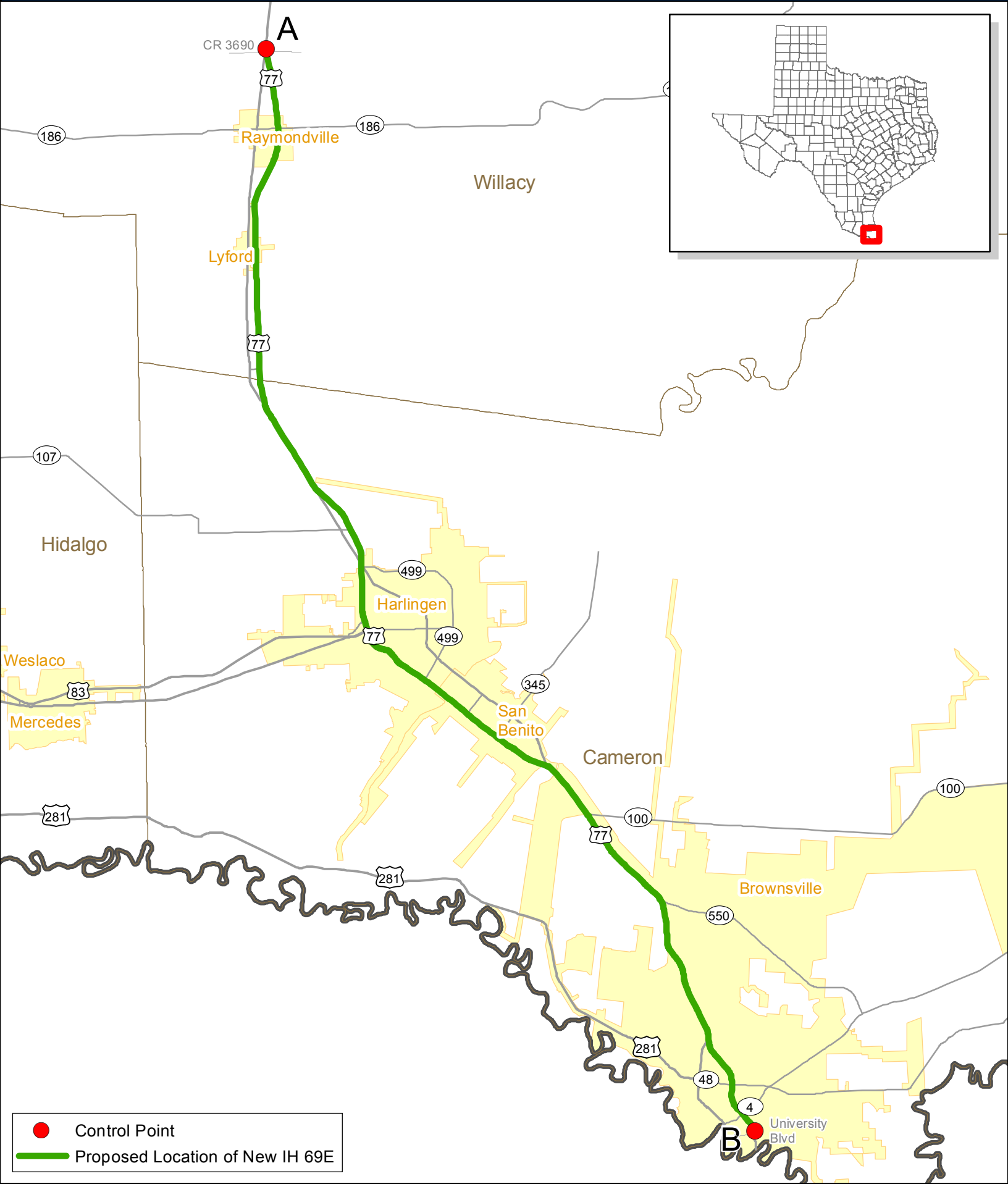
Therefore, TxDOT is submitting this Interstate route application to change the Interstate route numbering of this U.S. 77 segment from IH 69 to IH 69E, thereby amending the application that the AASHTO Special Committee on U.S. Route Numbering took action on during the November 16, 2012 meeting.

It is important to note that the conditions of the original application for this U.S. 77 segment, submitted for the Annual 2012 AASHTO meeting, have not changed and are again included in the remainder of this application. As stated in the original application, TxDOT has determined that a majority of this U.S. 77 segment meets current Interstate design standards as established by AASHTO in *A Policy on Design Standards-Interstate System, 5th Edition* (2005). Five design issues were identified that potentially do not meet current Interstate design standards for which FHWA is being requested to approve three design exceptions and two design variances. Furthermore, this segment of U.S. 77 is part of an official program development plan that was submitted to FHWA which would extend this segment of IH 69E to the current terminus of IH 69 in Robstown over the next 25 years (Note: a separate Interstate application to change the Interstate route numbering of IH 69 to IH 69E from IH 37 to State Highway 44 in Robstown, Texas has also been submitted to AASHTO's Special Committee on U.S. Route Numbering for consideration at their Spring 2013 meeting). This plan meets the Interstate designation criteria established under the Moving Ahead for Progress in the 21st Century Act.

Date facility available to traffic Existing facility currently open to traffic.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The proposed action will redesignate (renumber) I-69 as I-69E concurrent with US 77 from its junction with CR 3690 north of Edinburg to the limits of US 77 access control just north of the intersection with University Boulevard in Brownsville.

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? Existing US 77 alignment was conditionally approved as I-69 by AASHTO during their Annual 2012 Meeting.



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 40,900 as compared to 13,300 for the year 2010 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

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of April 26, 2012

as follows: (Copy excerpt from minutes.)

In accordance with Appendix B to 23 CFR Part 470, Subpart A, and the policies of the Federal Highway Administration and the American Association of State Highway and Transportation Officials (AASHTO), state departments of transportation must coordinate changes to the Interstate System with AASHTO by submitting an application for recognition of new Interstate route segments to the Special Committee on US Route Numbering.

The Texas Department of Transportation (department) proposes to designate several new segments of highways in Texas as INTERSTATE HIGHWAY 69 (I-69) in the next 2 years.

This minute order authorizes the department to petition the AASHTO Special Committee on US Route Numbering to recognize highways that comply with federal regulations and are of sufficient length to provide substantial service to the traveling public as I-69 in Texas.

IT IS THEREFORE ORDERED by the commission that the department is authorized to submit applications to the AASHTO Special Committee on US Route Numbering requesting the recognition of I-69 along various existing routes through Texas as those route segments become eligible for inclusion on the Interstate System.

IT IS UNDERSTOOD that following approval of the applications by the AASHTO Special Committee on US Route Numbering, the commission will designate such route segments as I-69 by minute order.

Minute Order Number # 113100

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	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
					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length	
0	A 0.0 mi	H	H	14,800 yr 2010	None		None	None				
20		H	H	89,000 yr 2010	None		None	None				
40												
60	B 53.3 mi	H	H	58,700 yr 2010	None		None	None				
80												
100												
120												
140												
160												

Attach additional sheet here if necessary

Contact Information:

Name: Tammye Fontenot

Telephone Number: 512- 486-5108

Email Address: Tammye.fontenot@txdot.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:

The proposed route will begin approximately 0.6 mile north of the US 77/CR 3690 junction north of Raymondville and travel southward to its terminus in Brownsville. The route will extend approximately 53.3 miles along an existing four-lane divided, controlled access facility; it will travel south to north and traverse three focal points: Raymondville, Harlingen, and Brownsville. The route will terminate approximately 0.1 mile north of the US 77/University Blvd. intersection in Brownsville, TX.

From: [Doug Booher](#)
To: [Vitale, Marty](#); [Tammye Fontenot](#)
Cc: [Marc Williams](#); [Dawn Parker](#); [Michael Chamberlain](#); [Amanda Martinez](#); [Shalkowski, Joe S \(Joe.Shalkowski@atkinsglobal.com\)](#); [Roger Beall](#)
Subject: RE: Spring 2013 AASHTO Applications (1 of 2)
Date: Thursday, April 04, 2013 11:49:34 AM

Hi Marty,

TxDOT, as noted in my earlier email, has been in communication with FHWA-Texas Division (FHWA-TD). The current status of our process is as follows:

- TxDOT has submitted draft Interstate Designation reports to FHWA-TD for US 281 and US 77 as part of the designation request for I-69 E and I-69 C.
- TxDOT has submitted a draft Interstate Designation report to (FHWA-TD) for US 83 as part of the designation request for I-2.
- FHWA-TD informed us on 1 April 2013 that the division office has no comments on the US 281 and US 83 reports.
- FHWA-TD did have comments on the US 77 report which we are currently addressing.

TxDOT intends to submit the final US 281 and US 83 reports to FHWA-TD for transmittal to FHWA – HQ within the next two weeks and to submit the final US 77 report to FHWA-HQ by the end of the month.

Let me know if you have any other questions.

Doug Booher
Strategic Project Manager

From: Vitale, Marty [<mailto:mvitale@ashto.org>]
Sent: Thursday, April 04, 2013 9:33 AM
To: Tammye Fontenot
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Amanda Martinez; Doug Booher; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Roger Beall
Subject: RE: Spring 2013 AASHTO Applications (1 of 2)

Do you have any letters notifying FHWA that you are applying for interstate establishment? Also where is IH 2 (Cameron and Hidalgo Counties) application? I didn't see it.

Marty

From: Tammye Fontenot [<mailto:Tammye.Fontenot@txdot.gov>]
Sent: Monday, April 01, 2013 4:19 PM
To: Vitale, Marty
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Amanda Martinez; Doug Booher; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Roger Beall
Subject: Spring 2013 AASHTO Applications (1 of 2)

Good Afternoon, Marty.

Please see the attached cover letter and the first two of five AASHTO applications that are being submitted for consideration during next month's meeting of the AASHTO Special Committee on U.S. Route Numbering.

Texas is submitting applications to request consideration for the following routes:

- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

Please let me know if you have any questions or require any additional information.

Thank you,
Tammie

Be Safe. Drive Smart.
Be Safe. Drive Smart.

April 1, 2013

Special Committee on U.S. Route Numbering
c/o Ms. Marty Vitale
American Association of State Highway and
Transportation Officials (AASHTO)
444 N. Capitol Street NW, Suite 249
Washington D.C. 20001

Dear Ms. Vitale:

Attached please find the following applications for consideration for changes to
U.S. numbered routes:

- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

If you have any questions, please contact Tammye Fontenot, Planner, Transportation
Planning and Programming Division at (512) 486-5108.

Sincerely,



Phil Wilson
Executive Director

Attachments

cc: Marc D. Williams, P.E., Director of Planning, TxDOT
Tammye Fontenot, Transportation Planning and Programming Division, TxDOT

AASHTO

- 2 -

April 1, 2013

bcc: Jack Foster, P.E, TPP
Michael Chamberlain, TPP



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Texas 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-69E

**AASHTO Use
Only**

Action taken by SCOH:

Between Interstate Highway (IH) 37 and State Highway (SH) 44

The following states or states are involved:
Texas

- *****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: April 1, 2013

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.)

On August 1, 2011, the Federal Highway Administration (FHWA) approved the addition of the 6.2-mile segment of U.S. 77 from IH 37 to SH 44 to the Interstate System as IH 69. During the October 2011 American Association of State Transportation Officials (AASHTO) meeting, the AASHTO Special Committee on U.S. Route Numbering approved the Texas Department of Transportation (TxDOT) Interstate route application to establish IH 69 along this 6.2-mile segment of U.S. 77. The Texas Minute Order (No. 112875) contained in this application authorized that IH 69 be designated on the State Highway System concurrent with U.S. 77 from IH 37 in Corpus Christi, Texas to SH 44 in Robstown, Texas.

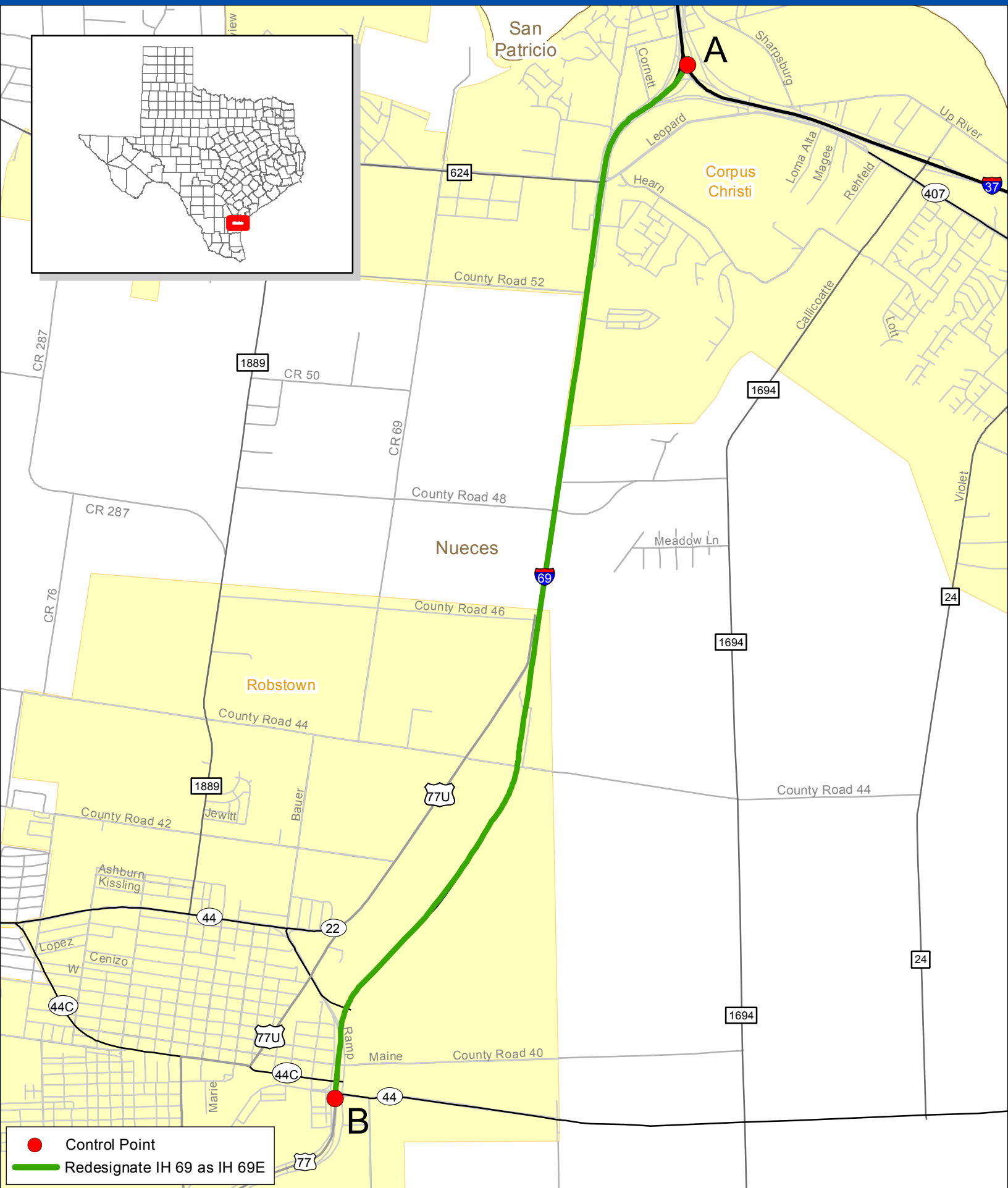
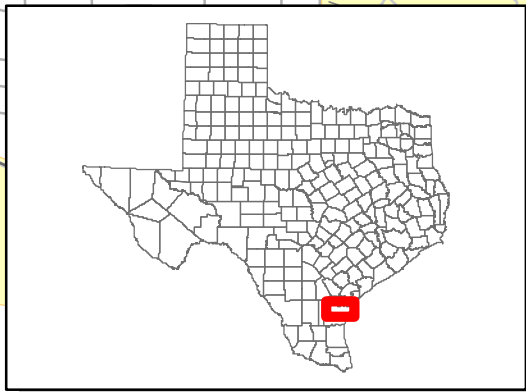
Since the establishment of this 6.2-mile segment of IH 69, FHWA has informed TxDOT that this segment of IH 69 should be renumbered as IH 69 East (IH 69E) in accordance with Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended.

Therefore, TxDOT is submitting this Interstate route application to change the Interstate route numbering of this Interstate System segment from IH 69 to IH 69E, thereby amending the application that the AASHTO Special Committee on U.S. Route Numbering took action on during the October 2011 meeting.

Date facility available to traffic Existing facility currently open to traffic.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The proposed renumeration of IH 69 will continue to run conucurrent with US 77 from I-37 southward to SH 44 in Robstown.

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? The proposed action will redesignate (renumber) I-69 as I-69E from I-37 southward to SH 44 in Robstown.



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 35,800 as compared to 13,300 for the year 2010 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

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of October 27, 2011 as follows: (Copy excerpt from minutes.)

In NUECES COUNTY, officials have requested the designation of INTERSTATE HIGHWAY 69 (I-69) concurrent with US HIGHWAY 77 (US 77), from I-37 in Corpus Christi southward to SH 44 in Robstown, a distance of approximately 6.2 miles.

In Minute Order 112791, dated August 25, 2011, the Texas Transportation Commission (commission) authorized the submission of an application to the American Association of State Highway and Transportation Officials (AASHTO) requesting that the segment of US 77 described above be added to the Interstate Highway System and designated as I-69. During its October 2011 meeting, the AASHTO Special Committee on US Route Numbering approved the application.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the interim executive director has recommended the concurrent designation of I-69 with US 77 on the state highway system.

The commission finds that the designation will facilitate the flow of traffic, promote public safety, maintain continuity of the state highway system, and is necessary for the proper development and operation of the system.

IT IS THEREFORE ORDERED by the commission that I-69 is designated on the state highway system concurrent with US 77 from I-37 in Corpus Christi southward approximately 6.2 miles to SH 44 in Robstown.

Minute Order Number # 112875

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)

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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.

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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.

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	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards																				Show When In Excess of Standard										
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					Percent				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	A 0.0 mi	H	E	51,000 yr 2010	None				None				None				None				None														
	B 6.2 mi	H	E	30,000 yr 2010	None				None				None				None				None														
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Attach additional sheet here if necessary

Contact Information:

Name: Tammye Fontenot

Telephone Number: 512-486-5108

Email Address: tammye.fontenot@txdot.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:

Route will begin at IH 37 in Corpus Christi, then run southward to its terminus at SH 44, the existing facility is a four-lane divided Interstate System route concurrent with US 77. The route travels south to north with Corpus Christi and Robstown as focal points. The route will extend approximately 6.2 miles terminating at SH 44 in Robstown.

From: [Doug Booher](#)
To: [Vitale, Marty](#); [Tammye Fontenot](#)
Cc: [Marc Williams](#); [Dawn Parker](#); [Michael Chamberlain](#); [Amanda Martinez](#); [Shalkowski, Joe S \(Joe.Shalkowski@atkinsglobal.com\)](#); [Roger Beall](#)
Subject: RE: Spring 2013 AASHTO Applications (1 of 2)
Date: Thursday, April 04, 2013 11:49:34 AM

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Let me know if you have any other questions.

Doug Booher
Strategic Project Manager

From: Vitale, Marty [<mailto:mvitale@ashto.org>]
Sent: Thursday, April 04, 2013 9:33 AM
To: Tammye Fontenot
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Amanda Martinez; Doug Booher; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Roger Beall
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Marty

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Sent: Monday, April 01, 2013 4:19 PM
To: Vitale, Marty
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Amanda Martinez; Doug Booher; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Roger Beall
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- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

Please let me know if you have any questions or require any additional information.

Thank you,
Tammie

Be Safe. Drive Smart.
Be Safe. Drive Smart.

April 1, 2013

Special Committee on U.S. Route Numbering
c/o Ms. Marty Vitale
American Association of State Highway and
Transportation Officials (AASHTO)
444 N. Capitol Street NW, Suite 249
Washington D.C. 20001

Dear Ms. Vitale:

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- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

If you have any questions, please contact Tammye Fontenot, Planner, Transportation
Planning and Programming Division at (512) 486-5108.

Sincerely,



Phil Wilson
Executive Director

Attachments

cc: Marc D. Williams, P.E., Director of Planning, TxDOT
Tammye Fontenot, Transportation Planning and Programming Division, TxDOT

AASHTO

- 2 -

April 1, 2013

bcc: Jack Foster, P.E, TPP
Michael Chamberlain, TPP



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Texas 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

IH 2

**AASHTO Use
Only**

Action taken by SCOH:

Between 0.5 miles west of the U.S. 83/Showers Rd. junction and U.S. 77 (IH 69E designation pending)

The following states or states are involved:

Texas

- ***"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: April 1, 2013

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.) In accordance with 23 CFR 470.111(b), states can request the designation of a highway as part of the Interstate System, 23 U.S.C. 103(c)(4)(A), if it meets all the standards of a highway on the Interstate System, is a logical addition or connection to the Interstate System, and has the affirmative recommendation of the state or states involved. In addition, proposals for Interstate designation shall consider the criteria contained in Appendix A to Subpart A of Part 470.

In compliance with 23 CFR 470.111(b), the Texas Department of Transportation (TxDOT) has conducted a study of a 46.8-mile, upgraded, multi-lane, access-controlled segment of U.S. 83 from the limits of U.S. 83 access control located 0.5 mile west of its junction with Showers Road in Palmview, Texas (Texas Reference Marker 850.4) to its junction with U.S. 77 in Harlingen, Texas, via a direct connector interchange (Texas Reference Marker 897.2). The study has confirmed that this U.S. 83 segment meets current Interstate design standards as established by the American Association of State Highway and Transportation Officials (AASHTO) in *A Policy on Design Standards-Interstate System, 5th Edition* (2005). No additional construction or right-of-way would be required to meet the Interstate standards. Furthermore, this segment of U.S. 83 satisfies all the criteria of Appendix A to Subpart A of Part 470, and thus would be a logical addition and connection to the Interstate System based on the following rationale:

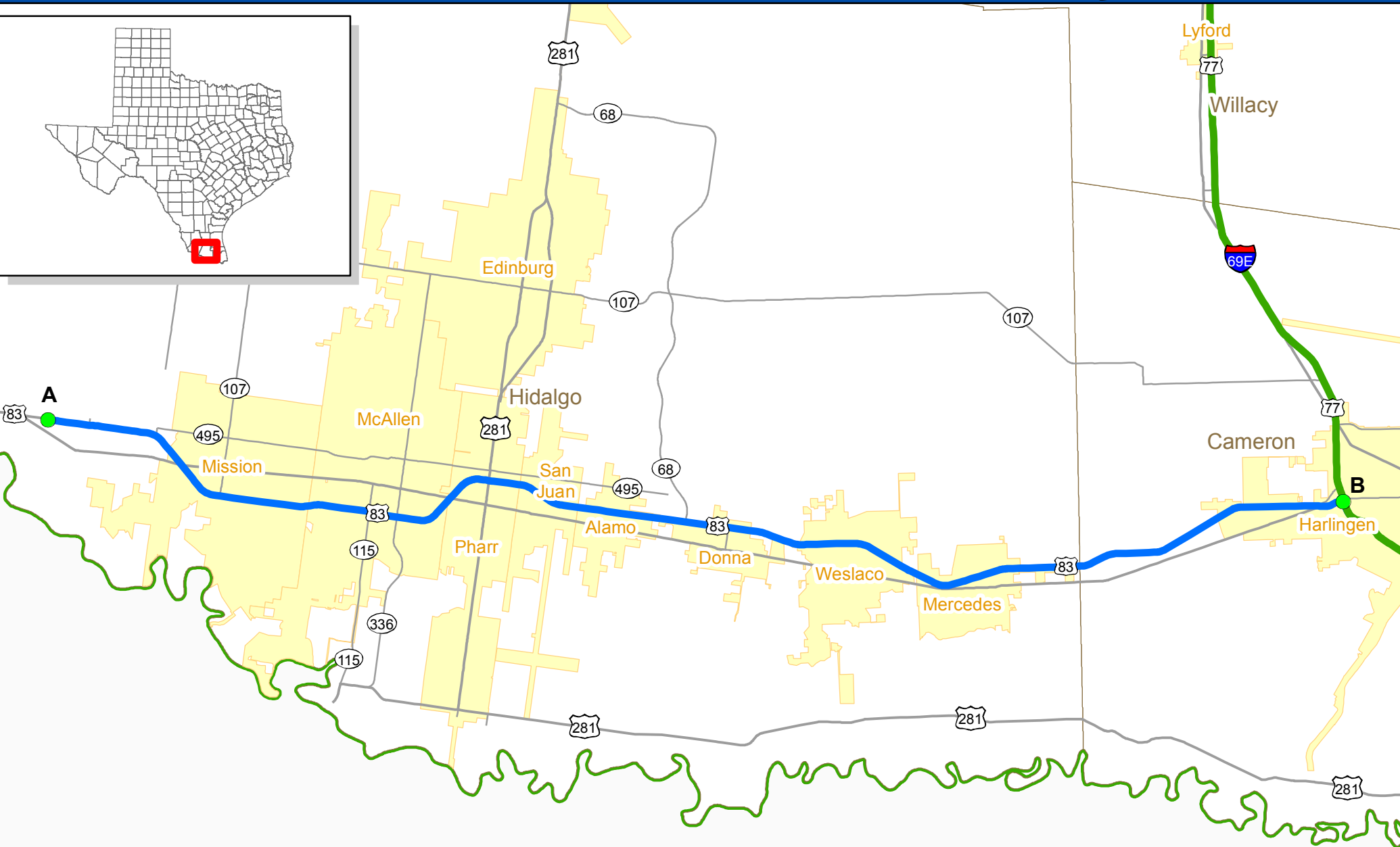
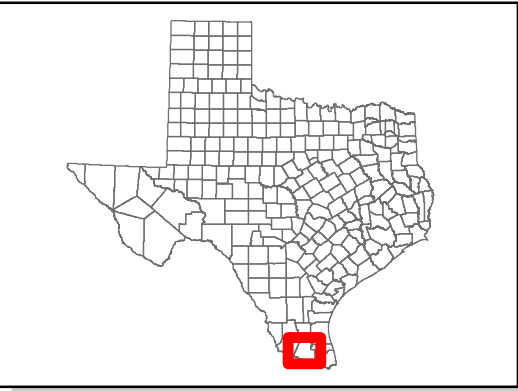
- It would provide critical east-west access in the Rio Grande Valley region of Texas, serving a 2010 population of 1,180,989 people of which nearly 90 percent are Hispanic or Latino.
- It would provide connectivity to cross routes serving nine international border crossings and serve as an important link between two major north-south trade routes (U.S. 77 and U.S. 281). The Federal Highway Administration (FHWA) approval to add U.S. 77 to the Interstate System as IH 69 East (E) from Brownsville, TX to Raymondville, TX is pending. Also, TxDOT is currently coordinating with FHWA to process a request to have US 281 added to the Interstate System as IH 69 Central (C) from US 83 to Edinburg, TX. AASHTO conditionally approved individual Interstate applications for these segments of U.S. 77 and U.S. 281 at the Fall 2012 AASHTO meeting.
- It is of sufficient length (46.8 miles) to serve long distance Interstate travel, linking major municipalities in the Rio Grande Valley which are major highway traffic generators that are presently not served by the Interstate System.
- It would have logical termini, connecting directly to IH 69E/U.S. 77 and extending 46.8 miles to the limits of U.S. 83 access control near the junction of Showers Road where U.S. 83 continues as a high capacity principal arterial on the National Highway System.
- It serves as an important Hurricane Evacuation Route.
- It is part of the Strategic Highway Network (STRAHNET).

Finally, the Texas Transportation Commission has issued a Minute Order providing an affirmative recommendation that this segment of U.S. 83 be designated as a logical addition to the United States Interstate System. The Minute Order is included in this AASHTO application. Also, TxDOT is currently coordinating with FHWA to process a request to have this segment of U.S. 83 designated and signed as IH 2. Therefore, in accordance with the referenced FHWA regulations and criteria, TxDOT is making the request that this 46.8-mile segment of U.S. 83 be recognized as part of the Interstate System as IH 2 by AASHTO, under the condition that FHWA approves TxDOT's request to designate the 53.3-mile segment of U.S. 77 as IH 69E from Brownsville, TX to Raymondville, TX.

Date facility available to traffic Existing facility currently open to traffic.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The proposed action will designate a 46.8 mile segment of U.S. 83 as IH 2 from the limits of access control near its junction with Showers Road in Palmview, Texas to U.S. 77 (IH 69E designation pending) in Harlingen, Texas.

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



- Control Point
- Proposed Location of New Interstate Highway 2
- Interstate Highway 69 East (IH 69E), FHWA designation pending

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 83,500 as compared to 13,200 for the year 2010 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

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of September 27, 2012

as follows: (Copy excerpt from minutes.)

In accordance with Appendix A to Subpart A of 23 CFR Part 470 and the policies of the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO), state departments of transportation must coordinate changes to the Interstate System with AASHTO by submitting an application for recognition of a new interstate highway to the Special Committee on US Route Numbering.

The Texas Department of Transportation (department) proposes to designate one or more segments of US HIGHWAY 83 (US 83) in the Rio Grande Valley as logical additions to the Interstate System.

This minute order authorizes the department to petition the AASHTO Special Committee on US Route Numbering to recognize one or more segments of US 83 as logical additions to the Interstate System, with the condition that FHWA finds that each segment meets the criteria contained in Appendix A to Subpart A of 23 CFR Part 470 and approves the addition to the Interstate System. It is further recognized that it is the purview of the AASHTO Special Committee on US Route Numbering to assign an Interstate route number to the designated highway in coordination with FHWA.

IT IS THEREFORE ORDERED by the Texas Transportation Commission (commission) that the department is authorized to submit an application to the AASHTO Special Committee on US Route Numbering requesting the recognition of one or more segments of US 83 in the Rio Grande Valley as logical additions to the Interstate System.

IT IS UNDERSTOOD that following approval by the AASHTO Special Committee on US Route Numbering and FHWA, the commission will designate the segments with the assigned Interstate route number by minute order.

Minute Order Number # 113305

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..

	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
0	A 0.0 mi	H	G	49000 yr 2010	None	None	None	None	None						
20		H	G	120,000 yr 2010	None	None	None	None	None						
40	B 46.8 mi	H	G	66,000 yr 2010	None	None	None	None	None						
60															
80															
100															
120															
140															
160															

Attach additional sheet here if necessary

Contact Information:

Name

Telephone Number

Email Address

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:

The route will begin at approximately 0.5 mile west of the US 83/Showers Road junction in Palmview, TX and run eastward approximately 46.8 miles. This existing facility is a four to six-lane divided, controlled access route and travels west to east through the cities of Mission, McAllen, Pharr, and Harlingen. The route will extend 46.8 miles and will end at the junction of US 77 (IH 69E designation pending) in Harlingen, TX.

From: [Doug Booher](#)
To: [Vitale, Marty](#); [Tammye Fontenot](#)
Cc: [Marc Williams](#); [Dawn Parker](#); [Michael Chamberlain](#); [Amanda Martinez](#); [Shalkowski, Joe S \(Joe.Shalkowski@atkinsglobal.com\)](#); [Roger Beall](#)
Subject: RE: Spring 2013 AASHTO Applications (1 of 2)
Date: Thursday, April 04, 2013 11:49:34 AM

Hi Marty,

TxDOT, as noted in my earlier email, has been in communication with FHWA-Texas Division (FHWA-TD). The current status of our process is as follows:

- TxDOT has submitted draft Interstate Designation reports to FHWA-TD for US 281 and US 77 as part of the designation request for I-69 E and I-69 C.
- TxDOT has submitted a draft Interstate Designation report to (FHWA-TD)for US 83 as part of the designation request for I-2.
- FHWA-TD informed us on 1 April 2013 that the division office has no comments on the US 281 and US 83 reports.
- FHWA-TD did have comments on the US 77 report which we are currently addressing.

TxDOT intends to submit the final US 281 and US 83 reports to FHWA-TD for transmittal to FHWA – HQ within the next two weeks and to submit the final US 77 report to FHWA-HQ by the end of the month.

Let me know if you have any other questions.

Doug Booher
Strategic Project Manager

From: Vitale, Marty [<mailto:mvitale@ashto.org>]
Sent: Thursday, April 04, 2013 9:33 AM
To: Tammye Fontenot
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Amanda Martinez; Doug Booher; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Roger Beall
Subject: RE: Spring 2013 AASHTO Applications (1 of 2)

Do you have any letters notifying FHWA that you are applying for interstate establishment? Also where is IH 2 (Cameron and Hidalgo Counties) application? I didn't see it.

Marty

From: Tammye Fontenot [<mailto:Tammye.Fontenot@txdot.gov>]
Sent: Monday, April 01, 2013 4:19 PM
To: Vitale, Marty
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Amanda Martinez; Doug Booher; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Roger Beall
Subject: Spring 2013 AASHTO Applications (1 of 2)

Good Afternoon, Marty.

Please see the attached cover letter and the first two of five AASHTO applications that are being submitted for consideration during next month's meeting of the AASHTO Special Committee on U.S. Route Numbering.

Texas is submitting applications to request consideration for the following routes:

- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

Please let me know if you have any questions or require any additional information.

Thank you,
Tammie

Be Safe. Drive Smart.
Be Safe. Drive Smart.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699-1501

ANTHONY J. TATA
SECRETARY

March 27, 2013

Mr. Frederick G. Wright
Executive Director
American Association of State Highway and Transportation Officials
444 North Capitol St. NW, Suite 249
Washington, D.C. 20001

Dear Mr. Wright:

Enclosed are the following route change applications for consideration by the AASHTO Route Numbering Committee at their upcoming Spring 2013 meeting:

1. The establishment of I-495 in Wake County
2. The establishment of I-495 Future in Wake County
3. The relocation of U.S. 421 in Lee County
4. The recognition of U.S. 421 Business in Lee County

If you have any questions please contact Renee B. Roach, PE at (919) 771-2741.

Sincerely,

A handwritten signature in cursive script that reads "J. Kevin Lacy". Above the signature, the word "non" is written in a small, handwritten font.

J. Kevin Lacy, PE
State Traffic Engineer

cc: Terry Gibson, PE
Brad Hibbs, PE
Jonathan Arnold, PE

JKL/rbr



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina 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-495

**AASHTO Use
Only**

Action taken by SCOH:

Between I-440 in Raleigh (Wake County) and

I-540 in Wake County

The following states or states are involved:
North Carolina

- *****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: April 1, 2013

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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.)

The establishment of this interstate route, in conjunction with its future segment (see application for I-495 future) will connect Interstate 95 in Rocky Mount with Interstate 440 in Raleigh. Currently, the corridor is a National Truck Network route, a National Highway System route, and is designated as a North Carolina Strategic Highway Corridor (which represents one of the core highway facilities providing mobility and connectivity in the state).

Date facility available to traffic Currently open to traffic

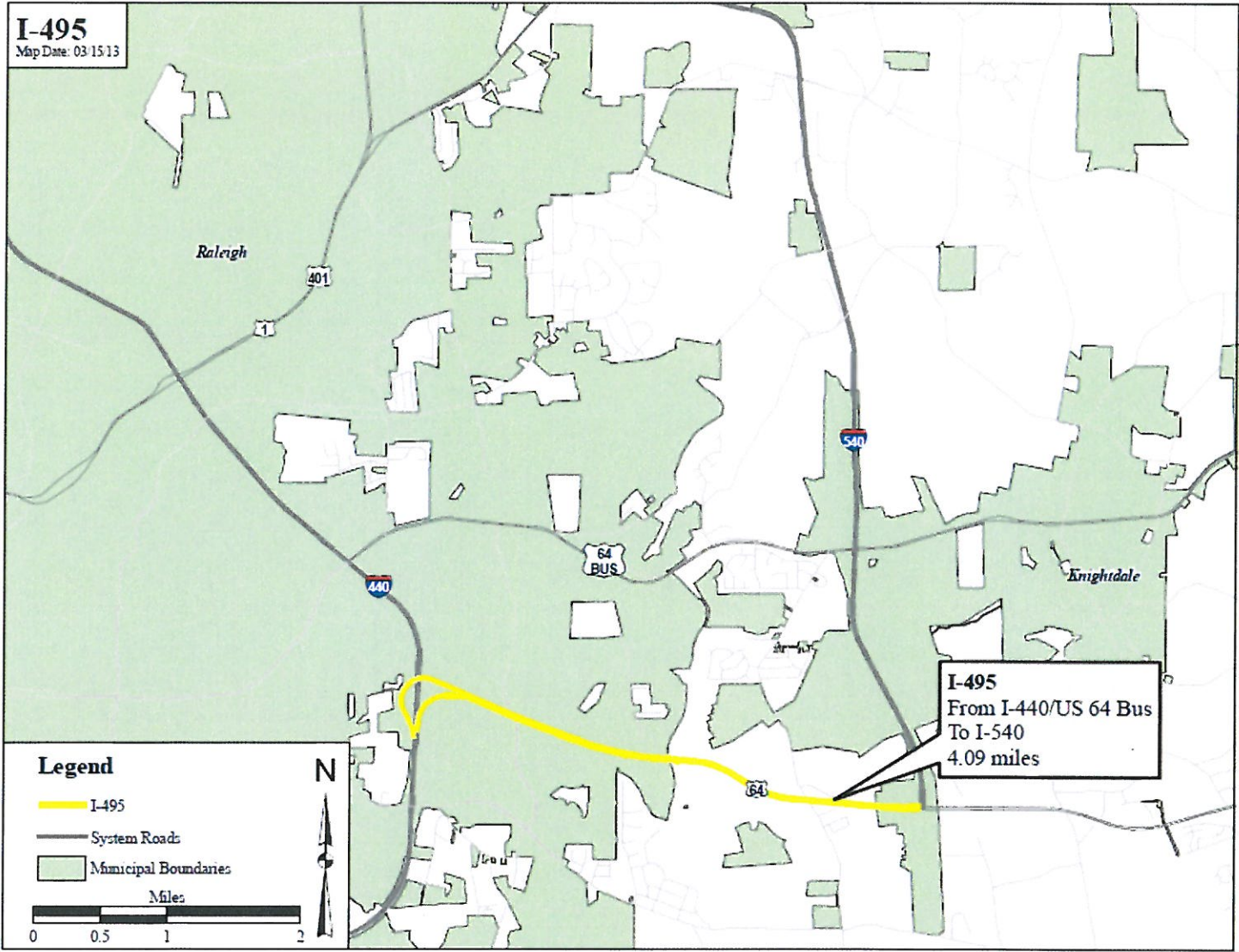
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 64

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 Numbered System:

Send your PDF color map to usroutes@aaashto.org or mvitale@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 64,740 as compared to 11,620 for the year 2011 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 North Carolina Department of Transportation
(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..

	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					
0	A	H	G	64,000	None	None	None	None	None	None	None
				66,000							
				62,000							
5											

Attach additional sheet here if necessary

Contact Information:

Renee B. Roach, P.E.
rroach@ncdot.gov
919-771-2741 (phone)
919-771-2745 (fax)

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:

The route begins at the I-440, US 64 Business interchange (exit 14) in Raleigh (Wake County).

The route is going south and east along existing US 64 in Wake County.

The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.

The route is going south and east.

The focal point city is Raleigh.

The route will cover approximately 4.1 miles.

The route ends at the I-540 interchange (exit 26) in Wake County.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

ANTHONY J. TATA
SECRETARY

March 19, 2013

Mr. John F. Sullivan, III
Division Administrator
Federal Highway Administration
310 New Bern Avenue
Suite 410
Raleigh, North Carolina 27601-1418

Dear John:

This letter is requesting Federal Highway Administration approval for existing US 64 between I-440 and I-540 in Wake County be designated as I-495 and added to the Interstate System under 23 USC 103(b)(4)(A) and 23 USC 103(b)(5) for a total distance of 4.09 miles.

The portion of proposed I-495 in Wake County between I-440/US 64 Business and US 64 Business (existing US 64, 10.02 miles, currently open to traffic) is a controlled access, divided, multi-lane freeway facility built to interstate standards. The remaining portion of future I-495 between US 64 Business in Wake County and I-95 in Nash County (existing US 64, 34.97 miles, currently open to traffic) is not built to interstate standards with the primary deficiencies including paved shoulder widths and structure clearances.

We request Federal Highway Administration approval for this addition of I-440 to I-540 in Wake County to the Interstate system for a total of 4.09 miles. We also request the segment from I-540 in Wake County to be added to the Interstate system as a Future Interstate, a distance of 40.9 miles.

In addition to approval for designating I-495, we further request a waiver to the requirement to re-designate I-540 due to public expectation, historic controversy, and economic burden of sign replacement. Precedents for a waiver of this type exist in Pennsylvania (I-376 between I-76 and I-80) and in New York (I-390 between I-86 and I-90, and I-590 between I-390 and I-490).

We would appreciate your favorable consideration of this request. The Department plans to submit an application to the Route Numbering Committee of the American Association of State Highway and Transportation Officials (AASHTO) on April 1, 2013 for the establishment of I-495 between I-440 and I-540 in Wake County.

Mr. John F. Sullivan, III

March 19, 2013

Page 2

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Gibson", with a horizontal line above it.

Terry R. Gibson, P.E.
Chief Engineer

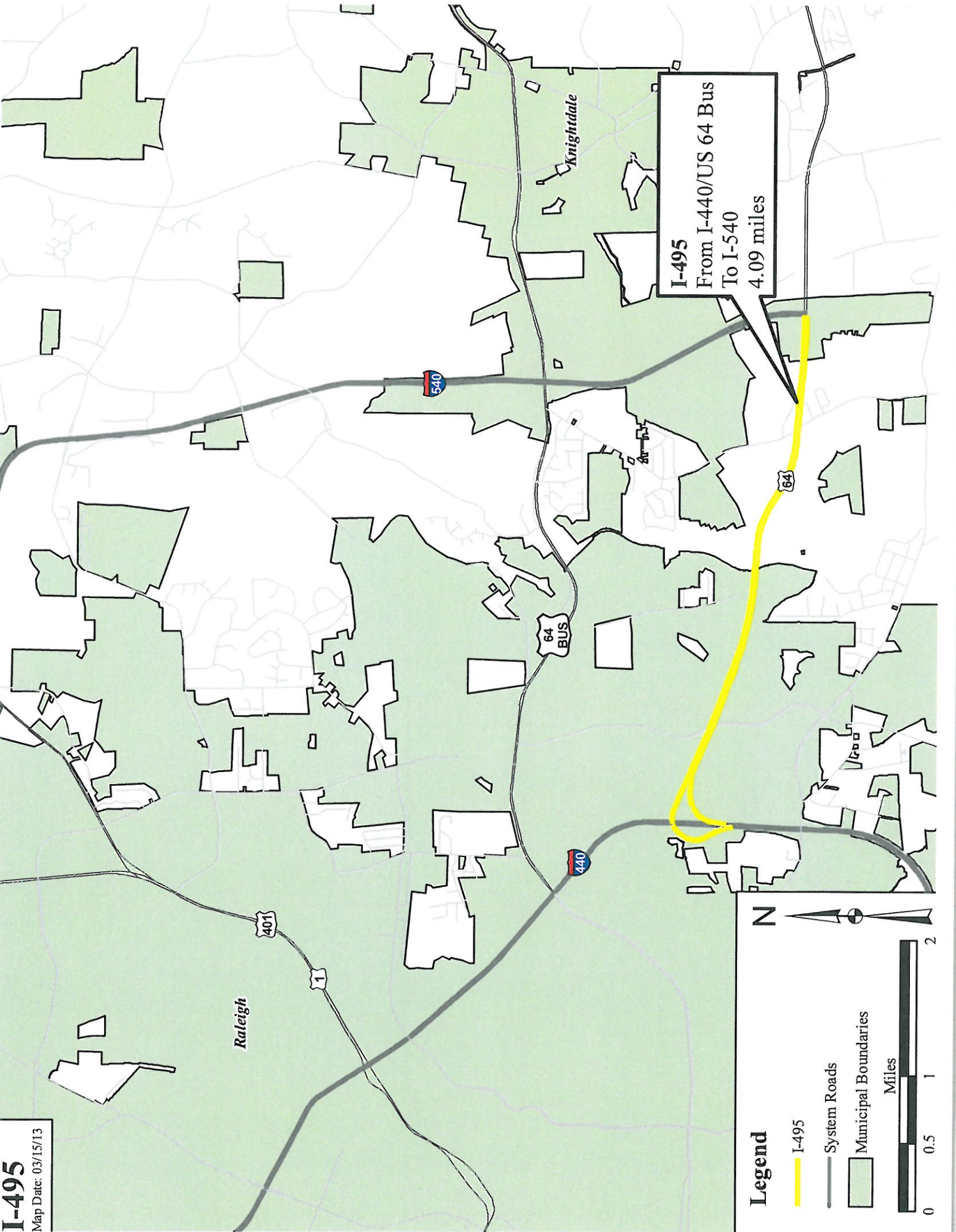
TRG/rbr

Attachment

cc: Anthony J. Tata, Secretary of Transportation, w/attachment
Jon G. Nance, P.E., Deputy Chief Engineer, w/attachment
Deborah M. Barbour, P.E., Director of Preconstruction, w/attachment
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachment
W. Bowman, P.E., Division Engineer, w/attachment
J. Rouse, P.E., Division Engineer, w/attachment
Bradley Hibbs, P.E, FHWA, w/attachment
Unwanna Dabney, FHWA, w/attachment
Bill Marley, FHWA, w/attachment

I-495

Map Date: 03/15/13



I-495
From I-440/US 64 Bus
To I-540
4.09 miles

N

Legend

- I-495
- System Roads
- Municipal Boundaries

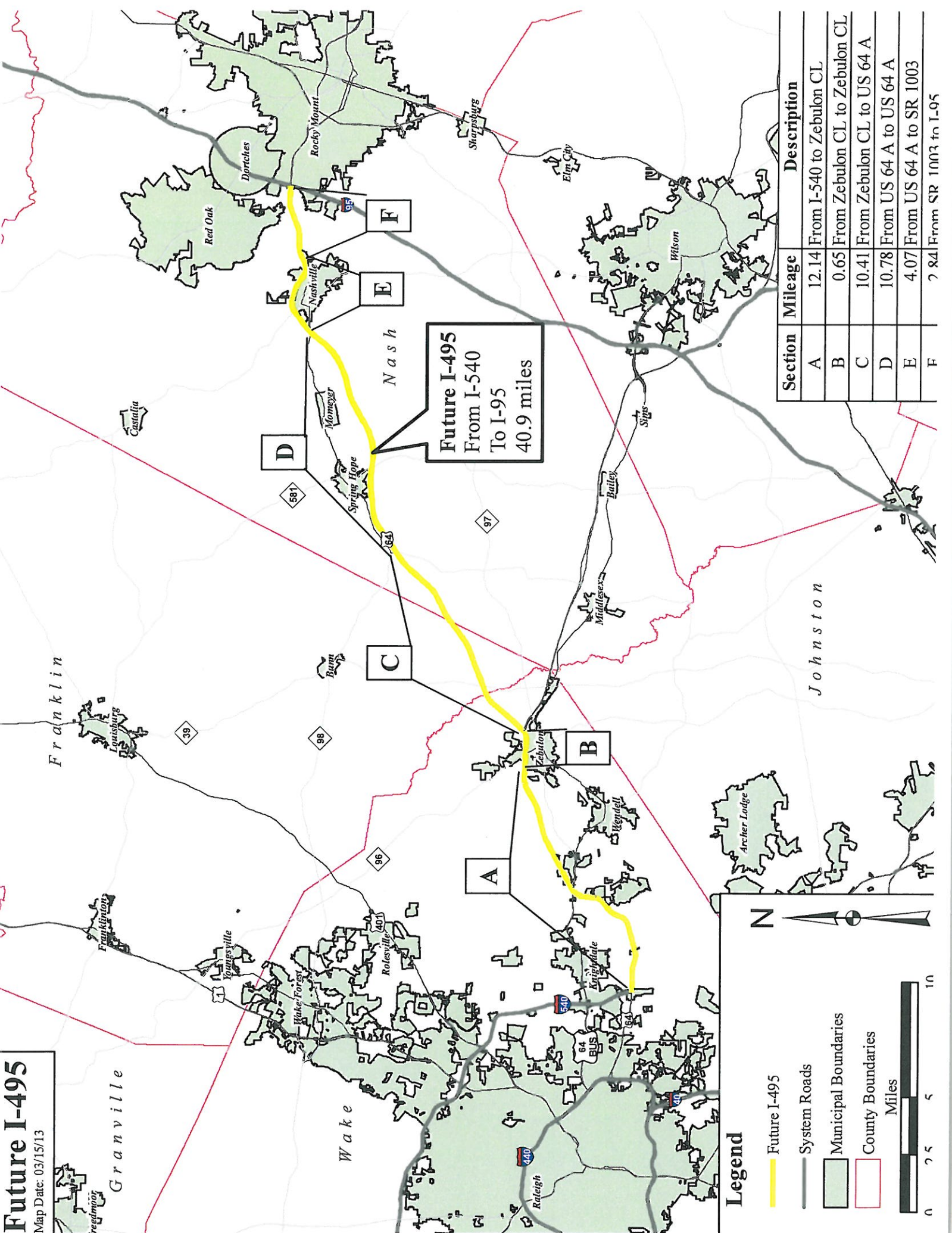


Future I-495

Map Date: 03/15/13



Granville



Future I-495
From I-540
To I-95
40.9 miles

Legend

- Future I-495
- System Roads
- Municipal Boundaries
- County Boundaries
- Miles

Section	Mileage	Description
A	12.14	From I-540 to Zebulon CL
B	0.65	From Zebulon CL to Zebulon CL
C	10.41	From Zebulon CL to US 64 A
D	10.78	From US 64 A to US 64 A
E	4.07	From US 64 A to SR 1003
F	7.84	From SR 1003 to I-95



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699-1501

ANTHONY J. TATA
SECRETARY

March 27, 2013

Mr. Frederick G. Wright
Executive Director
American Association of State Highway and Transportation Officials
444 North Capitol St. NW, Suite 249
Washington, D.C. 20001

Dear Mr. Wright:

Enclosed are the following route change applications for consideration by the AASHTO Route Numbering Committee at their upcoming Spring 2013 meeting:

1. The establishment of I-495 in Wake County
2. The establishment of I-495 Future in Wake County
3. The relocation of U.S. 421 in Lee County
4. The recognition of U.S. 421 Business in Lee County

If you have any questions please contact Renee B. Roach, PE at (919) 771-2741.

Sincerely,

A handwritten signature in cursive script that reads "J. Kevin Lacy". There is a small "non" written above the signature.

J. Kevin Lacy, PE
State Traffic Engineer

cc: Terry Gibson, PE
Brad Hibbs, PE
Jonathan Arnold, PE

JKL/rbr



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina 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-495 (future)

<p>AASHTO Use Only</p> <p>Action taken by SCOH:</p>
--

Between I-540 in Wake County and I-95 in Rocky Mount (Nash County)

The following states or states are involved:
North Carolina

- *****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: April 1, 2013

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.)

The establishment of this future interstate route, in conjunction with its mainline segment (see application for I-495) will connect Interstate 95 in Rocky Mount with Interstate 440 in Raleigh. Currently, the corridor is a National Truck Network route, a National Highway System route, and is designated as a North Carolina Strategic Highway Corridor (which represents one of the core highway facilities providing mobility and connectivity in the state).

Date facility available to traffic Currently open to traffic

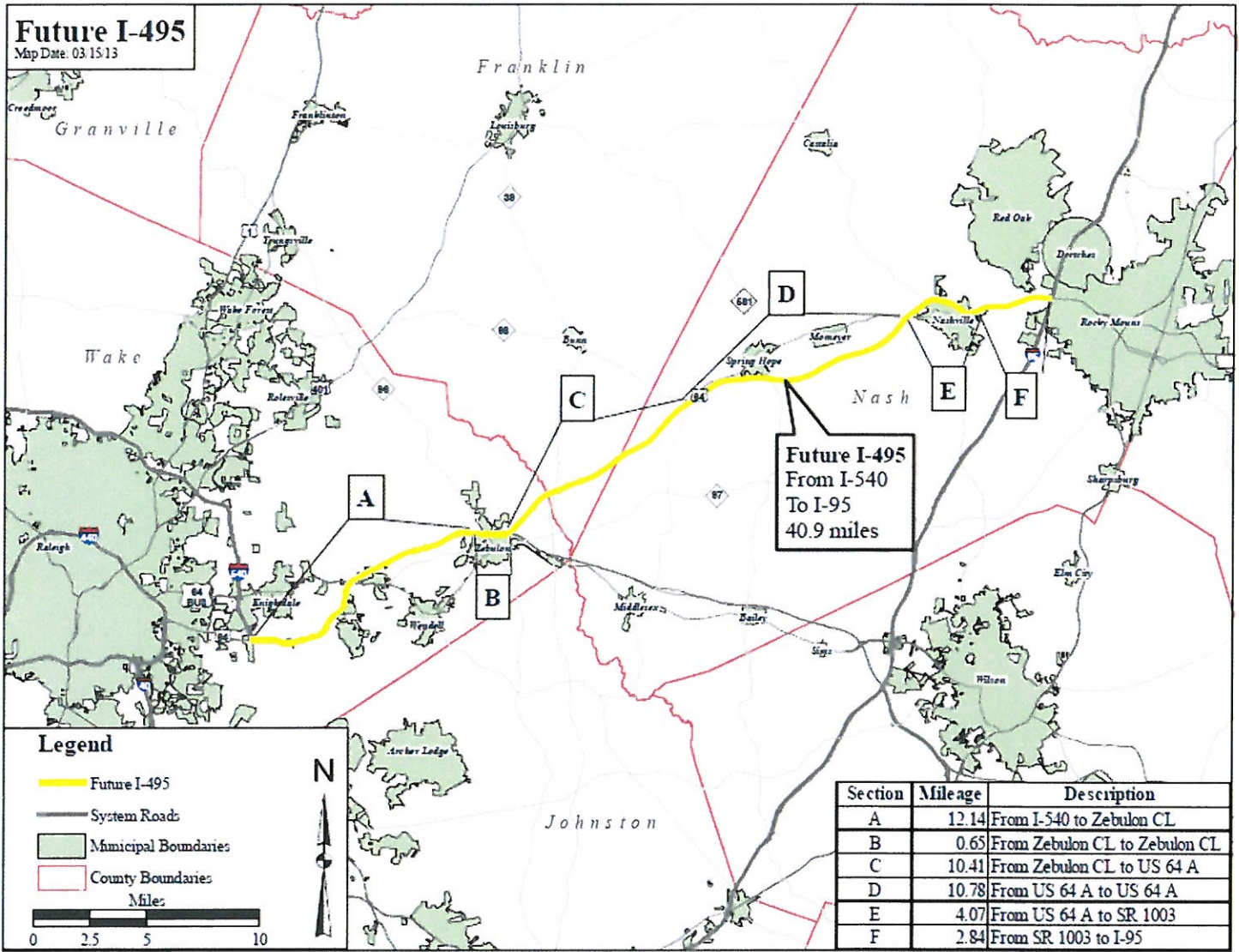
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 64

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 Numbered System:

Send your PDF color map to usroutes@ashto.org or mvitale@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 30,360 as compared to 11,620 for the year 2011 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 North Carolina Department of Transportation
(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..

	1	2	3	4	5							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								
					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					
0				63,000												
				51,000	None	None	None									
				50,000												
5	A			51,000			LP 15.8'									
				48,000			LP 15.9'									
10	B			44,000			LP 16.2'									
				18,000			LP 16.1'									
15	C						LP 16.2'									
							LP 16.1'									
20		H	G	19,000			LP 15.8'	None	None	None	None					
							LP 15.9' & 16.1'									
25	D						LP 15.8'									
							LP 16.0'									
30							LP 16.3'									
							LP 16.3'									
35	E			22,000			142' & 161'									
							LP 15.8'									
							LP 16.0'									
40	F						LP 16.0'									

Attach additional sheet here if necessary

Attach additional sheet here if necessary

Contact Information:

Renee B. Roach, P.E.
rroach@ncdot.gov
919-771-2741 (phone)
919-771-2745 (fax)

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:

The route begins at the I-540 interchange (exit 26) in Wake County.

The route is going north and east along existing US 64 in Wake, Franklin, and Nash counties.

The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.

The route is going north and east.

The focal point cities along the route are Zebulon and Rocky Mount.

The route will cover approximately 40.1 miles.

The route ends at the I-95 interchange (exit 138) in Rocky Mount (Nash County).



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

ANTHONY J. TATA
SECRETARY

March 19, 2013

Mr. John F. Sullivan, III
Division Administrator
Federal Highway Administration
310 New Bern Avenue
Suite 410
Raleigh, North Carolina 27601-1418

Dear John:

This letter is requesting Federal Highway Administration approval for existing US 64 between I-440 and I-540 in Wake County be designated as I-495 and added to the Interstate System under 23 USC 103(b)(4)(A) and 23 USC 103(b)(5) for a total distance of 4.09 miles.

The portion of proposed I-495 in Wake County between I-440/US 64 Business and US 64 Business (existing US 64, 10.02 miles, currently open to traffic) is a controlled access, divided, multi-lane freeway facility built to interstate standards. The remaining portion of future I-495 between US 64 Business in Wake County and I-95 in Nash County (existing US 64, 34.97 miles, currently open to traffic) is not built to interstate standards with the primary deficiencies including paved shoulder widths and structure clearances.

We request Federal Highway Administration approval for this addition of I-440 to I-540 in Wake County to the Interstate system for a total of 4.09 miles. We also request the segment from I-540 in Wake County to be added to the Interstate system as a Future Interstate, a distance of 40.9 miles.

In addition to approval for designating I-495, we further request a waiver to the requirement to re-designate I-540 due to public expectation, historic controversy, and economic burden of sign replacement. Precedents for a waiver of this type exist in Pennsylvania (I-376 between I-76 and I-80) and in New York (I-390 between I-86 and I-90, and I-590 between I-390 and I-490).

We would appreciate your favorable consideration of this request. The Department plans to submit an application to the Route Numbering Committee of the American Association of State Highway and Transportation Officials (AASHTO) on April 1, 2013 for the establishment of I-495 between I-440 and I-540 in Wake County.

Mr. John F. Sullivan, III
March 19, 2013
Page 2

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Gibson', with a horizontal line above it.

Terry R. Gibson, P.E.
Chief Engineer

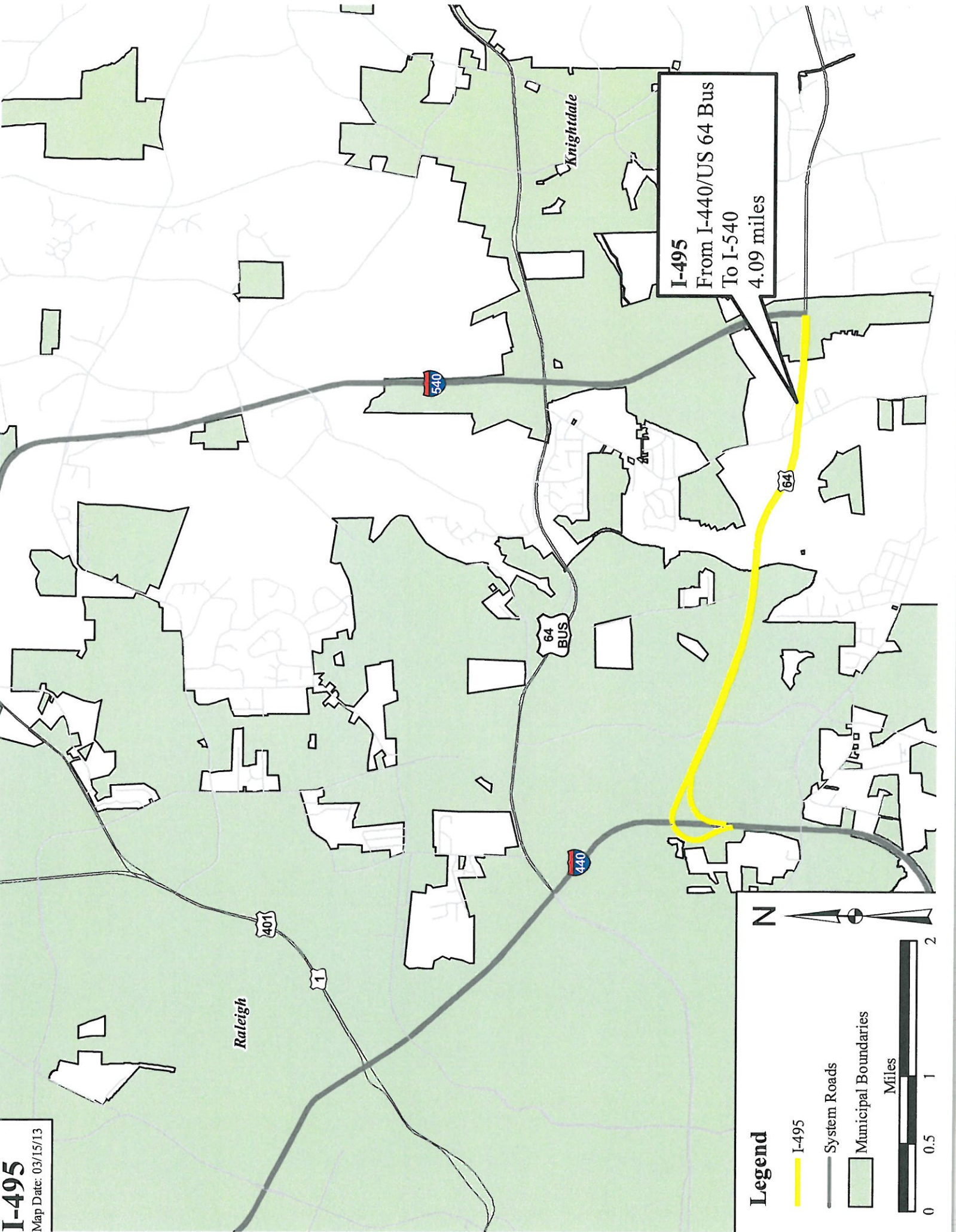
TRG/rbr

Attachment

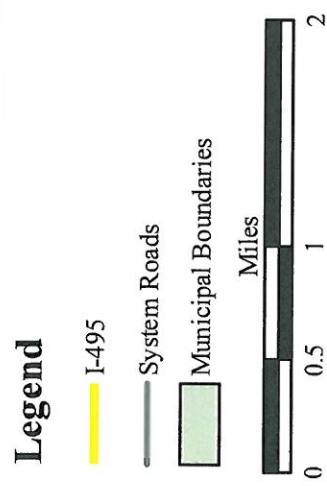
cc: Anthony J. Tata, Secretary of Transportation, w/attachment
Jon G. Nance, P.E., Deputy Chief Engineer, w/attachment
Deborah M. Barbour, P.E., Director of Preconstruction, w/attachment
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachment
W. Bowman, P.E., Division Engineer, w/attachment
J. Rouse, P.E., Division Engineer, w/attachment
Bradley Hibbs, P.E, FHWA, w/attachment
Unwanna Dabney, FHWA, w/attachment
Bill Marley, FHWA, w/attachment

I-495

Map Date: 03/15/13



I-495
From I-440/I-540 Bus
To I-64
4.09 miles



Legend

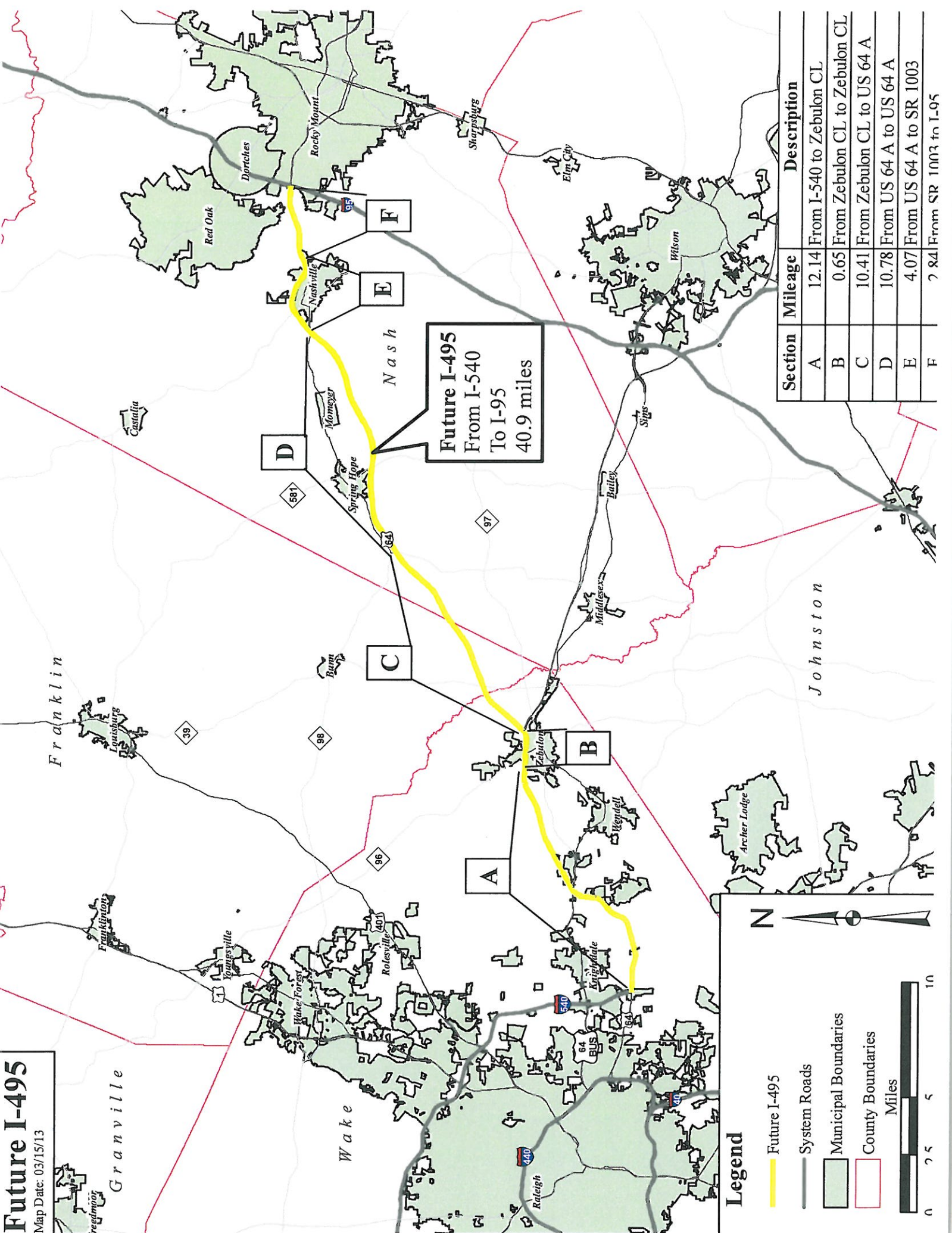
- I-495
- System Roads
- Municipal Boundaries

Future I-495

Map Date: 03/15/13



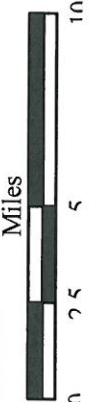
Granville



Future I-495
From I-540
To I-95
40.9 miles

Legend

- Future I-495
- System Roads
- Municipal Boundaries
- County Boundaries



Section	Mileage	Description
A	12.14	From I-540 to Zebulon CL
B	0.65	From Zebulon CL to Zebulon CL
C	10.41	From Zebulon CL to US 64 A
D	10.78	From US 64 A to US 64 A
E	4.07	From US 64 A to SR 1003
F	7.84	From SR 1003 to I-95



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

March 25, 2013

Mr. Bud Wright, Executive Director
American Association of State Highway
and Transportation Officials
444 North Capitol Street NW, Suite 249
Washington, DC 20001

Dear Mr. Wright:

The Illinois Department of Transportation requests the attached application be considered at the next meeting of the Special Committee on US Route Numbering.

The application is for the relocation of a portion of US Route 41 in Chicago, Illinois. This will also be submitted electronically as requested on the first page of the application.

Thank you for your consideration of our application. If you have any questions or need additional information, please contact Justan Mann, Acting Engineer of Operations, located at 2300 South Dirksen Parkway, Room 009, Springfield, Illinois 62764, by telephone at (217) 782-7231, or by e-mail at Justan.Mann@illinois.gov.

Sincerely,

A handwritten signature in cursive script, reading 'Ann L. Schneider'.

Ann L. Schneider
Secretary

Attachment



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Illinois 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. 41

AASHTO Use Only

Action taken by SCOH:

Between Harbor Ave. (Chicago) and South Shore Dr. (Chicago)

The following states or states are involved:
Illinois

- ***"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: March 31, 2013

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.) The existing alignment of US Route 41 is proposed to be relocated onto a brand new roadway being constructed by the City of Chicago. This new roadway will improve the movement of traffic in this area

Date facility available to traffic June 2013

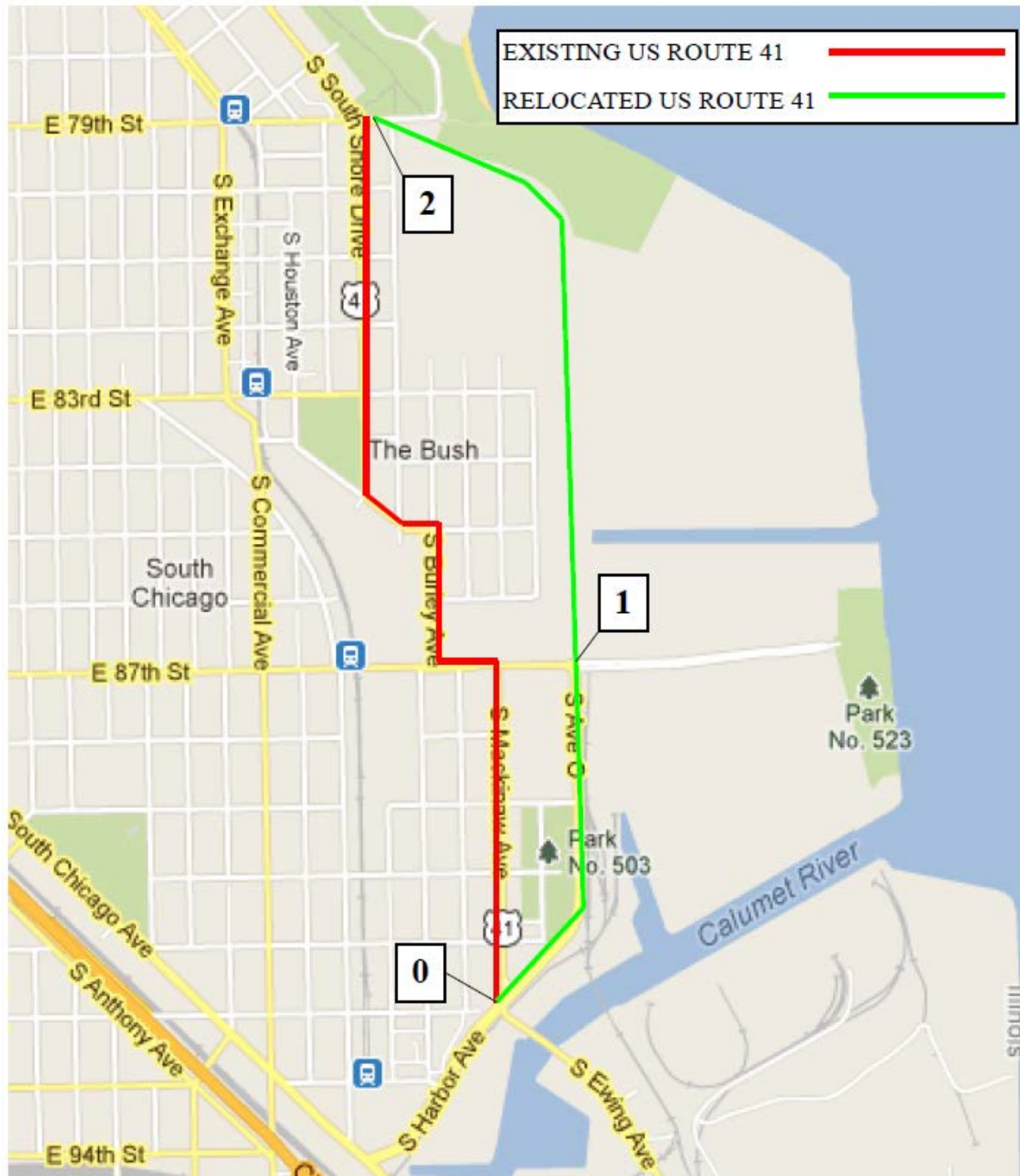
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? N/A

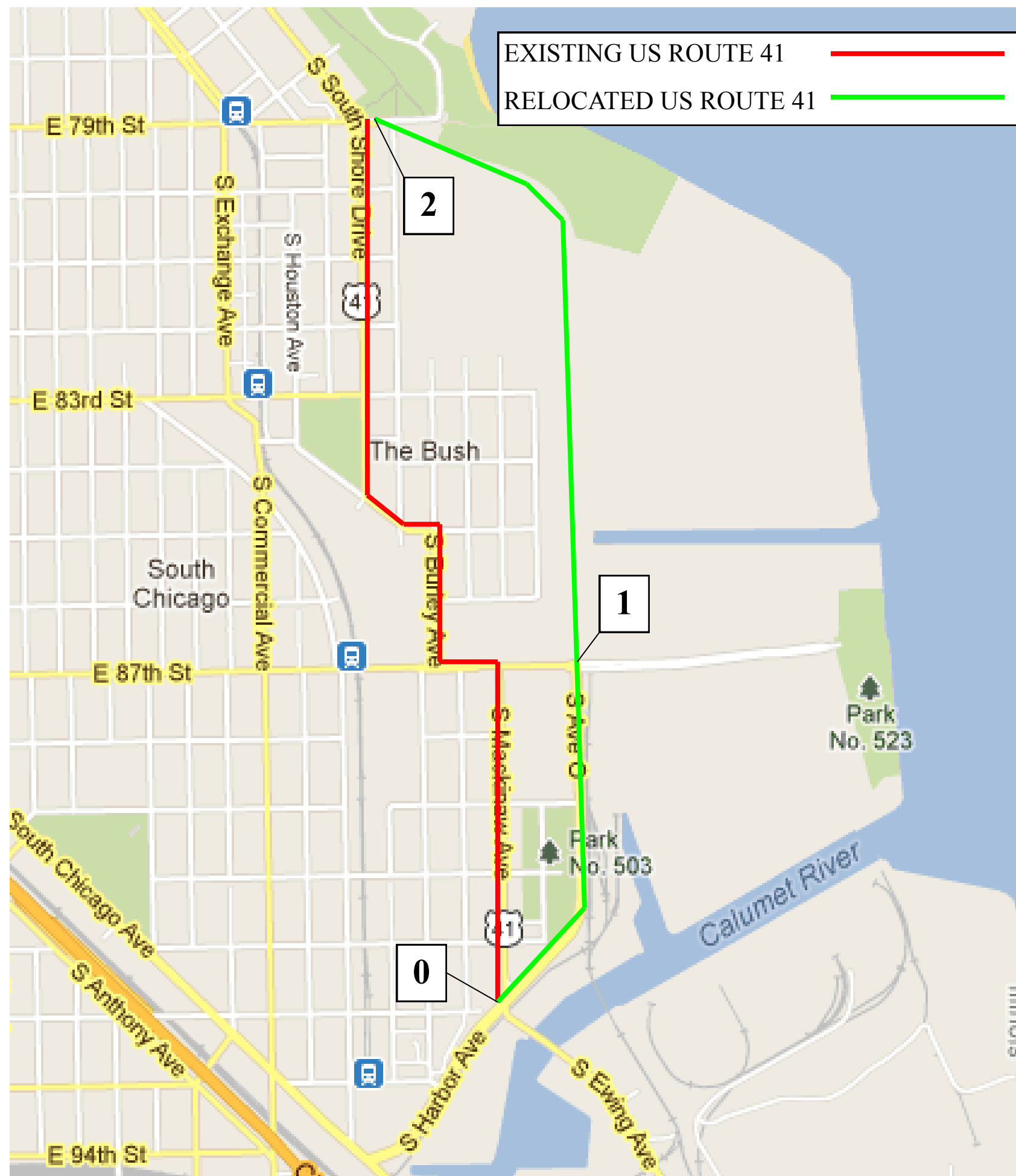
Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? N/A

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 usroutes@ashto.org or mvitale@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 8,833 as compared to 8,605 for the year 2009 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.

Chief Executive Officer

(Signature)

ILLINOIS

(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..

Contact Information:

Name Kyle Armstrong
Telephone Number 217/782-7414
Email Address Kyle.Armstrong@illinois.gov
2300 South Dirksen Parkway, Springfield, IL 62764

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?	Existing intersection of Harbor Ave. and Ewing Ave.(existing US Route 41) in Chicago, IL
Where is it going?	Bypass Peoria, IL and realigned through Creve Coeur and East Peoria, IL
What type of facility is it traveling over?	Existing alignment of Avenue O and newly constructed pavement
Explain the direction (north, east, south, and west)	North
Name the focal point city or cities	Chicago, IL
Total number of miles the route will cover	2.1 miles
Where does it end?	Intersection of 79 th St. and South Shore Dr. (existing US Route 41)

From: [Armstrong, Kyle D](#)
To: [Vitale, Marty](#)
Cc: [Gregg, Lawrence](#); [Mann, Justan](#)
Subject: RE: Application - US Route Numbering Committee May 2013
Date: Friday, April 05, 2013 11:39:58 AM

Marty,

I checked the existing route log for US 41 in Illinois and the proposed realignment does not affect any of the existing points in the log and does not add enough length to affect any of the mileages, so the route log should stay the same.

Kyle D. Armstrong, P.E., P.T.O.E.

Engineering and Standards Unit Chief

Bureau of Operations

2300 S. Dirksen Parkway

Springfield, IL 62764

Phone: 217/782-7414

E-Mail: Kyle.Armstrong@illinois.gov

 Please consider the environment before printing this email

From: Vitale, Marty [<mailto:mvitale@ashto.org>]
Sent: Thursday, April 04, 2013 2:29 PM
To: Armstrong, Kyle D
Cc: Gregg, Lawrence W; Mann, Justan W
Subject: RE: Application - US Route Numbering Committee May 2013

You need to send me a updated log for this route. Thank you.

Marty

From: Armstrong, Kyle D [<mailto:Kyle.Armstrong@illinois.gov>]
Sent: Tuesday, March 26, 2013 11:48 AM
To: Vitale, Marty; Vitale, Marty
Cc: Gregg, Lawrence; Mann, Justan
Subject: Application - US Route Numbering Committee May 2013

The Illinois Department of Transportation requests the attached application be considered at the 2013 Spring Meeting of the Special Committee on US Route Numbering. This application is for the relocation of a short section of US Route 41 on the south side of Chicago, IL.

Thank you for your consideration of this application. If you have any questions or need additional information, please contact Mr. Justan Mann, Acting Engineer of Operations, at (217) 782-7231, or by e-mail at Justan.Mann@illinois.gov.

The department also wishes to know if plans have been finalized for a 2013 Fall Meeting of the Special Committee on US Route Numbering. Thank you.

Kyle D. Armstrong, P.E., P.T.O.E.

Engineering and Standards Unit Chief

Bureau of Operations

2300 S. Dirksen Parkway

Springfield, IL 62764

Phone: 217/782-7414

E-Mail: Kyle.Armstrong@illinois.gov



Please consider the environment before printing this email

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Mike King, Secretary



Phone: 785-296-3461
Fax: 785-296-0287
Hearing Impaired - 711
publicinfo@ksdot.org
<http://www.ksdot.org>
Sam Brownback, Governor

March 25, 2013

Mr. Bud Wright
Executive Director
American Association of State Highway and Transportation Officials
444 N. Capitol St., NW – Suite 249
Washington, DC 20001

Dear Mr. Wright:

Subject: Route Numbering Revisions for the May 2013
Meeting of the Special Committee on US Route Numbering.

The Kansas Department of Transportation (KDOT) advises that we have six changes to be considered at the May 2013 Meeting of the Special Committee on US Route numbering as follows, which are enclosed:

- Realignment of U.S. 50 between Garden City and Deerfield
- Realignment of U.S. 54 bypassing the City of Cunningham
- Realignment of U.S. 59 between Lawrence and Ottawa
- Realignment of U.S. 77 between Marysville and Blue Rapids
- Realignment of U.S. 166 between Edna and Coffeyville
- Realignment of U.S. 169 between U.S. 160 and Coffeyville

Sincerely,


for Mike King
Secretary of Transportation

Enclosures

Mr. Wright
Page 2
March 25, 2013

Tracking Assignment #9704

bc: Wade Wiebe, Public Affairs
Jerry Younger, Deputy Secretary and State Transportation Engineer
Chris Herrick, Planning and Development
Dennis Slimmer, Transportation Planning



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Kansas 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

50

**AASHTO Use
Only**

Action taken by SCOH:

Between Garden City, KS and Deerfield, KS

The following states or states are involved:
Kansas

- *****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: 4/1/2013

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.

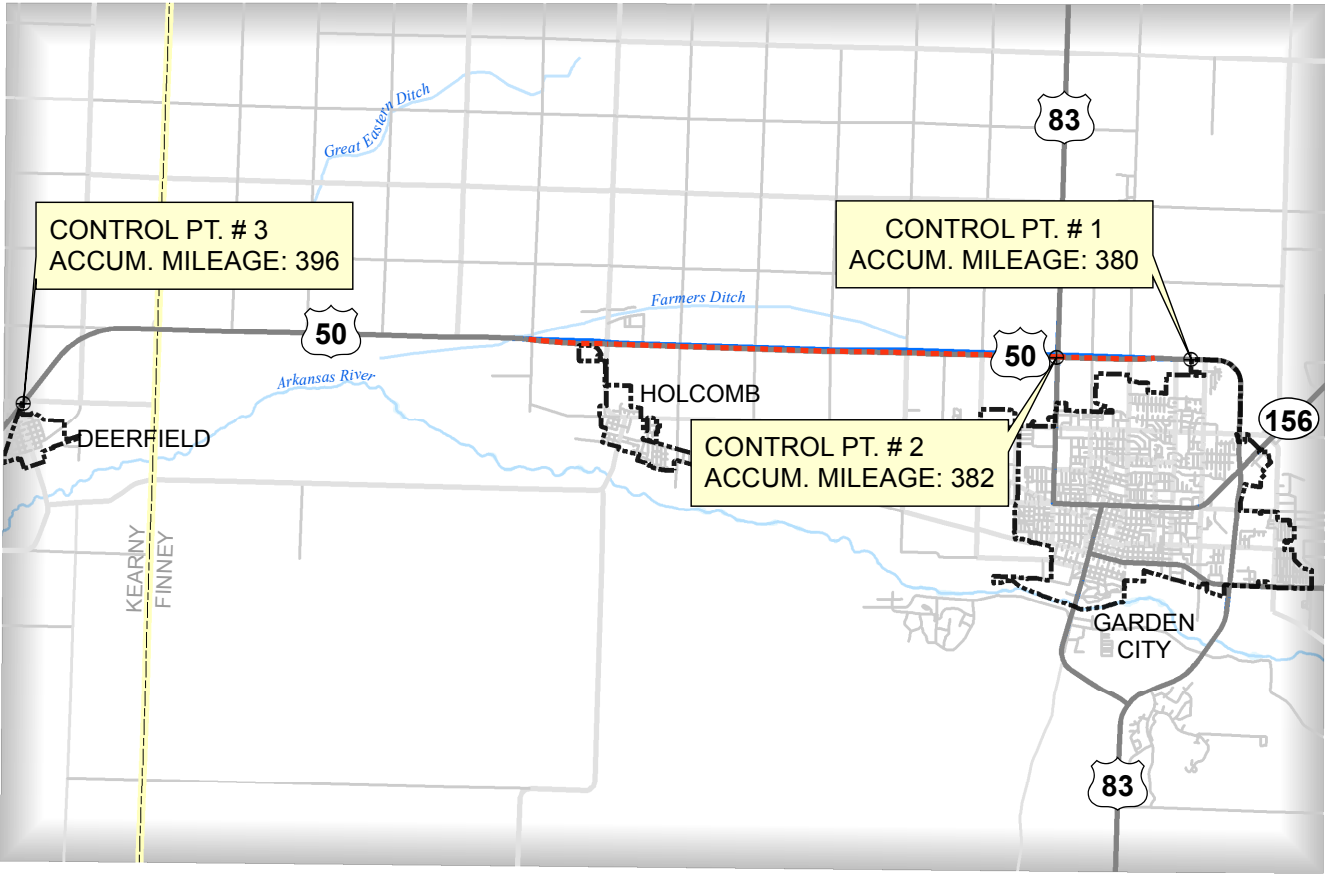
Explanation and Reasons for the Request: (Keep concise and pertinent.) Realignment and facility upgrade to 4 lane divided facility to U.S. 50, as well as a grade separated interchange at junction U.S. 50 and U.S. 83 to improve access control. Another grade separated interchange was added to improve traffic flow from U.S. 50 to travel south to Holcomb KS.

Date facility available to traffic 6/30/2011

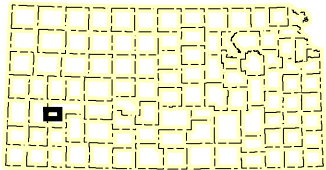
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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

US 50 Finney County



- Proposed Alignment
- Old Alignment



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 9300 as compared to 6480 for the year 2011 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.

Chief Executive Officer

(Signature)

(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	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				Percent													
	10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree				Length														
380	#1 - 380		G	7830																																			
382	#2 382			7990																																			
				11100																																			
384																																							
386			E	8770																																			
388		H			There are no deficiencies compared to AASHTO design standards																																		
390				9660																																			
392			G	4570																																			
394																																							
396	#3 396			4390																																			

Attach additional sheet here if necessary

Contact Information:

Kyle Gonterwitz

785-296-4899

kyleg@ksdot.org

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

Where does the route begin? The route change begins at Garden City KS logmile 381

Where is it going? From Garden City, Control point #1 at AASHTO logmile 380 to west to U.S. 83 control point #2, thence west to Deerfield KS, control point #3.

What type of facility is it traveling over? The improved section of U.S. 50 is four lane divided with a combination of at grade intersections and grade separated interchanges.

Explain the direction (north, east, south, and west): The prevailing direction at the change location of U.S. 50 is east/west, with the AASHTO Logmiles accumulating from east to west.

Name the focal point city or cities: Garden City, Holcomb, Deerfield

Total number of miles the route will cover: The route change covers about 8 miles.

Where does it end? The route change ends between Garden City and Deerfield at AASHTO logmile 389.

Begin your description here:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
50	Kansas	Regular	State Line	0	0	NONE
50	Kansas	Regular	Overland Park	5	5	Crosses U.S. 69
						Leaves I-435, joins I-35 and U.S. 56
50	Kansas	Regular	Lenexa	3	8	and U.S. 169
50	Kansas	Regular	Olathe	7	15	Leaves U.S. 169
50	Kansas	Regular	Jct. E. Gardner	1	16	Leaves U.S. 56
50	Kansas	Regular	Jct. E. Ottawa	26	42	Joins U.S. 59
50	Kansas	Business	Jct. S. Ottawa	5	47	Leaves U.S. 59
50	Kansas	Regular	Jct. E. Lebo	26	73	Crosses U.S. 75
50	Kansas	Regular	Jct. E. Emporia	23	96	Leaves I-35
50	Kansas	Regular	Jct. W. Emporia	5	101	Crosses I-35
50	Kansas	Regular	Florence	43	144	Crosses U.S. 77
50	Kansas	Regular	Jct. E. Newton	26	170	Joins I-135, U.S. 81
50	Kansas	Regular	Newton	2	172	Leaves I-135, U.S. 81
50	Kansas	Regular	Hutchinson	32	204	NONE
50	Kansas	Regular	Jct. S. St. John	48	252	Crosses U.S. 281
50	Kansas	Regular	Kinsley	37	289	Crosses U.S. 183
50	Kansas	Regular	Jct. W. Kinsley	1	290	Joins U.S. 56
50	Kansas	Regular	Jct. Wright	28	318	Joins U.S. 283
50	Kansas	Regular	Jct. E. Dodge City	2	320	Leaves U.S. 56, U.S. 283
			Jct. W. Dodge			
50	Kansas	Regular	City	10	330	Joins U.S. 400
			Jct. E. Garden			Joins U.S. 83; U.S. 50 Bus, begins and
50	Kansas	Regular	City	45	375	leaves
			Jct. E. Garden			Route begins, leaves U.S. 50 and U.S.
50	Kansas	Business	City	0	0	83 and U.S. 400

50	Kansas	Business	Garden City	2	2	Joins U.S. 83 Bus.
			Jct. N. Garden			Route ends, rejoins U.S. 50 and U.S.
50	Kansas	Business	City	3	5	83 and U.S. 400; U.S. 83 Bus. begins
			Jct. N. Garden			Leaves U.S. 83; U.S. 50 Bus. rejoins
50	Kansas	Regular	City	5	380	and ends; U.S. 83 Bus. begins and
50	Kansas	Regular	State Line	66	446	leaves NONE

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Mike King, Secretary



Phone: 785-296-3461
Fax: 785-296-0287
Hearing Impaired - 711
publicinfo@ksdot.org
<http://www.ksdot.org>
Sam Brownback, Governor

March 25, 2013

Mr. Bud Wright
Executive Director
American Association of State Highway and Transportation Officials
444 N. Capitol St., NW – Suite 249
Washington, DC 20001

Dear Mr. Wright:

Subject: Route Numbering Revisions for the May 2013
Meeting of the Special Committee on US Route Numbering.

The Kansas Department of Transportation (KDOT) advises that we have six changes to be considered at the May 2013 Meeting of the Special Committee on US Route numbering as follows, which are enclosed:

- Realignment of U.S. 50 between Garden City and Deerfield
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- Realignment of U.S. 166 between Edna and Coffeyville
- Realignment of U.S. 169 between U.S. 160 and Coffeyville

Sincerely,


for Mike King
Secretary of Transportation

Enclosures

Mr. Wright
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Tracking Assignment #9704

bc: Wade Wiebe, Public Affairs
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American Association of State Highway and Transportation Officials

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

54

**AASHTO Use
Only**

Action taken by SCOH:

Between Kingman KS and Pratt KS

The following states or states are involved:
KANSAS

- *****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: 4/1/2013

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.

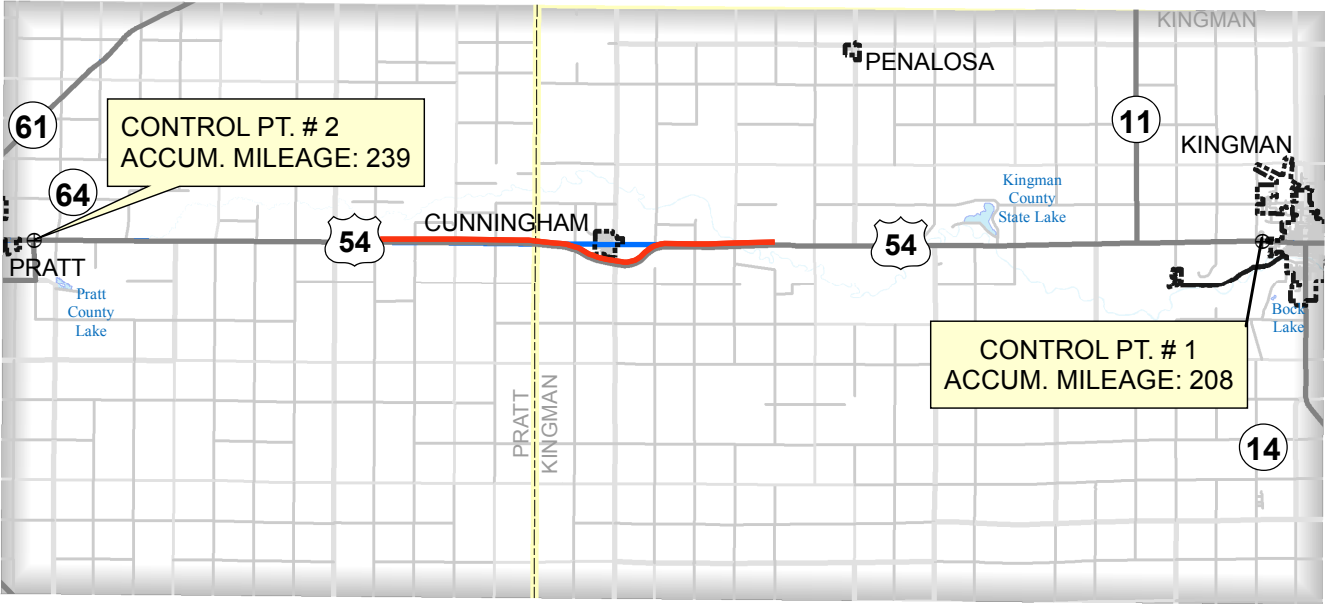
Explanation and Reasons for the Request: (Keep concise and pertinent.) Realignment of U.S. 54 to bypass the City of Cunningham with facility upgrades to four lane divided, and improved access control via a grade separated interchange allowing access to Cunningham.

Date facility available to traffic 4/5/2011

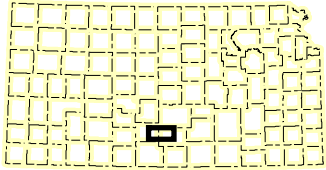
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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

US 54 Kingman County



- Proposed Alignment
- Old Alignment



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 4780 as compared to 6480 for the year 2011 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.

Chief Executive Officer

(Signature)

(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	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	
					Percent				Percent				Percent				Percent				Horizontal Curvature	Percent Grade
					10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80		
																					Degree	Length
205																						
210	#1 208			4810																		
215				4360																		
220				4830																		
225		H	E	5230																		
230				5340																		
235				5980																		
240	#2 239																					
245																						

There are no deficiencies compared to AASHTO design standards

Attach additional sheet here if necessary

Contact Information:
Kyle Gonterwitz
785-296-4899
kyleg@ksdot.org

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

Where does the route begin? The route change on U.S. 54 begins at AASHTO log mile 220, between Kingman KS and Cunningham KS.

Where is it going? The route goes between Kingman and Pratt KS, bypassing Cunningham KS.

What type of facility is it traveling over? The route from AASHTO log mile 208 to 239 includes 2 lane undivided and four lane divided facilities with at grade intersections as well as grade separated interchanges. The changed route is a 4 lane divided facility with grade separated interchange access to Cunningham KS.

Explain the direction (north, east, south, and west): The prevailing direction of U.S. 54 in the vicinity of the route change is East/West, with the AASHTO log miles accumulating from East to West.

Name the focal point city or cities Cunningham, Pratt, Kingman

Total number of miles the route will cover: The changed route covers approximately ten miles.

Where does it end? The changed route ends at AASHTO route log mile 230 between Cunningham and Pratt, KS.

Begin your description here:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
54	Kansas	Regular	State Line	0	0	NONE
54	Kansas	Regular	Fort Scott	5	5	Joins U.S. 69
54	Kansas	Regular	Fort Scott	1	6	Leaves U.S. 69
54	Kansas	Regular	Bronson	21	27	NONE
54	Kansas	Regular	Moran	5	32	Crosses U.S. 59
54	Kansas	Regular	Iola	13	45	Crosses U.S. 169
54	Kansas	Regular	Yates Center	19	64	Crosses U.S. 75
54	Kansas	Regular	Eureka	31	95	NONE
54	Kansas	Regular	El Dorado	32	127	Joins U.S. 77
54	Kansas	Regular	NONE	10	137	Joins U.S. 400
54	Kansas	Regular	Augusta	7	144	Leaves U.S. 77
54	Kansas	Regular	Andover	8	152	NONE
54	Kansas	Regular	Wichita	4	156	Crosses I-35
54	Kansas	Regular	Wichita	7	163	Crosses U.S. 81, I-135
54	Kansas	Regular	Wichita	4	167	Crosses I-235
54	Kansas	Regular	Goddard	8	175	NONE
54	Kansas	Regular	Kingman	32	207	NONE
54	Kansas	Regular	Pratt	35	242	Crosses U.S. 281
54	Kansas	Regular	Haviland	20	262	NONE
54	Kansas	Regular	Greensburg W.	10	272	NONE
54	Kansas	Regular	Greensburg	2	274	Crosses U.S. 183
54	Kansas	Regular	Mullinville	7	281	Leaves U.S. 400
54	Kansas	Regular	Bucklin	11	292	

54	Kansas	Regular	Minneola	22	314	Crosses U.S. 283
54	Kansas	Regular	Meade	21	335	Joins U.S. 160
54	Kansas	Regular	Plains	14	349	Leaves U.S. 160
						Crosses U.S. 83; U.S. 270 joins and
54	Kansas	Regular	Liberal	25	374	ends
54	Kansas	Regular	State Line	6	380	NONE

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Mike King, Secretary



Phone: 785-296-3461
Fax: 785-296-0287
Hearing Impaired - 711
publicinfo@ksdot.org
<http://www.ksdot.org>
Sam Brownback, Governor

March 25, 2013

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American Association of State Highway and Transportation Officials
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59

**AASHTO Use
Only**

Action taken by SCOH:

Between Lawrence and I-35

The following states or states are involved:
Kansas

- *****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.
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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.

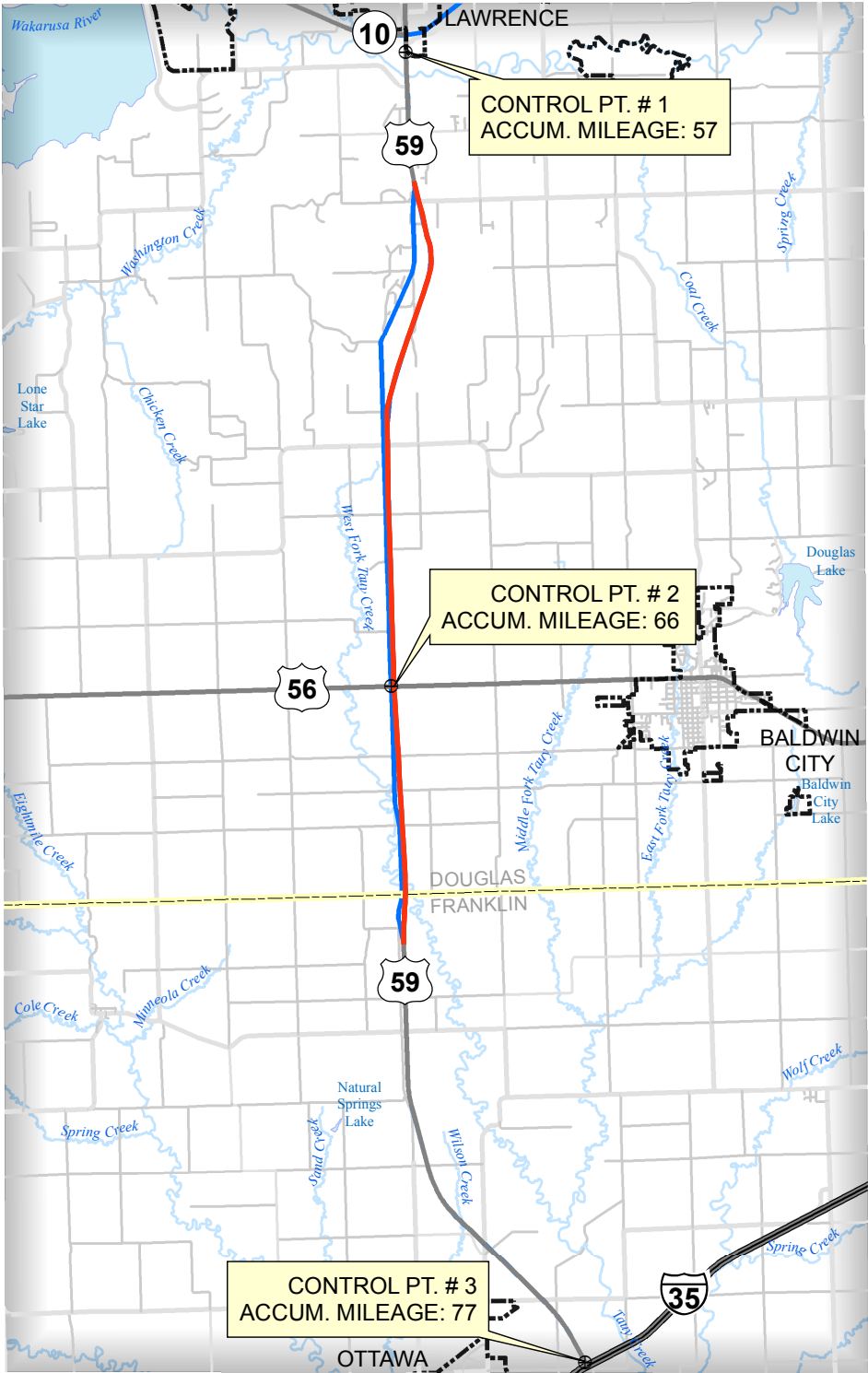
Explanation and Reasons for the Request: (Keep concise and pertinent.) Realignment and facility upgrades to 4 lane divided with grade separated access control improvements to U.S. 59 between City of Lawrence, KS and I-35

Date facility available to traffic 10/17/2012

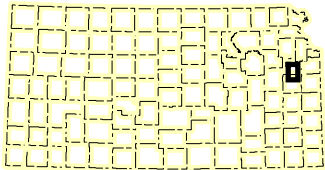
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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

US 59 Douglas County



— Proposed Alignment
— Old Alignment



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 NA as compared to 6480 for the year 2011 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.

Chief Executive Officer

(Signature)

(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	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																																																																																							
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10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length																																																																																															
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85																																																																																																																				
90																																																																																																																				
95																																																																																																																				

Attach additional sheet here if necessary

Contact Information:

Name
Telephone Number
Email Address

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

Where does the route begin? The route change begins at AASHTO log mile 59.

Where is it going? The route goes between Lawrence and I-35 near Ottawa KS.

What type of facility is it traveling over? The improved route is an access controlled 4 lane divided facility.

Explain the direction (north, east, south, and west) The prevailing direction in the changed area is north/south, with the AASHTO miles accumulating from North to South.

Name the focal point city or cities Lawrence, Baldwin City, Ottawa

Total number of miles the route will cover: The route change covers 11 miles.

Where does it end? The route change ends at AASHTO log mile 70 between U.S. 56 and I-35, south of the boundary between Douglas County and Franklin County.

Begin your description here:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
59	Kansas	Regular	State Line	0	0	NONE
59	Kansas	Regular	Atchison	1	1	Joins U.S. 73
59	Kansas	Regular	Atchison	1	2	Leaves U.S. 73
59	Kansas	Regular	Nortonville	15	17	U.S. 159 joins and ends
59	Kansas	Regular	Williamstown Jct. N.	25	42	Joins U.S. 24
59	Kansas	Regular	Lawrence	8	50	Leaves U.S. 24, joins U.S. 40
59	Kansas	Regular	N. Lawrence	1	51	Crosses I-70
59	Kansas	Regular	Lawrence	3	54	Leaves U.S. 40
59	Kansas	Regular	Jct. W. Baldwin	13	66	Crosses U.S. 56
59	Kansas	Regular	Jct. E. Ottawa	10	77	Joins I-35 and U.S. 50
59	Kansas	Regular	Jct. S. Ottawa	5	82	Leaves I-35 and U.S. 50
59	Kansas	Regular	Garnett	21	103	Joins U.S. 169 Bus. Joins U.S. 169; U.S. 169 Bus.
59	Kansas	Regular	Jct. S. Garnett	1	104	ends
59	Kansas	Regular	Jct. S. Garnett	4	108	Leaves U.S. 169
59	Kansas	Regular	Moran	24	132	Crosses U.S. 54
59	Kansas	Regular	Parsons	45	177	Crosses U.S. 160
59	Kansas	Regular	Chetopa	28	205	Joins U.S. 166
59	Kansas	Regular	Chetopa	1	206	Leaves U.S. 166
59	Kansas	Regular	State Line	3	209	NONE

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Mike King, Secretary



Phone: 785-296-3461
Fax: 785-296-0287
Hearing Impaired - 711
publicinfo@ksdot.org
<http://www.ksdot.org>
Sam Brownback, Governor

March 25, 2013

Mr. Bud Wright
Executive Director
American Association of State Highway and Transportation Officials
444 N. Capitol St., NW – Suite 249
Washington, DC 20001

Dear Mr. Wright:

Subject: Route Numbering Revisions for the May 2013
Meeting of the Special Committee on US Route Numbering.

The Kansas Department of Transportation (KDOT) advises that we have six changes to be considered at the May 2013 Meeting of the Special Committee on US Route numbering as follows, which are enclosed:

- Realignment of U.S. 50 between Garden City and Deerfield
- Realignment of U.S. 54 bypassing the City of Cunningham
- Realignment of U.S. 59 between Lawrence and Ottawa
- Realignment of U.S. 77 between Marysville and Blue Rapids
- Realignment of U.S. 166 between Edna and Coffeyville
- Realignment of U.S. 169 between U.S. 160 and Coffeyville

Sincerely,


for Mike King
Secretary of Transportation

Enclosures

Mr. Wright
Page 2
March 25, 2013

Tracking Assignment #9704

bc: Wade Wiebe, Public Affairs
Jerry Younger, Deputy Secretary and State Transportation Engineer
Chris Herrick, Planning and Development
Dennis Slimmer, Transportation Planning



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Kansas 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

77

**AASHTO Use
Only**

Action taken by SCOH:

Between Marysville, KS and Blue Rapids, KS

The following states or states are involved:
Kansas

- *****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: 4/1/2013

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.

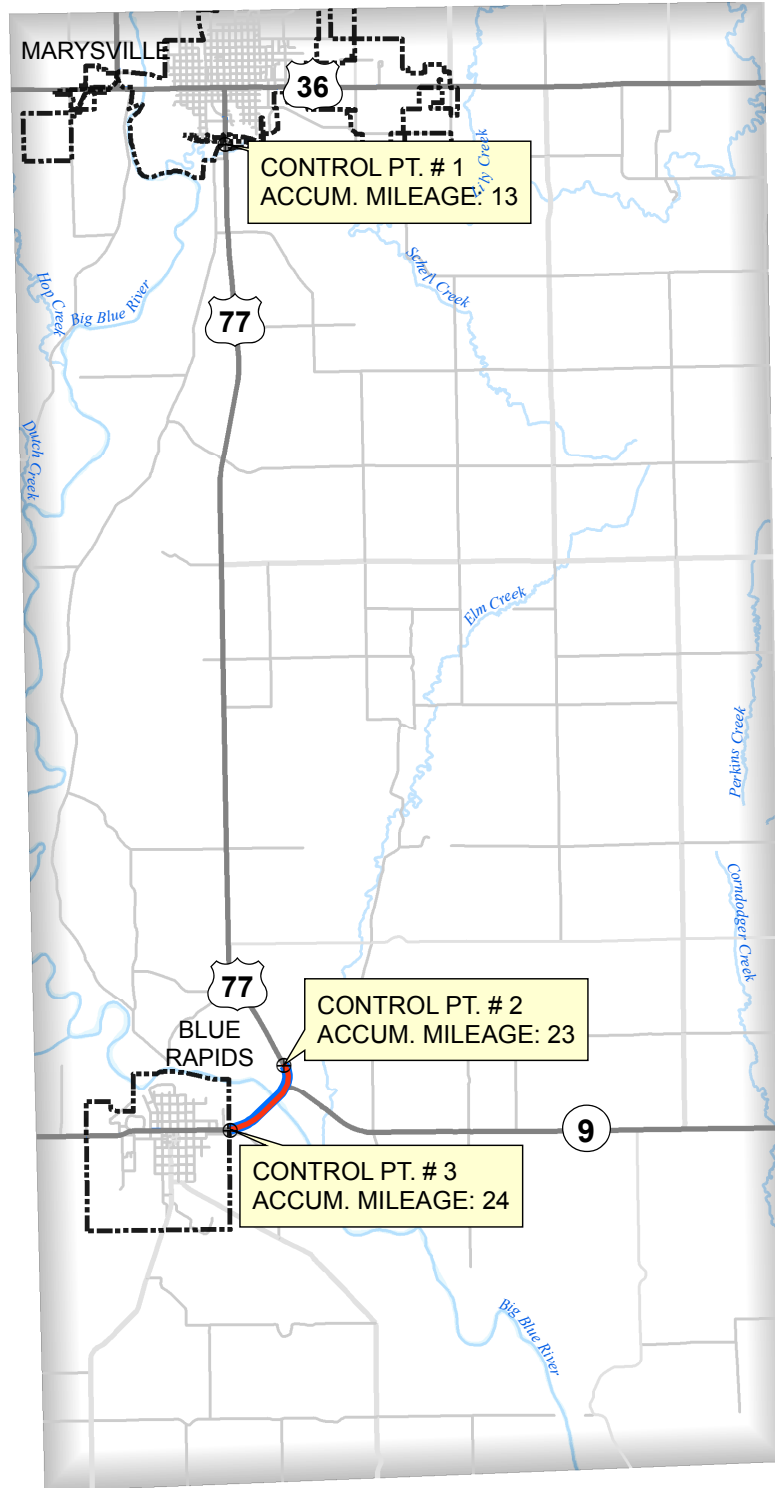
Explanation and Reasons for the Request: (Keep concise and pertinent.) New Bridge over the Big Blue River results in realignment to portions of U.S. 77 and improvements to the at grade intersection of U.S. 77 at junction with K-9 including turn lanes on U.S. 77.

Date facility available to traffic NOW

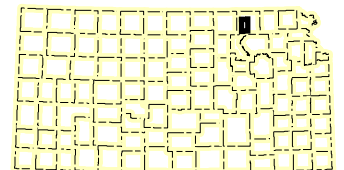
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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

US 77 Marshall County



- Proposed Alignment
- Old Alignment



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 2690 as compared to 6480 for the year 2011 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.

Chief Executive Officer

(Signature)

(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	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
	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length					
12												
13	#1											
14												
15				2510								
16												
17												
18		H	E		There are no deficiencies compared to AASHTO design standards							
19												
20				2280								
21												
22												
23	#2											
24	23			2820								
25	#3											
26	24											
27												
28												

Attach additional sheet here if necessary

Contact Information:
Kyle Gonterwitz
785-296-4899
kyleg@ksdot.org

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

Where does the route begin? The Change to U.S. 77 begins at AASHTO log mile 23 including the at grade junction of U.S. 77 with Kansas Route 9.

Where is it going? U.S. 77 goes from Marysville to Blue Rapids.

What type of facility is it traveling over? The changed facility is 2 lane undivided, including a new bridge over the Big Blue River, and improved at grade intersection with Kansas Highway K-9 including turn lanes on U.S. 77.

Explain the direction (north, east, south, and west) the Prevailing direction of U.S. 77 is North/South, the prevailing direction of the changed section is northeast/southwest.

Name the focal point city or cities Blue Rapids, Marysville

Total number of miles the route will cover: The changed route is 1 mile long.

Where does it end? The changed portion of U.S. 77 ends at the east city limit of Blue Rapids KS.

Begin your description here:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
77	Kansas	Regular	State Line	0	0	NONE
77	Kansas	Regular	Jct. W. Marysville	11	11	Joins U.S. 36
77	Kansas	Regular	Marysville	1	12	Leaves U.S. 36
77	Kansas	Regular	Blue Rapids	12	24	NONE
77	Kansas	Regular	Waterville	5	29	NONE
77	Kansas	Regular	Jct. E. Riley	28	57	Joins U.S. 24
77	Kansas	Regular	Riley	4	61	Leaves U.S. 24
			Jct. W. Junction			Crosses I-70, U.S.
77	Kansas	Regular	City	28	89	40
77	Kansas	Regular	Jct. N. Herington	25	114	Joins U.S. 56
77	Kansas	Regular	Jct. E. Marion	22	136	Leaves U.S. 56
77	Kansas	Regular	Florence	8	144	Crosses U.S. 50
77	Kansas	Regular	Jct. N. El Dorado	27	171	Crosses I-35
77	Kansas	Regular	El Dorado	4	175	Joins U.S. 54
77	Kansas	Regular	Augusta	17	192	Leaves U.S. 54
77	Kansas	Regular	Winfield	31	223	Crosses U.S. 160
			Jct. N. Arkansas			
77	Kansas	Regular	City	9	232	NONE
			Jct. E. Arkansas			
77	Kansas	Regular	City	2	234	Joins U.S. 166
77	Kansas	Regular	Arkansas City	3	237	Leaves U.S. 166
77	Kansas	Regular	State Line	4	241	NONE

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Mike King, Secretary



Phone: 785-296-3461
Fax: 785-296-0287
Hearing Impaired - 711
publicinfo@ksdot.org
<http://www.ksdot.org>
Sam Brownback, Governor

March 25, 2013

Mr. Bud Wright
Executive Director
American Association of State Highway and Transportation Officials
444 N. Capitol St., NW – Suite 249
Washington, DC 20001

Dear Mr. Wright:

Subject: Route Numbering Revisions for the May 2013
Meeting of the Special Committee on US Route Numbering.

The Kansas Department of Transportation (KDOT) advises that we have six changes to be considered at the May 2013 Meeting of the Special Committee on US Route numbering as follows, which are enclosed:

- Realignment of U.S. 50 between Garden City and Deerfield
- Realignment of U.S. 54 bypassing the City of Cunningham
- Realignment of U.S. 59 between Lawrence and Ottawa
- Realignment of U.S. 77 between Marysville and Blue Rapids
- Realignment of U.S. 166 between Edna and Coffeyville
- Realignment of U.S. 169 between U.S. 160 and Coffeyville

Sincerely,


for Mike King
Secretary of Transportation

Enclosures

Mr. Wright
Page 2
March 25, 2013

Tracking Assignment #9704

bc: Wade Wiebe, Public Affairs
Jerry Younger, Deputy Secretary and State Transportation Engineer
Chris Herrick, Planning and Development
Dennis Slimmer, Transportation Planning



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Kansas 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

166

**AASHTO Use
Only**

Action taken by SCOH:

Between Edna and Coffeyville

The following states or states are involved:
KANSAS

- ****“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: 4/1/2013

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.) Realignment of U.S. 166, facility upgrades to 4 lane between the interchange and City of Coffeyville, and improved access control via a grade separated interchange at the U.S. 169 junction with U.S. 166.

Date facility available to traffic 12/6/2011

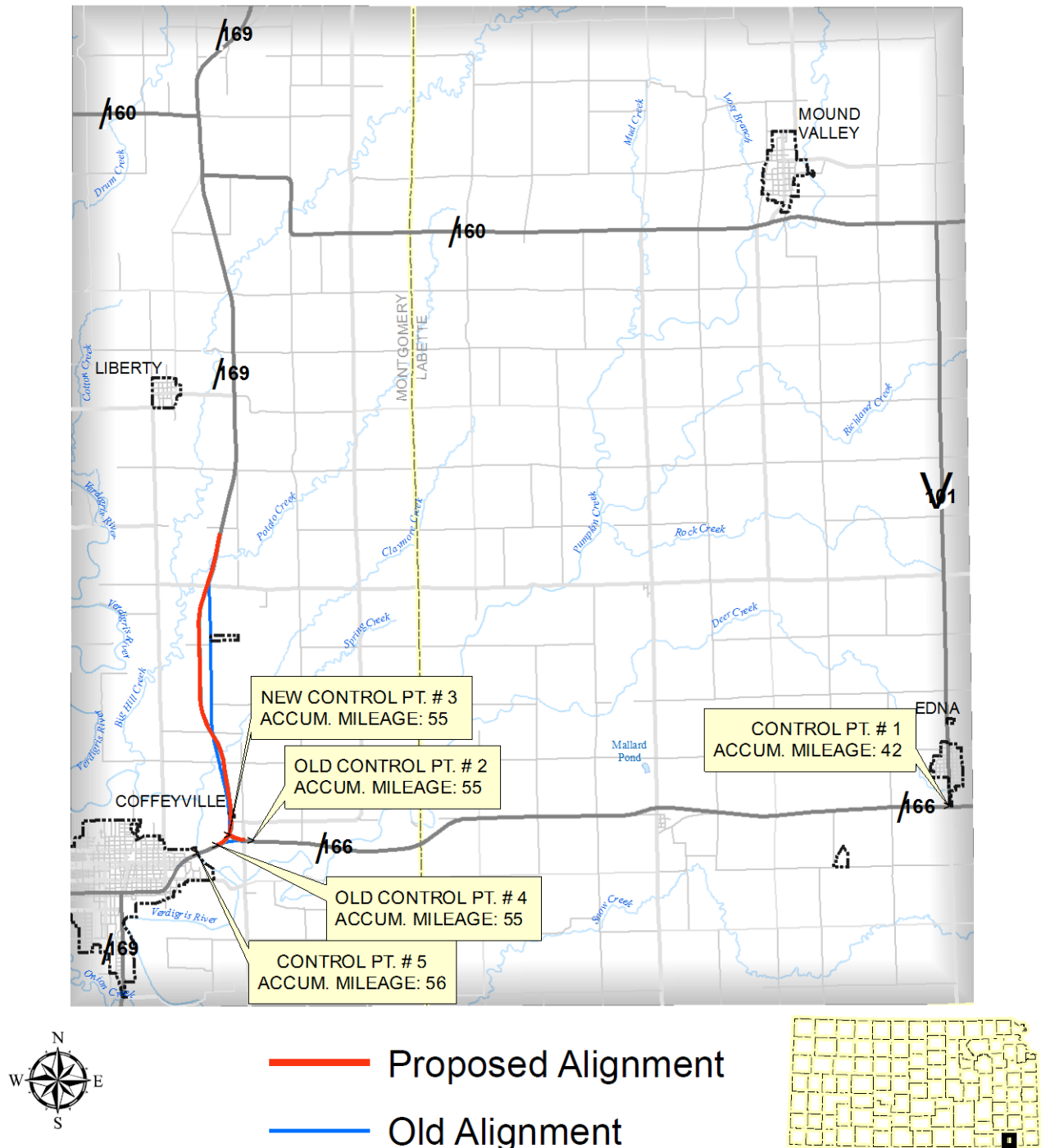
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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

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 usroutes@ashto.org or mvitale@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 11630 as compared to 6480 for the year 2011 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.

Chief Executive Officer

(Signature)

(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..

Name
Telephone Number
Email Address

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

Where does the route begin? The route change begins at AASHTO logmile 55 at the interchange with U.S. 169

Where is it going? The route goes from Edna KS to Coffeyville KS.

What type of facility is it traveling over? The facility includes divided and undivided sections of 4 lane highway including a grade separated interchange at the junction of U.S.166 and U.S. 169

Explain the direction (north, east, south, and west) The prevailing direction of travel for this section of U.S. 166 is east/west. The miles are given using AASHTO Logmiles for Kansas which accumulate from east to west.

Name the focal point city or cities: Coffeyville, KS

Total number of miles the route will cover: The route change covers about 1 mile

Where does it end? The route change ends at the city limit of Coffeyville, at AASHTO logmile 56.

Begin your description here:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
166	Kansas	Regular	State Line	0	0	NONE
166	Kansas	Regular	Baxter Springs Jct. W. Baxter	7	7	Crosses U.S. 69 Alt.; U.S. 400 leaves
166	Kansas	Regular	Springs	6	13	Crosses U.S. 69
166	Kansas	Regular	Chetopa	14	27	Joins U.S. 59
166	Kansas	Regular	Chetopa	1	28	Leaves U.S. 59
166	Kansas	Regular	Jct. N.E. Coffeyville	27	55	Joins U.S. 169
166	Kansas	Regular	Coffeyville	2	57	Leaves U.S. 169
166	Kansas	Regular	Caney	18	75	Joins U.S. 75
166	Kansas	Regular	Jct. N. Caney	3	78	Leaves U.S. 75
166	Kansas	Regular	Jct. S. Sedan	14	92	U.S. 166 Bus. begins and leaves
166	Kansas	Business	Jct. S. Sedan	0	0	Route begins and leaves
166	Kansas	Business	Jct. W. Sedan	7	7	Route ends, rejoins U.S. 166
166	Kansas	Regular	Jct. W. Sedan	5	97	U.S. 166 Bus. rejoins and ends
166	Kansas	Regular	Arkansas City	44	141	Joins U.S. 77
166	Kansas	Regular	Arkansas City	2	143	Leaves U.S. 77, joins U.S. 77 Bus.
166	Kansas	Regular	Arkansas City	1	144	Leaves U.S. 77 Bus.
166	Kansas	Regular	Jct. E. South Haven	17	161	Crosses I-35
166	Kansas	Regular	South Haven	3	164	Route ends, Jct. U.S. 81; U.S. 177 begins and leaves

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Mike King, Secretary



Phone: 785-296-3461
Fax: 785-296-0287
Hearing Impaired - 711
publicinfo@ksdot.org
<http://www.ksdot.org>
Sam Brownback, Governor

March 25, 2013

Mr. Bud Wright
Executive Director
American Association of State Highway and Transportation Officials
444 N. Capitol St., NW – Suite 249
Washington, DC 20001

Dear Mr. Wright:

Subject: Route Numbering Revisions for the May 2013
Meeting of the Special Committee on US Route Numbering.

The Kansas Department of Transportation (KDOT) advises that we have six changes to be considered at the May 2013 Meeting of the Special Committee on US Route numbering as follows, which are enclosed:

- Realignment of U.S. 50 between Garden City and Deerfield
- Realignment of U.S. 54 bypassing the City of Cunningham
- Realignment of U.S. 59 between Lawrence and Ottawa
- Realignment of U.S. 77 between Marysville and Blue Rapids
- Realignment of U.S. 166 between Edna and Coffeyville
- Realignment of U.S. 169 between U.S. 160 and Coffeyville

Sincerely,


for Mike King
Secretary of Transportation

Enclosures

Mr. Wright
Page 2
March 25, 2013

Tracking Assignment #9704

bc: Wade Wiebe, Public Affairs
 Jerry Younger, Deputy Secretary and State Transportation Engineer
 Chris Herrick, Planning and Development
 Dennis Slimmer, Transportation Planning



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Kansas 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

169

**AASHTO Use
Only**

Action taken by SCOH:

Between U.S. 160 and U.S. 166

The following states or states are involved:
KANSAS

- *****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: 4/1/2013

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.) Realignment of U.S. 169 including facility upgrades to 4 lane divided highway, and improved access control via a grade separated interchange the U.S. 169 junction with U.S. 166.

Date facility available to traffic 12/6/2011

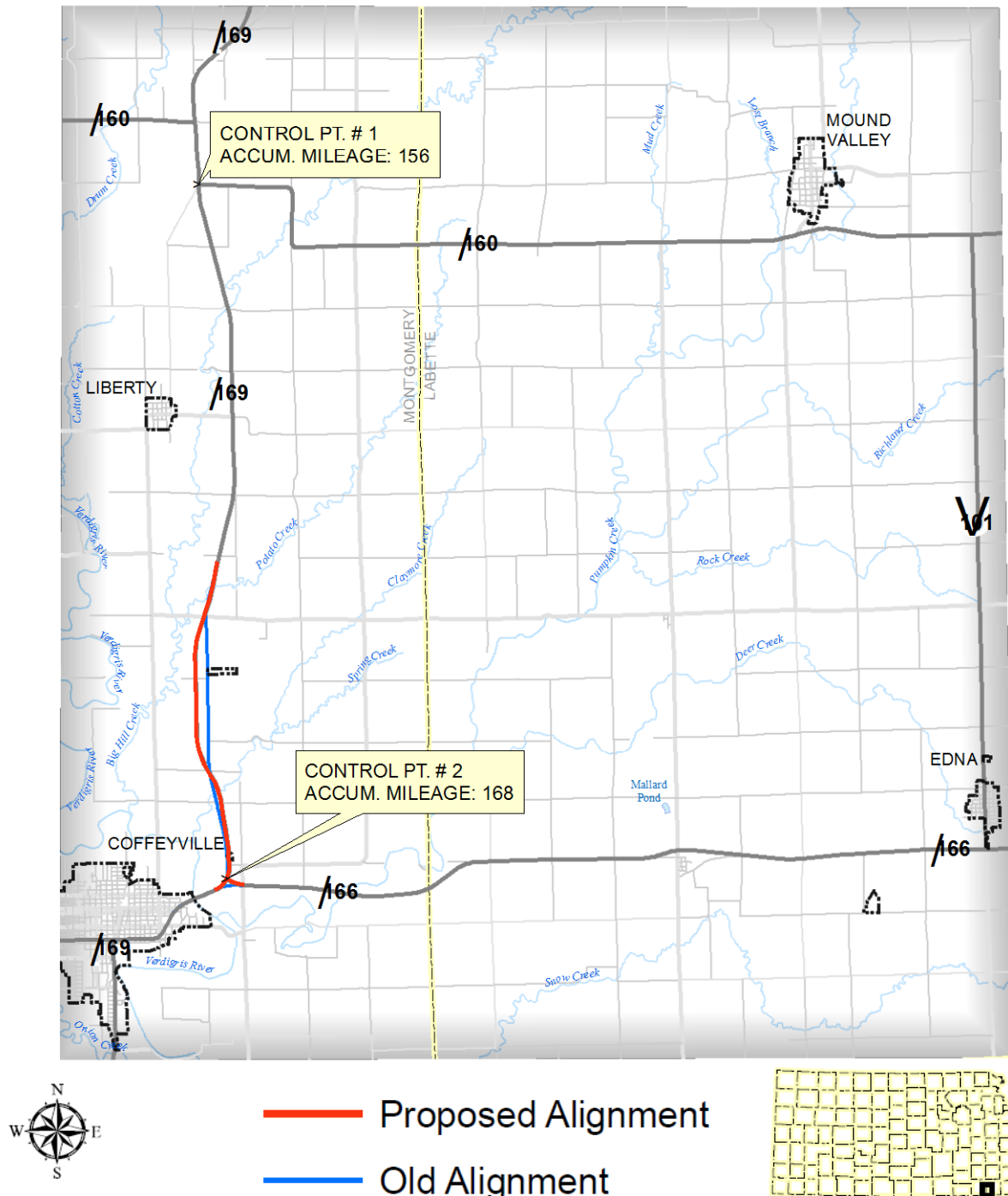
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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

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 usroutes@ashto.org or mvitale@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 7200 as compared to 6480 for the year 2011 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.

Chief Executive Officer

(Signature)

(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	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																																														
					10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree		Length																																									
156	#1 156				There are no deficiencies compared to AASHTO design standards																																																															
158																																																																				
160		G	5370																																																																	
162	H		5410																																																																	
164																																																																				
166		E	7430																																																																	
168	#2 168																																																																			
170																																																																				
172																																																																				

Attach additional sheet here if necessary

Contact Information:
Kyle Gonterwitz
785-296-4899
kyleg@ksdot.org

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

Where does the route begin? The route change begins at AASHTO logmile 163.

Where is it going? From junction with U.S. 160 to Coffeyville Kansas.

What type of facility is it traveling over? This is a four lane divided facility.

Explain the direction (north, east, south, and west) The prevailing direction of the change to U.S. 169 is in the north/south direction.

Name the focal point city or cities: Liberty, Coffeyville.

Total number of miles the route will cover: The route change is approximately 4.7 miles.

Where does it end? The project ends just south of the Interchange with U.S. 166 at AASHTO logmile 168.

Begin your description here:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
169	Kansas	Regular	Kansas City	0	0	State Line
169	Kansas	Regular	Kansas City	1	1	Crosses I-670
169	Kansas	Regular	Kansas City	1	2	Leaves I-70, U.S. 40, U.S. 69 & U.S. 24
169	Kansas	Regular	Kansas City	2	4	Crosses I-35
169	Kansas	Regular	Westwood	3	7	Joins U.S. 56
169	Kansas	Regular	Mission	3	10	Joins U.S. 69
169	Kansas	Regular	Merriam	2	12	Joins I-35
169	Kansas	Regular	Lenexa	3	15	U.S. 69 leaves
169	Kansas	Regular	Lenexa	3	18	Crosses I-435
169	Kansas	Regular	Olathe	7	25	Leaves U.S. 50, U.S. 56 and I-35
169	Kansas	Regular	Paola	16	41	NONE
169	Kansas	Regular	Jct. E. Garnett	34	75	U.S. 169 Bus. begins and leaves
169	Kansas	Business	Jct. E. Garnett	0	0	Route begins, leaves U.S. 169
169	Kansas	Business	Garnett	1	1	Joins U.S. 59
169	Kansas	Business	Jct. S. Garnett	1	2	Route ends, rejoins U.S. 169
169	Kansas	Regular	Jct. S. Garnett	2	77	Joins U.S. 59; U.S. 169 Bus. rejoins and ends
169	Kansas	Regular	Jct. S. Garnett	4	81	Leaves U.S. 59
169	Kansas	Regular	Iola	22	103	Crosses U.S. 54
169	Kansas	Regular	Chanute	18	121	NONE
169	Kansas	Regular	Jct. N.E. Cherryvale	25	146	Crosses U.S. 400
169	Kansas	Regular	Jct. S.W. Cherryvale	9	155	Joins U.S. 160
169	Kansas	Regular	2nd Jct. S.W. Cherryvale	1	156	Leaves U.S. 160
169	Kansas	Regular	Jct. N.E. Coffeyville	12	168	Joins U.S. 166
169	Kansas	Regular	Coffeyville	2	170	Leaves U.S. 166
169	Kansas	Regular	State Line	2	172	NONE



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Kentucky 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
- ☐ 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

US 60

**AASHTO Use
Only**

Action taken by SCOH:

Between Livingston County and McCracken County

The following states or states are involved:
Kentucky

- *****"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@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.

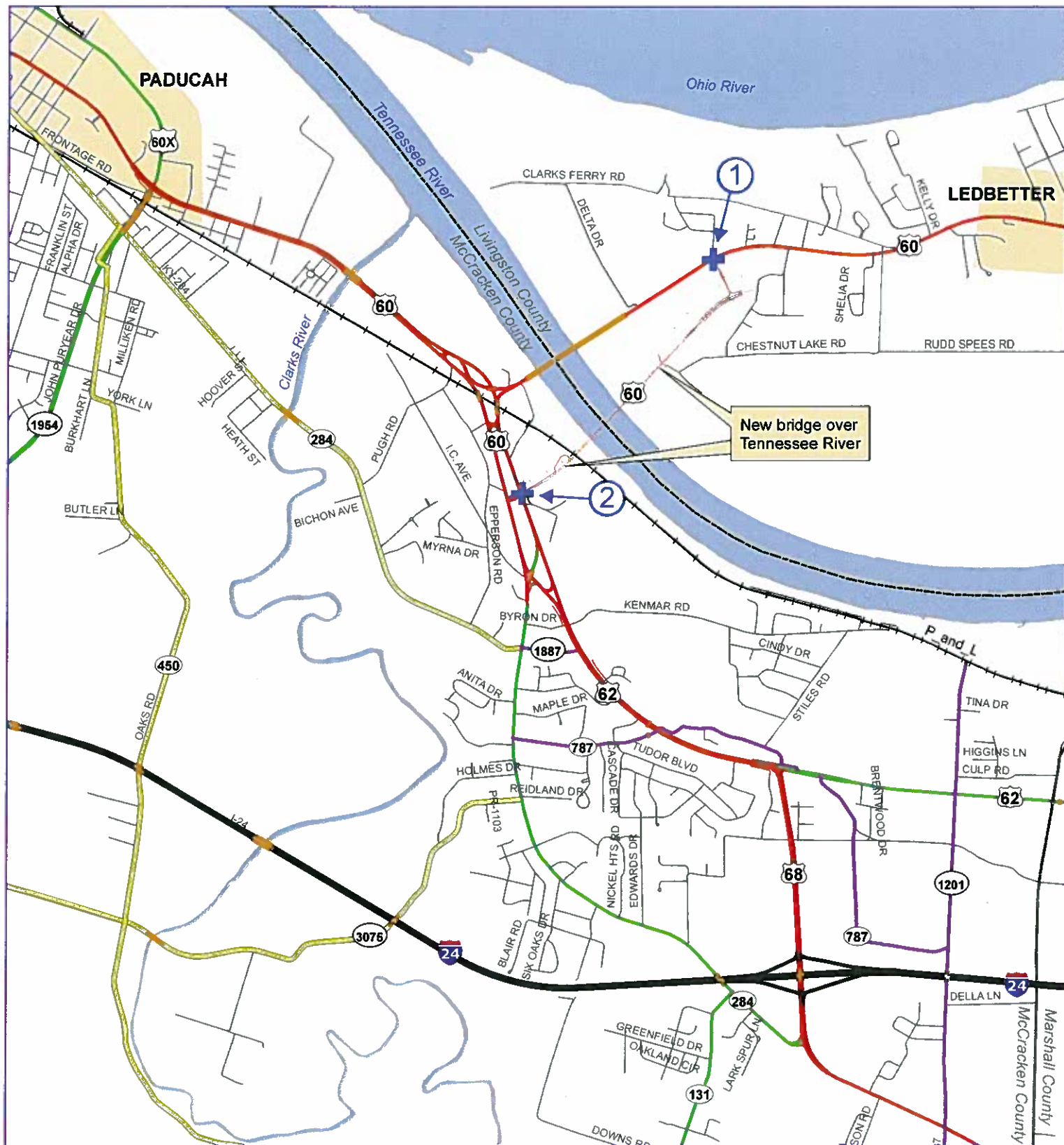
Explanation and Reasons for the Request: (Keep concise and pertinent.)

The existing bridge near this location is 80 years old and has been restricted to a 3-ton load limit for safety reasons. Designation of the newly constructed bridge structure is necessary for the benefit of personal and commercial traffic. The existing bridge will be demolished.

Date facility available to traffic May 2013

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? No If so, where? _____



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 10,887 as compared to 8,154 for the year 2011 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 Kentucky

(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..

Contact Information:

Name Dawn Mattingly

Telephone Number 502-564-7183 ext 3252

Email Address dawn.mattingly@ky.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:

1. The route begins on existing US 60 west of Ledbetter in Livingston County.
2. US 60 continues across the Tennessee River, crosses the Livingston/McCracken County line, and intersects with US 62 southeast of Paducah in McCracken County.
3. The facility is a new bridge and approaches over the Tennessee River.
4. The direction is southwest for the new structure.
5. Ledbetter and Paducah are the focal points.
6. The length of the new route (bridge structure and connector) is about 1.4 miles. US 60 covers about 489 miles across Kentucky.
7. The route ends at the intersection with US 62 southeast of Paducah.

KENTUCKY TRANSPORTATION CABINET
U.S. Numbered Route Mileage For Submission To AASHTO
U.S. 60 -- Kentucky

<u>State</u>	<u>Type</u>	<u>Intersection</u>	<u>Point to Point Mileage</u>	<u>Accumulated Mileage in State</u>	<u>Remarks</u>
Kentucky	Regular	W. Virginia State Line	0	0	
		Catlettsburg	1	1	Joins U.S. 23
		Ashland	5	6	U.S. 23 Bus. begins and leaves
		Ashland	2	8	Leaves U.S. 23, Joins U.S. 23 Bus., Leaves U.S. 23 Bus., U.S. 23 Spur begins and leaves
		Jct. E. Grayson	12	20	Crosses I-64
		Jct. E. Olive Hill	22	42	Crosses I-64
		Jct. E. Owingsville	41	83	Crosses I-64
		Jct. E. Mount Sterling	13	96	Crosses I-64
		Mount Sterling	4	100	Joins U.S. 460, Leaves U.S. 460
		Jct. N.E. Winchester	8	108	Crosses I-64
		Jct. E. Lexington	21	129	Crosses I-75
		Lexington	4	133	Joins U.S. 25, U.S. 421
		Lexington	1	134	Leaves U.S. 25 & U.S. 421, Joins U.S. 27 & U.S. 68
		Lexington	1	135	Leaves U.S. 27 & U.S. 68
		Jct. E. Versailles	9	144	Bluegrass Parkway begins and leaves
		Versailles	2	146	U.S. 60 Bus. begins and leaves
	Business	Versailles	0	0	Route begins and leaves U.S. 60
		Versailles	1	1	Joins U.S. 62
		Versailles	1	2	Route ends and rejoins U.S. 60
	Regular	Versailles	2	148	Joins U.S. 62, U.S. 60 Bus. ends and rejoins
		Versailles	1	149	Leaves U.S. 62
		Jct. S.E. Frankfort	7	156	Crosses I-64
		Frankfort	1	157	Joins U.S. 421
		Frankfort	2	159	Leaves U.S. 421, U.S. 460 ends and joins
		Frankfort	4	163	Crosses U.S. 127
		Middletown	35	198	Crosses I-265
		Saint Matthews	7	205	Crosses I-264
		Saint Matthews	2	207	U.S. 60 Alt. begins and leaves
	Alternate	Saint Matthews	0	0	Route begins and leaves U.S. 60
		Louisville	2	2	Crosses I-64
		Louisville	2	4	Crosses U.S. 31E, U.S. 150
		Louisville	4	8	Crosses I-65
		Shively	4	12	Route ends and rejoins U.S. 60, Joins U.S. 31W
	Regular	Louisville	3	210	Joins U.S. 42, Crosses I-64
		Louisville	1	211	U.S. 42 ends, Joins U.S. 31E
		Louisville	1	212	U.S. 31E ends, Joins U.S. 31W, U.S. 31 begins and leaves
		Louisville	2	214	Joins U.S. 150
		Louisville	1	215	Leaves U.S. 150
		Shively	4	219	U.S. 60 Alt. ends and rejoins
		Shively	1	220	Crosses I-264
		West Point	15	235	U.S. 31W Bus. begins and leaves

<u>State</u>	<u>Type</u>	<u>Intersection</u>	<u>Point to Point Mileage</u>	<u>Accumulated Mileage in State</u>	<u>Remarks</u>
Kentucky	Regular	Jct. S.W. West Point	2	237	U.S. 31W Bus. ends and rejoins
		Fort Knox	3	240	Leaves U.S. 31W
		Jct. E. Cloverport	44	284	U.S. 60 Bus. begins and leaves
	Business	Jct. E. Cloverport	0	0	Route begins and leaves U.S. 60
		Jct. W. Cloverport	3	3	Route ends and rejoins U.S. 60
	Regular	Jct. W. Cloverport	2	286	U.S. 60 Bus. ends and rejoins
		Maceo	24	310	Joins U.S. 231
		Jct. S.E. Owensboro	11	321	William H. Natcher Parkway begins and leaves
		Owensboro	1	322	Leaves U.S. 231
		Owensboro	2	324	U.S. 431 begins and leaves
		Jct. W. Owensboro	3	327	Audubon Parkway begins and leaves
		Henderson	26	353	Joins U.S. 41 Alt., Crosses U.S. 41
		Jct. S.W. Henderson	4	357	Leaves U.S. 41 Alt.
		Jct. E. Morganfield	18	375	U.S. 60 Bypass begins and leaves
	Bypass	Jct. E. Morganfield	0	0	Route begins and leaves U.S. 60
		Jct. S.W. Morganfield	3	3	Route ends and rejoins U.S. 60
	Regular	Jct. S.W. Morganfield	3	378	U.S. 60 Bypass ends and rejoins
		Marion	29	407	U.S. 641 begins and leaves
		Jct. S.E. Paducah	39	446	Joins U.S. 62
		Paducah	2	448	U.S. 60 Bus. begins and leaves
	Business	Paducah	0	0	Route begins and leaves U.S. 60, U.S. 62
		Paducah	3	3	Joins U.S. 45 Bus.
		Paducah	1	4	Leaves U.S. 45 Bus.
		Paducah	2	6	Crosses U.S. 45, Ends and rejoins U.S. 60
	Regular	Paducah	4	452	Leaves U.S. 62, Joins U.S. 45, U.S. 45 Bus. begins and leaves
		Paducah	1	453	Leaves U.S. 45, U.S. 60 Bus. ends and rejoins
		Paducah	3	456	Crosses I-24
		Wickliffe	28	484	Joins U.S. 51, U.S. 62
		Illinois State Line	5	489	Concurrent with U.S. 51, U.S. 62



APPLICATION FOR DESIGNATION OF A
U.S. BICYCLE ROUTE

Member State Submitting Application: **KENTUCKY**

Date: April 1, 2013

This is an application for (please check):

- ☐ Establishment of a new U.S. Bicycle Route or segment
☒ Realignment of an existing U.S. Bicycle Route **U S BIKE ROUTE 76**
☐ Deletion of a U.S. Bicycle Route or segment

Route Connects **VIRGINIA STATE LINE**

and **ILLINOIS STATE LINE**

(e.g., State Border, International Border, Existing US Bicycle Route, etc.)

The following state or states are involved: **KENTUCKY**

Map and Route Log

Attachment A: Map (PDF the map in color and attach to this form)

Attachment B: Route Log

Use the following form (or similarly formatted spreadsheet file labeled "Attachment B" and submitted with your application) for turn-by-turn details of the U.S. Bicycle Route you are proposing for designation.

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
See Attachment B for TransAmerica Trail Route Log			
Terminus:	Total Mileage:		

By signing below, the applicant attests to the following statements:

The state affirms that this application complies with the current *Purpose and Policy in Establishment and Extending United States Bicycle Routes*.

The State agrees and pledges its good faith that it will not erect, remove, or significantly alter any U.S. Bicycle Route, including markers and/or maps, 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 state affirms concurrence from all regional and local agencies that have ownership or operational authority over any part of the proposed routing of the U.S. Bicycle Route within this state.

<u>Kentucky</u>		<u>3/27/13</u>
Member State	Signature of State DOT Chief Executive Officer or other authorized official	Date

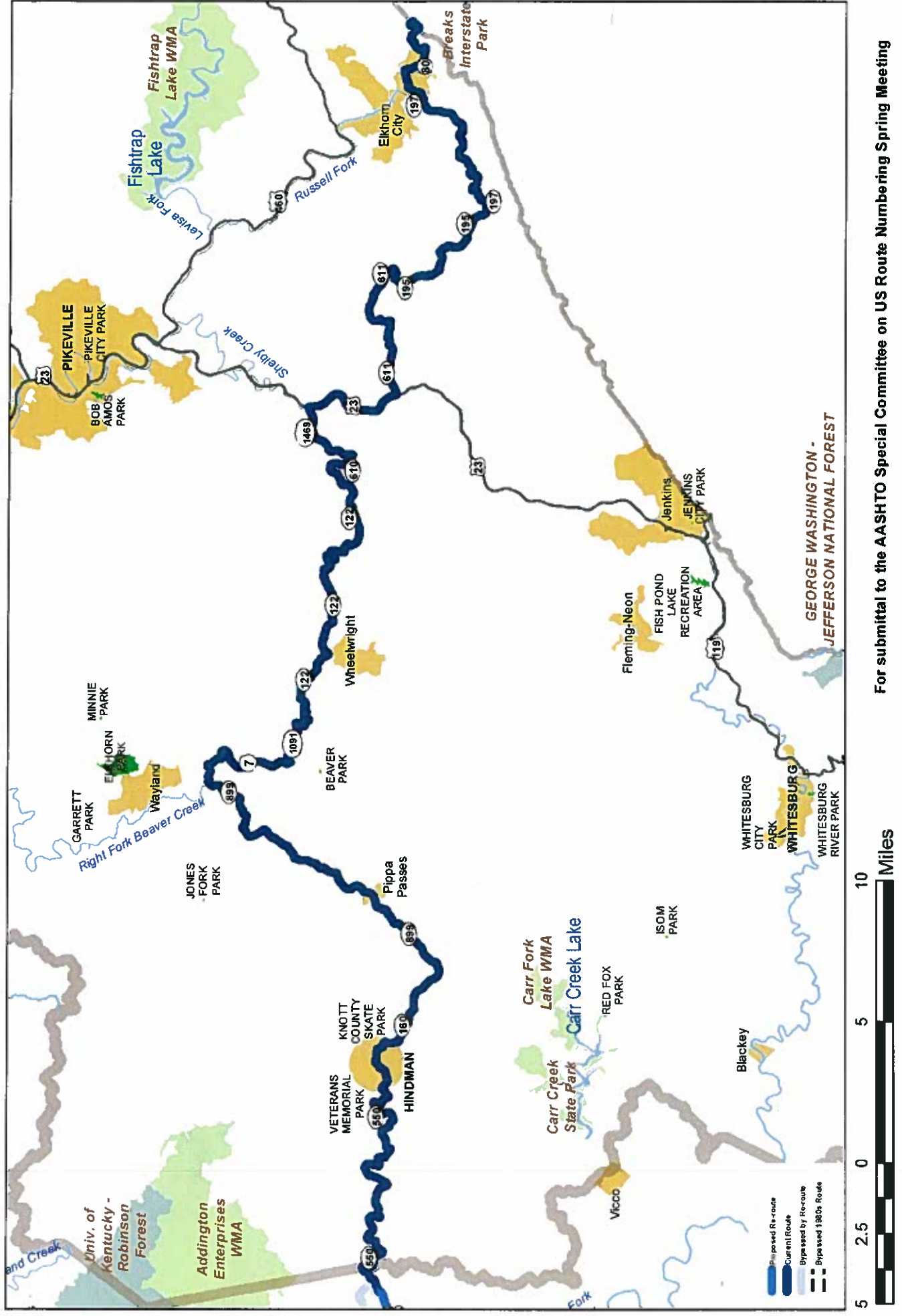
(A letter from your Member State Chief Executive Officer with a signature is sufficient for the completion of this application, if the agency chooses not to include the signature on this form.)

Member State contact person:

Name:	<u>Troy Hearn</u>
Title:	<u>Bicycle Pedestrian Program Coordinator</u>
Agency:	<u>Kentucky Transportation Cabinet</u>
Address:	<u>200 Mero Street</u>
City / State / ZIP:	<u>Frankfort, KY 40601</u>
Telephone:	<u>502-564-7183</u>
FAX:	<u>502-564-2865</u>
E-Mail:	<u>troy.hearn@ky.gov</u>

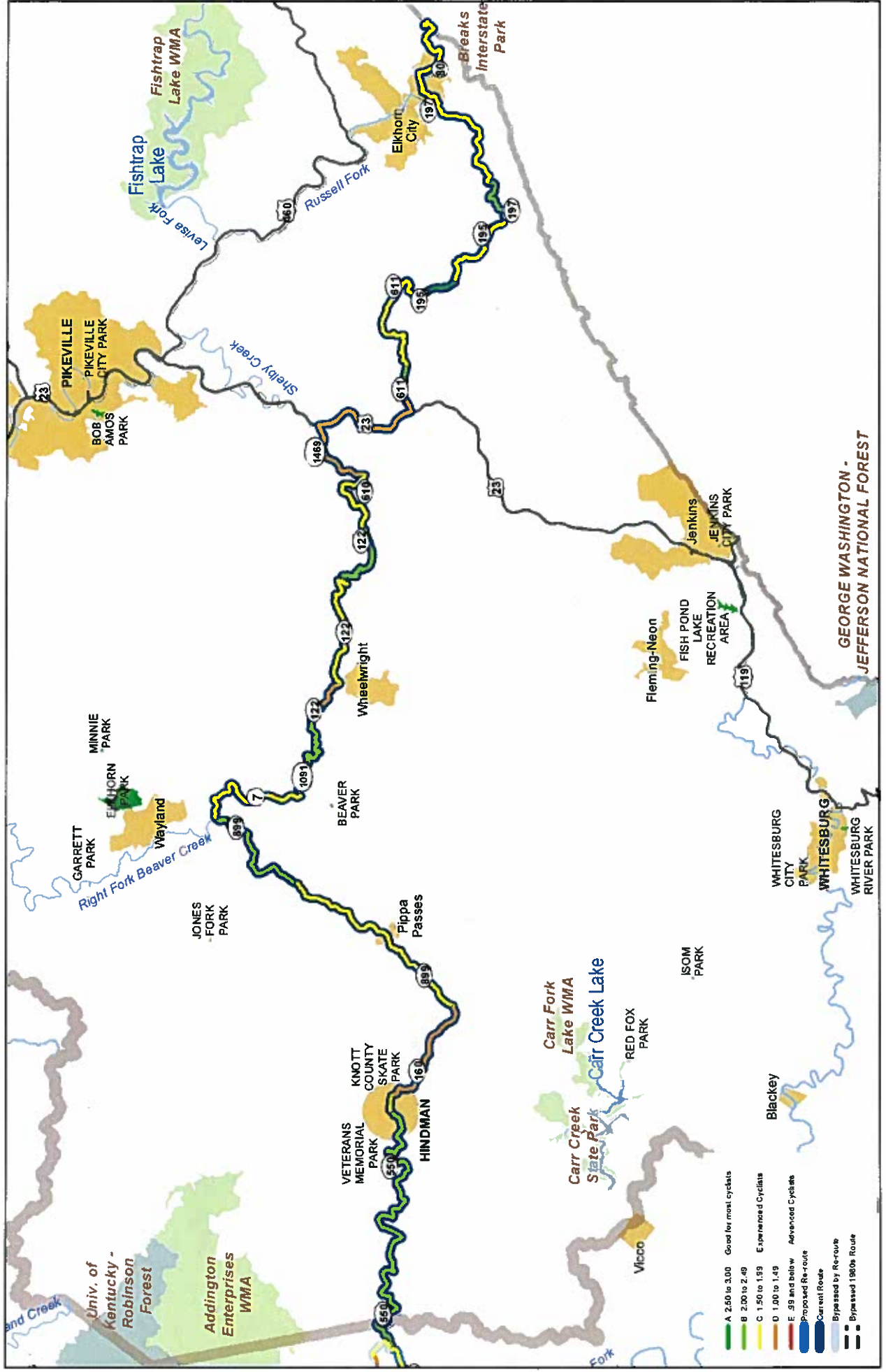
US Bike Route 76 TransAmerica Trail in Kentucky, Highway District 12

Attachment A1 Alignment



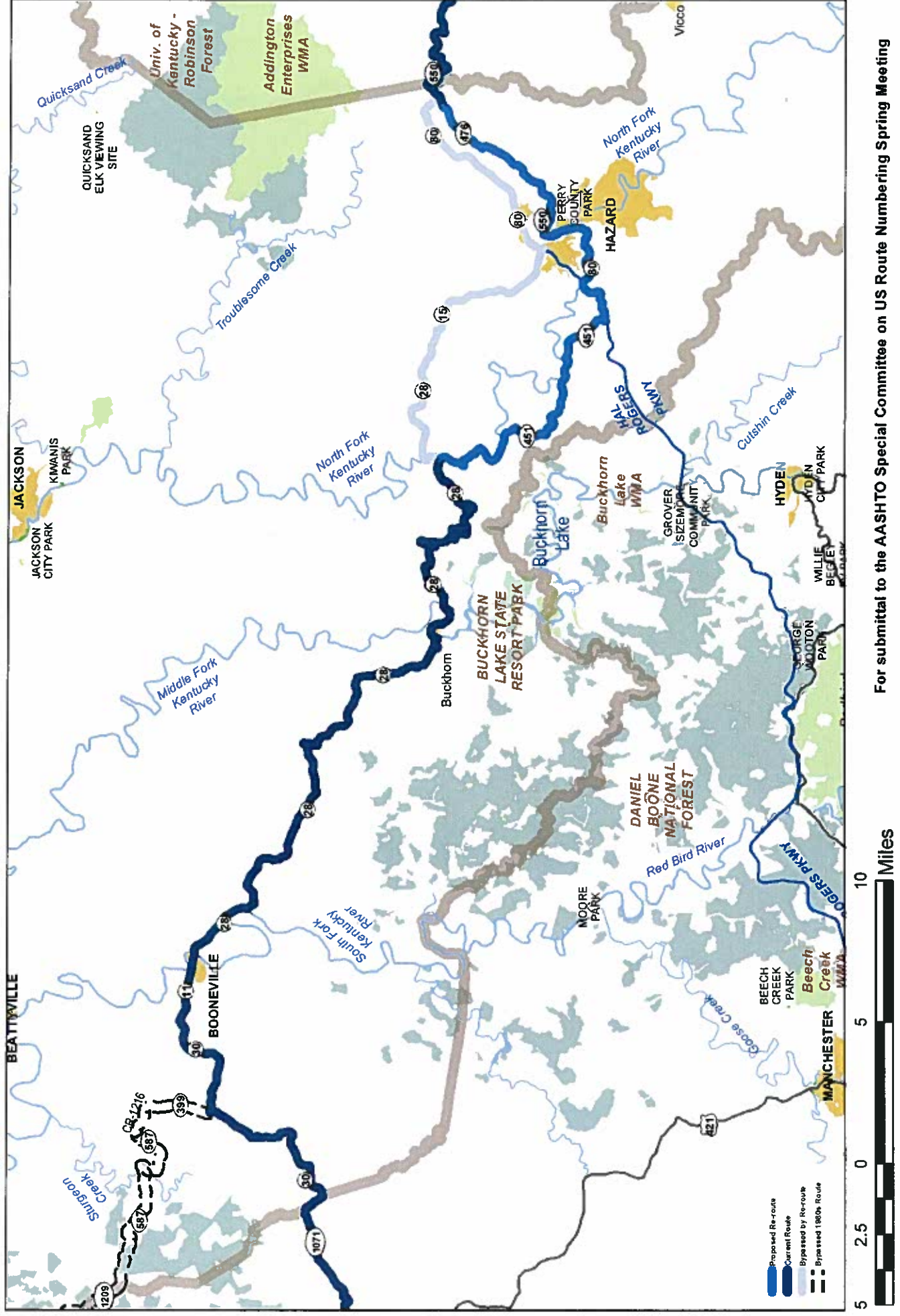
US Bike Route 76 TransAmerica Trail in Kentucky, Highway District 12

Attachment A1 Level of Service



US Bike Route 76 TransAmerica Trail in Kentucky, Highway District 10

Attachment A2 Alignment

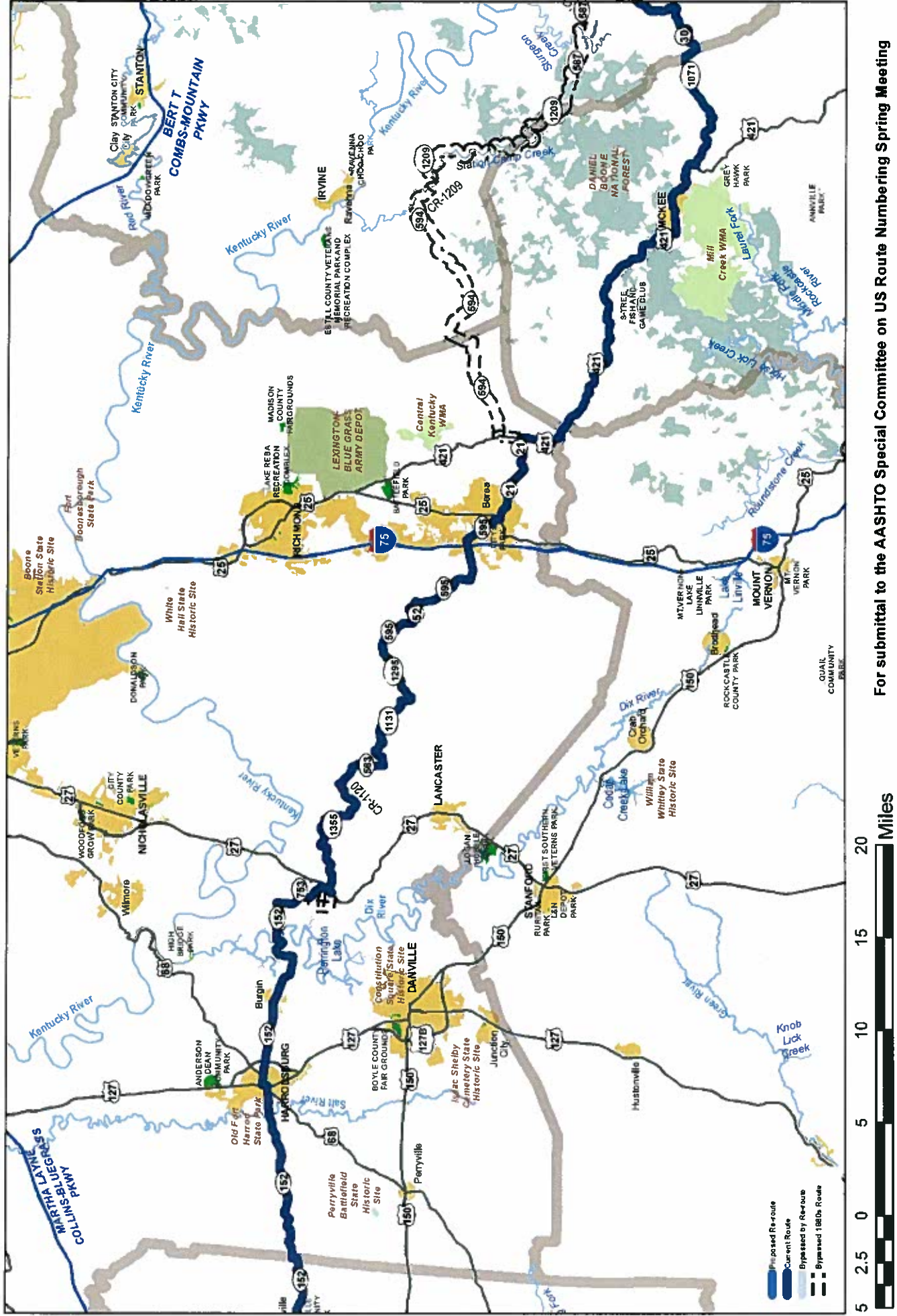


For submittal to the AASHTO Special Committee on US Route Numbering Spring Meeting

A vertical scale bar labeled "Miles" at the bottom. The scale has markings at 5, 2.5, 0, 2.5, 5, and 10. The bar is divided into alternating black and white segments.

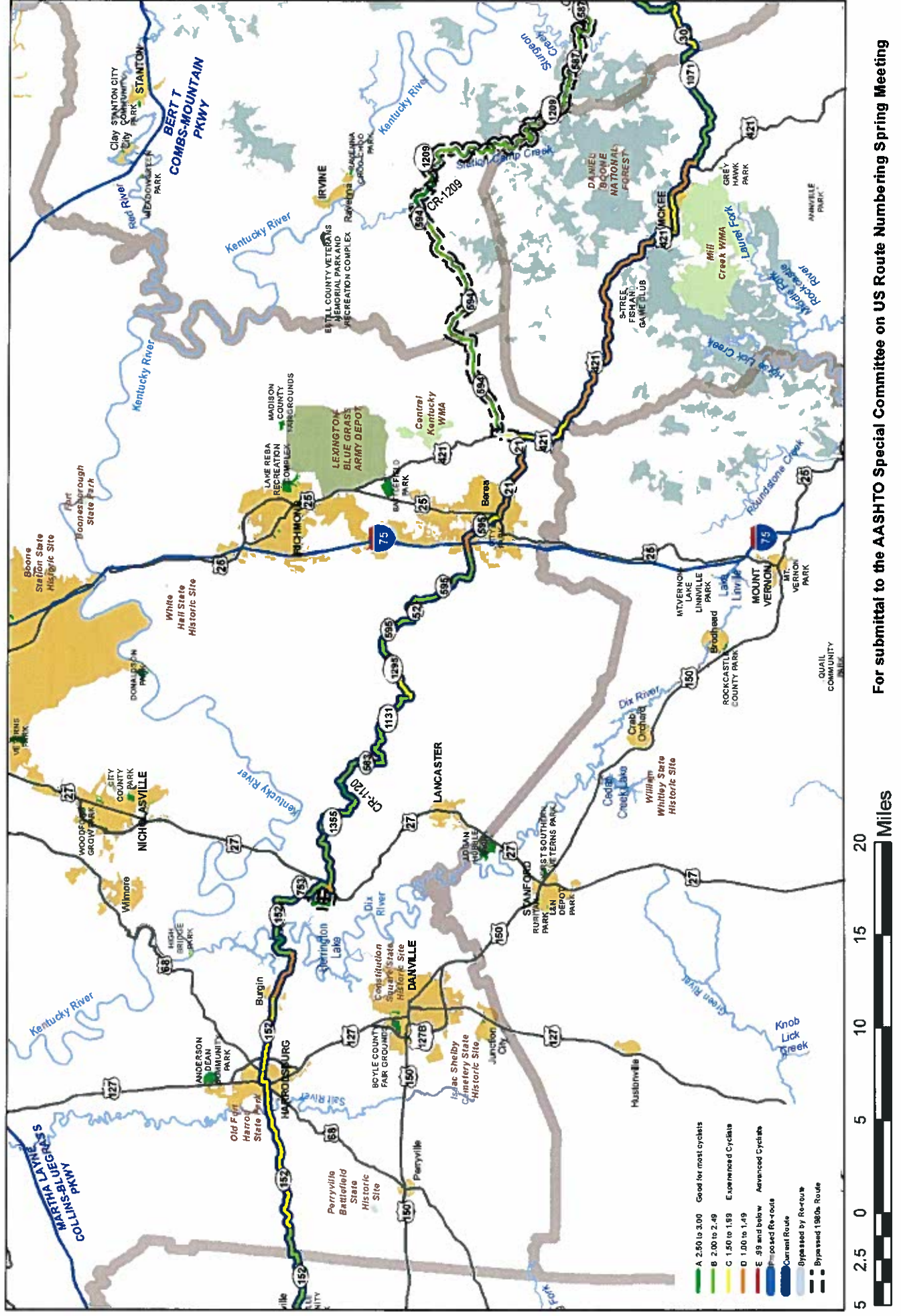
US Bike Route 76 TransAmerica Trail in Kentucky, Highway Districts 7, 8 and 11

Attachment A3 Alignment

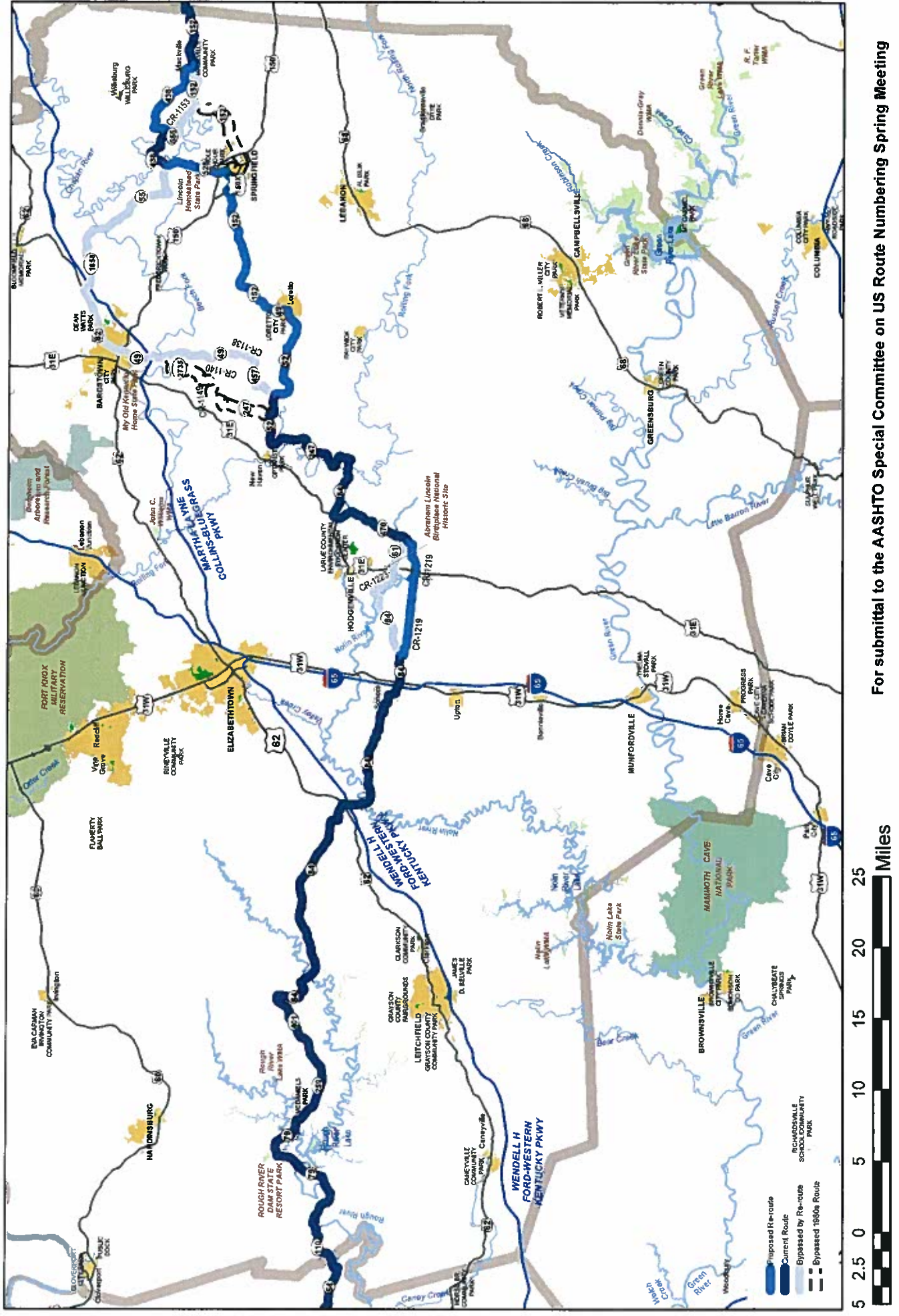


US Bike Route 76 TransAmerica Trail in Kentucky, Highway Districts 7, 8 and 11

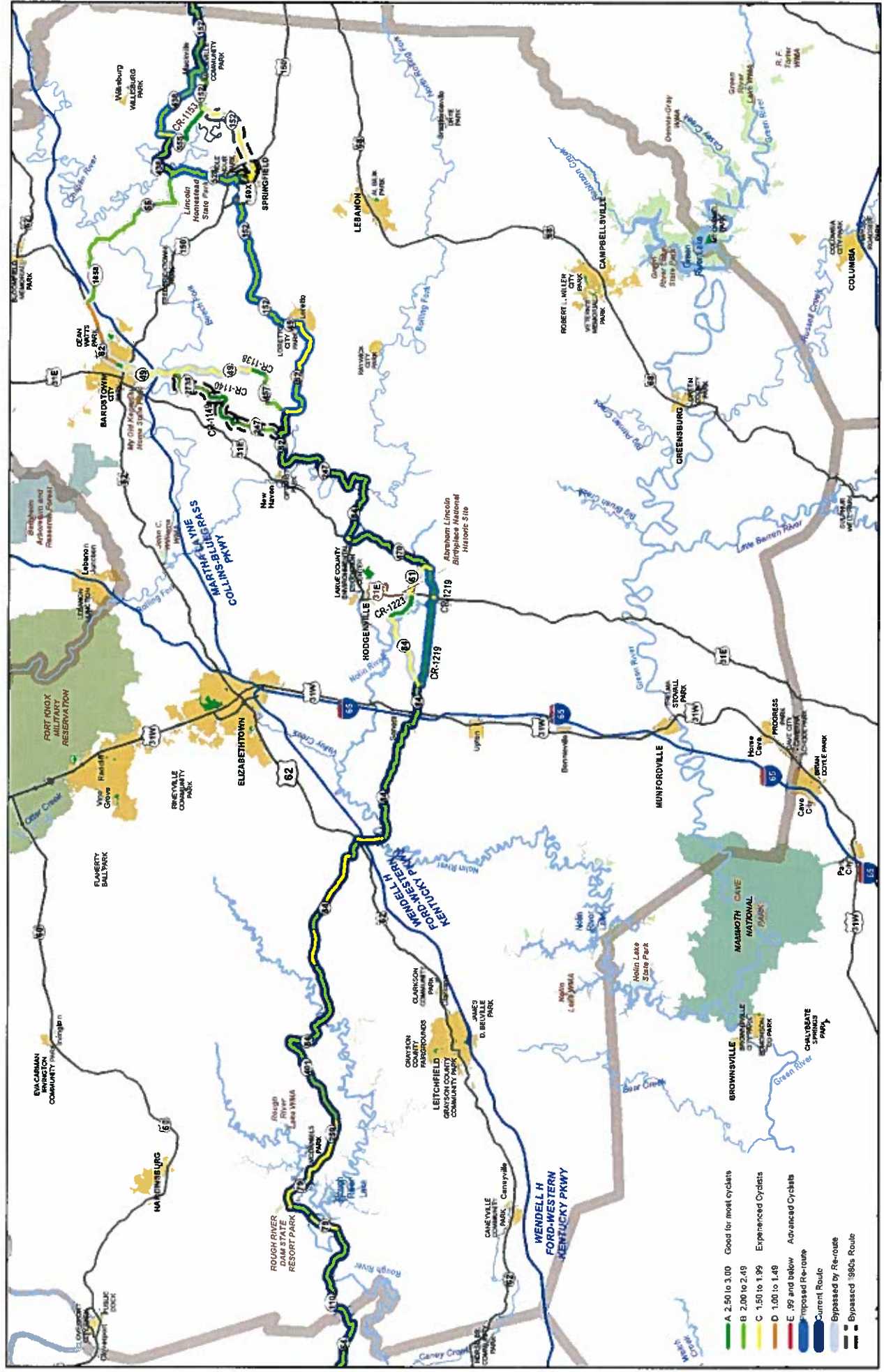
Attachment A3 Level of Service



US Bike Route 76 TransAmerica Trail in Kentucky, Highway District 4 Attachment A4 Alignment



**US Bike Route 76 TransAmerica Trail in Kentucky, Highway District 4
Attachment A4 Level of Service**

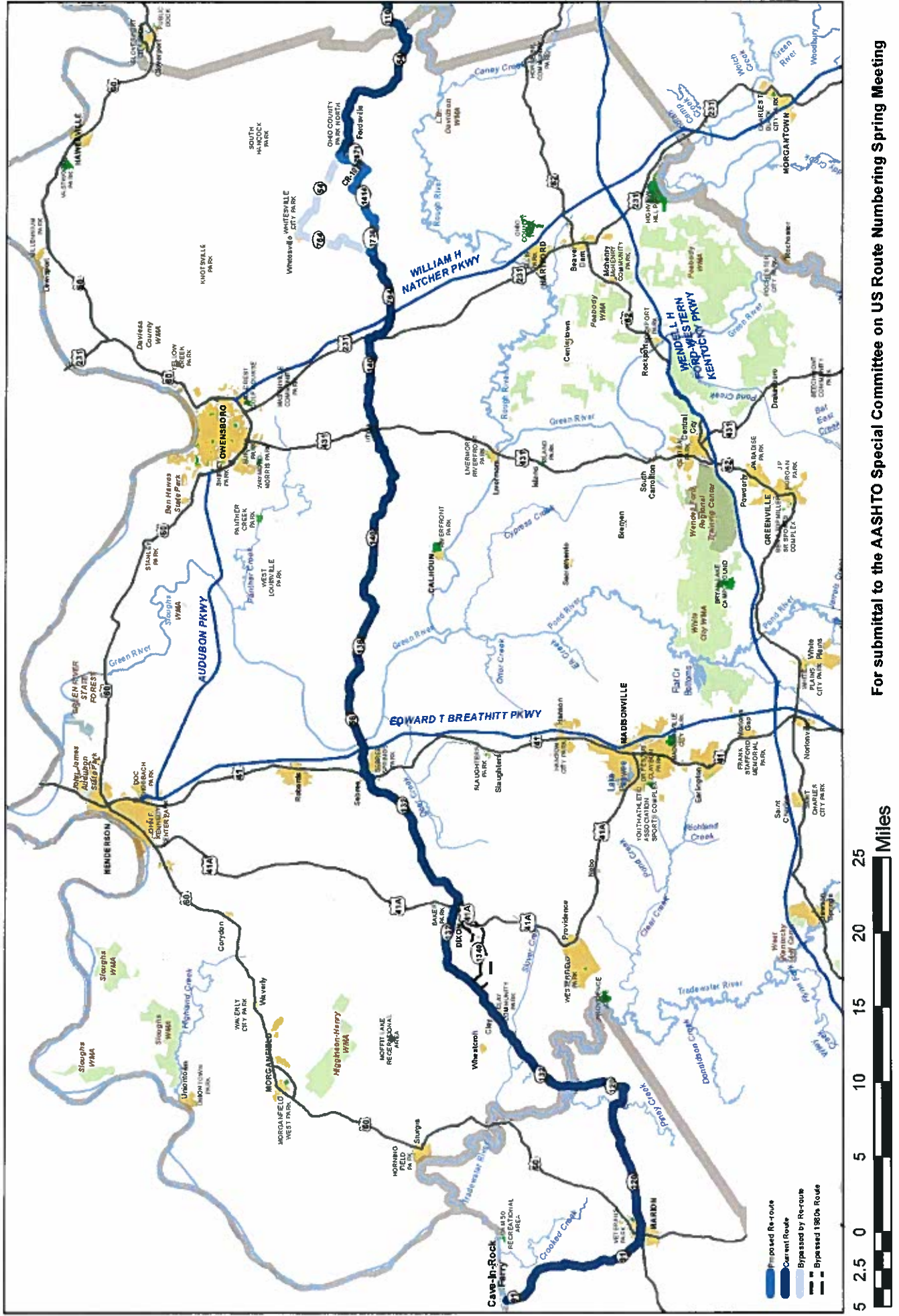


For submittal to the AASHTO Special Committee on US Route Numbering Spring Meeting



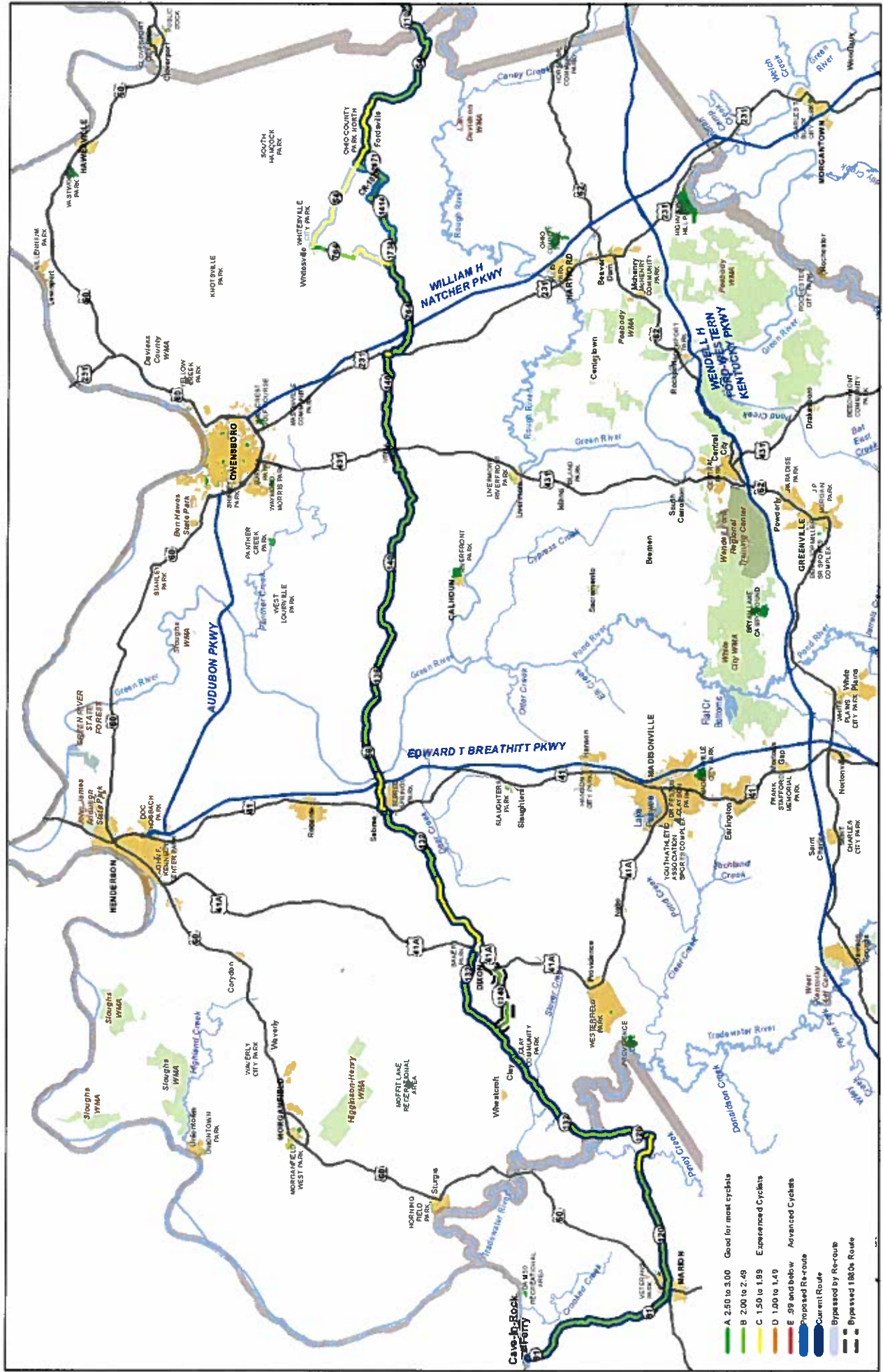
US Bike Route 76 TransAmerica Trail in Kentucky, Highway Districts 1 and 2

Attachment A5 Alignment



US Bike Route 76 TransAmerica Trail in Kentucky, Highway Districts 1 and 2

Attachment A5 Level of Service



Starting Point of Route or Realignment	Miles traveled on this facility	Precise Miles traveled	Turn location and road name/designation	General Direction of Travel
Enter KY from VA on KY 80	3.8	3.787	Left onto KY 197	West
KY 197	6.8	6.848	Right onto KY 195	Southwest
KY 195	5.3	5.340	Left onto KY 611	Northwest
KY 611	6.0	5.993	Right onto US 23 / US 119	West
US 23 / US 119	3.0	3.820	Left onto KY 1469	North
KY 1469	2.8	2.799	Right onto KY 610	Southwest
KY 610	1.0	0.975	Left onto KY 122	North
KY 122	11.6	11.625	Left onto KY 1091 (Old House Branch Rd)	West
KY 1091 (Old House Branch Rd)	3.4	3.382	Right onto KY 7	West
KY 7	4.5	4.463	Left onto KY 899	North
KY 899	14.2	14.160	Right onto KY 160	Southwest
KY 160	2.7	2.737	Left onto KY 550	Northwest
KY 550	12.9	12.906	Left onto KY 476	West
KY 476	5.7	5.720	Right onto KY 550	West
KY 550	2.5	2.497	Straight across KY 15 onto KY 80	West/Southwest
KY 80	3.5	3.532	Straight/Right onto KY 451	West
KY 451	12.2	12.229	Left onto KY 28	West/Northwest
KY 28	30.1	30.082	Straight onto KY 11 / KY 30	Northwest
		0.031	Single block of KY 30 (courthouse square)	West
KY 11 / KY 30	2.3	2.229	Left onto KY 30	West
KY 30	10.5	10.541	Straight/Right onto KY 1071	Southwest
KY 1071	5.1	5.146	Straight onto KY 3445	West
KY 3445	2.9	2.888	Right onto US 421 (Big Hill Rd and Battlefield Memorial Highway)	West
US 421 (Big Hill Rd and Battlefield Memorial Highway)	22.5	22.533	Left onto KY 21 (Big Hill Rd and Prospect St)	Northwest
KY 21 (Big Hill Rd and Prospect St)	5.0	5.045	Right onto KY 595 (Main St and Walnut Meadow Rd)	West
KY 595 (Main St and Walnut Meadow Rd)	8.5	8.464	Left onto KY 52 / KY 595	Northwest
KY 52 / KY 595	0.8	0.848	Right onto KY 595 (Kirksville Rd)	West
KY 595 (Kirksville Rd)	2.0	2.035	Left onto KY 1295 (Moran Mill Rd)	Northwest
KY 1295 (Moran Mill Rd)	3.9	3.924	Right onto KY 1131 (Nina Ridge Rd)	Southwest
KY 1131 (Nina Ridge Rd)	4.6	4.644	Left onto KY 39 (Buckeye Rd)	Northwest
KY 39 (Buckeye Rd)	1.1	1.069	Right onto KY 563 (Poor Ridge Pike)	Southwest
KY 563 (Poor Ridge Pike)	3.0	3.036	Left onto Jack Turner Branch Road / Garrard County Road 1020	North
Jack Turner Branch Road / Garrard County Road 1020	1.6	1.569	Right onto KY 1355 (Sugar Creek Rd)	Southwest
KY 1355 (Sugar Creek Rd)	6.7	6.730	Left onto US 27	Northwest
US 27	0.2	0.228	Right onto KY 753 (Lexington Rd and Ballard Rd)	North
KY 753 (Lexington Rd and Ballard Rd)	3.6	3.557	Left onto KY 152 (Kennedy Bridge Rd, Main St in Burgin and Burgin Rd)	North
KY 152 (Kennedy Bridge Rd, Main St in Burgin and Burgin Rd)	11.2	11.206	Straight/Left onto US 68 / KY 152 (College St and Mooreland Ave)	West

US 68 / KY 152 (College St and Mooreland Ave)	0.9	0.897	Right onto KY 152 (Mooreland Ave, Mackville Rd, Harrodsburg Rd and Main St in Mackville)	Southwest
KY 152 (Mooreland Ave, Mackville Rd, Harrodsburg Rd and Main St in Mackville)	14.9	14.906	Right onto KY 438 (Mayes Creek Rd)	West
KY 438 (Mayes Creek Rd)	6.1	6.091	Left onto KY 555 (Triple 5 Hwy)	West
KY 555 (Triple 5 Hwy)	0.9	0.876	Right onto KY 438 (Beechland Rd)	South
KY 438 (Beechland Rd)	3.6	3.594	Left onto KY 528 (Lincoln Park Rd)	West
KY 528 (Lincoln Park Rd)	4.6	4.584	Right onto KY 555 (Triple 5 Hwy)	South
KY 555 (Triple 5 Hwy)	0.8	0.841	Right onto US 150 Business (Bardstown Rd)	West
US 150 Business (Bardstown Rd)	1.0	1.046	Left onto KY 152 (Loretto Rd)	West
KY 152 (Loretto Rd)	10.2	10.202	Straight (left) onto KY 49 (Holy Cross Rd)	West
KY 49 (Holy Cross Rd)	1.2	1.191	Right onto KY 52 (St Francis Hwy in Marion County and New Hope Rd in Larue County)	West
KY 52 (St Francis Hwy in Marion County and New Hope Rd in Larue County)	11.5	11.531	Left turn onto KY 247	West
KY 247 (Howardstown Rd)	7.6	7.649	Right onto KY 84 (Stiles Rd in Nelson County and Howardstown Rd in Larue County)	South
KY 84 (Stiles Rd in Nelson County and Howardstown Rd in Larue County)	4.4	4.409	Left onto US 31E (Bardstown Rd)	West
US 31E (Bardstown Rd)	0.1	0.106	Left onto KY 470 (North L&N Tpke)	Southwest
KY 470 (North L&N Tpke)	6.3	6.274	Left onto KY 61 (Greensburg Rd)	South
KY 61 (Greensburg Rd)	0.4	0.428	Right onto Brooks Rd / Larue County Road 1148	South
Brooks Road / Larue County Road 1148	2.2	2.160	Left onto US 31E (New Jackson Hwy)	West
US 31E (New Jackson Hwy)	0.1	0.098	Right onto Airline Rd / Larue County Road 1219	South
Airline Rd / Larue County Road 1219	2.8	2.792	Left onto KY 357 (Tanner Rd)	Southwest
KY 357 (Tanner Rd)	0.0	0.010	Intersection with KY 357 where Mammoth Cave Loop begins and leaves (see Attachment B2)	South
Airline Rd / Larue County Road 1219	3.4	3.380	Right onto KY 1517 (Oak Hill Rd)	West
KY 1517 (Oak Hill Rd)	0.2	0.248	Left onto KY 84 (Sonora Rd)	North
KY 84 (Sonora Rd)	2.8	2.770	Intersection with KY 720 where Mammoth Cave Loop ends and rejoins (see Attachment B2)	West
KY 84 (Sonora Hardin Springs Rd)	28.5	28.549	Left onto KY 401	West
KY 401	4.3	4.342	Right (straight) onto KY 259	Southwest
KY 259	6.4	6.411	Left onto KY 79 (Highway 79 and Falls of Rough Rd)	West
KY 79 (Highway 79 and Falls of Rough Rd)	7.1	7.118	Right onto KY 110 (Green Farms Rd)	Southwest
KY 110	8.3	8.284	Right onto KY 54	West

KY 54	11.0	10.951	Left onto KY 2761 (Sunnydale Rd)	Northwest
KY 2761 (Sunnydale Rd)	2.2	2.238	Right onto Sugar Grove Road / Ohio County Road 1077	Southwest
Sugar Grove Road / Ohio County Road 1077	1.7	1.687	Left onto KY 1414	Northwest
KY 1414	2.8	2.836	Right onto KY 1738 (Hickory Lake Rd)	West
KY 1738 (Hickory Lake Rd)	2.6	2.558	Left onto KY 764	West
KY 764	7.1	7.127	Right onto US 231	Southwest
US 231	0.2	0.167	Left onto KY 140	North
KY 140	20.4	20.357	Right onto KY 136	West
KY 136	4.3	4.336	Straight onto KY 56	West
KY 56	7.7	7.717	Left onto US 41 / KY 56	West
US 41 / KY 56	0.2	0.215	Right onto KY 56	South
KY 56	0.2	0.210	Left onto KY 132	West
KY 132	20.9	20.928	Straight onto KY 109/KY 132 (in Clay)	Southwest
KY 109/KY 132	0.2	0.196	Right on KY 132	South
KY 132	9.6	9.598	Right onto KY 120 (E Bellville St in Marion)	Southwest
KY 120 (E Bellville St in Marion)	12.2	12.229	Straight onto KY 91 (W Bellville St in Marion)	West
KY 91 (W Bellville St in Marion)	11.3	11.262	Cave-in-Rock Ferry over Ohio River	North
Terminus:				
Exit KY to IL on Cave-in-Rock Ferry over Ohio River				
Total mileage in Kentucky	482.7	484.017		



Minnesota Department of Transportation

395 John Ireland Boulevard
Saint Paul, MN 55155

March 28, 2013

AASHTO Application Review Committee
American Association of State Highway & Transportation Officials
444 North Capitol Street N.W., Suite 249
Washington, DC 20001

RE: U.S. Bicycle Route 45 AASHTO Application

Dear Committee,

With this letter, the Minnesota Department of Transportation is pleased to submit an application for the Mississippi River Trail as United States Bicycle Route 45 between the City of Elk River and the City of Hastings.

Minnesota affirms that this application and associated documents comply with the current United State Bicycle Route policies and pledges that it will seek consent and approval from the *Standing Committee on Highways of the American Association of State Highway and Transportation Officials* if it proposes changes or additions to route 45.

MnDOT, the implementing agency, has worked collaboratively with all regional and local agencies that have ownership or operational authority over any part of this proposed U.S. Bicycle Route as well as the general public, local communities, and others to create this bike route. MnDOT has on file letters and resolutions of support from each of the road and trail authorities; these documents are available for review upon request.

The Mississippi River Trail (MRT) is a nationally significant ten-state bicycle route using appropriate existing roads and off-road trails. The bikeway originates at the river's headwaters within Minnesota's Itasca State Park and continues through nine other states to the Gulf of Mexico in Louisiana and offers bicycle transportation combined with river adventure.

This is the third and final application to designate the entire alignment of the Mississippi River Trail (MRT) within Minnesota as USBR 45. You already designated a 150 mile segment of the MRT between the City of Hastings the Minnesota and Iowa border at your spring 2012 meeting and a 436 mile segment of the MRT between the Headwaters of the

An Equal Opportunity Employer

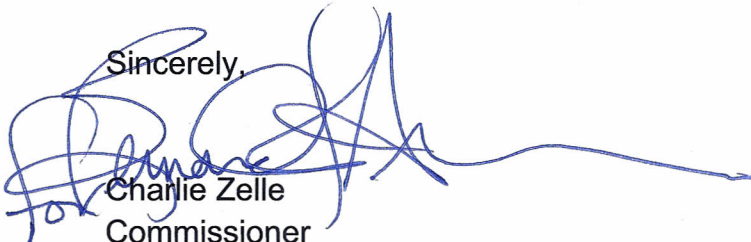


Mississippi River and the City of Elk River at your fall 2012 meeting. We are submitting this final application to designate the connecting segment through the Twin Cities Metropolitan Area.

Please note that we have incorporated routes on both sides of the river in this application. To this end, we propose that the alternative route on the west side of the river be designated USBR 45A and the route on the east side be designated as USBR 45.

If you need any additional information, please contact Cassandra Isackson, Office Director for the Office of Transportation Data and Analysis at 651-366-3882 or email cassandra.isackson@state.mn.us

Sincerely,

A handwritten signature in blue ink, appearing to read "Charlie Zelle", with a long horizontal flourish extending to the right.

Charlie Zelle
Commissioner
Minnesota Department of Transportation

Enclosures

An Equal Opportunity Employer





**APPLICATION FOR DESIGNATION OF A
U.S. BICYCLE ROUTE**

Member State Submitting Application: Minnesota

Date: April 1, 2013

This is an application for (please check):

- ☒ Establishment of a new U.S. Bicycle Route or segment
☐ Realignment of an existing U.S. Bicycle Route
☐ Deletion of a U.S. Bicycle Route or segment

Route Connects USBR 45 in Elk River, Minnesota

and USBR 45 in Hastings, MN
and Wisconsin border

(e.g., State Border, International Border, Existing US Bicycle Route, etc.)

The following state or states are involved: Minnesota

Map and Route Log

Attachment A: Mississippi River Trail Bikeway (MRT) map – Elk River to Hastings (PDF the map in color and attach to this form)

Attachment B: Route Log for USBR 45 – Elk River to Hastings

Use the following form (or similarly formatted spreadsheet file labeled "Attachment B" and submitted with your application) for turn-by-turn details of the U.S. Bicycle Route you are proposing for designation.

Segment 1: Elk River and Ramsey City Border to Anoka:

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
181st Ave NW at City Border	0.1	Go east on 181st Ave NW	East
181st Ave NW & Ermine Blvd NW	0.6	Turn right on Ermine Blvd NW	South
Ermine Blvd NW & Eaton St NW	0.4	Turn right on Eaton St NW	South
Eaton St NW & 176th Ave NW	< 0.1	Turn left on 176th Ave NW	East
176th Ave NW & Driscoll St NW	0.3	Turn right on Driscoll St NW	South
Driscoll St NW & 173rd Ave NW	< 0.1	Turn left on 173rd Ave NW	East
173rd Ave NW & Driscoll St NW	0.4	Turn right on Driscoll St NW	South
Driscoll St NW & 169th Ave NW	0.1	Turn left on 169th Ave NW	East

169th Ave NW & Baugh St NW	< 0.1	Turn right on Baugh St NW	South
Baugh St NW & Andrie St NW	0.2	Turn left on Andrie St NW	Southeast
Andrie St NW & 167th La NW	0.8	Bear left onto 167th La NW	Southeast
167th La NW & Lake Itasca Trail	2.4	Turn right on Lake Itasca Trail	Southwest
Lake Itasca Trail & Alpine Drive	0.1	Make sharp left on trail towards Alpine Drive	East
Alpine Drive & Puma St NW	0.4	Right on trail on Puma St NW	South
Puma St NW & Bunker Lake Blvd	9.4	Turn left on Bunker Lake Blvd Trail	East
Bunker Lake Blvd & Thurston Ave	1.0	Turn right on Thurston Ave	South
Thurston Ave & Cutters Grove Ave	0.3	Bear right onto Cutters Grove Ave	South
Cutters Grove Ave & Mississippi River Regional Trail	0.4	Turn right on Mississippi River Regional Trail	West
Mississippi River Regional Trail & Benton St	1.3	Bear right onto Benton St	Southeast
Arrive at Benton St & Ferry St N (TH 169)			
Split Point	Subtotal Mileage: 18.5		

Segment 2a: TH 169 in Anoka to Camden Bridge in Minneapolis – West of Mississippi River:

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
Benton St & Ferry St N (TH 169)	0.4	Go south on Ferry St N (TH 169)	South
Curtis Rd & W River Pkwy	< 0.1	Turn right on Curtis Rd and immediate right on W River Pkwy	West
W River Pkwy & Mississippi PT. Park Trail	0.1	Turn right on Mississippi PT. Park Trail	Northeast
Mississippi PT. Park Trail & E River Pkwy	0.4	Turn left on E River Pkwy	Southeast
E River Pkwy & DC Chandler Park Trail	0.1	Turn right on DC Chandler Park Trail	Southeast
DC Chandler Park Trail & Frontage Rd	0.2	Turn right on Frontage Rd	Southeast
Hayden Lake Rd E & W River Rd	3.1	Turn left on W River Rd	Southeast
W River Rd & 109th Ave N	6.6	Turn left on local trail	Northeast
W River Rd & 66th Ave N	0.3	Continue onto Willow La	South
End of Willow La	2.9	Turn left on Mississippi River Regional Trail	South

Arrive at Camden Bridge			
Join Point	Subtotal Mileage: 14.2		

Segment 2b: TH 169 in Anoka to Camden Bridge in Minneapolis – East of Mississippi River:

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
Benton St & Ferry St N (TH 169)	< 0.1	Go north on Ferry St N	North
Ferry St N & Rum River Regional Trail	0.4	Turn right on Rum River Regional Trail	East
Rum River Regional Trail & 2nd Ave	< 0.1	Turn right on 2nd Ave	South
2nd Ave & Oakwood Dr	0.3	Bear left on Oakwood Dr	South
Oakwood Dr & 3rd Ave	< 0.1	Turn right on 3rd Ave	South
3rd Ave & Oakwood Dr	0.7	Turn left on Oakwood Dr	East
Oakwood Dr & Queens La	0.2	Turn right on Queens La	South
Queens La & River La	0.1	Turn left on River La	Southeast
River La & 115th Ave NW	0.5	Bear right on 115th Ave NW	East
115th Ave NW & Round Lake Blvd NW	0.1	Turn right on Round Lake Blvd NW	South
Round Lake Blvd NW & Mississippi Dr NW	0.4	Turn left on Mississippi Dr NW	Southeast
Mississippi Dr NW & Pheasant Ridge Dr NW	0.2	Turn left on Pheasant Ridge Dr NW	North
Pheasant Ridge Dr NW & Coon Rapids Blvd NW	0.5	Bear right on Mississippi River Regional Trail	Southeast
Coon Rapids Blvd NW & Mississippi Blvd NW	2	Bear right on Mississippi Blvd NW	South
Mississippi Blvd NW & Uplander St NW	3	Turn right on Mississippi River Regional Trail	Southeast
86 th Ave NW & Mississippi Blvd NW	0.6	Turn right on Mississippi Blvd NW	South
Mississippi Blvd NW & Mississippi River Regional Trail	< 0.1	Turn right on Mississippi River Regional Trail	South
Lafayette St NE & Broad Ave NE	< 0.1	Continue on Broad Ave NE	South
Broad Ave NE & Kimball St NE	0.1	Turn right on Kimball St NE	West
Kimball St NE & Riverview Terrace NE	0.5	Turn left on Riverview Terrace NE	Southeast
Riverview Terrace NE & 79 th Way NE	0.2	Turn right on Mississippi River Regional Trail	Southeast
Mississippi River Regional Trail & Bellaire Way NE	< 0.1	Continue on Bellaire Way NE	Northeast
Bellaire Way NE & Alden Way NE	0.6	Turn right on Alden Way NE	Southeast
Alden Way NE & 75th Way NE	< 0.1	Bear left on 75th Way NE	Northeast

75th Way NE & Osborne Way NE	< 0.1	Bear right on Osborne Way NE	East
Osborne Rd NE & E River Rd	1.1	Turn right on Mississippi River Regional Trail	South
E River Rd & Rice Creek Way NE	0.3	Turn left on Rice Creek Way NE	East
Rice Creek Way NE & Ashton Ave NE	5	Turn left on Mississippi River Regional Trail	North
Arrive at Camden Bridge			
Join Point	Subtotal Mileage: 17.5		

Segment 3: Camden Bridge to Plymouth Ave Bridge in Minneapolis:

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
Mississippi River Regional Trail South of Camden Bridge West side of Mississippi River	0.2	Go south on Soo Ave N	South
N 41 st Ave & N Mississippi Dr	0.4	Continue on N Mississippi Dr	Southeast
N Mississippi Dr & N Dowling Ave	0.1	Continue on Washington Ave N	Southeast
Washington Ave N & 36 th Ave N	1.4	Continue on 2nd St N	Southeast
2nd St N & 22nd Ave N	0.2	Turn left on 22nd Ave N	South
22nd Ave N & West River Rd N	0.7	Turn right onto Minneapolis Mississippi River Trail West Bank	South
Arrive at Plymouth Ave Bridge			
Split Point	Subtotal Mileage: 3		

Segment 4a: Plymouth Ave Bridge in Minneapolis to I-494 Bridge in Newport – West of Mississippi River:

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
Minneapolis Mississippi River Trail West Bank at Plymouth Ave Bridge	0.8	Continue on Minneapolis Mississippi River Trail West Bank	Southeast
Hennepin Bridge	6.4	Continue on Central Mississippi Riverfront Trail along West river Pkwy	Southeast
Mississippi National River and Recreation Area near Ford Bridge	0.5	Continue on Minnehaha Regional Trail	Southwest
Minnehaha Ave & Godfrey Pkwy	2.9	Turn left on Fort Snelling Trail Along S Minnehaha Dr	Southeast
TH 62 & TH 5 & TH 55	0.8	Turn left onto Mendota Bridge to cross Minnesota river	Southeast
foot of Mendota bridge	2.5	Turn left onto Big Rivers Regional Trail at foot of Mendota bridge	Northeast

Lilydale Road & Railroad Crossing	3.4	Turn left on Lilydale-Harriet Island Regional Trail	Northeast
Trail & S Wabasha St	0.5	Take ramp and turn right on S Wabasha St	Southeast
S Wabasha St & S Concord St	0.8	Bear left on S Concord St	Southeast
S Concord St & TH 52	1.3	Continue on Concord St N	Southeast
700' past Butler Ave	< 0.1	Turn right to get on Pedestrian Bridge over Concord St	Southwest
Foot of Pedestrian Bridge	2.8	Continue South on Dakota County Mississippi River Regional Trail	Southeast
I-494 Bridge	0.8	Turn right then left onto Wacouta Bridge Trail to cross the Mississippi River	West then East
Arrive at I-494 Ramp & Maxwell Ave			
Join Point	Subtotal Mileage: 23.7		

Segment 4b: Plymouth Ave Bridge in Minneapolis to I-494 Bridge in Newport – East of Mississippi River:

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
Minneapolis Mississippi River Trail West Bank at Plymouth Ave Bridge	0.2	Cross Plymouth Ave Bridge	Northeast
8 th Ave NE & Sibley St NE	< 0.1	Turn right on Sibley St NE	Southeast
8 th Ave NE & Sibley St NE	0.5	Bear right onto Nicollet Island/Boon Island Trail	Southeast
Trail and Railroad	0.2	Turn left on E Island Ave	Southeast
E Island Ave & Merriam St	< 0.1	Turn left on Merriam St	East
Merriam St & Trail	0.6	Turn right on Father Hennepin Bluffs Trail	Southeast
Trail & 6th Ave SE	0.3	Turn left on 6th Ave SE	Northeast
6th Ave SE & 5th St SE	0.2	Turn right on 5th St SE	Southeast
5th St SE Bikeway Bridge	< 0.1	Turn right to get on 5th St SE Bikeway Bridge	Southeast
5th St SE Bikeway Bridge	0.3	Continue on 5th St SE	Southeast
5th St SE & 14th Ave SE	0.2	Turn right on 14th Ave SE	Southwest
14th Ave SE & E River Rd	0.2	Continue on E River Rd	South
E River Rd & Trail	6	Bear right onto Mississippi Gorge Regional Trail	South
S Mississippi River Blvd & Hidden Falls Dr	4.5	Continue on Hidden Falls/Crosby Farm Trail	South
Shepard Rd & Elway St	5.7	Turn right on Samuel Morgan Regional	Northeast
Warner Rd Bridge	1.9	Turn right on Mississippi River Regional Trail	Northeast
Beginning of S Point	1.6	Turn left on S Point Douglas	Southeast

Douglas Rd		Rd	
S Point Douglas Rd & Highwood Ave	0.6	Continue on Mississippi River Regional Trail	South
End of Trail	1.2	Bear right on Point Douglas Rd	Southeast
S Point Douglas Rd & Bailey Rd	1	Turn Right on Bailey Rd to cross TH 61	Northwest
Arrive at I-494 Ramp & Maxwell Ave			
Join Point	Subtotal Mileage: 25.5		

Segment 5: I-494 Bridge in Newport to TH 61 and TH 10 Split in Cottage Grove:

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
I-494 Ramp & Maxwell Ave	0.7	Go south on Trail along Maxwell Ave	South
Maxwell Ave & 21st St	0.2	Make sharp left on 21st St	East
21st St & 7th Ave	0.1	Turn right on 7th Ave	Southeast
7th Ave & 20th St	0.1	Turn right to get on Bridge over TH 61 at 20th St	East
Foot of Bridge at Hastings Ave	2.2	Turn left onto Hastings Ave Trail	Southeast
St. Paul Park Rd & Summit Ave	0.8	Continue on Summit Ave	South
Summit Ave & Pullman Ave	0.4	Make sharp right on Pullman Ave	West
Pullman Ave & 3rd St	0.3	Turn left on 3rd St	South
3rd St & Grey Cloud Island Dr	0.9	Continue on Grey Cloud Island Dr	Southeast
Grey Cloud Island Dr & Grey Cloud Tr	1.7	Continue on Grey Cloud Tr	Southeast
Grey Cloud Tr & 103rd St S	0.5	Turn left on 103rd St S	East
103rd St S & Hadley Ave S	0.2	Turn left on Hadley Ave S	
Hadley Ave S & 100th St S	0.5	Bear right onto local trail along Hadley Ave S	North
Hadley Ave S & 95th St S	1.4	Turn right to follow Trail along 95th St S	East
95th St S & Jamaica Ave S	0.4	Turn right to follow Trail along Jamaica Ave S	South
Jamaica Ave S & 100th St S	0.6	Turn left on 100th St S	East
100 th St S & Miller Rd S	0.8	Continue on Miller Rd S	Southeast
Miller Rd S & Innovation Rd	0.8	Make sharp left on Innovation Rd	North
Innovation Rd & E Point Douglas Rd S	1.2	Turn right on E Point Douglas Rd S	Southeast
E Point Douglas Rd S & Kimbro Ave S	0.6	Make sharp left on Kimbro Ave S	North

Kimbro Ave S & 100th St S	1	Turn right on 100th St S	East
100th St S & Lehigh Rd S	1	Turn right on Lehigh Rd S	Southeast
Lehigh Rd S & Manning Ave S	1.1	Bear right on Manning Ave S	South
Manning Ave S & Point Douglas Rd S (TH 61)	0.8	Turn left on Point Douglas Rd S (TH 61)	Southeast
Arrive at Point Douglas Rd S & Hastings Rd S			
Split Point	Subtotal Mileage: 18.7		

Segment 6a: TH 61 and TH 10 Split in Cottage Grove to Hastings:

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
Point Douglas Rd S & Hastings Rd S	1.5	Continue on Hastings Rd S (TH 61)	Southeast
Arrive at Washington County border Hastings Bridge			
End Point	Subtotal Mileage: 1.5		

Segment 6b: TH 61 and TH 10 Split in Cottage Grove to Wisconsin:

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
Point Douglas Rd S & Hastings Rd S	3.1	Turn left on Point Douglas Dr S (TH 10)	Southeast
Arrive at State of Wisconsin border			
End Point	Subtotal Mileage: 3.1		

By signing below, the applicant attests to the following statements:

The state affirms that this application complies with the current *Purpose and Policy in Establishment and Extending United States Bicycle Routes*.

The State agrees and pledges its good faith that it will not erect, remove, or significantly alter any U.S. Bicycle Route, including markers and/or maps, 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 state affirms concurrence from all regional and local agencies that have ownership or operational authority over any part of the proposed routing of the U.S. Bicycle Route within this state.

Member State

Signature of State DOT Chief Executive Officer or other authorized official

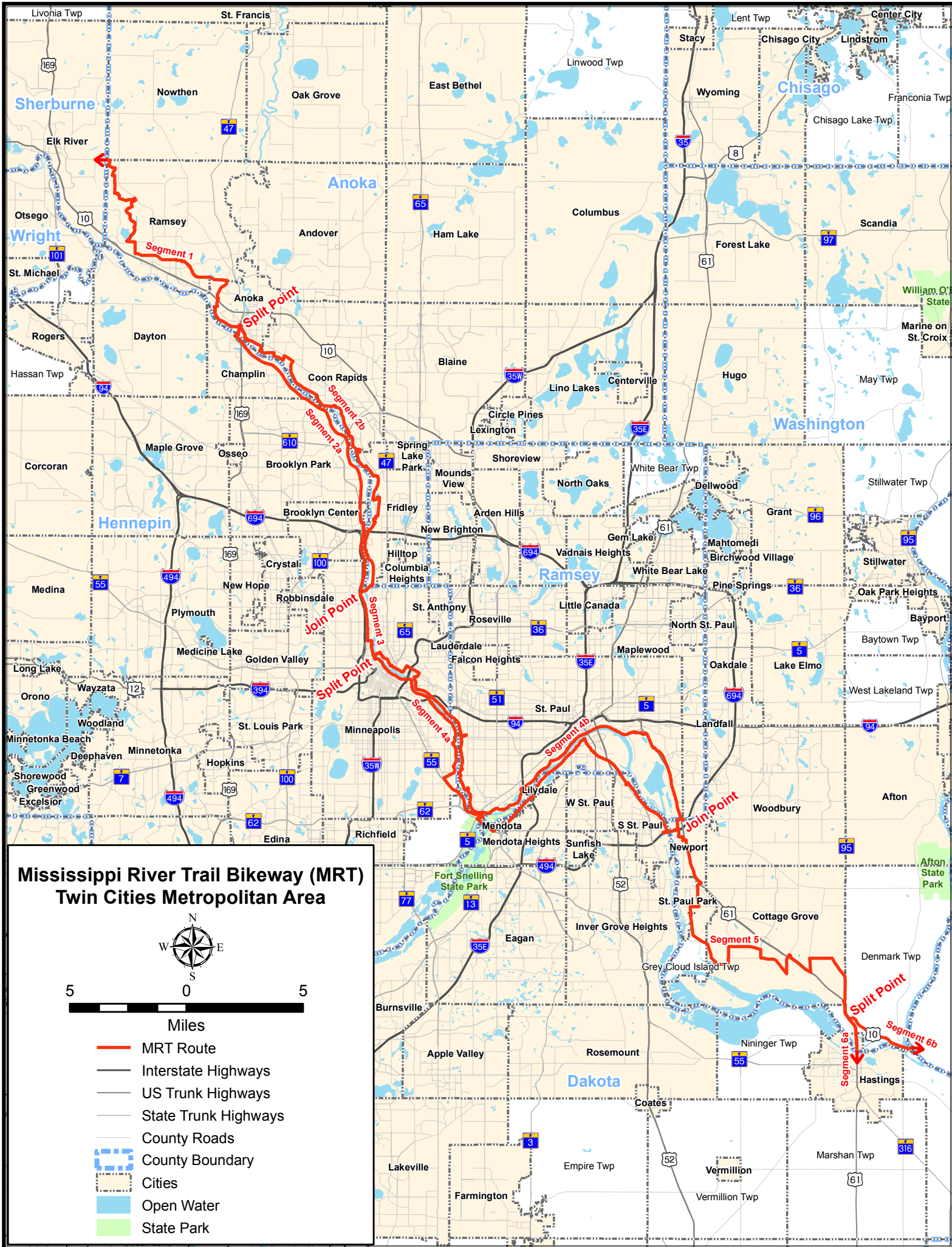
Date

(A letter from your Member State Chief Executive Officer with a signature is sufficient for the completion of this application, if the agency chooses not to include the signature on this form.)

Member State contact person:

Name:	Cassandra Isackson
Title:	Director; Office of Transportation Data and Analysis
Agency:	Minnesota Department of Transportation
Address:	395 John Ireland Blvd.; MS 450
City / State / ZIP:	St. Paul, MN 55155
Telephone:	651-366-3882
FAX:	651-366-3886
E-Mail:	cassandra.isackson@state.mn.us

Attachment C: letter from Minnesota Department of Transportation Commissioner Charlie Zelle



March 29, 2013

Ms. Marty Vitale
Administrative Coordinator for Engineering
American Association of State Highway
and Transportation Officials
444 North Capitol Street, N.W., Suite 249
Washington, DC 20001

Dear Ms. Vitale:

Please find enclosed; the state of Missouri's 2013 spring submittal of an Application for Designation of a U.S. Bicycle Route for the following:

U.S. Bicycle Route 76 – Perry, Ste. Genevieve, St. Francois, Iron, Reynolds, Texas, Webster, Greene, Dade, Jasper, and Barton Counties

1. Designation – U.S. Bicycle Route 76:

The route will begin at the Missouri-Illinois line on MO 51 and will continue westward to The Missouri-Kansas state line on MO 126. The new bicycle route will travel along multiple roadways, all of which are maintained by the Missouri Department of Transportation. The total length of the proposed U.S. Bicycle Route is 348.3 miles.

Reason for Request: This is a continuation of an existing bicycle route that runs through Virginia, Kentucky, and Illinois, currently ending at the Missouri-Illinois state line. The addition of this section to the existing bicycle route will provide continuity across Missouri.

This application is being sent for consideration by the AASHTO Special Committee on U.S. Route Numbering.

If you have any questions, please contact Brandon Campbell, Senior Traffic Studies Specialist, of the Traffic and Highway Safety Division at (573) 751-1097 or by email at Brandon.Campbell@modot.mo.gov.

Sincerely,



Eileen Rackers, P.E.
Missouri State Traffic and Highway Safety Engineer
Secretary of the Missouri State Route Marking Committee

AMERICAN ASSOCIATION OF
STATE HIGHWAY AND
TRANSPORTATION OFFICIALS



APPLICATION FOR DESIGNATION OF A
U.S. BICYCLE ROUTE (OCTOBER 24, 2012)

Member State Submitting Application: Missouri

USBR No. 76

Date: March 18, 2013

This is an application for (please check):

- ☒ Establishment of a new U.S. Bicycle Route or segment
☐ Realignment of an existing U.S. Bicycle Route
☐ Deletion of a U.S. Bicycle Route or segment

Route Connects Illinois and Kansas

(e.g., State Border, International Border, Existing US Bicycle Route, etc.)

The following state or states are involved: Missouri

Map and Route Log

Attachment A: Map (PDF the map in color and attach to this form)

Attachment B: Route Log

Use the following form (or similarly formatted spreadsheet file labeled "Attachment B" and submitted with your application) for turn-by-turn details of the U.S. Bicycle Route you are proposing for designation.

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
Terminus:	Total Mileage:		

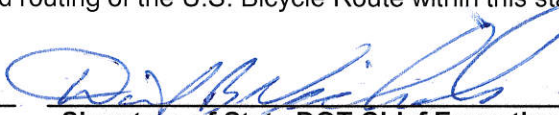
By signing below, the applicant attests to the following statements:

The state affirms that this application complies with the current *Purpose and Policy in Establishment and Extending United States Bicycle Routes*.

The State agrees and pledges its good faith that it will not erect, remove, or significantly alter any U.S. Bicycle Route, including markers and/or maps, 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 state affirms concurrence from all regional and local agencies that have ownership or operational authority over any part of the proposed routing of the U.S. Bicycle Route within this state.

Missouri
Member State


Signature of State DOT Chief Executive
Officer or other authorized official

03/27/2013
Date

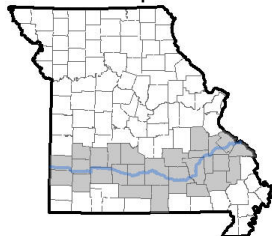
(A letter from your Member State Chief Executive Officer with a signature is sufficient for the completion of this application, if the agency chooses not to include the signature on this form.)

Member State contact person:

Name:	Ronald Effland, PE
Title:	Non-Motorized Transportation Engineer
Agency:	Missouri Department of Transportation
Address:	2549 North Mayfair
City / State / ZIP:	Springfield, Missouri 65803
Telephone:	(417) 895-7649
FAX:	(573) 526-0056
E-Mail:	ronald.effland@modot.mo.gov

EXHIBIT A

Locator Map

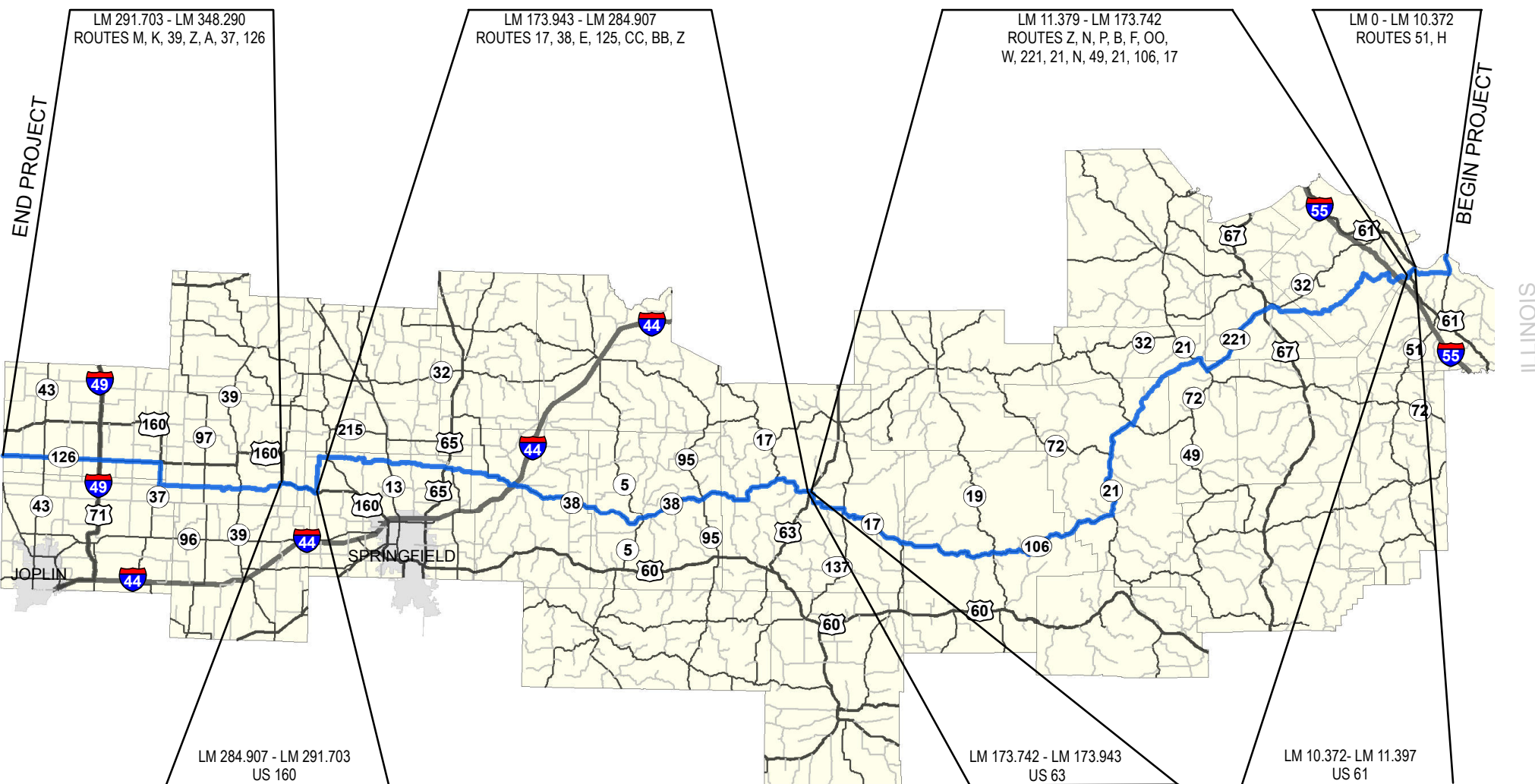


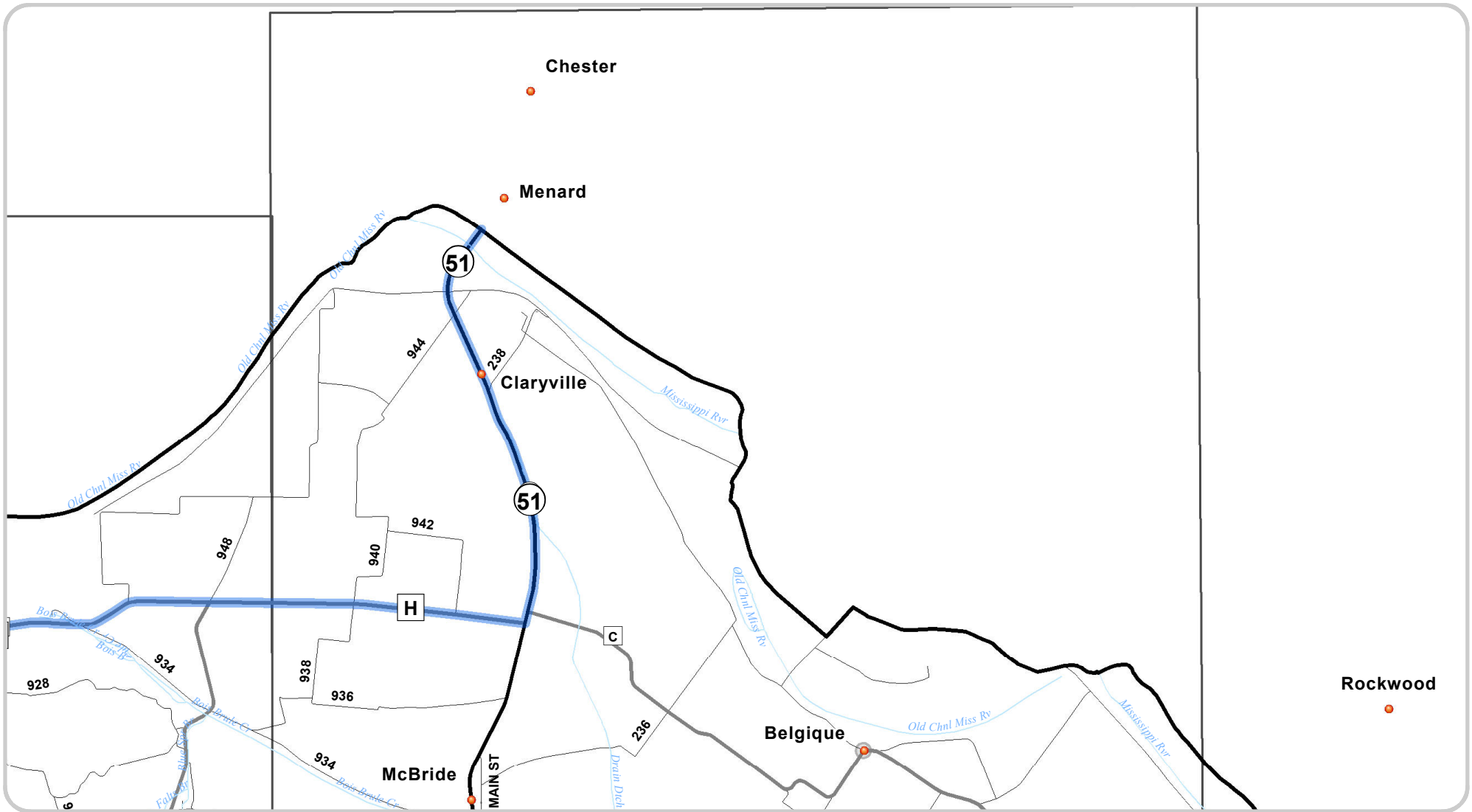
TransAmerica Trail in Missouri



Legend

— USBR 76 TransAmerica Bike Trail





TransAmerica BikeTrail in Missouri

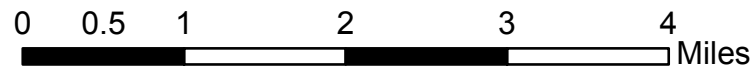
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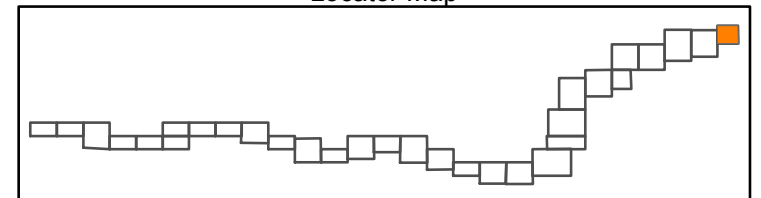
USBR 76 TransAmerica Bike Trail



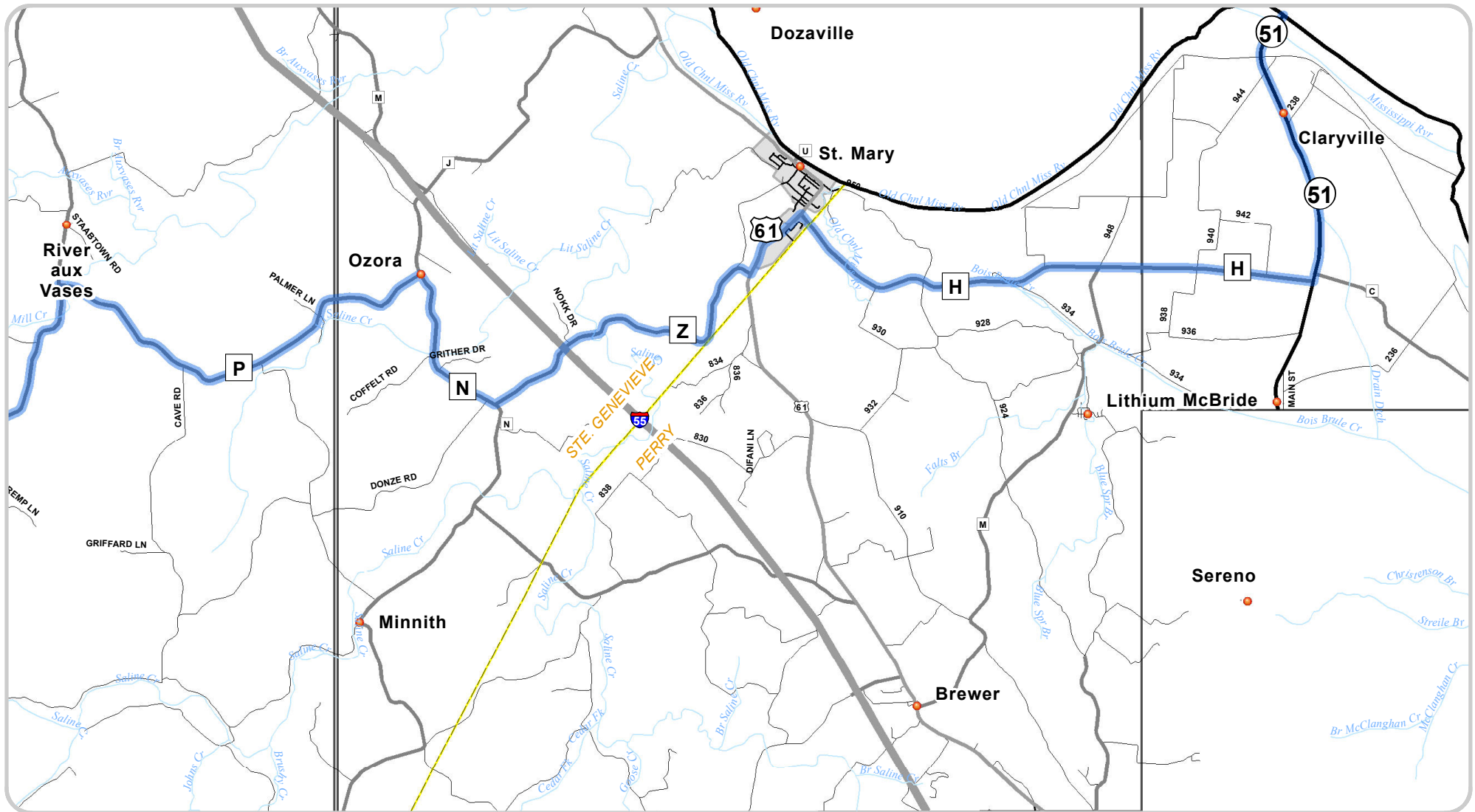
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Locator Map



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TransAmerica BikeTrail in Missouri

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Legend

USBR 76 TransAmerica Bike Trail



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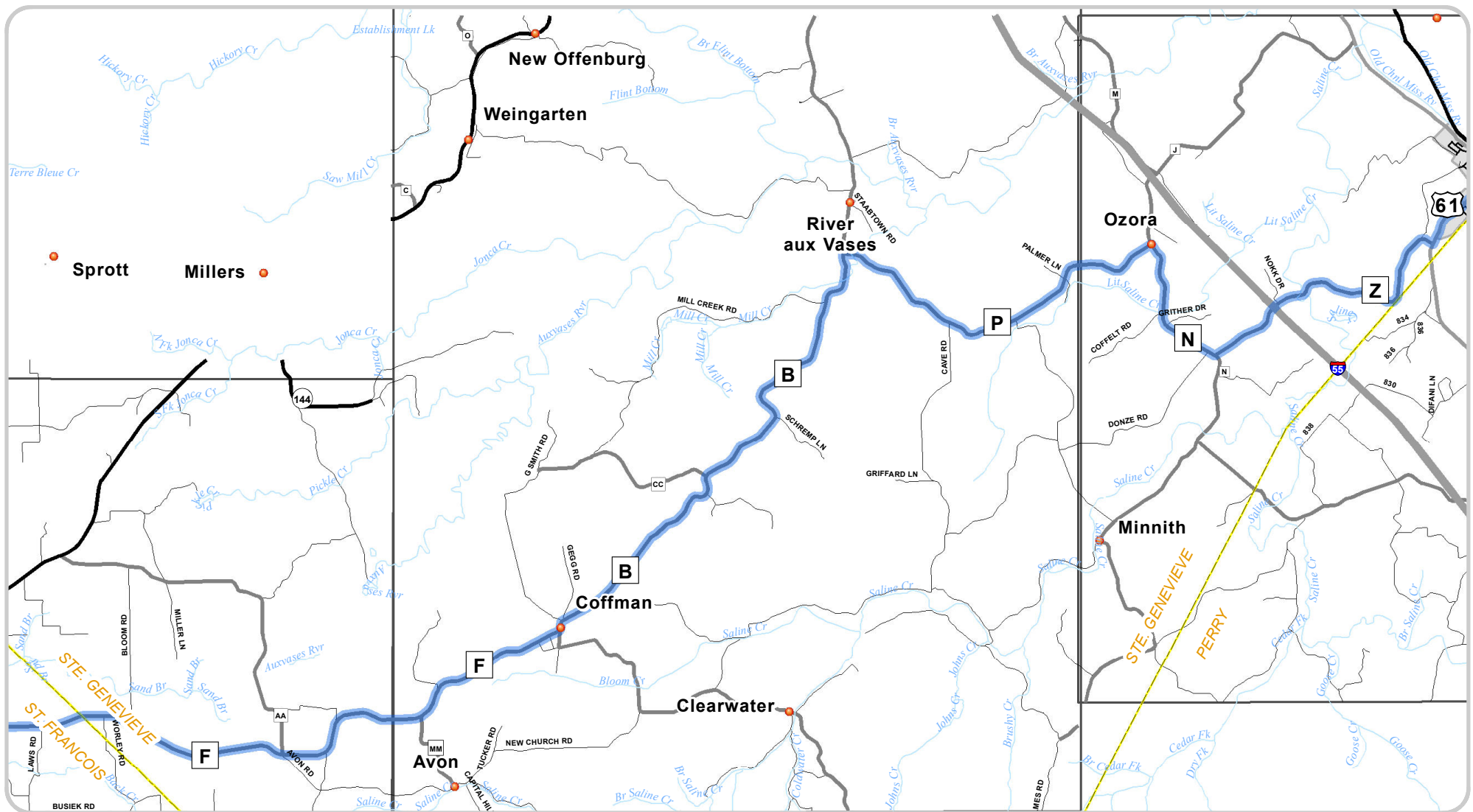
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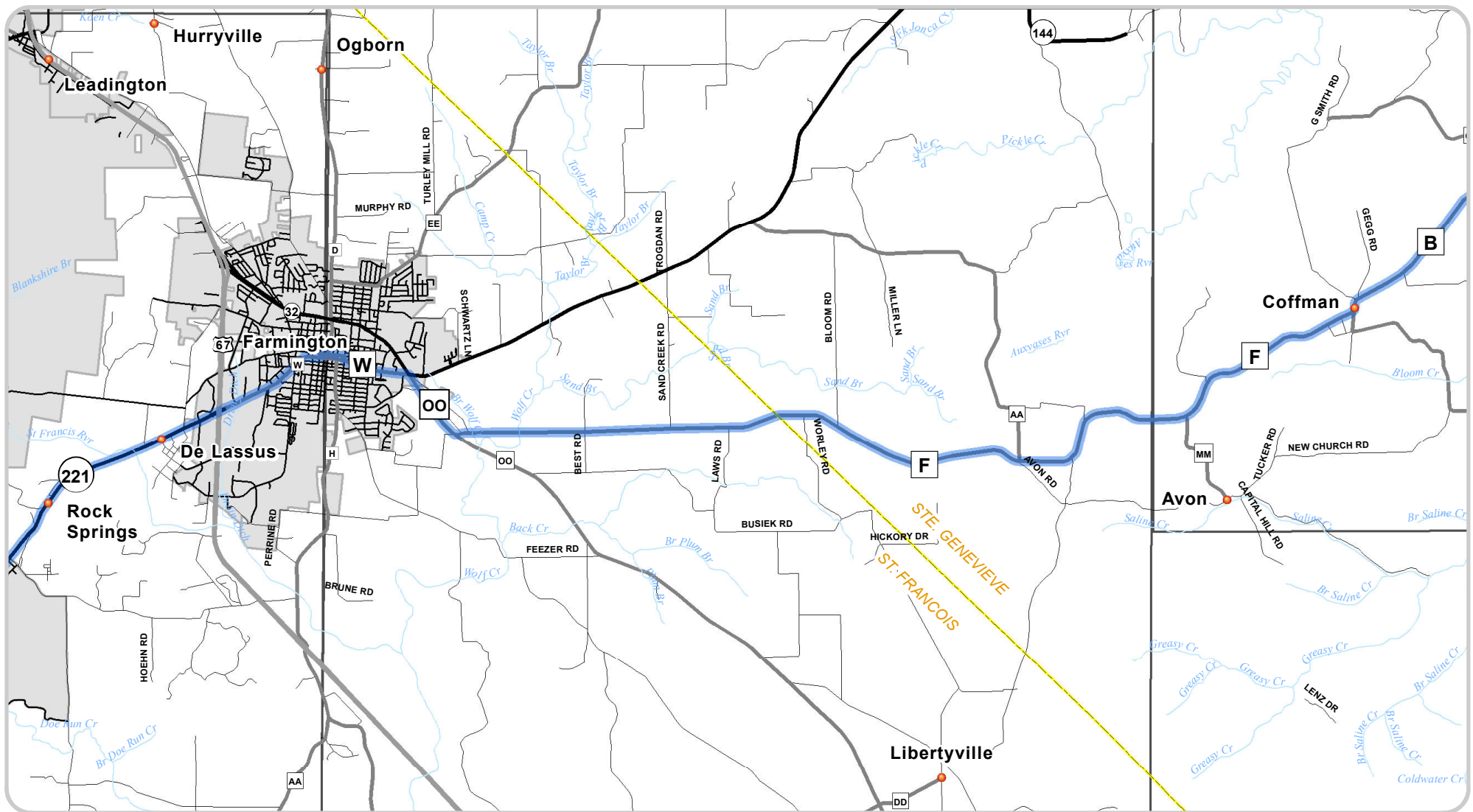
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Locator Map





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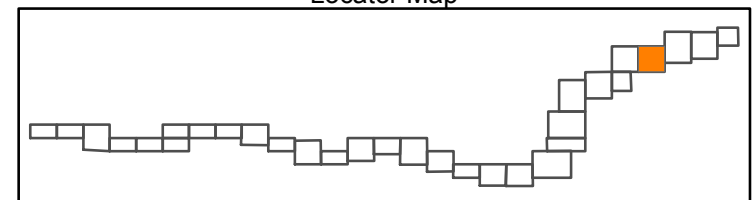
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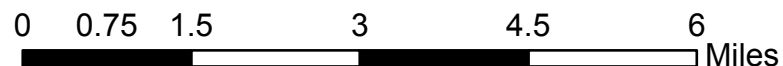


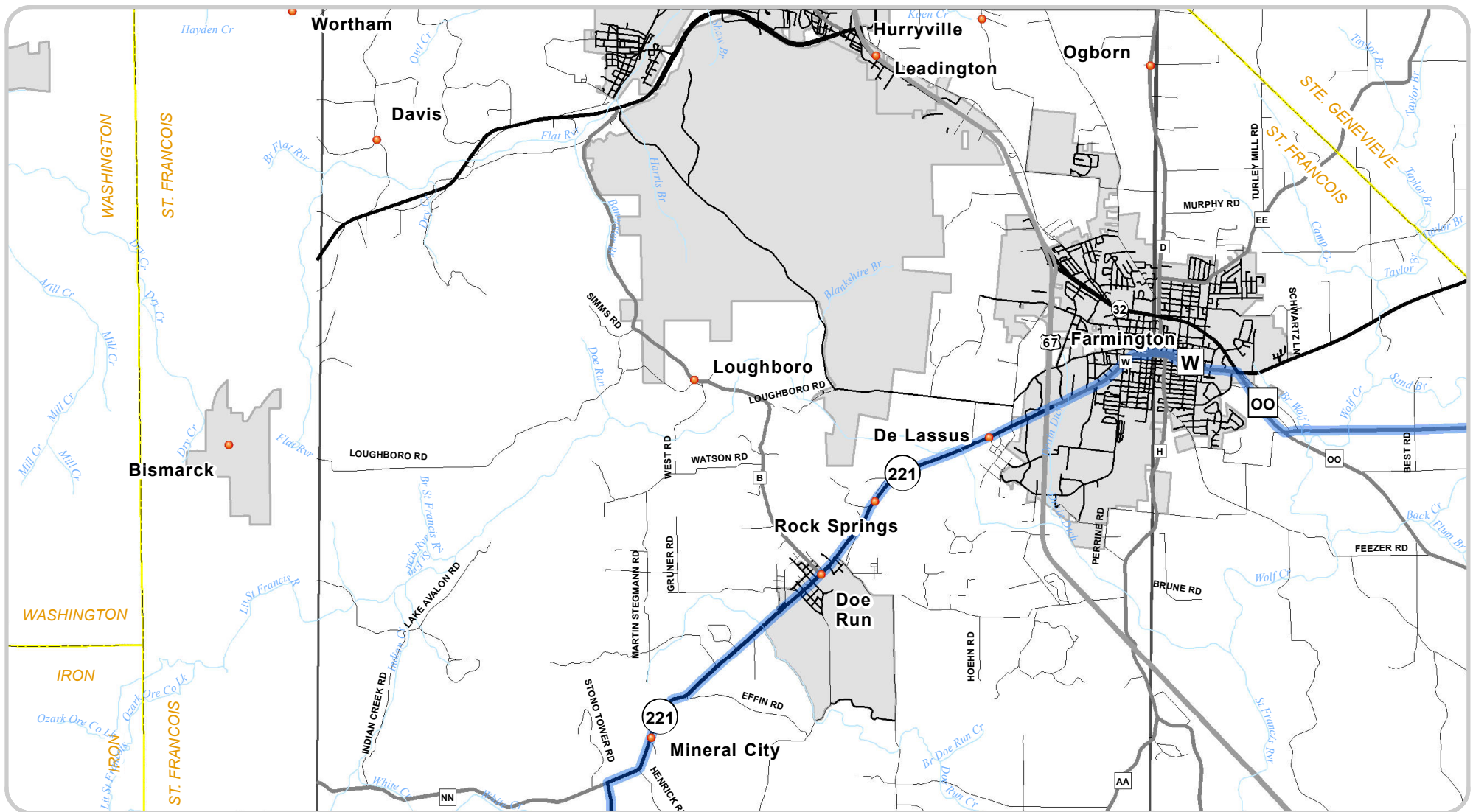
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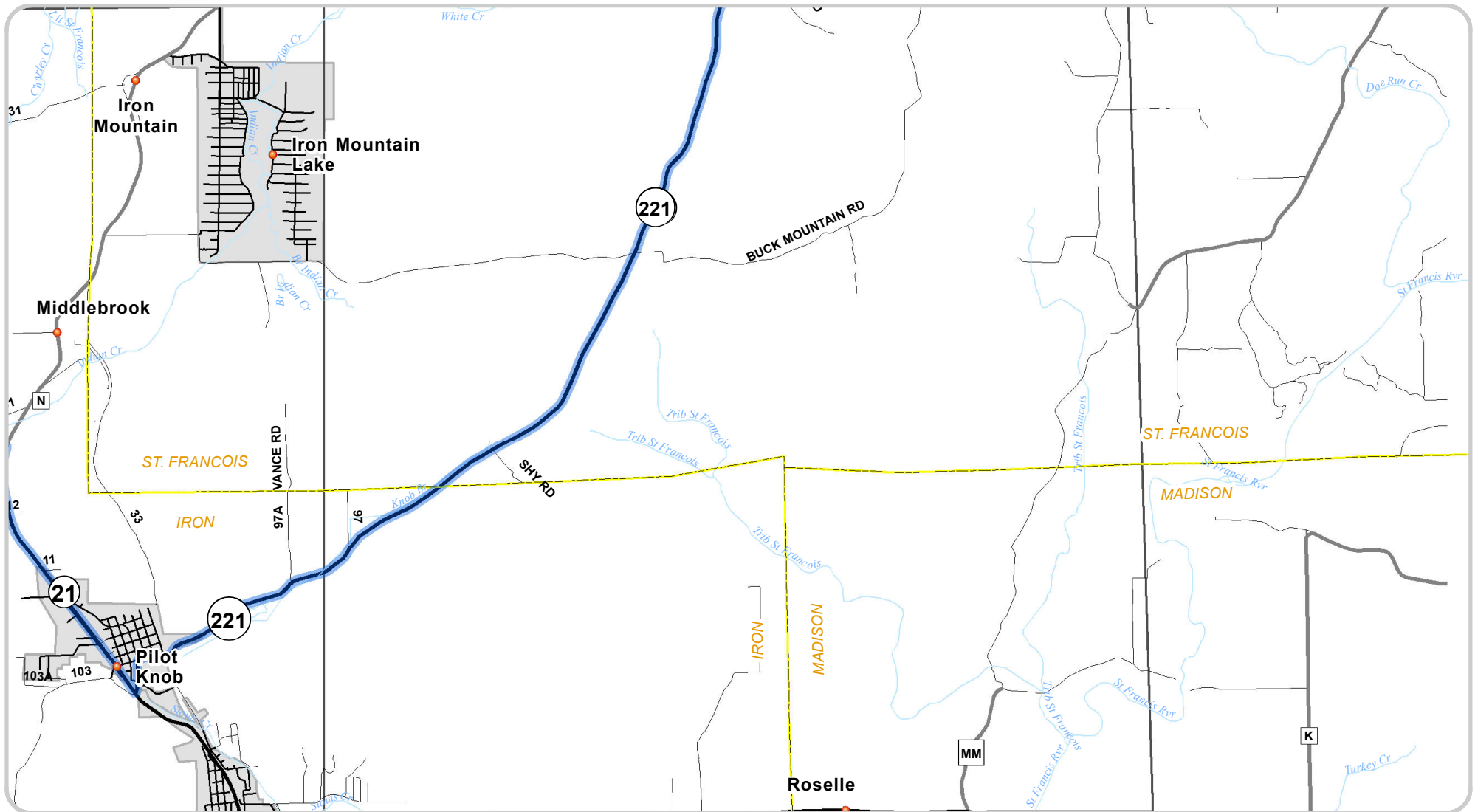
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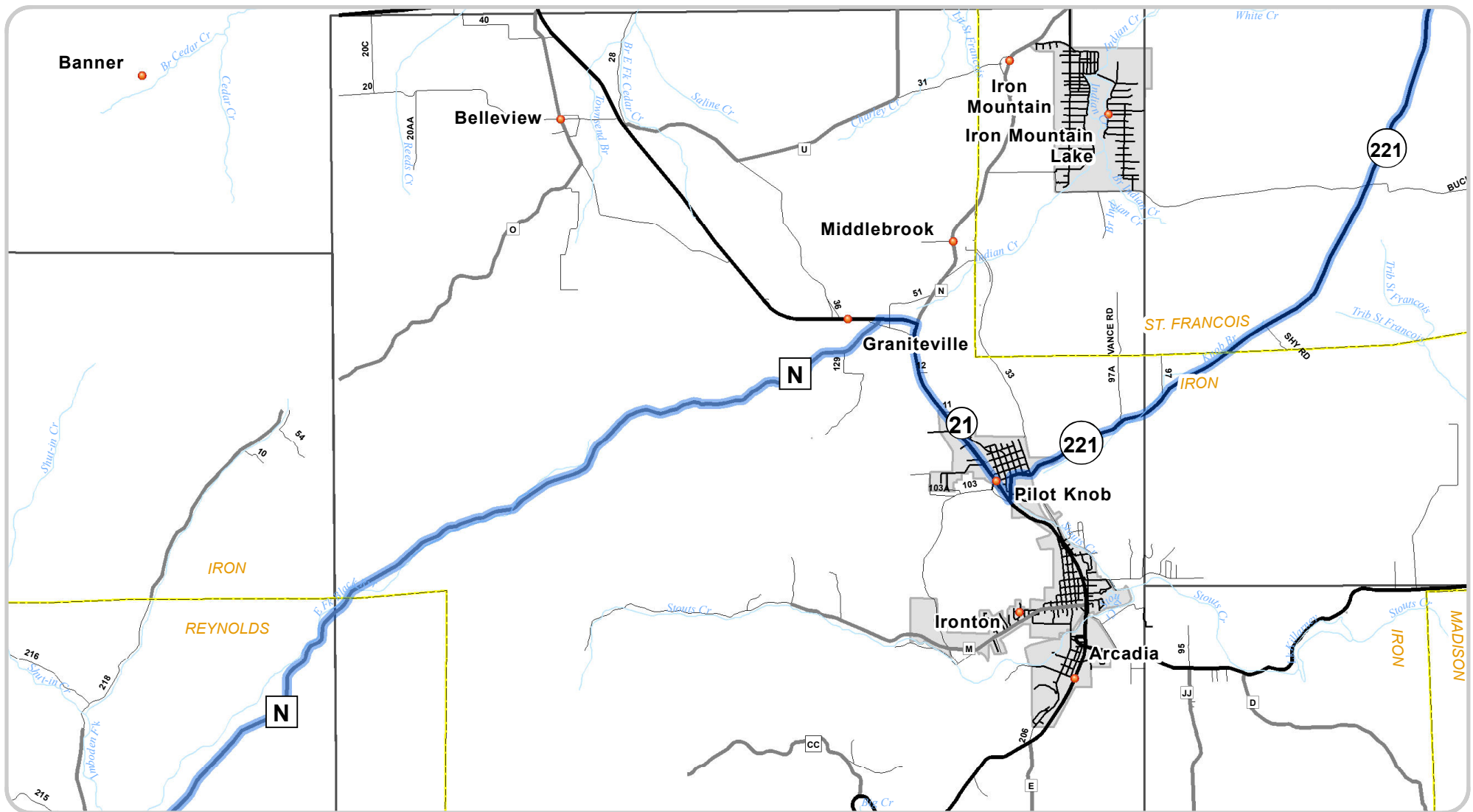


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0 0.5 1 2 3 4 Miles

Locator Map





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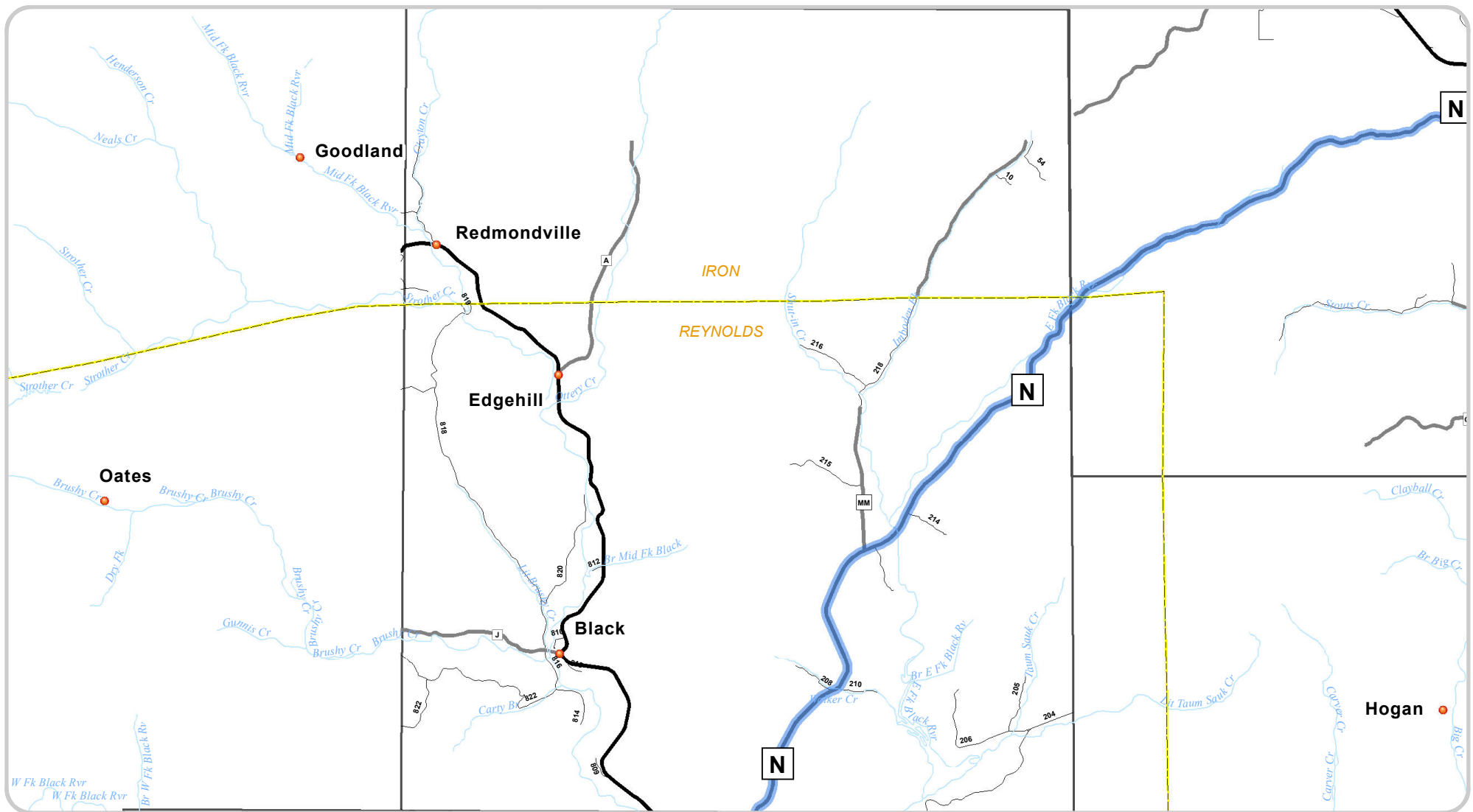
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0 0.75 1.5 3 4.5 6 Miles

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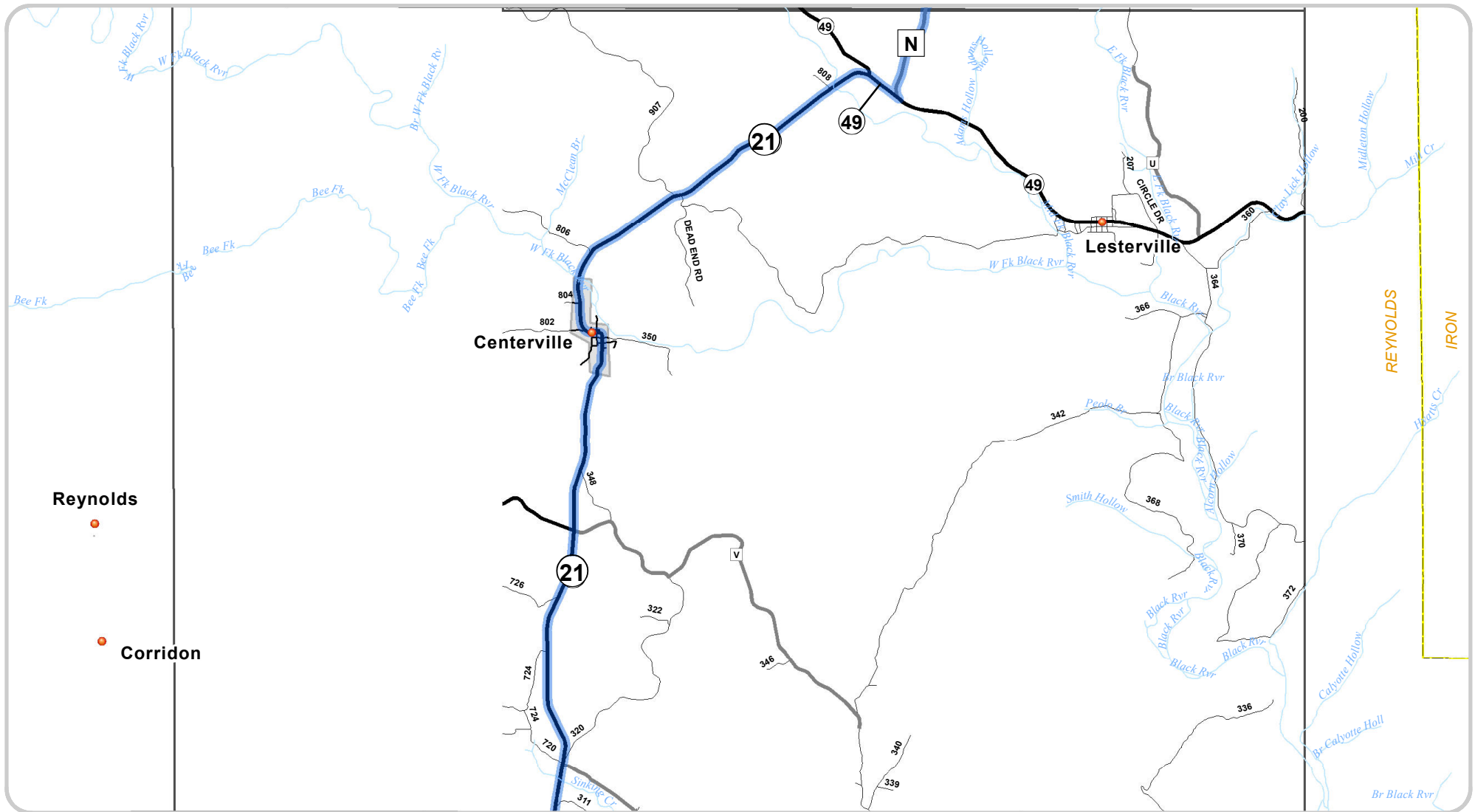


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0 0.75 1.5 3 4.5 6 Miles

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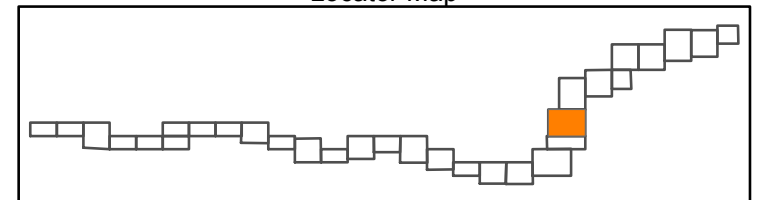
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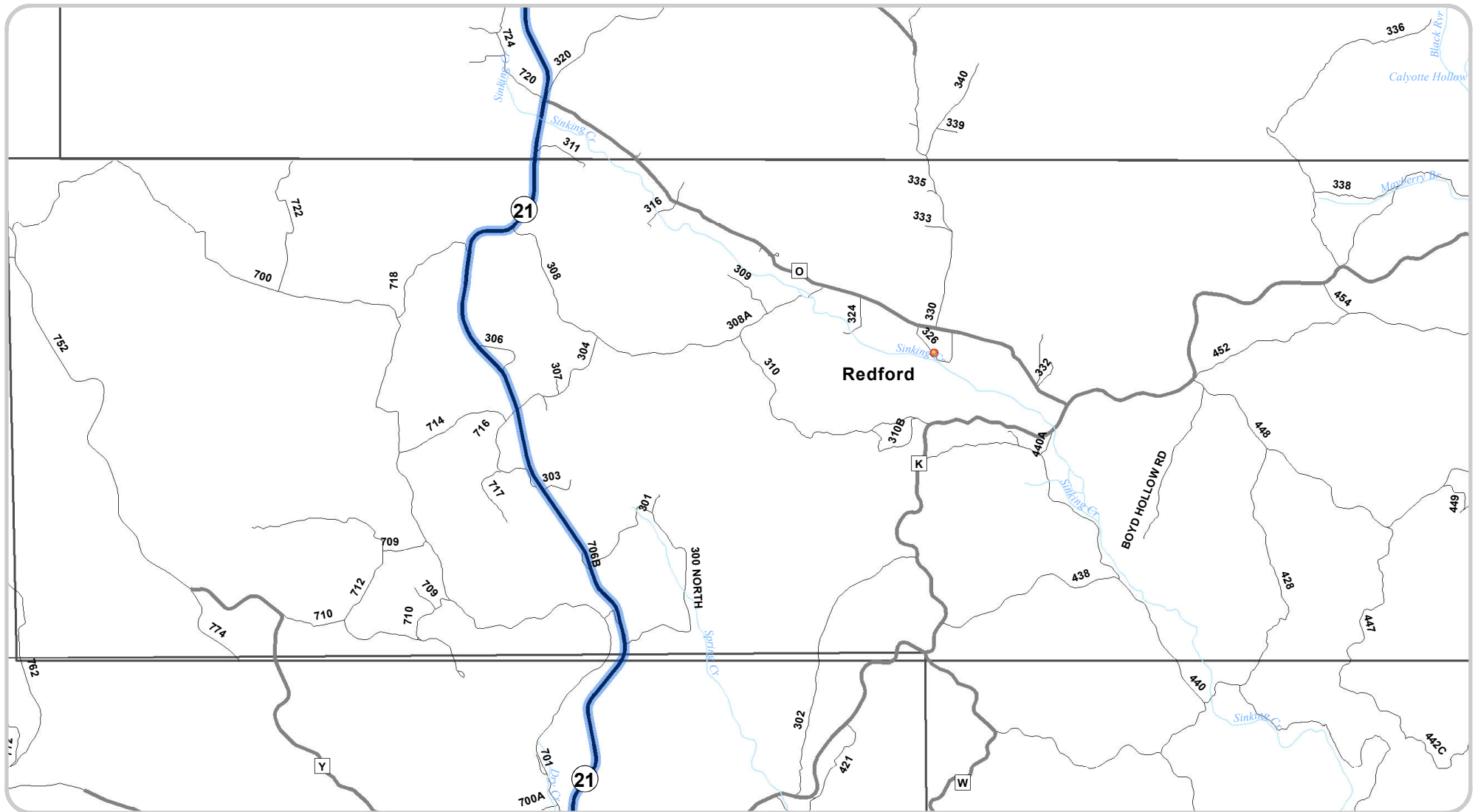


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Locator Map





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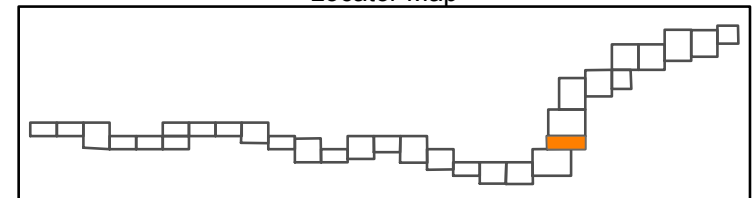
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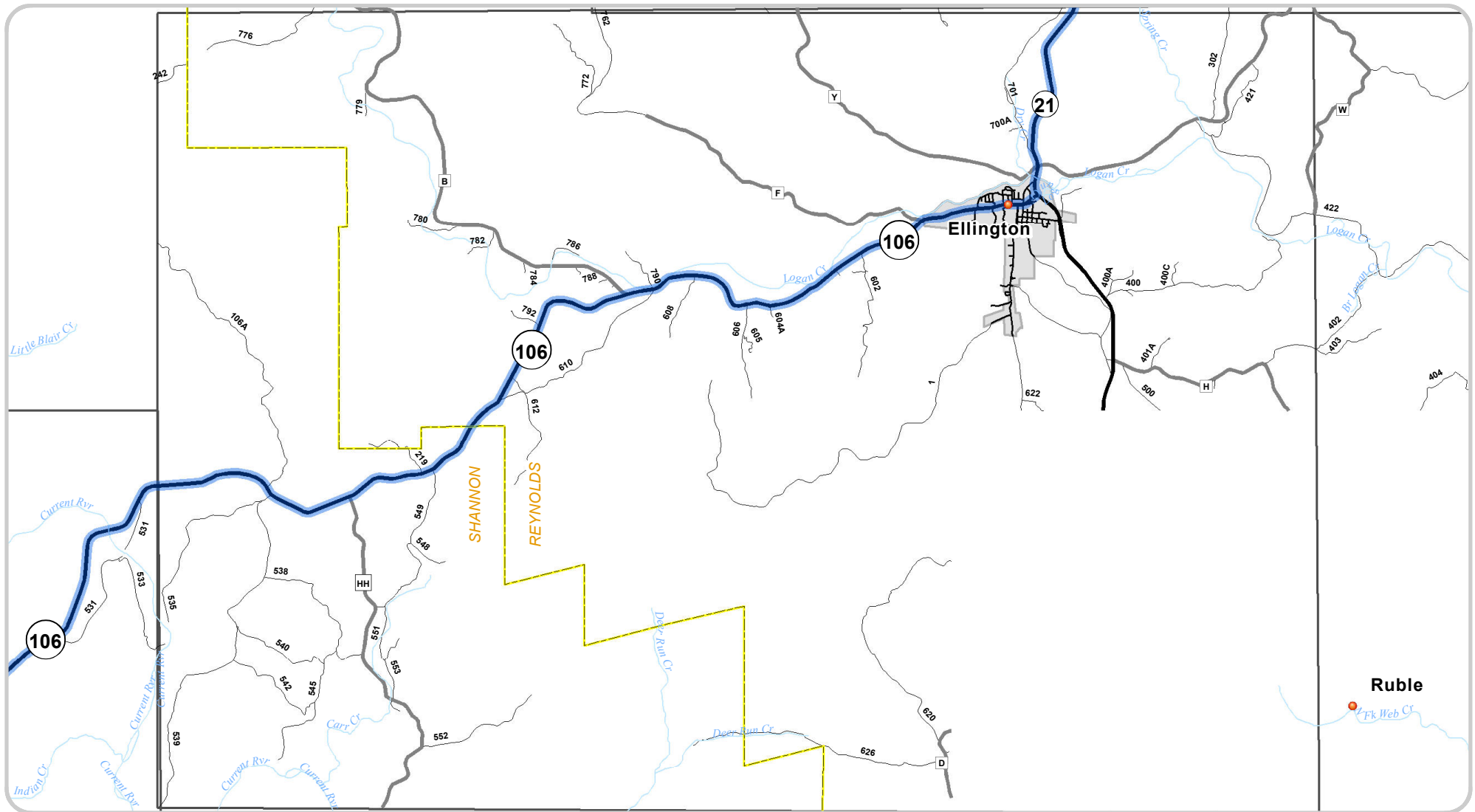
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0 0.5 1 2 3 4 Miles

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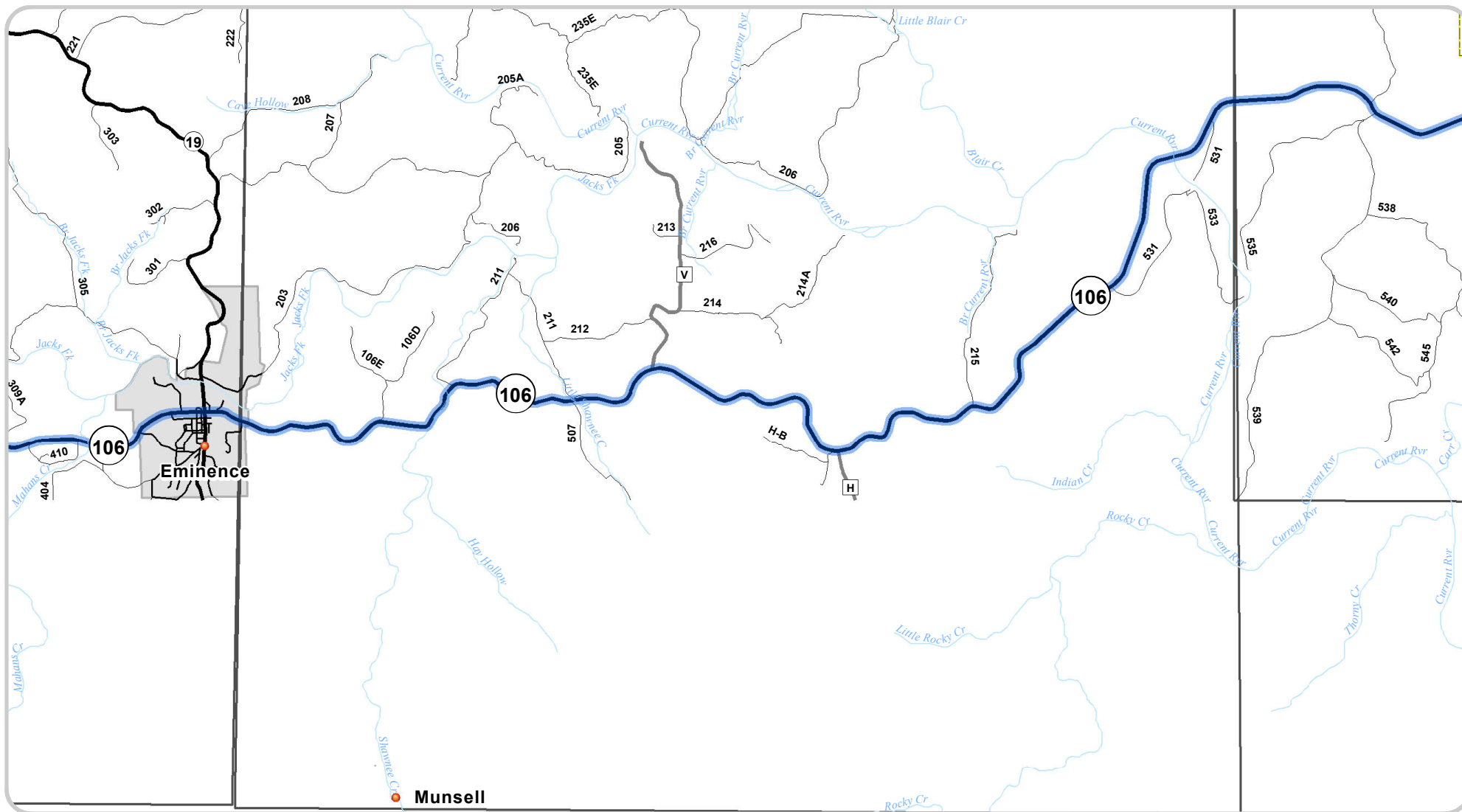
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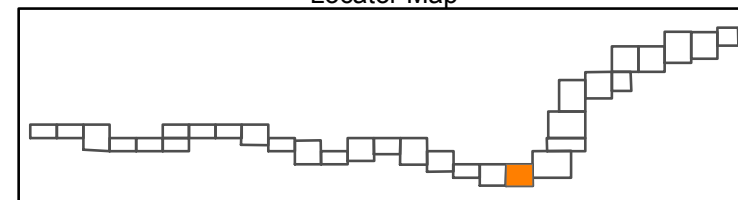
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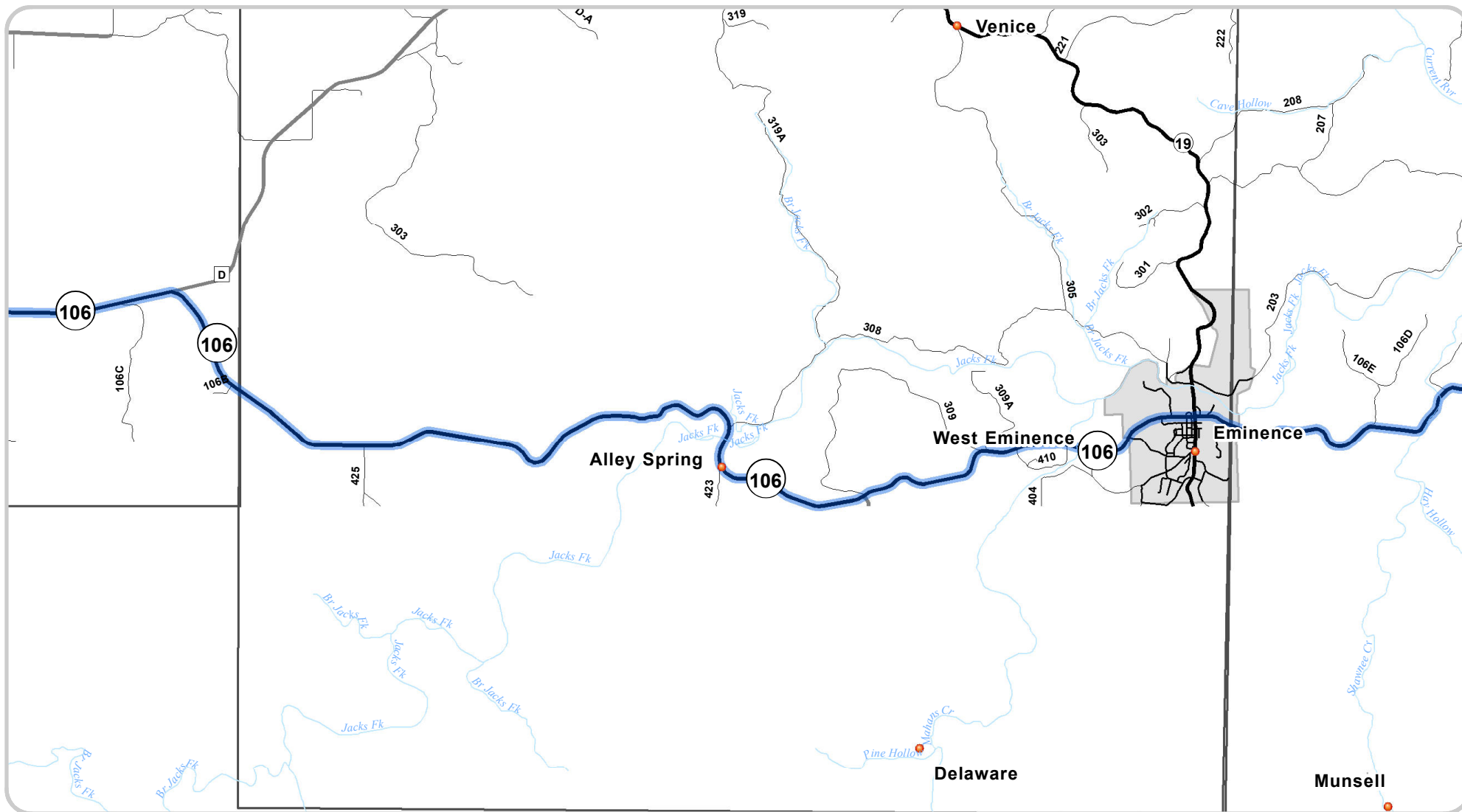
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0 0.5 1 2 3 4 Miles

Locator Map



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TransAmerica BikeTrail in Missouri

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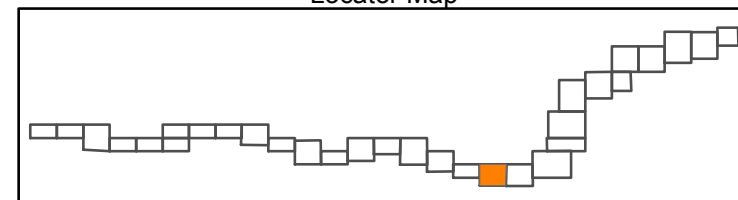
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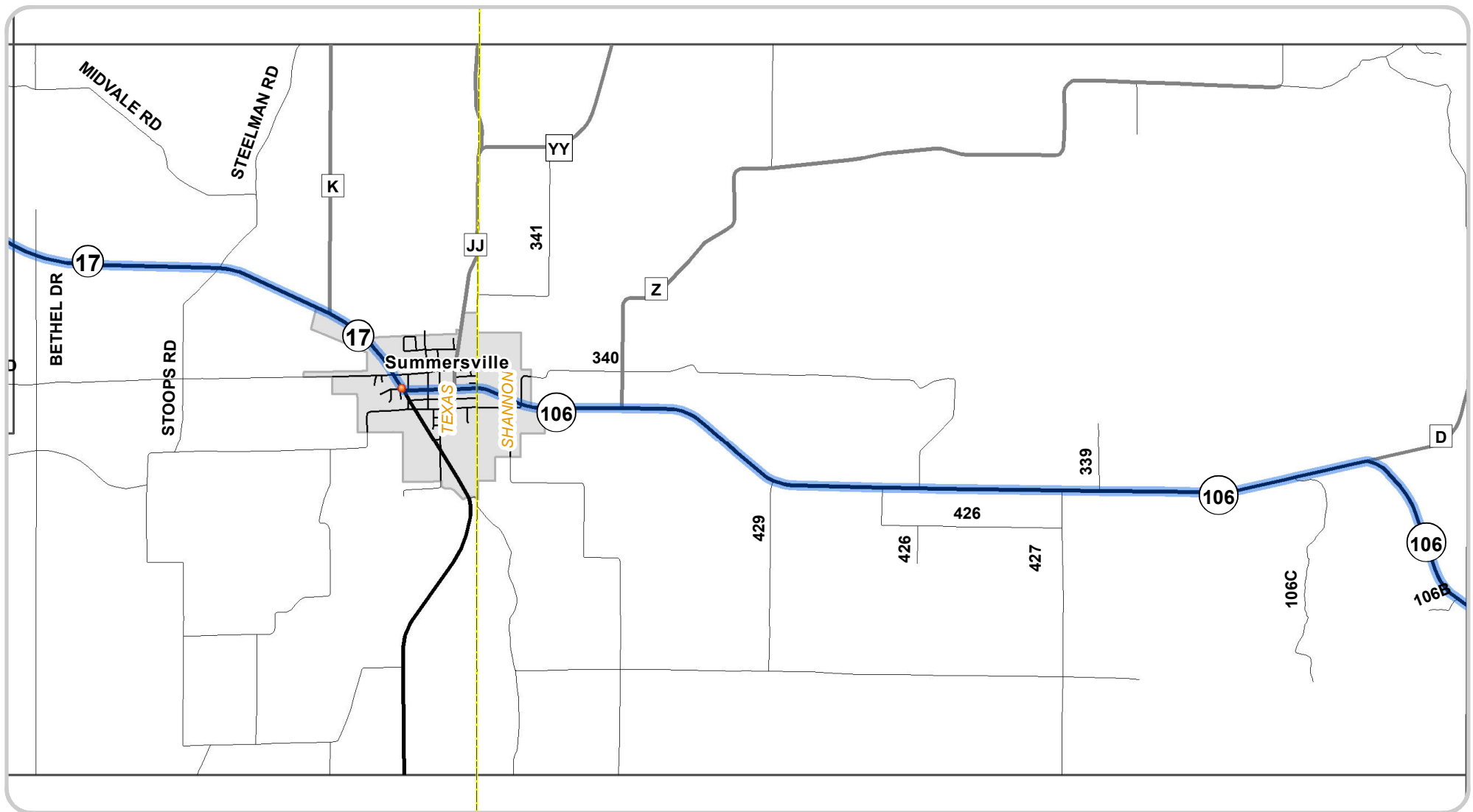
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0 0.5 1 2 3 4 Miles

Locator Map



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TransAmerica BikeTrail in Missouri

Legend

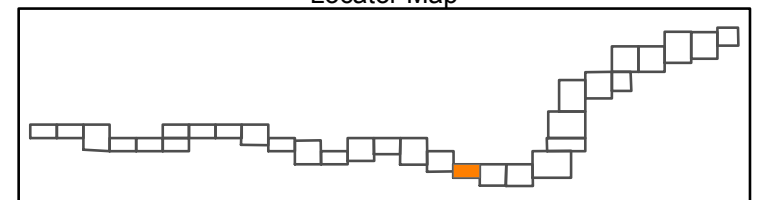
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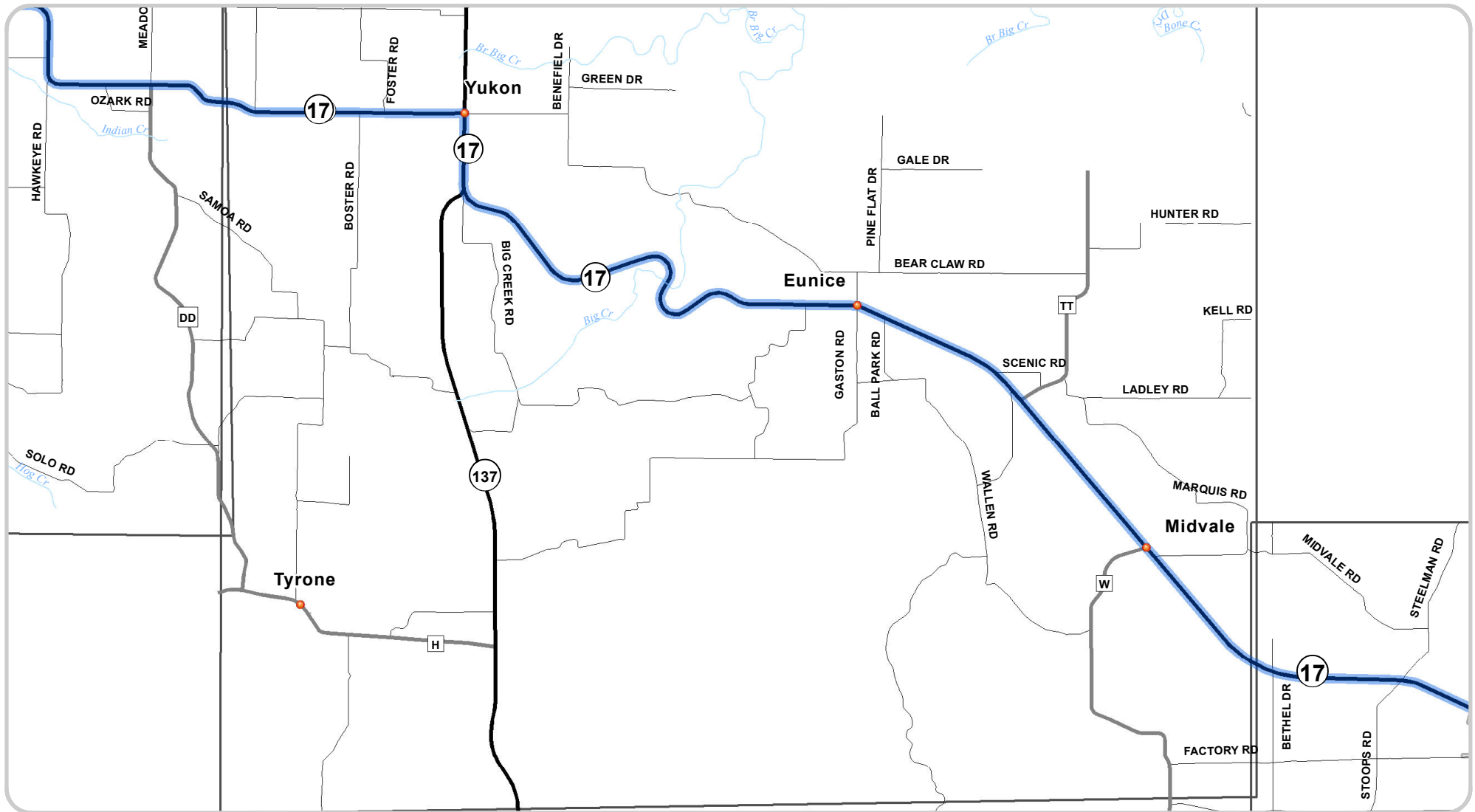
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Units: Meter

0 0.425 0.85 1.7 2.55 3.4 Miles

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USBR 76 TransAmerica Bike Trail



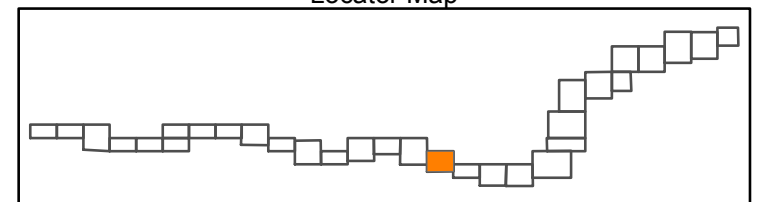
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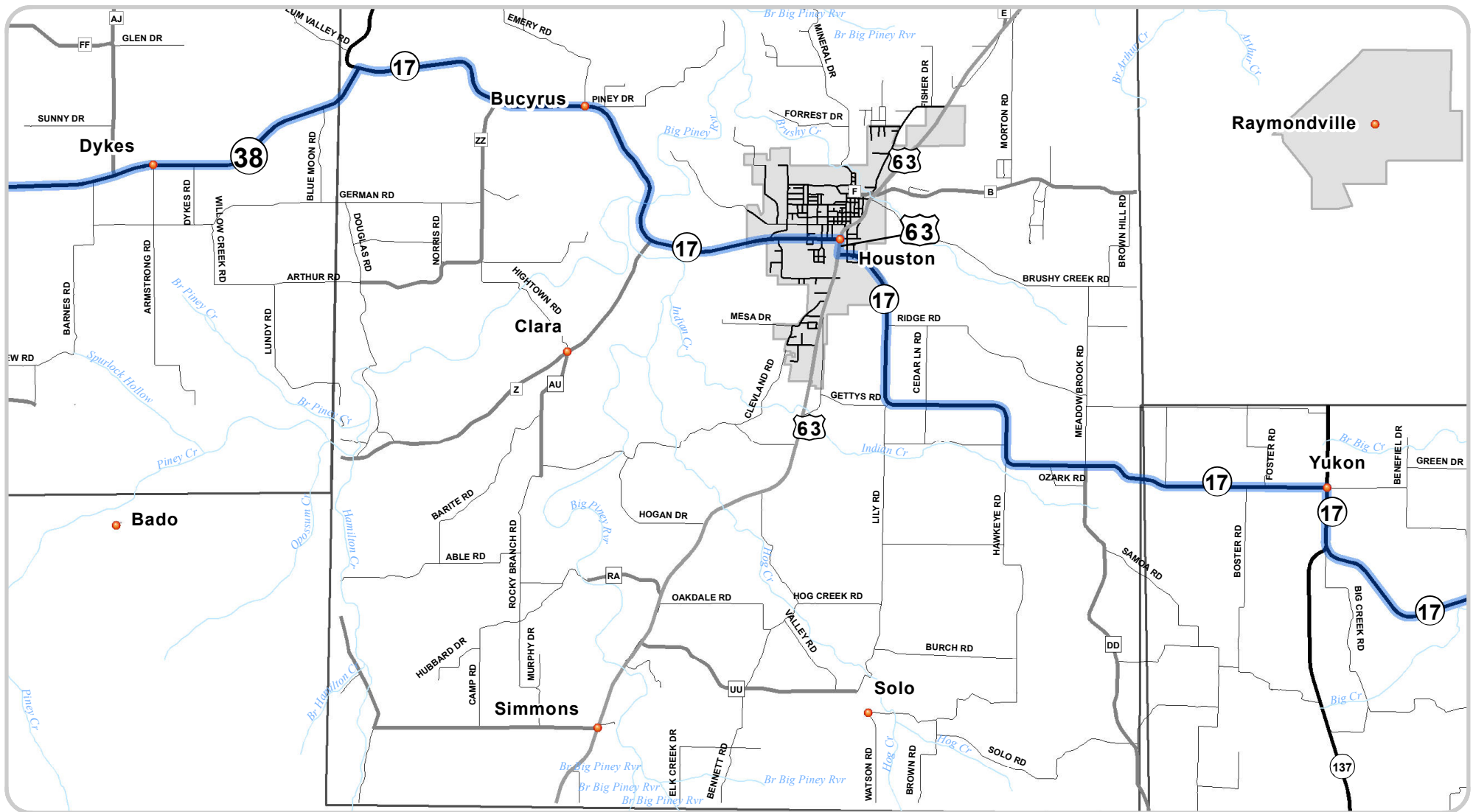


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0 0.5 1 2 3 4 Miles

Locator Map





TransAmerica BikeTrail in Missouri

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USBR 76 TransAmerica Bike Trail



Coordinate System: NAD 1983 UTM Zone 15N
 Projection: Transverse Mercator
 Datum: North American 1983
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 False Northing: 0.0000
 Central Meridian: -93.0000
 Scale Factor: 0.9996
 Latitude Of Origin: 0.0000
 Units: Meter



Missouri Department of Transportation

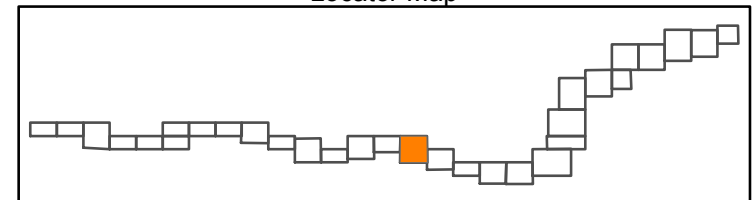
Transportation Planning

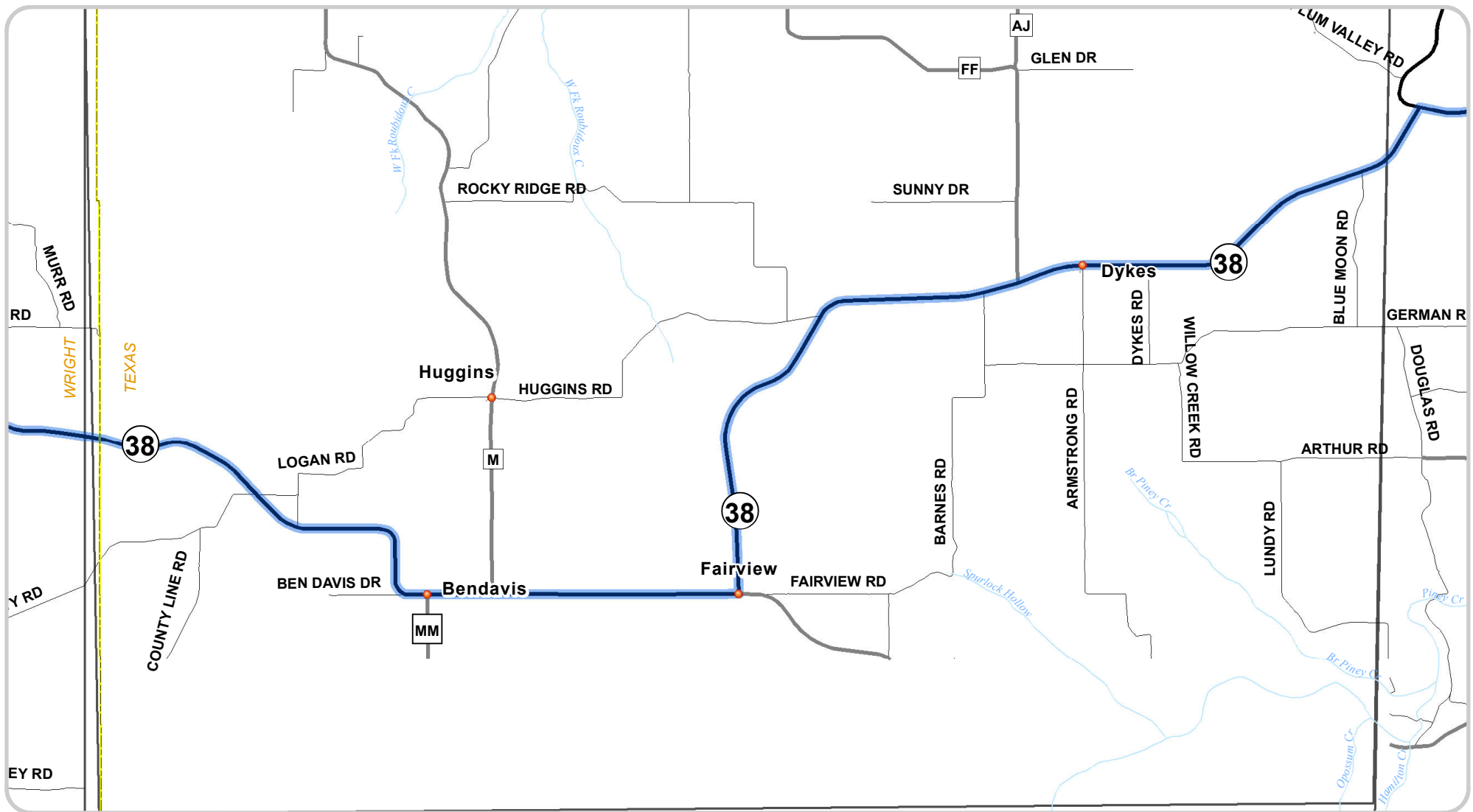
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February 28, 2013

0 0.75 1.5 3 4.5 6 Miles

Locator Map





TransAmerica BikeTrail in Missouri

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Legend

USBR 76 TransAmerica Bike Trail

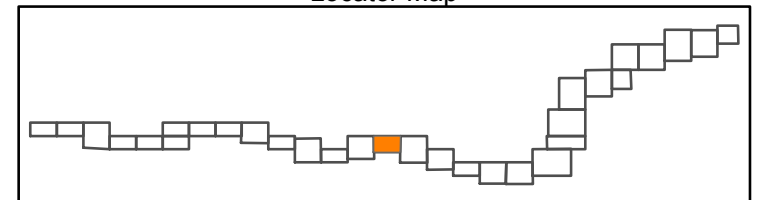


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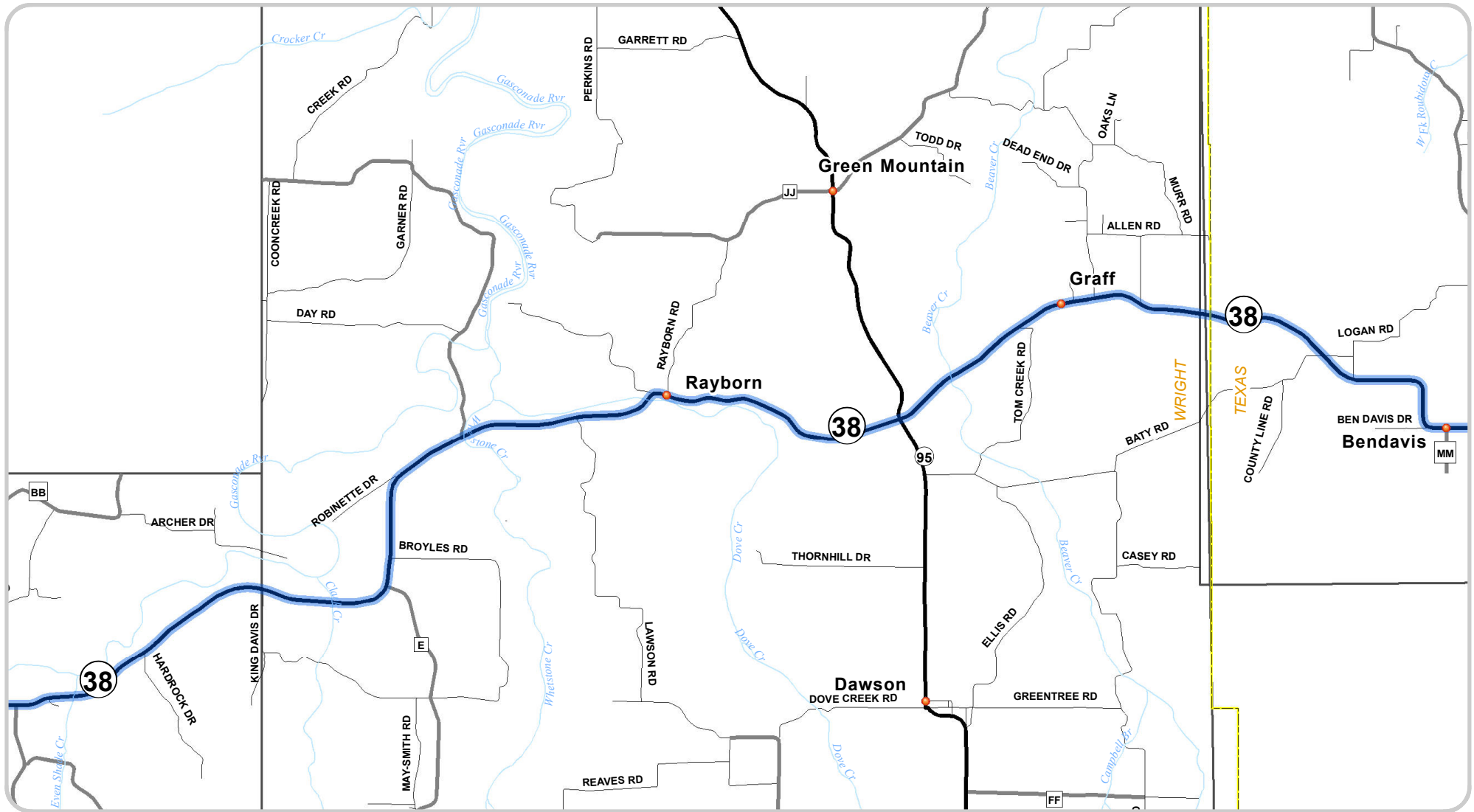
0 0.475 0.95 1.9 2.85 3.8 Miles



Locator Map



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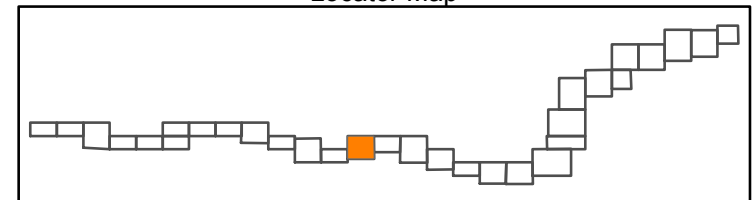


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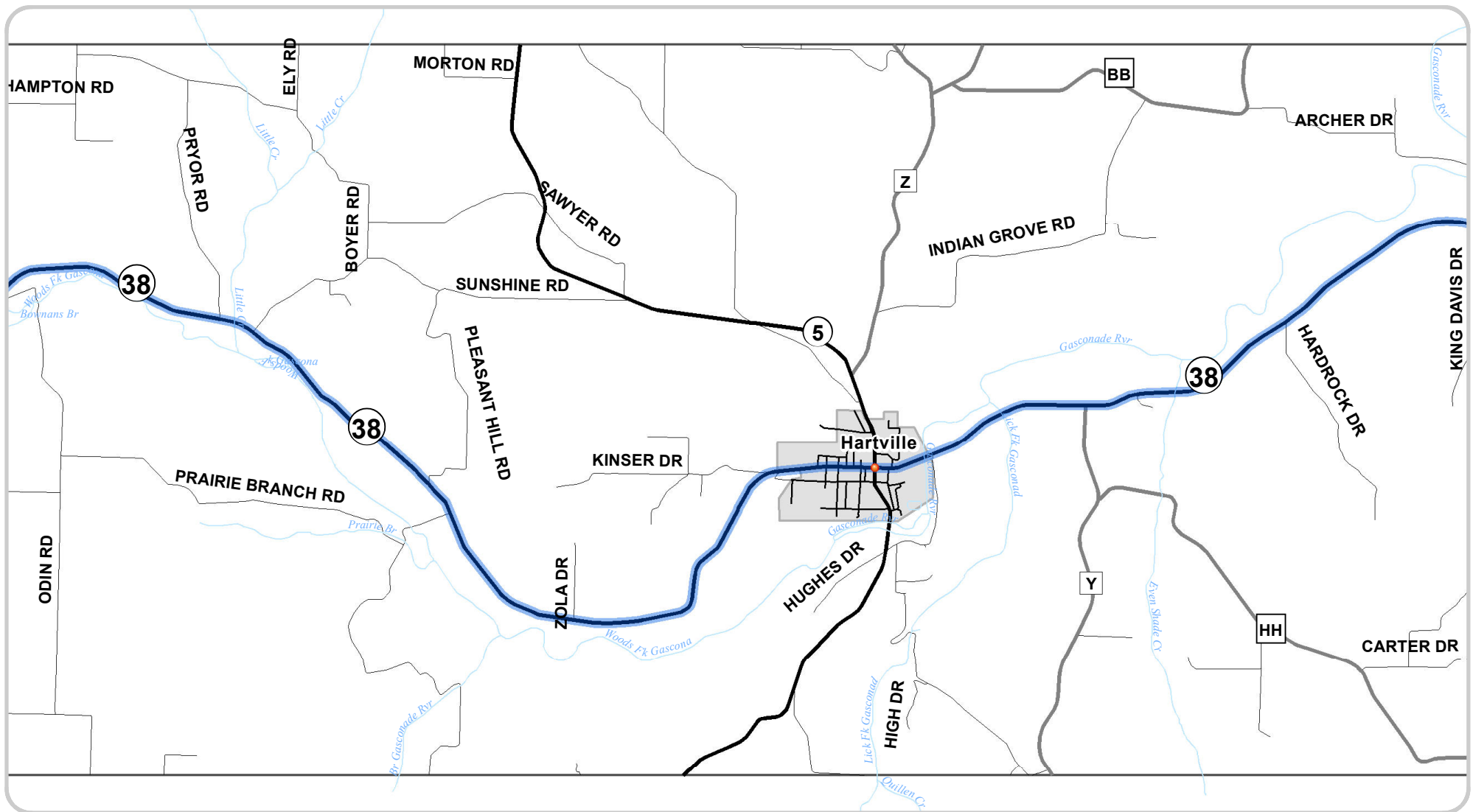
0 0.5 1 2 3 4 Miles



Locator Map



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Legend

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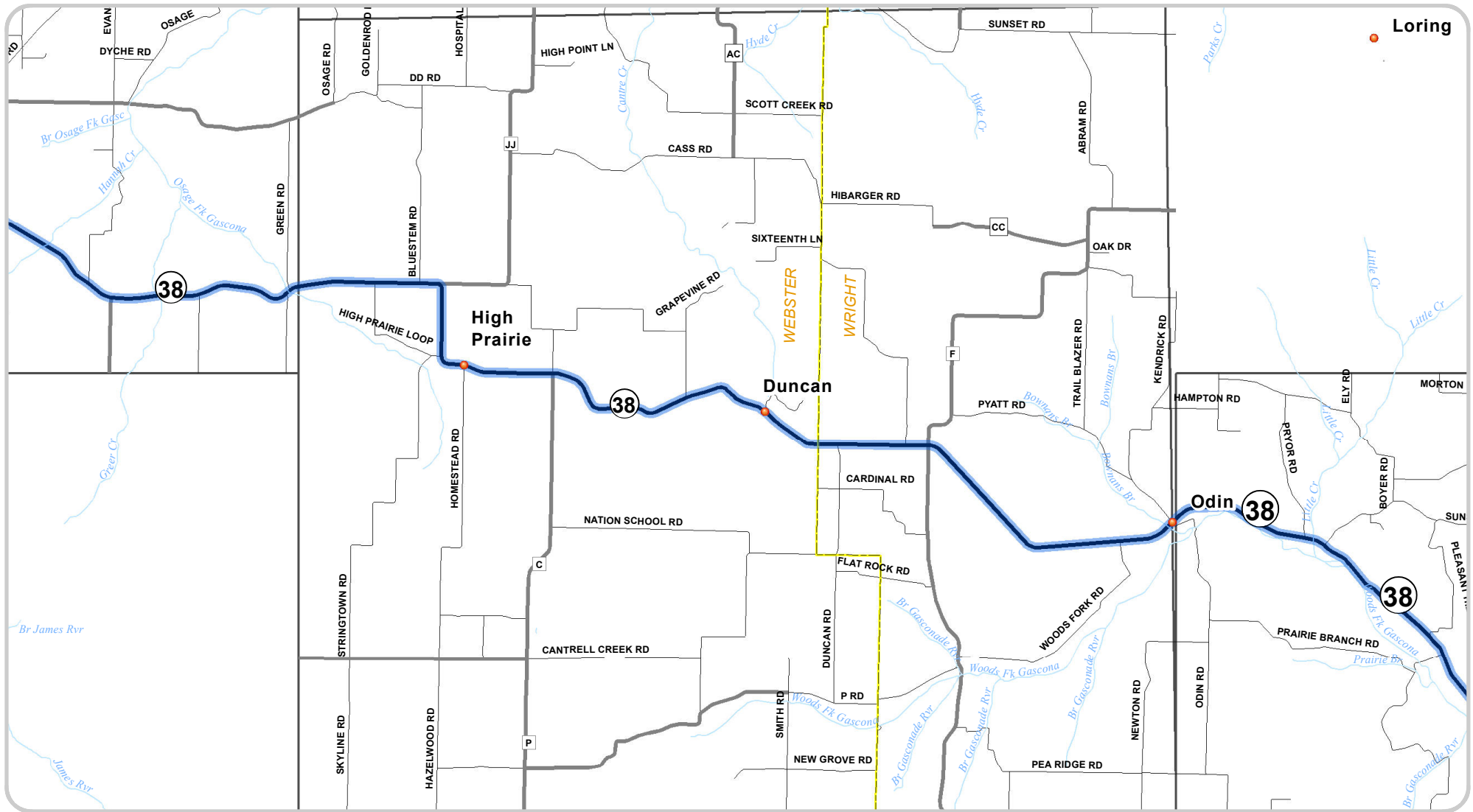
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0 0.425 0.85 1.7 2.55 3.4 Miles

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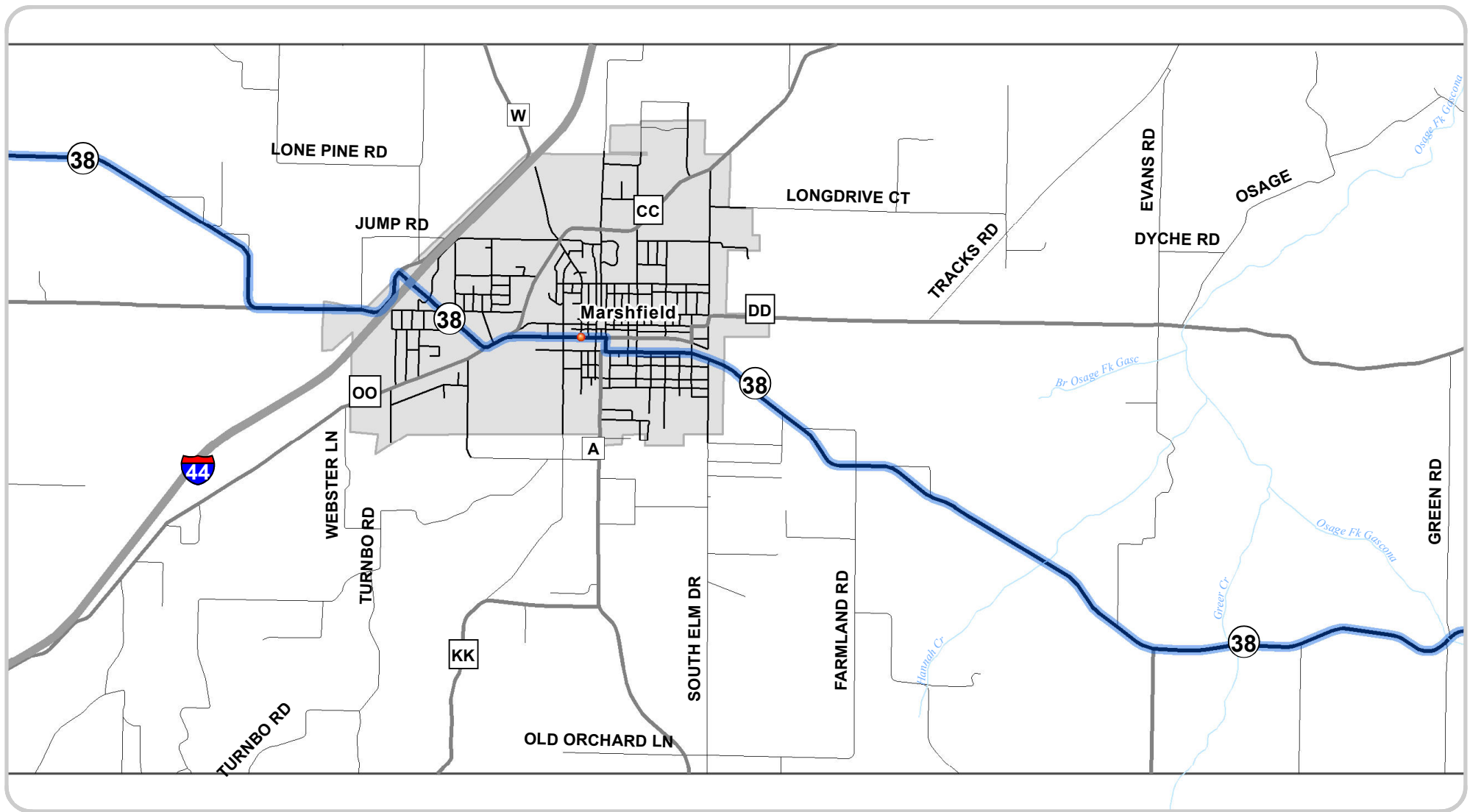
0 0.5 1 2 3 4 Miles

Locator Map



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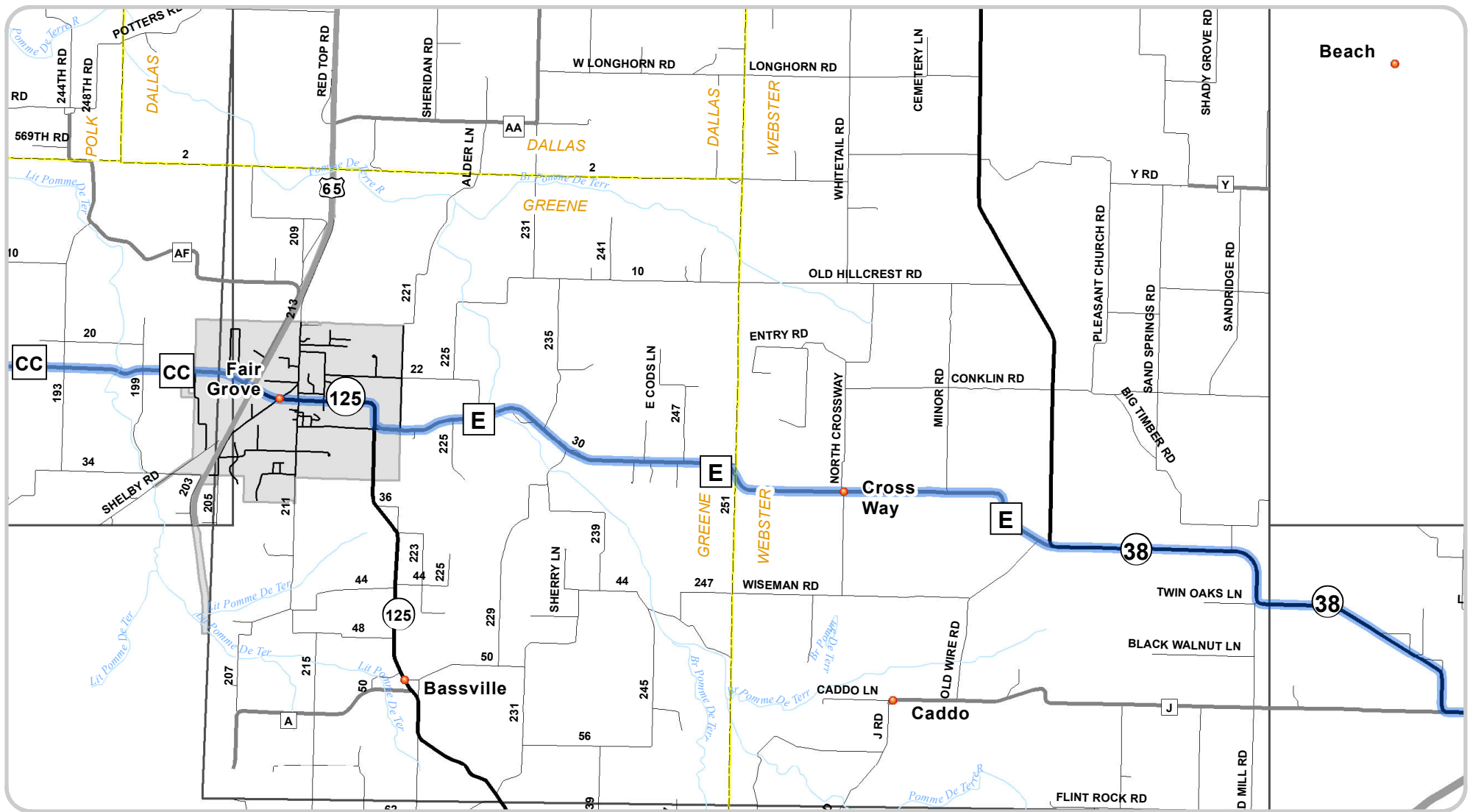
0 0.425 0.85 1.7 2.55 3.4 Miles



Locator Map



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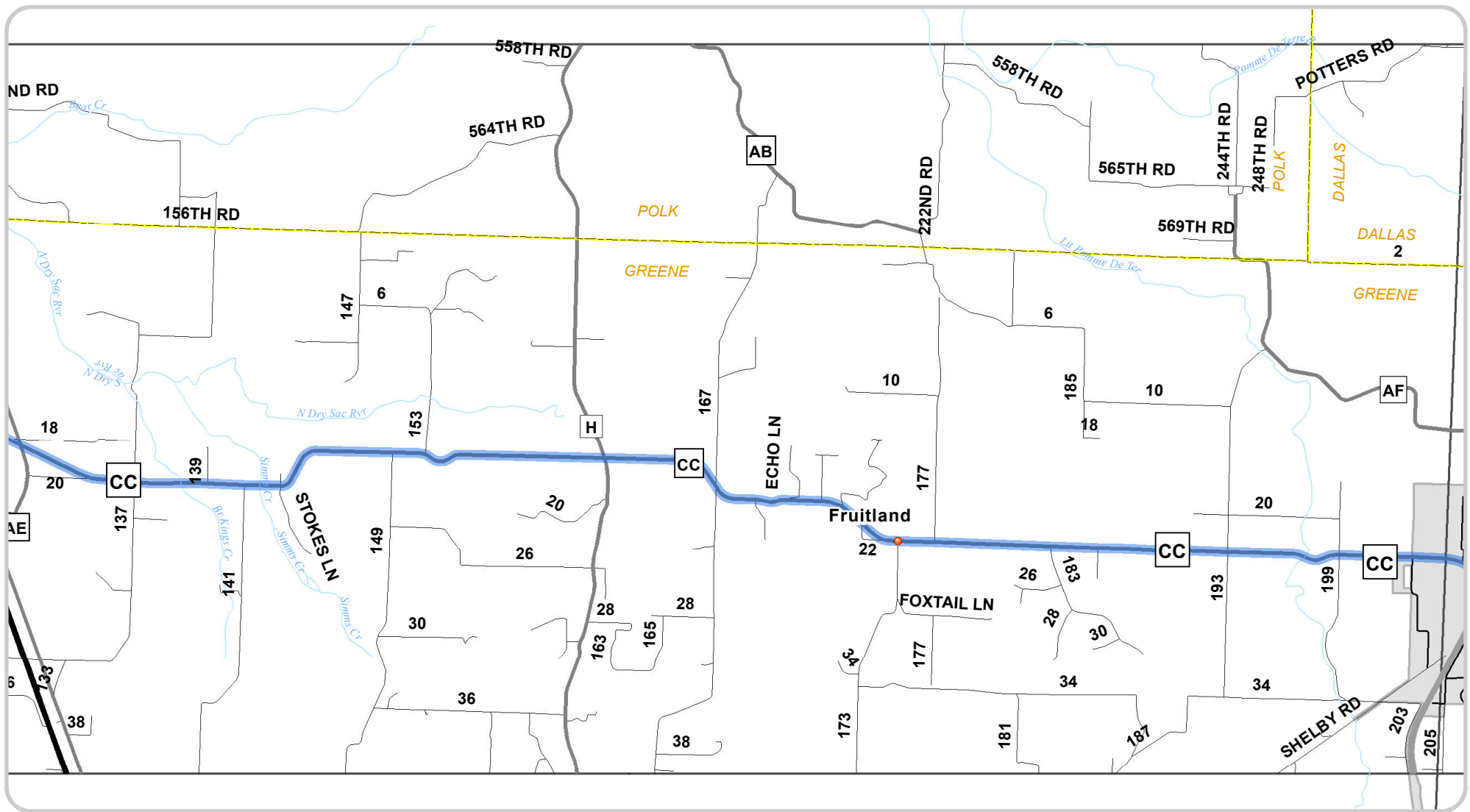


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0 0.5 1 2 3 4 Miles

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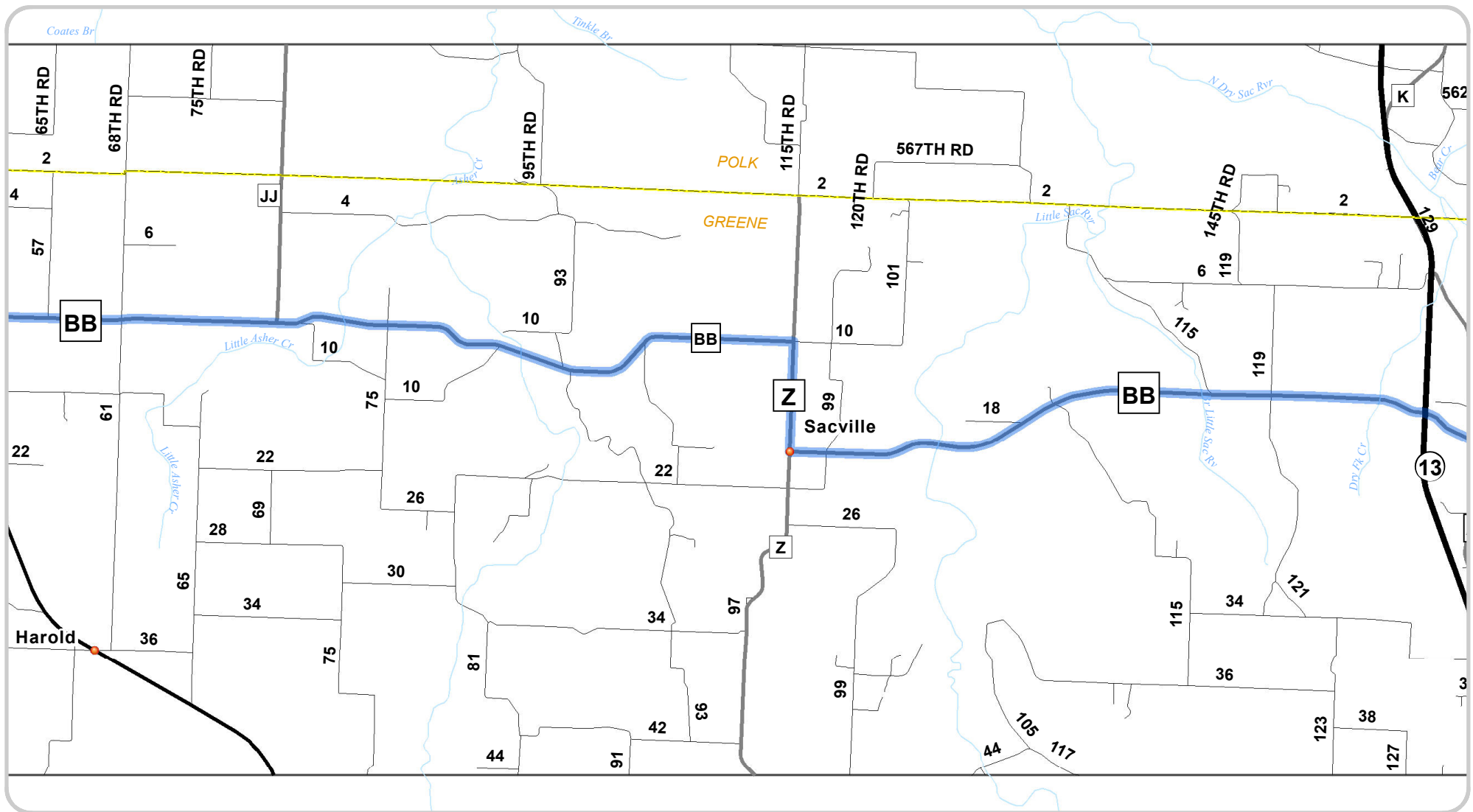
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0 0.425 0.85 1.7 2.55 3.4 Miles

Locator Map



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TransAmerica BikeTrail in Missouri

Legend

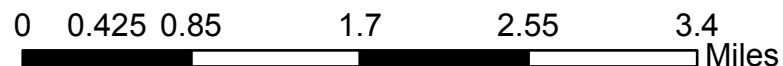
USBR 76 TransAmerica Bike Trail

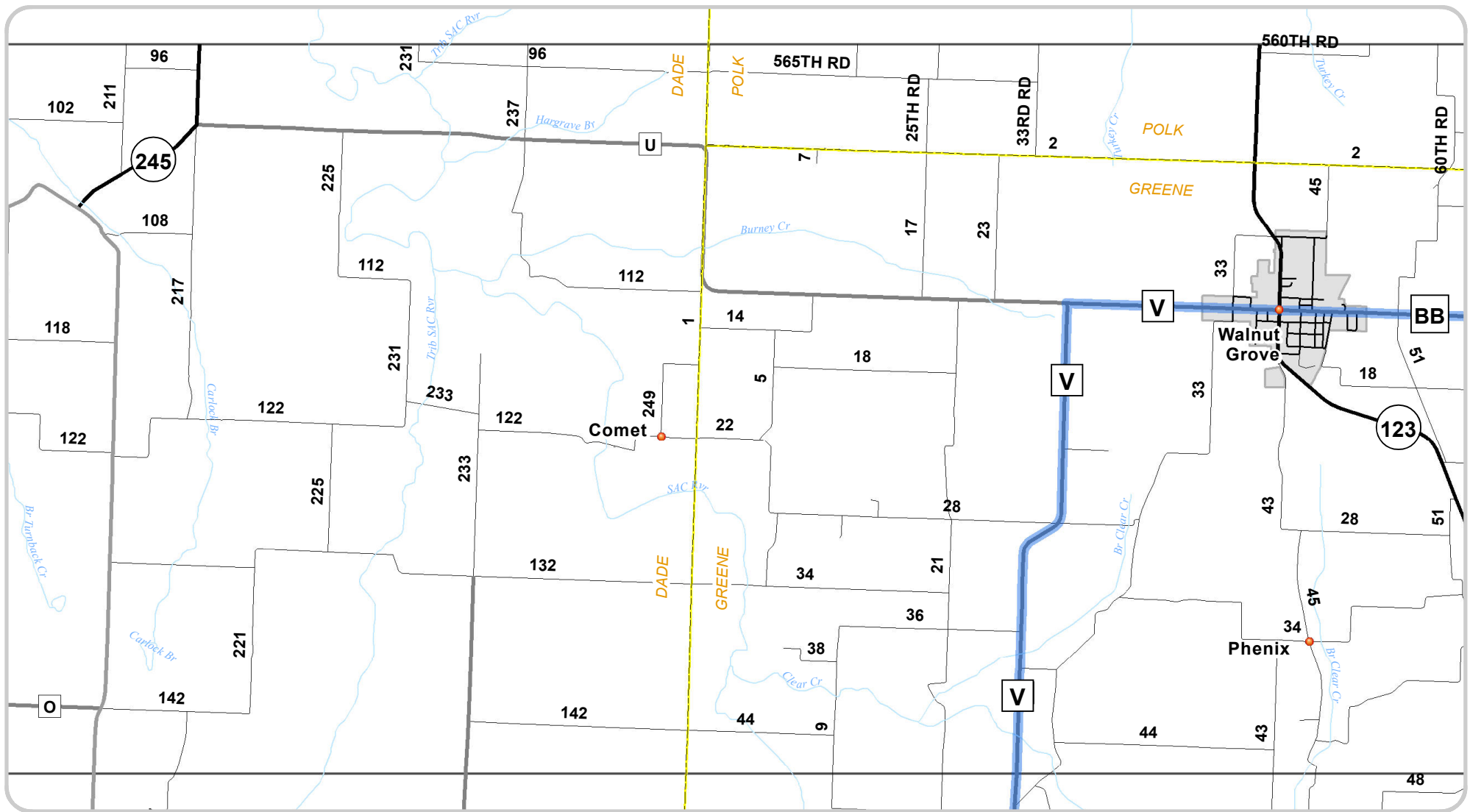


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TransAmerica BikeTrail in Missouri

Legend

USBR 76 TransAmerica Bike Trail

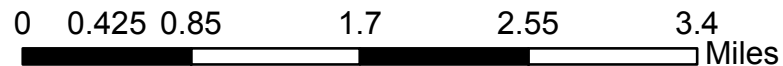


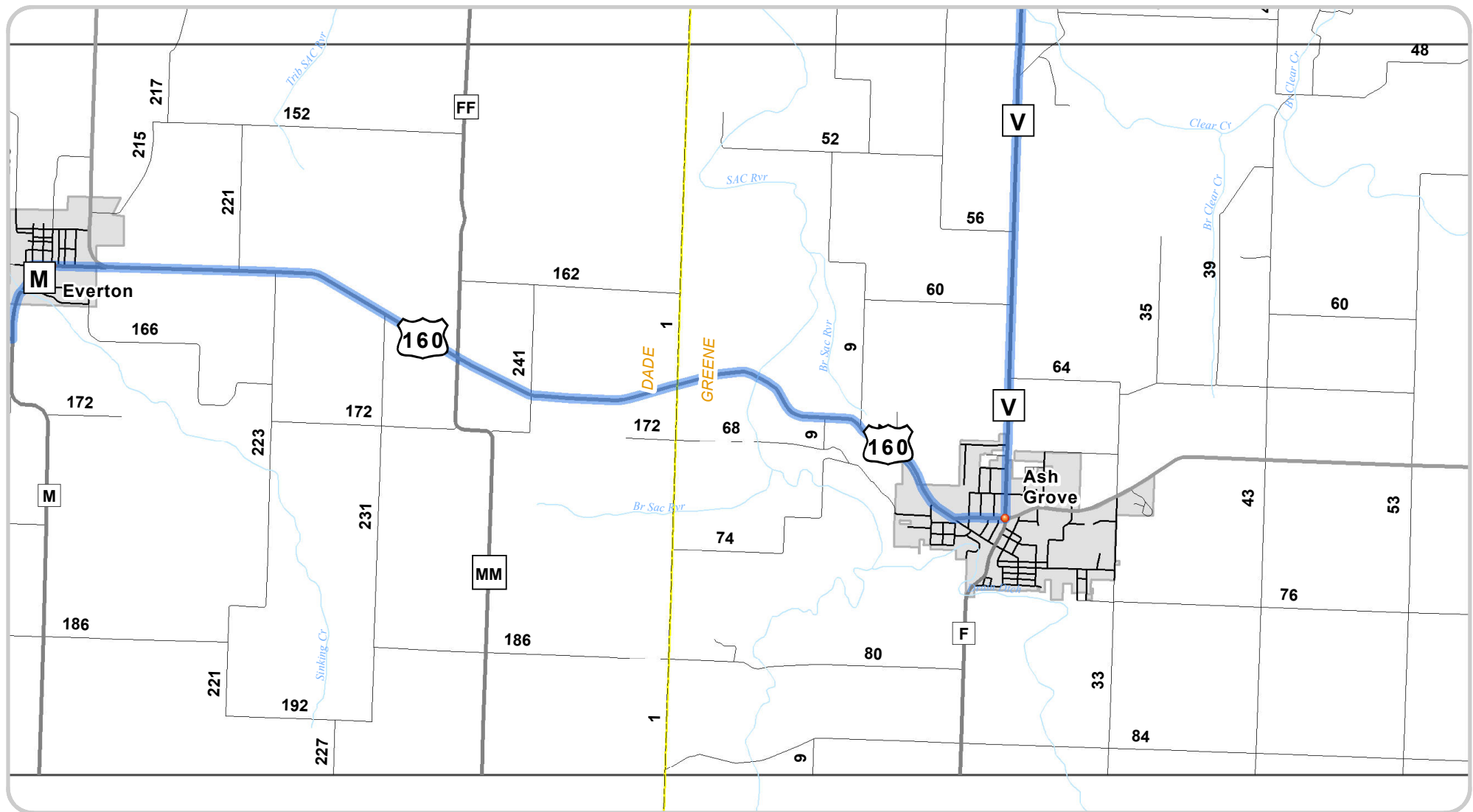
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Locator Map



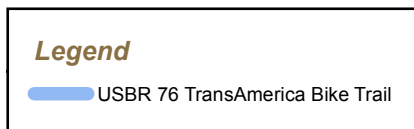
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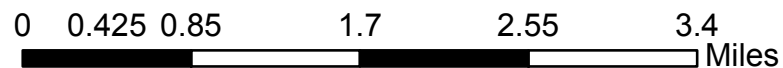


TransAmerica BikeTrail in Missouri

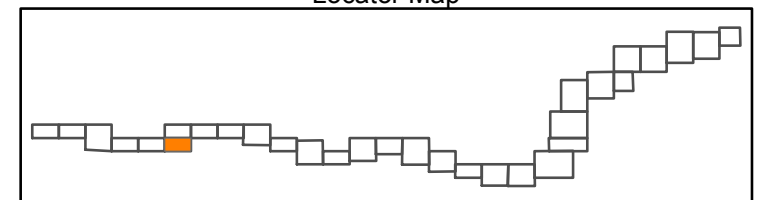
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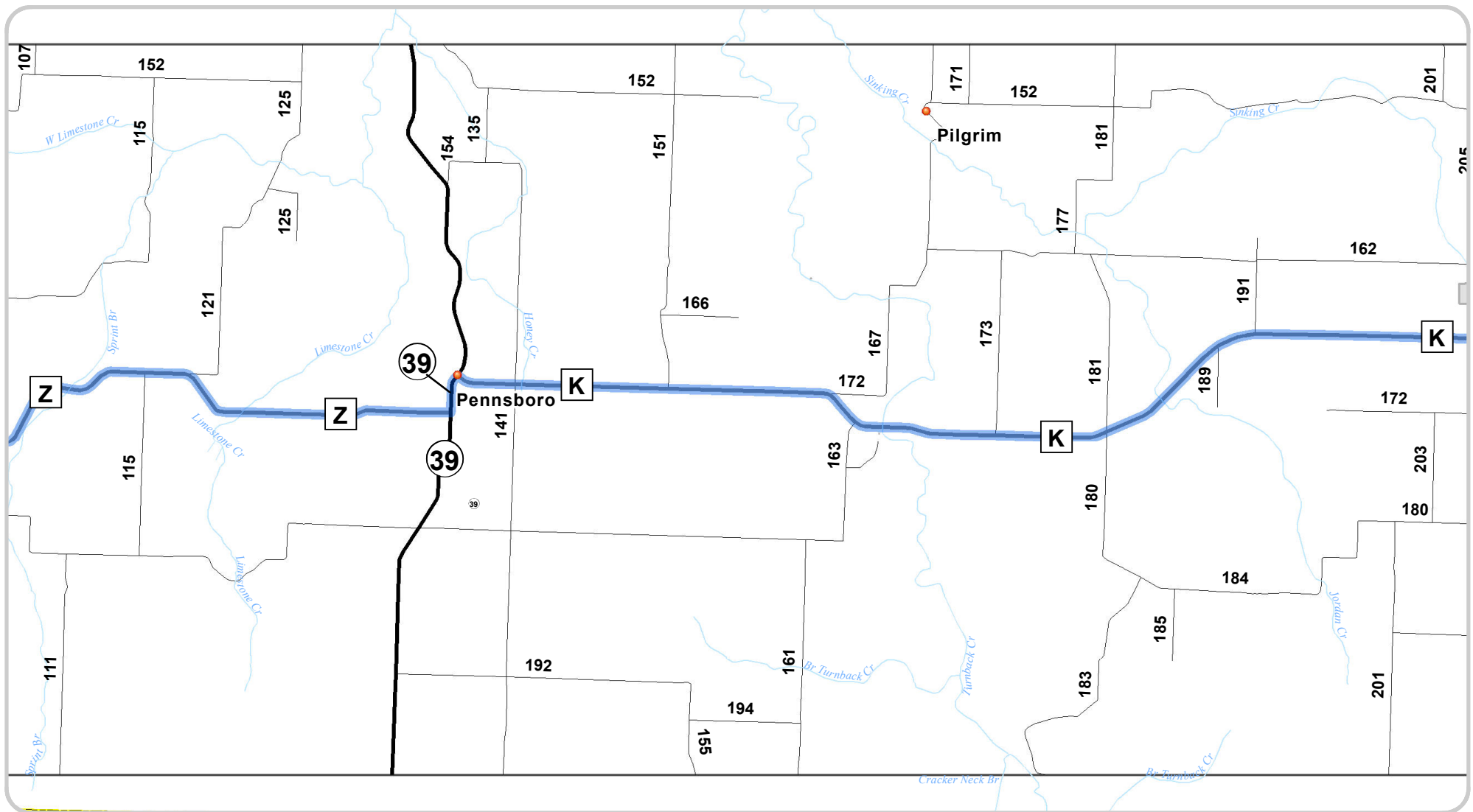
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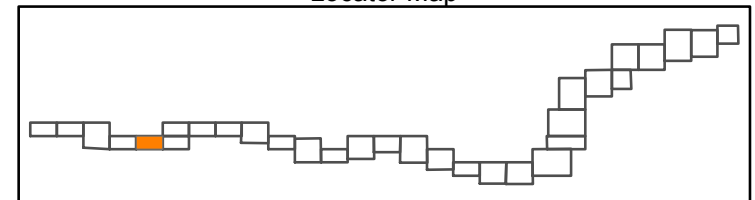
USBR 76 TransAmerica Bike Trail



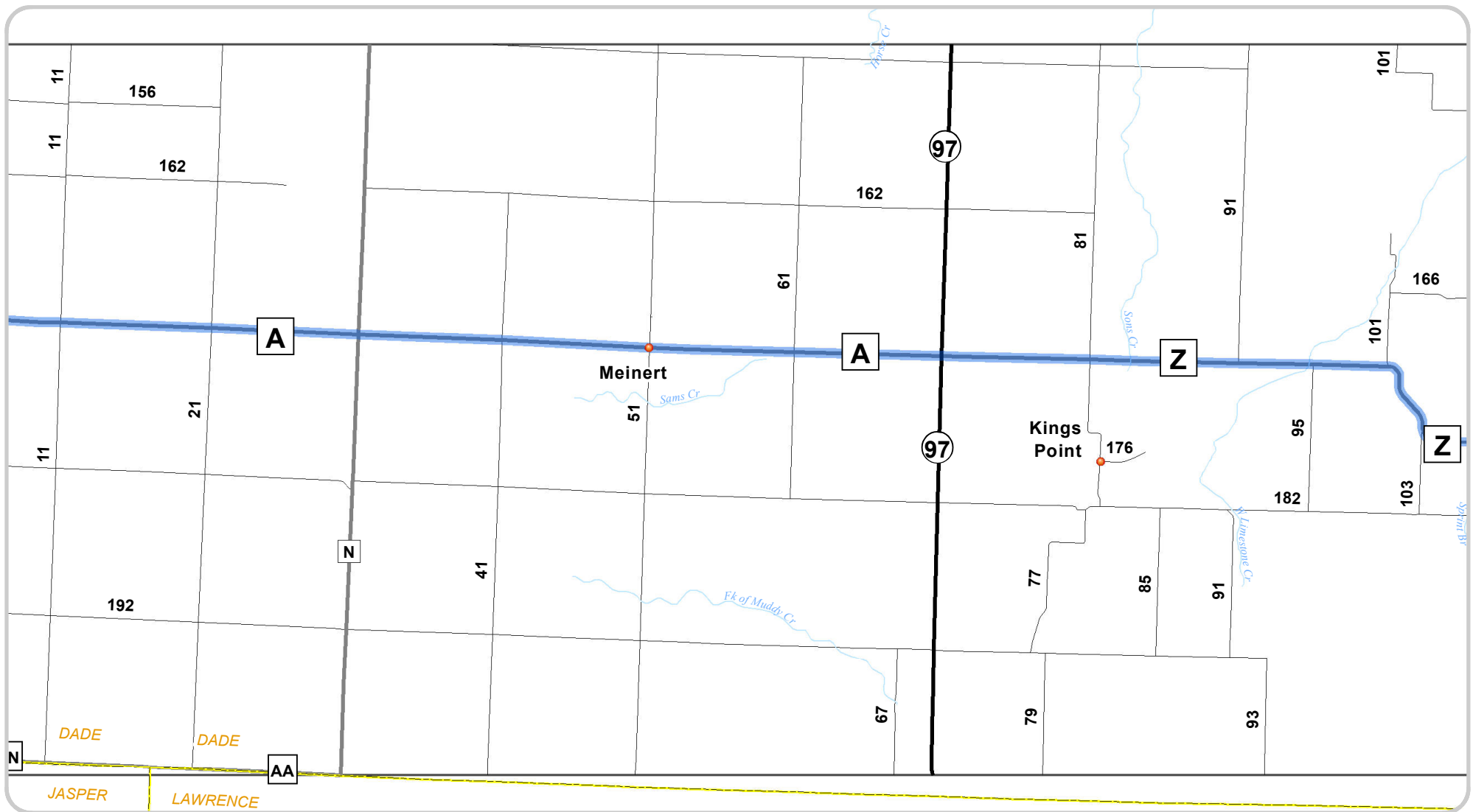
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0 0.425 0.85 1.7 2.55 3.4 Miles

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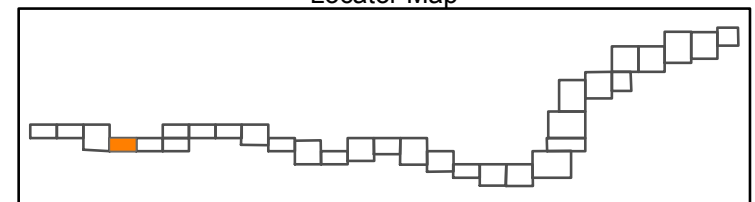
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0 0.425 0.85 1.7 2.55 3.4 Miles

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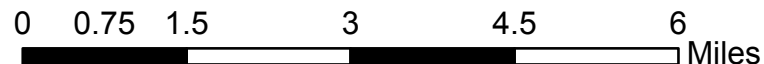
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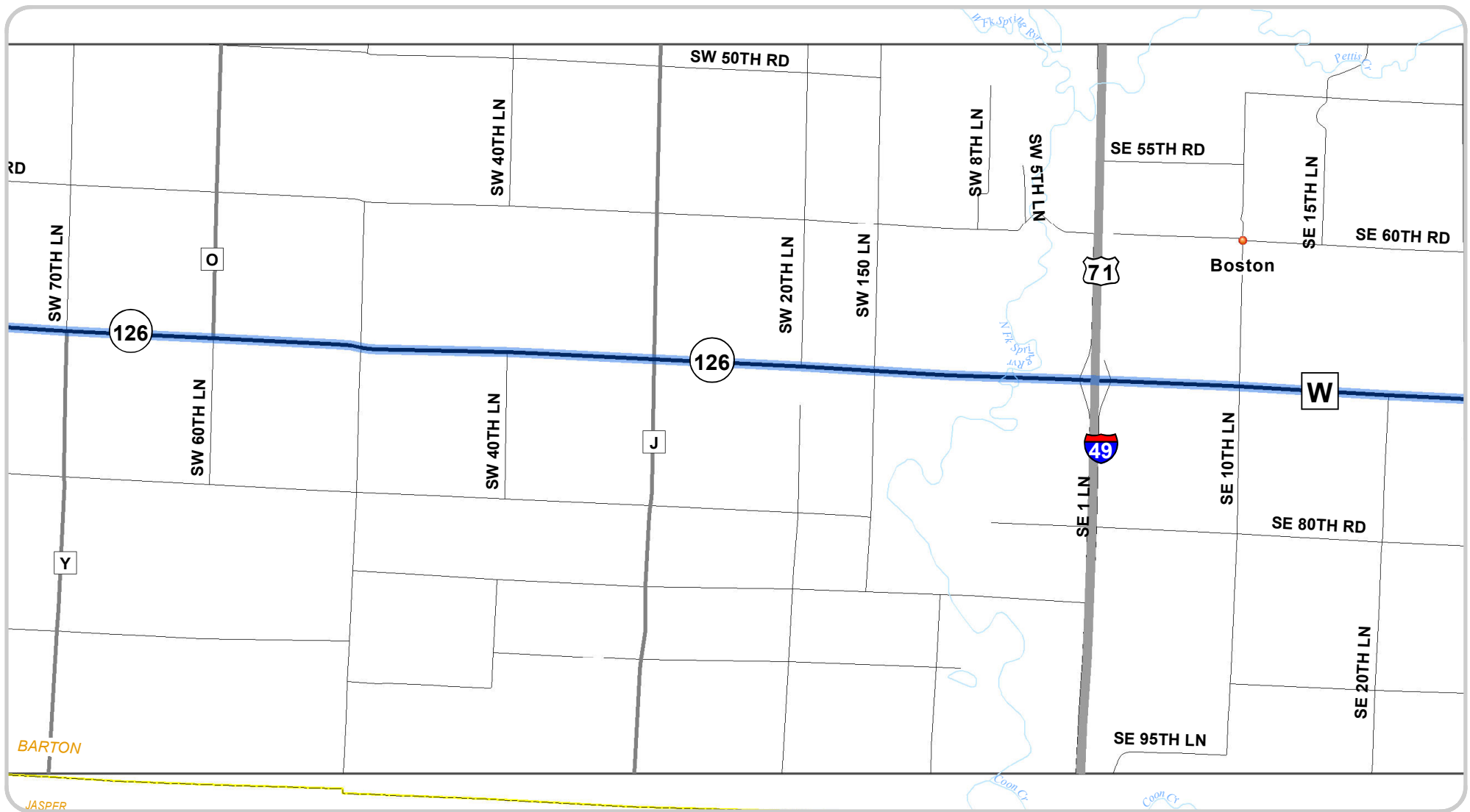
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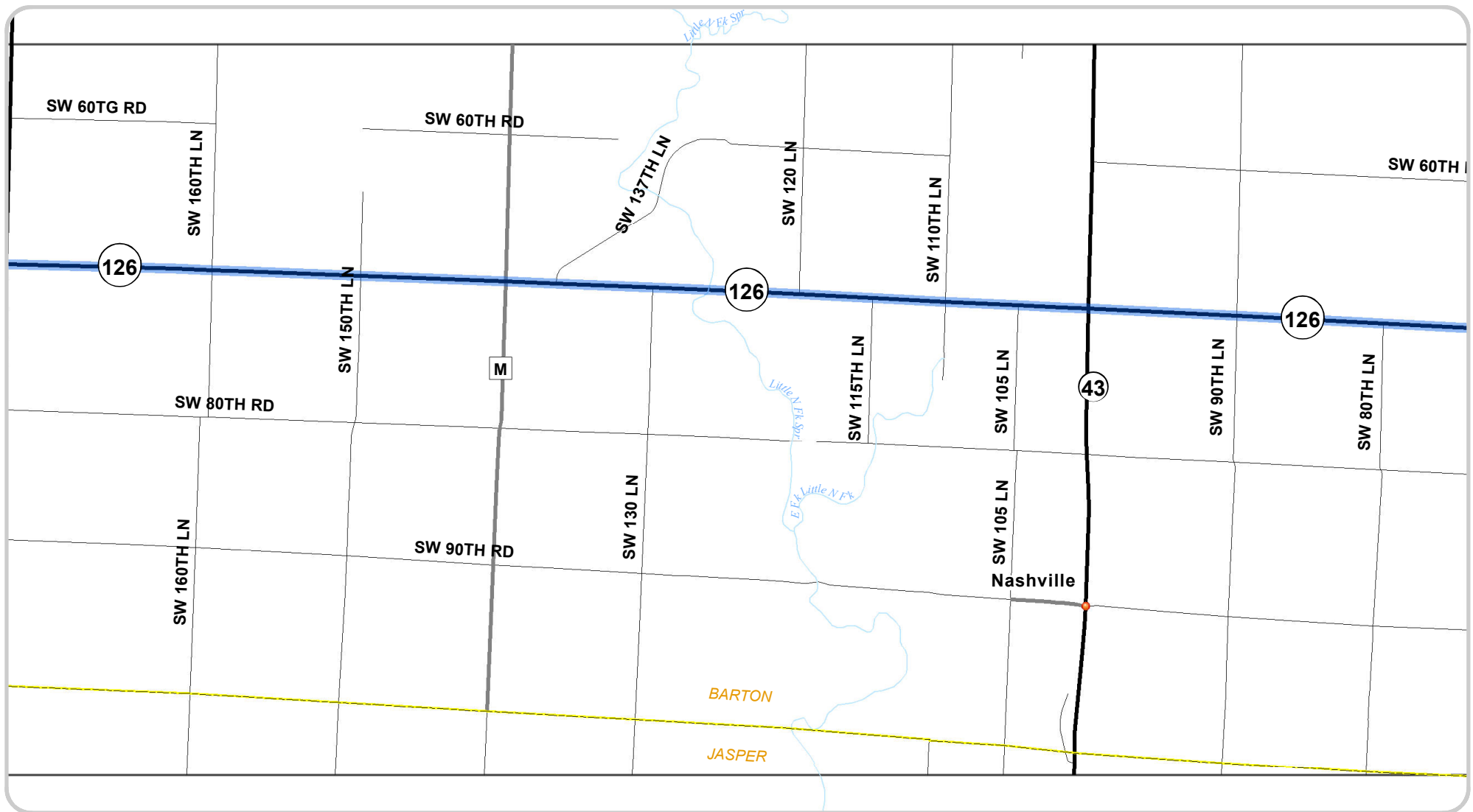
0 0.425 0.85 1.7 2.55 3.4 Miles



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Legend

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0 0.425 0.85 1.7 2.55 3.4 Miles



Locator Map



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 February 28, 2013



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699-1501

ANTHONY J. TATA
SECRETARY

March 27, 2013

Mr. Frederick G. Wright
Executive Director
American Association of State Highway and Transportation Officials
444 North Capitol St. NW, Suite 249
Washington, D.C. 20001

Dear Mr. Wright:

Enclosed are the following route change applications for consideration by the AASHTO Route Numbering Committee at their upcoming Spring 2013 meeting:

1. The establishment of I-495 in Wake County
2. The establishment of I-495 Future in Wake County
3. The relocation of U.S. 421 in Lee County
4. The recognition of U.S. 421 Business in Lee County

If you have any questions please contact Renee B. Roach, PE at (919) 771-2741.

Sincerely,

A handwritten signature in cursive script that reads "J. Kevin Lacy". Above the signature, the word "non" is written in a small, handwritten font.

J. Kevin Lacy, PE
State Traffic Engineer

cc: Terry Gibson, PE
Brad Hibbs, PE
Jonathan Arnold, PE

JKL/rbr



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina 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-495 (future)

AASHTO Use Only
Action taken by SCOH:

Between I-540 in Wake County and I-95 in Rocky Mount (Nash County)

The following states or states are involved:
North Carolina

- *****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: April 1, 2013

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.)

The establishment of this future interstate route, in conjunction with its mainline segment (see application for I-495) will connect Interstate 95 in Rocky Mount with Interstate 440 in Raleigh. Currently, the corridor is a National Truck Network route, a National Highway System route, and is designated as a North Carolina Strategic Highway Corridor (which represents one of the core highway facilities providing mobility and connectivity in the state).

Date facility available to traffic Currently open to traffic

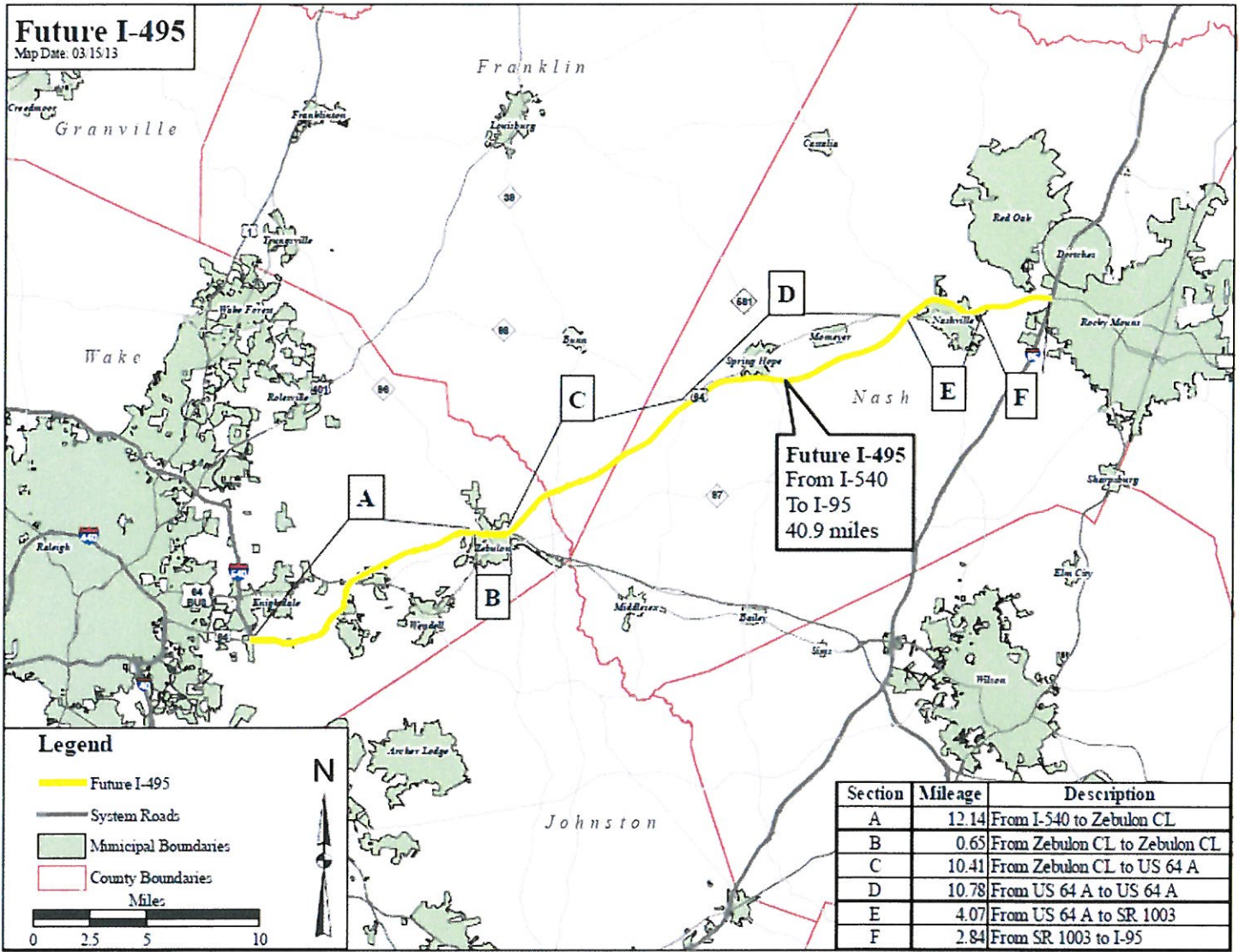
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 64

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 Numbered System:

Send your PDF color map to usroutes@ashto.org or mvitale@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 30,360 as compared to 11,620 for the year 2011 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

North Carolina Department of Transportation

(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..

	1	2	3	4	5								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
0				63,000																
				51,000	None				None											
				50,000																
5	A			51,000					LP 15.8'											
				48,000					LP 15.9'											
10	B			44,000					LP 16.2'											
				18,000					LP 16.1'											
15	C								LP 16.2'											
									LP 16.1'											
20		H	G	19,000					LP 15.8'				None				None		None	None
									LP 15.9' & 16.1'											
25	D								LP 15.8'											
									LP 16.0'											
30									LP 16.3'											
									LP 16.3'											
35	E			22,000					142' & 161'											
									LP 15.8'											
									LP 16.0'											
40	F								LP 16.0'											

Attach additional sheet here if necessary

Attach additional sheet here if necessary

Contact Information:

Renee B. Roach, P.E.
rroach@ncdot.gov
919-771-2741 (phone)
919-771-2745 (fax)

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:

The route begins at the I-540 interchange (exit 26) in Wake County.

The route is going north and east along existing US 64 in Wake, Franklin, and Nash counties.

The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.

The route is going north and east.

The focal point cities along the route are Zebulon and Rocky Mount.

The route will cover approximately 40.1 miles.

The route ends at the I-95 interchange (exit 138) in Rocky Mount (Nash County).



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

ANTHONY J. TATA
SECRETARY

March 19, 2013

Mr. John F. Sullivan, III
Division Administrator
Federal Highway Administration
310 New Bern Avenue
Suite 410
Raleigh, North Carolina 27601-1418

Dear John:

This letter is requesting Federal Highway Administration approval for existing US 64 between I-440 and I-540 in Wake County be designated as I-495 and added to the Interstate System under 23 USC 103(b)(4)(A) and 23 USC 103(b)(5) for a total distance of 4.09 miles.

The portion of proposed I-495 in Wake County between I-440/US 64 Business and US 64 Business (existing US 64, 10.02 miles, currently open to traffic) is a controlled access, divided, multi-lane freeway facility built to interstate standards. The remaining portion of future I-495 between US 64 Business in Wake County and I-95 in Nash County (existing US 64, 34.97 miles, currently open to traffic) is not built to interstate standards with the primary deficiencies including paved shoulder widths and structure clearances.

We request Federal Highway Administration approval for this addition of I-440 to I-540 in Wake County to the Interstate system for a total of 4.09 miles. We also request the segment from I-540 in Wake County to be added to the Interstate system as a Future Interstate, a distance of 40.9 miles.

In addition to approval for designating I-495, we further request a waiver to the requirement to re-designate I-540 due to public expectation, historic controversy, and economic burden of sign replacement. Precedents for a waiver of this type exist in Pennsylvania (I-376 between I-76 and I-80) and in New York (I-390 between I-86 and I-90, and I-590 between I-390 and I-490).

We would appreciate your favorable consideration of this request. The Department plans to submit an application to the Route Numbering Committee of the American Association of State Highway and Transportation Officials (AASHTO) on April 1, 2013 for the establishment of I-495 between I-440 and I-540 in Wake County.

Mr. John F. Sullivan, III

March 19, 2013

Page 2

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Gibson", with a horizontal line above it.

Terry R. Gibson, P.E.
Chief Engineer

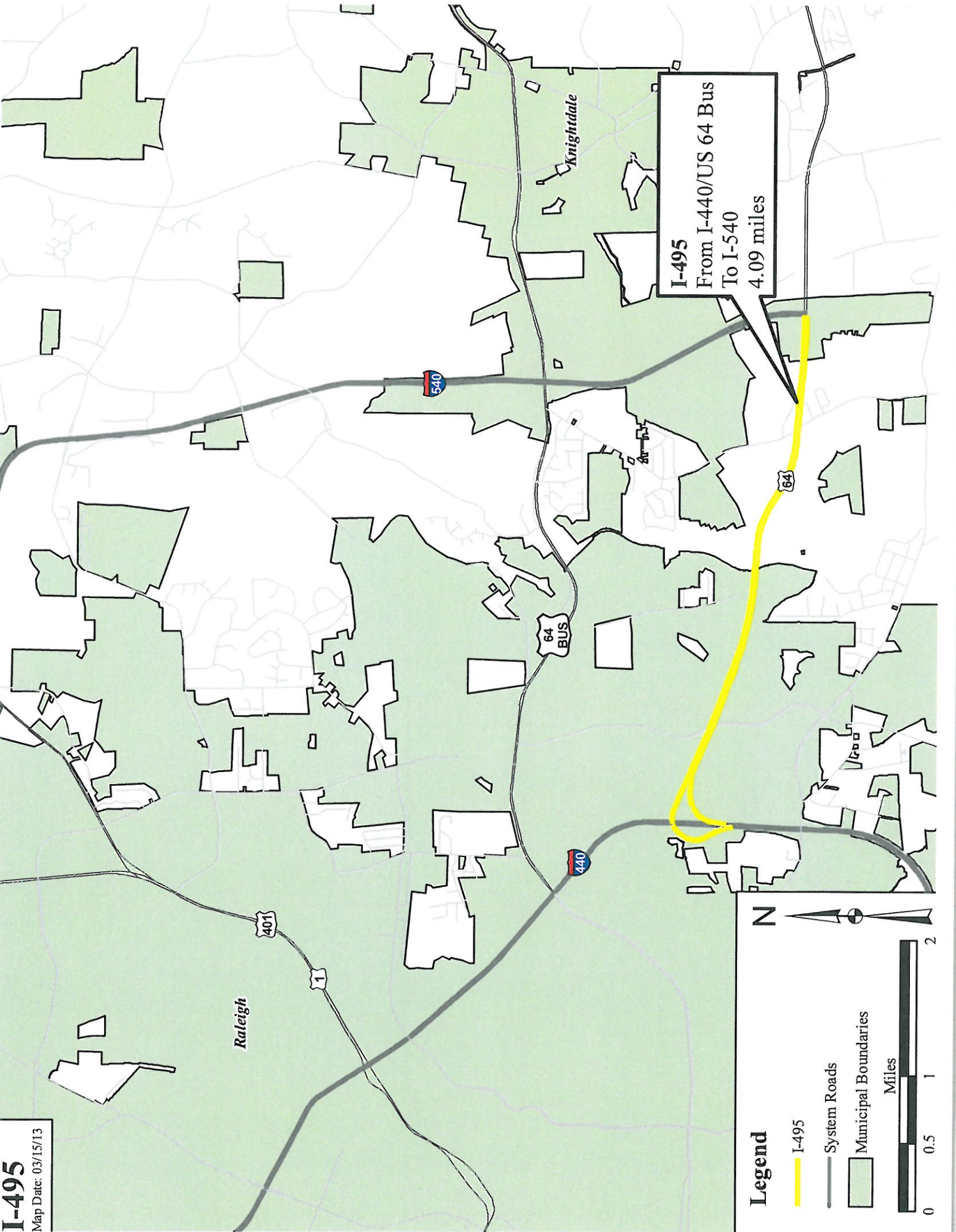
TRG/rbr

Attachment

cc: Anthony J. Tata, Secretary of Transportation, w/attachment
Jon G. Nance, P.E., Deputy Chief Engineer, w/attachment
Deborah M. Barbour, P.E., Director of Preconstruction, w/attachment
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachment
W. Bowman, P.E., Division Engineer, w/attachment
J. Rouse, P.E., Division Engineer, w/attachment
Bradley Hibbs, P.E, FHWA, w/attachment
Unwanna Dabney, FHWA, w/attachment
Bill Marley, FHWA, w/attachment

I-495

Map Date: 03/15/13



I-495
From I-440/I-540 Bus
To I-64
4.09 miles

Legend

- I-495
- System Roads
- Municipal Boundaries

Miles

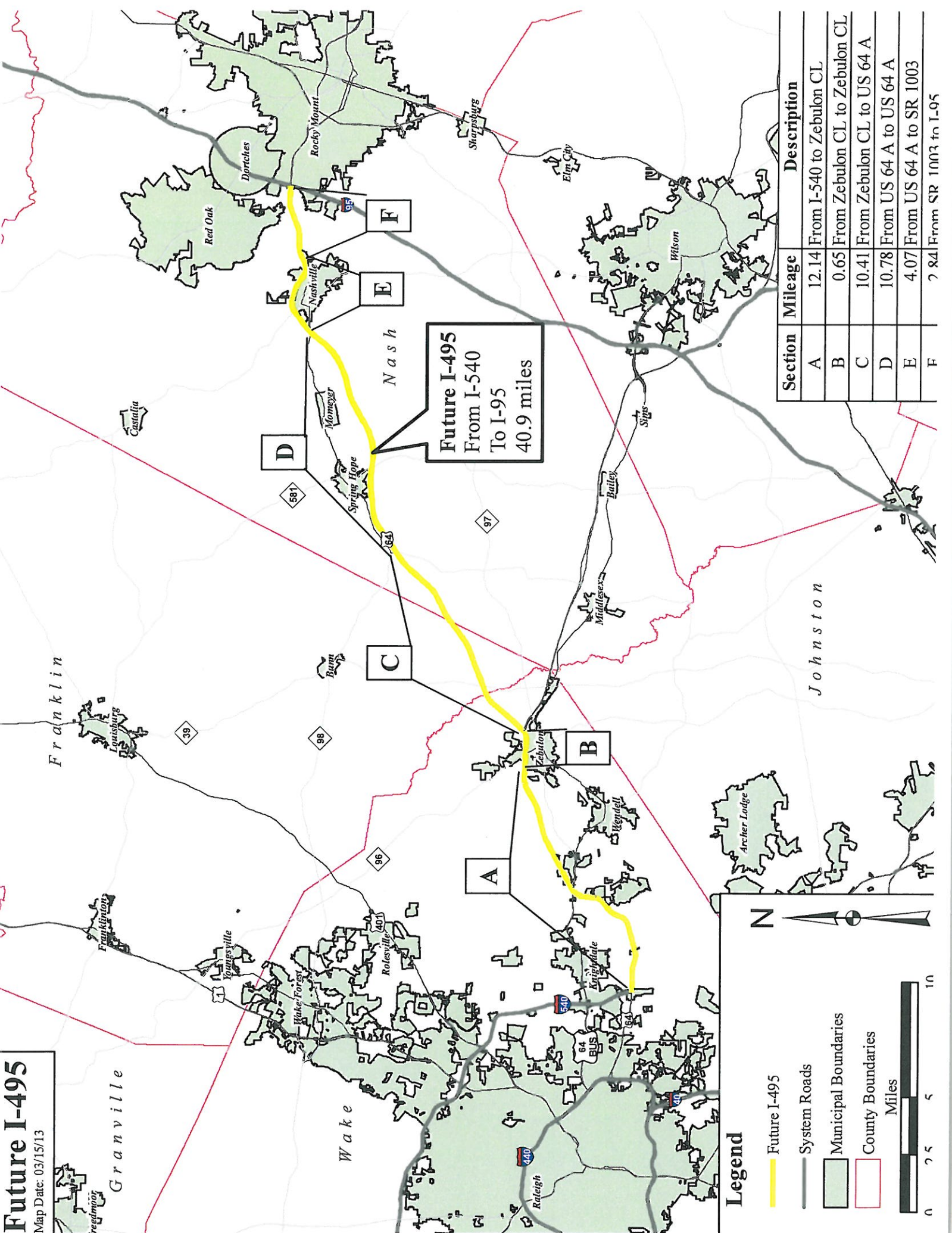
0 0.5 1 2

Future I-495

Map Date: 03/15/13



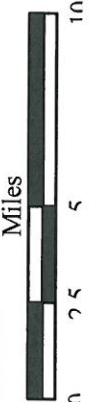
Granville



Future I-495
From I-540
To I-95
40.9 miles

Legend

- Future I-495
- System Roads
- Municipal Boundaries
- County Boundaries



Section	Mileage	Description
A	12.14	From I-540 to Zebulon CL
B	0.65	From Zebulon CL to Zebulon CL
C	10.41	From Zebulon CL to US 64 A
D	10.78	From US 64 A to US 64 A
E	4.07	From US 64 A to SR 1003
F	7.84	From SR 1003 to I-95



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699-1501

ANTHONY J. TATA
SECRETARY

March 27, 2013

Mr. Frederick G. Wright
Executive Director
American Association of State Highway and Transportation Officials
444 North Capitol St. NW, Suite 249
Washington, D.C. 20001

Dear Mr. Wright:

Enclosed are the following route change applications for consideration by the AASHTO Route Numbering Committee at their upcoming Spring 2013 meeting:

1. The establishment of I-495 in Wake County
2. The establishment of I-495 Future in Wake County
3. The relocation of U.S. 421 in Lee County
4. The recognition of U.S. 421 Business in Lee County

If you have any questions please contact Renee B. Roach, PE at (919) 771-2741.

Sincerely,

A handwritten signature in cursive script that reads "J. Kevin Lacy". Above the signature, the word "non" is written in a small, handwritten font.

J. Kevin Lacy, PE
State Traffic Engineer

cc: Terry Gibson, PE
Brad Hibbs, PE
Jonathan Arnold, PE

JKL/rbr



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina 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-495

**AASHTO Use
Only**

Action taken by SCOH:

Between I-440 in Raleigh (Wake County) and

I-540 in Wake County

The following states or states are involved:
North Carolina

- *****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: April 1, 2013

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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.)

The establishment of this interstate route, in conjunction with its future segment (see application for I-495 future) will connect Interstate 95 in Rocky Mount with Interstate 440 in Raleigh. Currently, the corridor is a National Truck Network route, a National Highway System route, and is designated as a North Carolina Strategic Highway Corridor (which represents one of the core highway facilities providing mobility and connectivity in the state).

Date facility available to traffic Currently open to traffic

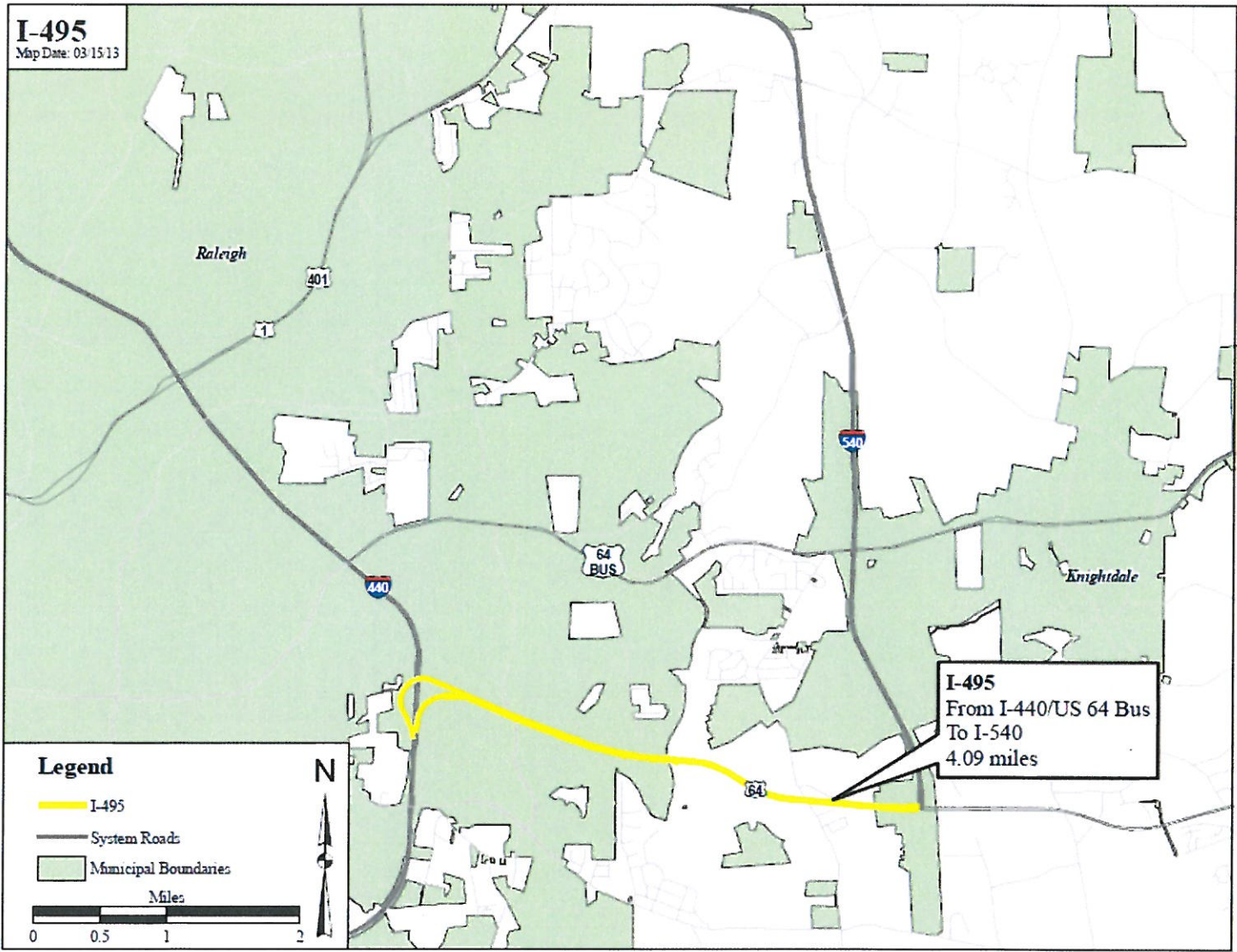
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 64

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 Numbered System:

Send your PDF color map to usroutes@ashto.org or mvitale@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 64,740 as compared to 11,620 for the year 2011 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 North Carolina Department of Transportation
(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..

	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
					0					10 20 30 40	20 40 60 80
	A	H	G	64,000	None	None	None	None	None	None	None
				66,000							
				62,000							
5											

Attach additional sheet here if necessary

Contact Information:

Renee B. Roach, P.E.
rroach@ncdot.gov
919-771-2741 (phone)
919-771-2745 (fax)

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:

The route begins at the I-440, US 64 Business interchange (exit 14) in Raleigh (Wake County).

The route is going south and east along existing US 64 in Wake County.

The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.

The route is going south and east.

The focal point city is Raleigh.

The route will cover approximately 4.1 miles.

The route ends at the I-540 interchange (exit 26) in Wake County.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

ANTHONY J. TATA
SECRETARY

March 19, 2013

Mr. John F. Sullivan, III
Division Administrator
Federal Highway Administration
310 New Bern Avenue
Suite 410
Raleigh, North Carolina 27601-1418

Dear John:

This letter is requesting Federal Highway Administration approval for existing US 64 between I-440 and I-540 in Wake County be designated as I-495 and added to the Interstate System under 23 USC 103(b)(4)(A) and 23 USC 103(b)(5) for a total distance of 4.09 miles.

The portion of proposed I-495 in Wake County between I-440/US 64 Business and US 64 Business (existing US 64, 10.02 miles, currently open to traffic) is a controlled access, divided, multi-lane freeway facility built to interstate standards. The remaining portion of future I-495 between US 64 Business in Wake County and I-95 in Nash County (existing US 64, 34.97 miles, currently open to traffic) is not built to interstate standards with the primary deficiencies including paved shoulder widths and structure clearances.

We request Federal Highway Administration approval for this addition of I-440 to I-540 in Wake County to the Interstate system for a total of 4.09 miles. We also request the segment from I-540 in Wake County to be added to the Interstate system as a Future Interstate, a distance of 40.9 miles.

In addition to approval for designating I-495, we further request a waiver to the requirement to re-designate I-540 due to public expectation, historic controversy, and economic burden of sign replacement. Precedents for a waiver of this type exist in Pennsylvania (I-376 between I-76 and I-80) and in New York (I-390 between I-86 and I-90, and I-590 between I-390 and I-490).

We would appreciate your favorable consideration of this request. The Department plans to submit an application to the Route Numbering Committee of the American Association of State Highway and Transportation Officials (AASHTO) on April 1, 2013 for the establishment of I-495 between I-440 and I-540 in Wake County.

Mr. John F. Sullivan, III

March 19, 2013

Page 2

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Gibson", with a horizontal line above it.

Terry R. Gibson, P.E.
Chief Engineer

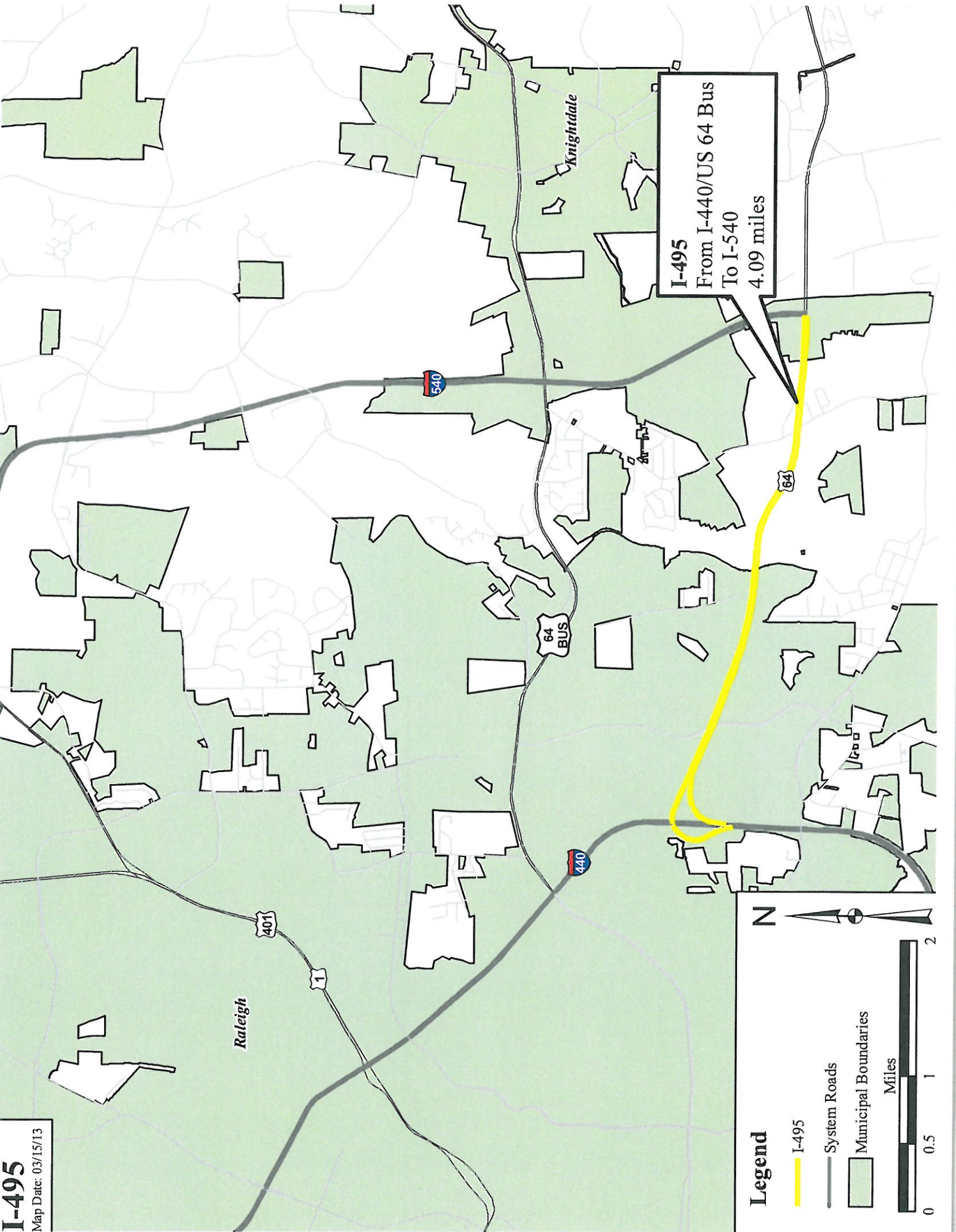
TRG/rbr

Attachment

cc: Anthony J. Tata, Secretary of Transportation, w/attachment
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J. Kevin Lacy, P.E., State Traffic Engineer, w/attachment
W. Bowman, P.E., Division Engineer, w/attachment
J. Rouse, P.E., Division Engineer, w/attachment
Bradley Hibbs, P.E, FHWA, w/attachment
Unwanna Dabney, FHWA, w/attachment
Bill Marley, FHWA, w/attachment

I-495

Map Date: 03/15/13



I-495
From I-440/US 64 Bus
To I-540
4.09 miles

N

Legend

- I-495
- System Roads
- Municipal Boundaries

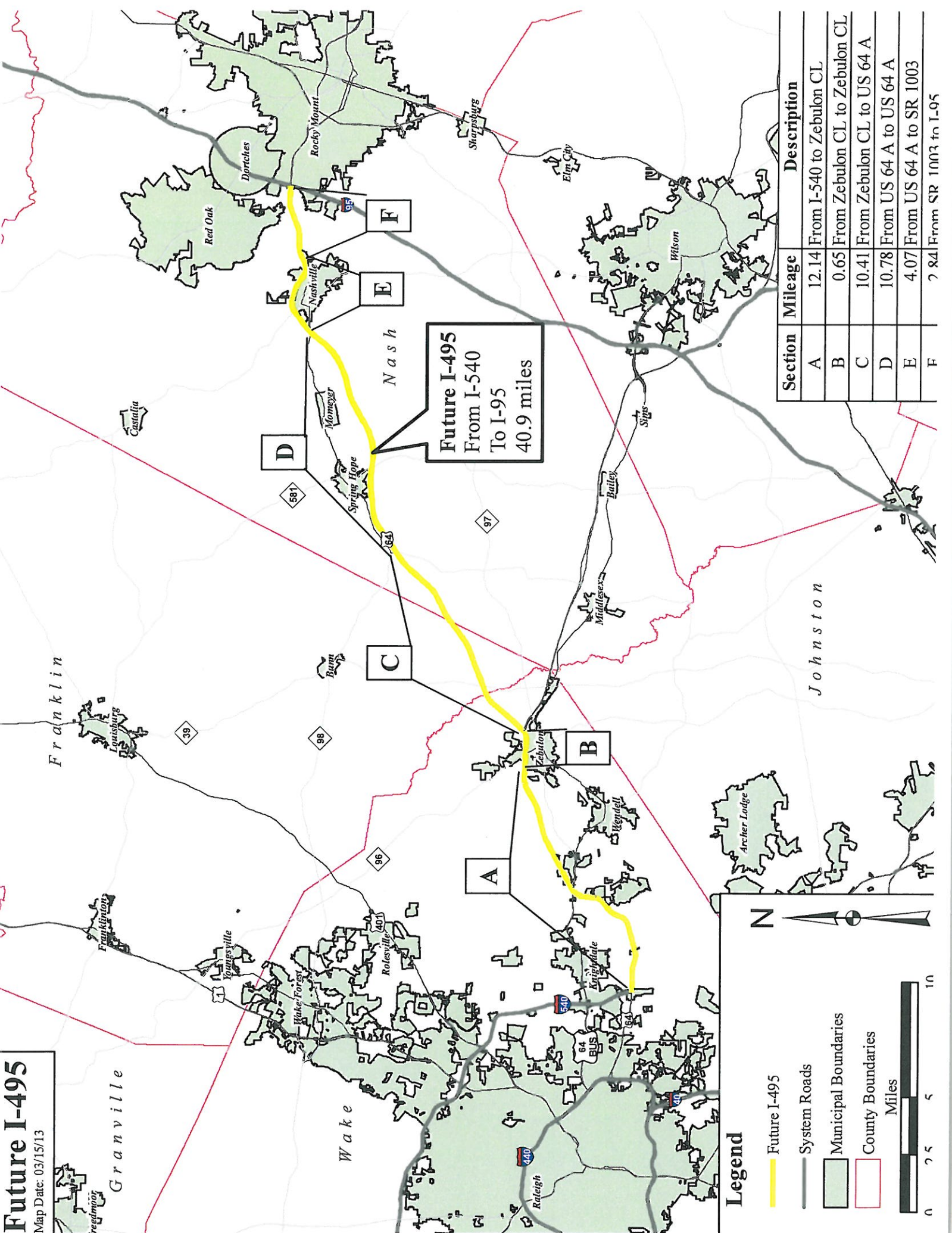


Future I-495

Map Date: 03/15/13



Granville



Future I-495
From I-540
To I-95
40.9 miles

Section	Mileage	Description
A	12.14	From I-540 to Zebulon CL
B	0.65	From Zebulon CL to Zebulon CL
C	10.41	From Zebulon CL to US 64 A
D	10.78	From US 64 A to US 64 A
E	4.07	From US 64 A to SR 1003
F	7.84	From SR 1003 to I-95

Legend

- Future I-495
- System Roads
- Municipal Boundaries
- County Boundaries
- Miles



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699-1501

ANTHONY J. TATA
SECRETARY

March 27, 2013

Mr. Frederick G. Wright
Executive Director
American Association of State Highway and Transportation Officials
444 North Capitol St. NW, Suite 249
Washington, D.C. 20001

Dear Mr. Wright:

Enclosed are the following route change applications for consideration by the AASHTO Route Numbering Committee at their upcoming Spring 2013 meeting:

1. The establishment of I-495 in Wake County
2. The establishment of I-495 Future in Wake County
3. The relocation of U.S. 421 in Lee County
4. The recognition of U.S. 421 Business in Lee County

If you have any questions please contact Renee B. Roach, PE at (919) 771-2741.

Sincerely,

A handwritten signature in cursive script that reads "J. Kevin Lacy". There is a small "non" written above the signature.

J. Kevin Lacy, PE
State Traffic Engineer

cc: Terry Gibson, PE
Brad Hibbs, PE
Jonathan Arnold, PE

JKL/rbr



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina 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**

US 421
Business

**AASHTO Use
Only**

Action taken by SCOH:

Between Existing US 421 (west of Sanford) and Existing US 421 (in east Sanford)

The following states or states are involved:
North Carolina

- ****"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: April 1, 2013

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 application is to recognize US 421 Business between existing US 421 northwest of Sanford, and existing US 421 in southeast Sanford. This application is in conjunction with the relocation of US 421 to a new alignment. Many business developments are located on the proposed US 421 Business including several shopping centers, automobile dealerships, restaurants, banks, etc.

Date facility available to traffic Currently open to traffic (anticipated completion date for US 421 new alignment and relocation is October 2013)

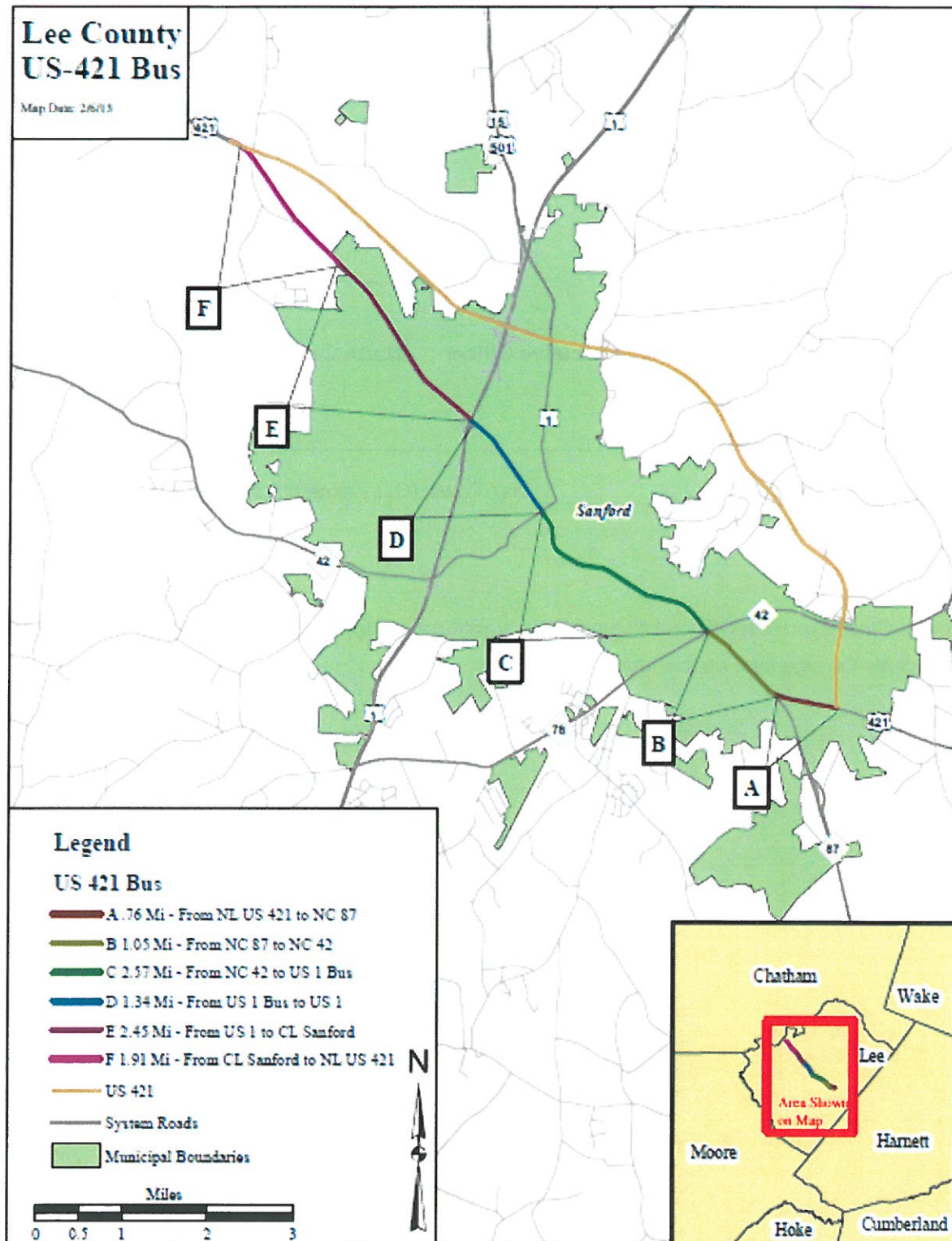
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? (existing US 421 to be relocated – see application for US 421 relocation)

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 Numbered System:

Send your PDF color map to usroutes@aaashto.org or mvitale@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 18,430 as compared to 11,620 for the year 2011 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

North Carolina Department of Transportation

(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..

Contact Information:

Renee B. Roach, P.E.
rroach@ncdot.gov
919-771-2741 (phone)
919-771-2745 (fax)

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:

The route begins in southeast Sanford in Lee County at the intersection of existing/relocated US 421.

The route is going along the former alignment of US 421 to existing US 421 northwest of Sanford in Lee County.

The route is traveling on an "other" principal arterial on an existing alignment that is primarily either a four lane or five lane (with two-way left turn lanes) undivided facility through Sanford (for approximately 5 miles), and a multi-lane divided facility with partial access control northwest of Sanford (approximately 4.4 miles).

The route is traveling north and west.

The focal point city is Sanford.

The route will cover approximately ten (10) miles.

The route ends northwest of Sanford in Lee County at the intersection with existing US 421 where it reconnects with the existing/relocated US 421.

Revised Log for the U.S. Route Numbering Database:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
421	North Carolina	Regular	BEGIN ROUTE	0	0	Route Begins
421	North Carolina	Regular	ML-KURE BEACH	2	2	Municipal Limit
421	North Carolina	Regular	ML-KURE BEACH	3	5	Municipal Limit
421	North Carolina	Regular	ML-CAROLINA BEACH	1	6	Municipal Limit
421	North Carolina	Regular	ML-CAROLINA BEACH	2	8	Municipal Limit
421	North Carolina	Regular	ML-WILMINGTON	7	15	Municipal Limit
421	North Carolina	Regular	US 117	3	18	At grade intersection, 4 legs
421	North Carolina	Regular	US 421TRK	2	20	At grade intersection, 4 legs
421	North Carolina	Truck	US 421	0	0	Route Begins
421	North Carolina	Truck	US 74	1	1	Interchange
421	North Carolina	Truck	US 76	0	1	Interchange
421	North Carolina	Truck	US 17BUS	0	1	Route Ends
421	North Carolina	Regular	US 76	1	21	At grade intersection, 4 legs
421	North Carolina	Regular	US 17BUS	0	21	At grade intersection, 4 legs
421	North Carolina	Regular	US 76	0	21	Interchange
421	North Carolina	Regular	US 421TRK	0	21	Interchange
421	North Carolina	Regular	US 17, US 74, US 76, US 17BUS	1	22	Interchange
421	North Carolina	Regular	US 74	23	45	At grade intersection, 3 legs
421	North Carolina	Regular	I 140, US 17	3	48	Interchange
421	North Carolina	Regular	ML-HARRELLS	11	59	Municipal Limit
421	North Carolina	Regular	ML-HARRELLS	7	66	Municipal Limit
421	North Carolina	Regular	US 701, US 701BUS	18	84	Interchange
421	North Carolina	Regular	ML-CLINTON	1	85	Municipal Limit
421	North Carolina	Regular	US 701	2	87	Interchange
421	North Carolina	Regular	ML-CLINTON	2	89	Municipal Limit
421	North Carolina	Regular	US 13	14	103	At grade intersection, 4 legs
421	North Carolina	Regular	ML-DUNN	5	108	Municipal Limit
421	North Carolina	Regular	I 95	1	109	Interchange
421	North Carolina	Regular	US 301	0	109	At grade intersection, 4 legs
421	North Carolina	Regular	ML-DUNN	3	112	Municipal Limit
421	North Carolina	Regular	ML-ERWIN	0	112	Municipal Limit
421	North Carolina	Regular	ML-ERWIN	2	114	Municipal Limit
421	North Carolina	Regular	US 401	10	124	At grade intersection, 4 legs
421	North Carolina	Regular	US 401	1	125	At grade intersection, 3 legs
421	North Carolina	Regular	ML-LILLINGTON	1	126	Municipal Limit
421	North Carolina	Regular	ML-SANFORD	16	142	Municipal Limit
421	North Carolina	Regular	US 421BUS	1	143	Interchange
421	North Carolina	Business	US 421	0	0	Route Begins
421	North Carolina	Business	US 1BUS	4	4	At grade intersection, 4 legs
421	North Carolina	Business	US 1, US 15, US 501	2	6	Interchange
421	North Carolina	Business	ML-SANFORD	1	7	Municipal Limit
421	North Carolina	Business	US 421	3	10	Route Ends
421	North Carolina	Regular	US 1BUS	4	147	Interchange
421	North Carolina	Regular	US 1, US 15, US 501	1	148	Interchange
421	North Carolina	Regular	ML-SANFORD	2	150	Municipal Limit
421	North Carolina	Regular	US 421BUS	4	154	At grade intersection, 3 legs
421	North Carolina	Regular	US 64	17	171	Interchange
421	North Carolina	Regular	I 85	26	197	Interchange
421	North Carolina	Regular	US 220	5	202	Interchange
421	North Carolina	Regular	I 73	1	203	Interchange
421	North Carolina	Regular	I 85BUS	0	203	Interchange

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
421	North Carolina	Regular	ML-GREENSBORO	5	208	Municipal Limit
421	North Carolina	Regular	I 73	1	209	Interchange
421	North Carolina	Regular	I 40	1	210	Interchange
421	North Carolina	Regular	I 40BUS	8	218	Interchange
421	North Carolina	Regular	ML-KERNERSVILLE	5	223	Municipal Limit
421	North Carolina	Regular	US 158	3	226	Interchange
421	North Carolina	Regular	US 52, US 311	2	228	Interchange
421	North Carolina	Regular	I 40BUS, US 158	2	230	Interchange
421	North Carolina	Regular	US 158	1	231	Interchange
421	North Carolina	Regular	I 40	3	234	Interchange
421	North Carolina	Regular	ML-WINSTON-SALEM	1	235	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	1	236	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	1	237	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	4	241	Municipal Limit
421	North Carolina	Regular	ML-YADKINVILLE	12	253	Municipal Limit
421	North Carolina	Regular	US 601	0	253	Interchange
421	North Carolina	Regular	ML-YADKINVILLE	0	253	Municipal Limit
421	North Carolina	Regular	US 21	7	260	Interchange
421	North Carolina	Regular	I 77	2	262	Interchange
421	North Carolina	Regular	US 421BUS	17	279	Interchange
421	North Carolina	Business	US 421	0	0	Route Begins
421	North Carolina	Business	ML-NORTH WILKESBORO	2	2	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	2	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-WILKESBORO	1	5	Municipal Limit
421	North Carolina	Business	US 421	1	6	Route Ends
421	North Carolina	Regular	US 421BUS	5	284	At grade intersection, 3 legs
421	North Carolina	Regular	US 221	21	305	At grade intersection, 3 legs
421	North Carolina	Regular	US 221	7	312	At grade intersection, 3 legs
421	North Carolina	Regular	ML-BOONE	1	313	Municipal Limit
421	North Carolina	Regular	US 221	1	314	At grade intersection, 3 legs
421	North Carolina	Regular	US 321	1	315	At grade intersection, 3 legs
421	North Carolina	Regular	ML-BOONE	1	316	Municipal Limit
421	North Carolina	Regular	US 321	5	321	At grade intersection, 3 legs
421	North Carolina	Regular	SL-TN	7	328	Route Ends, State Line



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699-1501

ANTHONY J. TATA
SECRETARY

March 27, 2013

Mr. Frederick G. Wright
Executive Director
American Association of State Highway and Transportation Officials
444 North Capitol St. NW, Suite 249
Washington, D.C. 20001

Dear Mr. Wright:

Enclosed are the following route change applications for consideration by the AASHTO Route Numbering Committee at their upcoming Spring 2013 meeting:

1. The establishment of I-495 in Wake County
2. The establishment of I-495 Future in Wake County
3. The relocation of U.S. 421 in Lee County
4. The recognition of U.S. 421 Business in Lee County

If you have any questions please contact Renee B. Roach, PE at (919) 771-2741.

Sincerely,

A handwritten signature in cursive script that reads "J. Kevin Lacy". Above the signature, the word "non" is written in a small, handwritten font.

J. Kevin Lacy, PE
State Traffic Engineer

cc: Terry Gibson, PE
Brad Hibbs, PE
Jonathan Arnold, PE

JKL/rbr



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina 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

US 421

**AASHTO Use
Only**
Action taken by SCOH:

Between Existing US 421 (west of Sanford) and Existing US 421 (in east Sanford)

The following states or states are involved:
North Carolina

- *****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: April 1, 2013

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 application is to relocate US 421 along a new alignment with higher design standards, and the existing alignment of US 421 through Sanford is proposed to be reclassified as US 421 Business (see associated application for recognition of US 421 Business). US 421 is a National Truck Network route between US 1 in Sanford and US 64 in Siler City, and the new alignment is proposed to be upgraded to a freeway (from a thoroughfare) Strategic Highway Corridor in North Carolina, which represents one of the core highway facilities providing mobility and connectivity throughout the state.

Date facility available to traffic October 2013 (anticipated completion date)

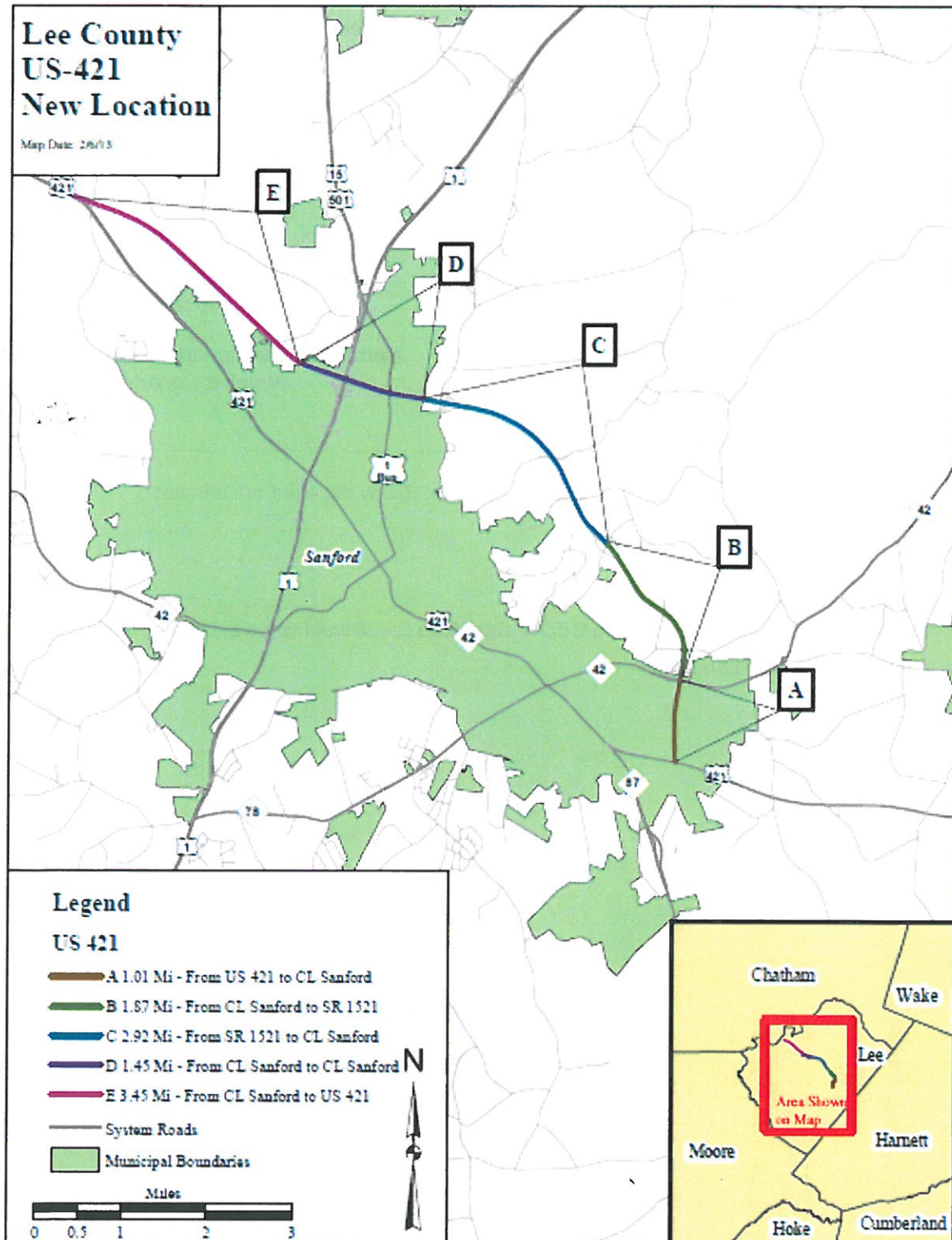
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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

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 usroutes@aashto.org or mvitale@aashto.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 17,440 as compared to 11,620 for the year 2011 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 **North Carolina Department of Transportation**
(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..

Contact Information:

Renee B. Roach, P.E.
rroach@ncdot.gov
919-771-2741 (phone)
919-771-2745 (fax)

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:

The route begins in southeast Sanford in Lee County at the intersection of existing US 421/proposed US 421 Business.

The route is going north and west to existing US 421/proposed US 421 Business northwest of Sanford in Lee County.

The route is traveling along a multi-lane divided controlled access facility on a new alignment.

The route is going north and west to existing US 421/proposed US 421 Business.

The focal point city is Sanford.

The route will cover approximately 10.7 miles.

The route ends northwest of Sanford in Lee County at the intersection of existing US 421/proposed US 421 Business where it reconnects with existing US 421.

Revised Log for the U.S. Route Numbering Database:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
421	North Carolina	Regular	BEGIN ROUTE	0	0	Route Begins
421	North Carolina	Regular	ML-KURE BEACH	2	2	Municipal Limit
421	North Carolina	Regular	ML-KURE BEACH	3	5	Municipal Limit
421	North Carolina	Regular	ML-CAROLINA BEACH	1	6	Municipal Limit
421	North Carolina	Regular	ML-CAROLINA BEACH	2	8	Municipal Limit
421	North Carolina	Regular	ML-WILMINGTON	7	15	Municipal Limit
421	North Carolina	Regular	US 117	3	18	At grade intersection, 4 legs
421	North Carolina	Regular	US 421TRK	2	20	At grade intersection, 4 legs
421	North Carolina	Truck	US 421	0	0	Route Begins
421	North Carolina	Truck	US 74	1	1	Interchange
421	North Carolina	Truck	US 76	0	1	Interchange
421	North Carolina	Truck	US 17BUS	0	1	Route Ends
421	North Carolina	Regular	US 76	1	21	At grade intersection, 4 legs
421	North Carolina	Regular	US 17BUS	0	21	At grade intersection, 4 legs
421	North Carolina	Regular	US 76	0	21	Interchange
421	North Carolina	Regular	US 421TRK	0	21	Interchange
421	North Carolina	Regular	US 17, US 74, US 76, US 17BUS	1	22	Interchange
421	North Carolina	Regular	US 74	23	45	At grade intersection, 3 legs
421	North Carolina	Regular	I 140, US 17	3	48	Interchange
421	North Carolina	Regular	ML-HARRELLS	11	59	Municipal Limit
421	North Carolina	Regular	ML-HARRELLS	7	66	Municipal Limit
421	North Carolina	Regular	US 701, US 701BUS	18	84	Interchange
421	North Carolina	Regular	ML-CLINTON	1	85	Municipal Limit
421	North Carolina	Regular	US 701	2	87	Interchange
421	North Carolina	Regular	ML-CLINTON	2	89	Municipal Limit
421	North Carolina	Regular	US 13	14	103	At grade intersection, 4 legs
421	North Carolina	Regular	ML-DUNN	5	108	Municipal Limit
421	North Carolina	Regular	I 95	1	109	Interchange
421	North Carolina	Regular	US 301	0	109	At grade intersection, 4 legs
421	North Carolina	Regular	ML-DUNN	3	112	Municipal Limit
421	North Carolina	Regular	ML-ERWIN	0	112	Municipal Limit
421	North Carolina	Regular	ML-ERWIN	2	114	Municipal Limit
421	North Carolina	Regular	US 401	10	124	At grade intersection, 4 legs
421	North Carolina	Regular	US 401	1	125	At grade intersection, 3 legs
421	North Carolina	Regular	ML-LILLINGTON	1	126	Municipal Limit
421	North Carolina	Regular	ML-SANFORD	16	142	Municipal Limit
421	North Carolina	Regular	US 421BUS	1	143	Interchange
421	North Carolina	Business	US 421	0	0	Route Begins
421	North Carolina	Business	US 1BUS	4	4	At grade intersection, 4 legs
421	North Carolina	Business	US 1, US 15, US 501	2	6	Interchange
421	North Carolina	Business	ML-SANFORD	1	7	Municipal Limit
421	North Carolina	Business	US 421	3	10	Route Ends
421	North Carolina	Regular	US 1BUS	4	147	Interchange
421	North Carolina	Regular	US 1, US 15, US 501	1	148	Interchange
421	North Carolina	Regular	ML-SANFORD	2	150	Municipal Limit
421	North Carolina	Regular	US 421BUS	4	154	At grade intersection, 3 legs
421	North Carolina	Regular	US 64	17	171	Interchange
421	North Carolina	Regular	I 85	26	197	Interchange
421	North Carolina	Regular	US 220	5	202	Interchange
421	North Carolina	Regular	I 73	1	203	Interchange
421	North Carolina	Regular	I 85BUS	0	203	Interchange

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
421	North Carolina	Regular	ML-GREENSBORO	5	208	Municipal Limit
421	North Carolina	Regular	I 73	1	209	Interchange
421	North Carolina	Regular	I 40	1	210	Interchange
421	North Carolina	Regular	I 40BUS	8	218	Interchange
421	North Carolina	Regular	ML-KERNERSVILLE	5	223	Municipal Limit
421	North Carolina	Regular	US 158	3	226	Interchange
421	North Carolina	Regular	US 52, US 311	2	228	Interchange
421	North Carolina	Regular	I 40BUS, US 158	2	230	Interchange
421	North Carolina	Regular	US 158	1	231	Interchange
421	North Carolina	Regular	I 40	3	234	Interchange
421	North Carolina	Regular	ML-WINSTON-SALEM	1	235	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	1	236	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	1	237	Municipal Limit
421	North Carolina	Regular	ML-LEWISVILLE	4	241	Municipal Limit
421	North Carolina	Regular	ML-YADKINVILLE	12	253	Municipal Limit
421	North Carolina	Regular	US 601	0	253	Interchange
421	North Carolina	Regular	ML-YADKINVILLE	0	253	Municipal Limit
421	North Carolina	Regular	US 21	7	260	Interchange
421	North Carolina	Regular	I 77	2	262	Interchange
421	North Carolina	Regular	US 421BUS	17	279	Interchange
421	North Carolina	Business	US 421	0	0	Route Begins
421	North Carolina	Business	ML-NORTH WILKESBORO	2	2	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	2	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-NORTH WILKESBORO	0	4	Municipal Limit
421	North Carolina	Business	ML-WILKESBORO	1	5	Municipal Limit
421	North Carolina	Business	US 421	1	6	Route Ends
421	North Carolina	Regular	US 421BUS	5	284	At grade intersection, 3 legs
421	North Carolina	Regular	US 221	21	305	At grade intersection, 3 legs
421	North Carolina	Regular	US 221	7	312	At grade intersection, 3 legs
421	North Carolina	Regular	ML-BOONE	1	313	Municipal Limit
421	North Carolina	Regular	US 221	1	314	At grade intersection, 3 legs
421	North Carolina	Regular	US 321	1	315	At grade intersection, 3 legs
421	North Carolina	Regular	ML-BOONE	1	316	Municipal Limit
421	North Carolina	Regular	US 321	5	321	At grade intersection, 3 legs
421	North Carolina	Regular	SL-TN	7	328	Route Ends, State Line



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of **ND** 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

US 85

AASHTO Use Only

Action taken by SCOH:

Between _____ and _____

The following states or states are involved:
North Dakota

- ***"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: March 22, 2013

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.) _____

Extension of US 85

The very high volumes of traffic as a result of increased oil activity, including significant numbers of heavy vehicles is causing increasingly congestive conditions to occur in the city of Williston, ND. The North Dakota Department of Transportation is extending US 85 from the intersection with US 2 three miles west of Williston (site 1 on enclosed map). The route will proceed north approximately 9 miles and then proceed east approximately 4 miles where it will intersect US 2 north of Williston (site 2 on enclosed map). The total length of the extension will add 13 miles to the US Numbered Highway System.

Date facility available to traffic **Fall 2014**

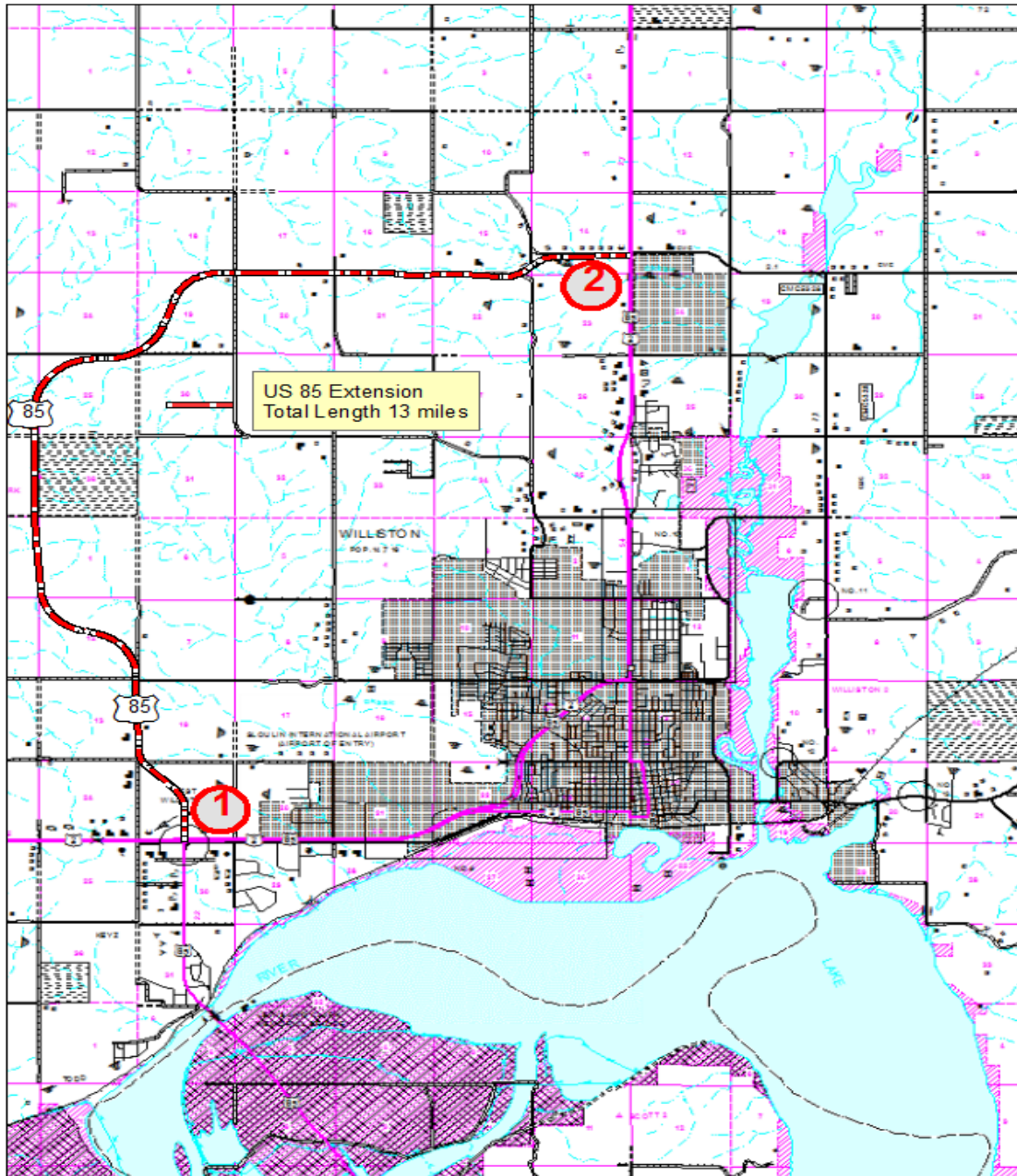
Does the petition propose a new routing over a portion of an existing U.S. Route? **No** If so, where? _____

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

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 usroutes@aaashto.org or mvitale@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 1950 as compared to 4535 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.



Grant Levi, Interim Director
North Dakota Department of Transportation

(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..

Attach additional sheet here if necessary

6

Contact Information:

Name Denny L. Johnson

Telephone Number (701) 328-2519

Email Address dennjohnson@nd.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:

The North Dakota Department of Transportation is proposing to extend US 85 beginning at the intersection of US 85 and US 2 three miles west of Williston, ND. The route will travel in a general north/south direction until it reaches 141st Ave NW. It will travel along 141st Ave NW for approximately one mile then travel northwest until it reaches 142nd Ave NW. The route will travel over 142nd Ave NW in a general north/south direction until it reaches 56th St NW. It will travel along 56th St NW in an east/west direction for one mile then change to a northeasterly direction to the intersection of 140th Ave NW and 57th St NW. The route will then travel along 57th St NW for approximately four miles in a general east/west direction until it ends at the intersection with US 2 north of Williston. The extension of US 85 will cover a total of thirteen miles.

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
85	North Dakota	Regular	International Boundary	0	0	Route begins
85	North Dakota	Regular	Jct. N. Williston	54	54	Joins U.S. 2
85	North Dakota	Regular	Williston	7	61	Leaves U.S. 2
85	North Dakota	Regular	Jct. W. Williston	13	74	Crosses U.S. 2
85	North Dakota	Regular	Watford City	41	115	NONE
85	North Dakota	Regular	Belfield	66	181	Crosses I-94
85	North Dakota	Regular	Amidon	35	216	NONE
85	North Dakota	Regular	Bowman	24	240	Joins U.S. 12
85	North Dakota	Regular	Bowman	1	241	Leaves U.S. 12
85	North Dakota	Regular	State Line	16	257	NONE



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Ohio 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
- ☐ 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

US24

**AASHTO Use
Only**

Action taken by SCOH:

Between City of Defiance and City of Toledo

The following states or states are involved:

Ohio

- *****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: March 15, 2013

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.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.) Relocation and new construction of this segment of US 24 is the final part of a larger program to upgrade and improve the alignment of US 24 in Ohio. The changes will greatly facilitate east-west travel through the state. The new road is a four-lane, limited-access highway of new construction. The length of this section is approximately 43.20 miles, from the west side of the City of Defiance northeasterly to connect with the current 4 lane divided alignment of US24 on the west side of the City of Toledo.

Date facility available to traffic 09/30/2012

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? No If so, where? _____

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 14343 as compared to 11630 for the year 2013 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

Jerry Wray Director, Ohio Department of Transportation

(Member Department)

This petition is authorized by official action of Section 5511.01 ORC

under date of April 21, 2005

as follows: (Copy excerpt from minutes.)

See pages 10 – 16 for excerpt 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	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
				10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length		
1	#1	H	E	9960	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
	0.00 MI											
2	#2	H	E	13920	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
	2.20 MI											
3	#3	H	E	12000	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
	3.18 MI											
16	#4	H	E	13530	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
	16.05 MI											
17	#5	H	E	14840	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
	17.25 MI											
20	#6	H	E	9460	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
	20.70 MI											
23	#7	H	E	10080	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
	23.92 MI											
34	#8	H	E	10810	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
	34.20 MI											
40	#9	H	E	15340	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
	40.20 MI											
	#10 END											
44	43.20 MI											

Attach additional sheet here if necessary

Contact Information:

Name Michael Greenwood
Telephone Number 614-466-2852
Email Address michael.greenwood@dot.state.oh.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:

The route will begin at existing US24 bypass on the west side of the City of Defiance.

This section will travel to the existing 4 lane divided section of US24 located on the west side of the City of Toledo.

The facility it will be traveling over is new construction on a new alignment.

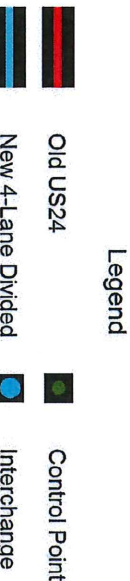
Direction of travel will be east.

Cities traveled through are Defiance, Napoleon, Waterville and Toledo.

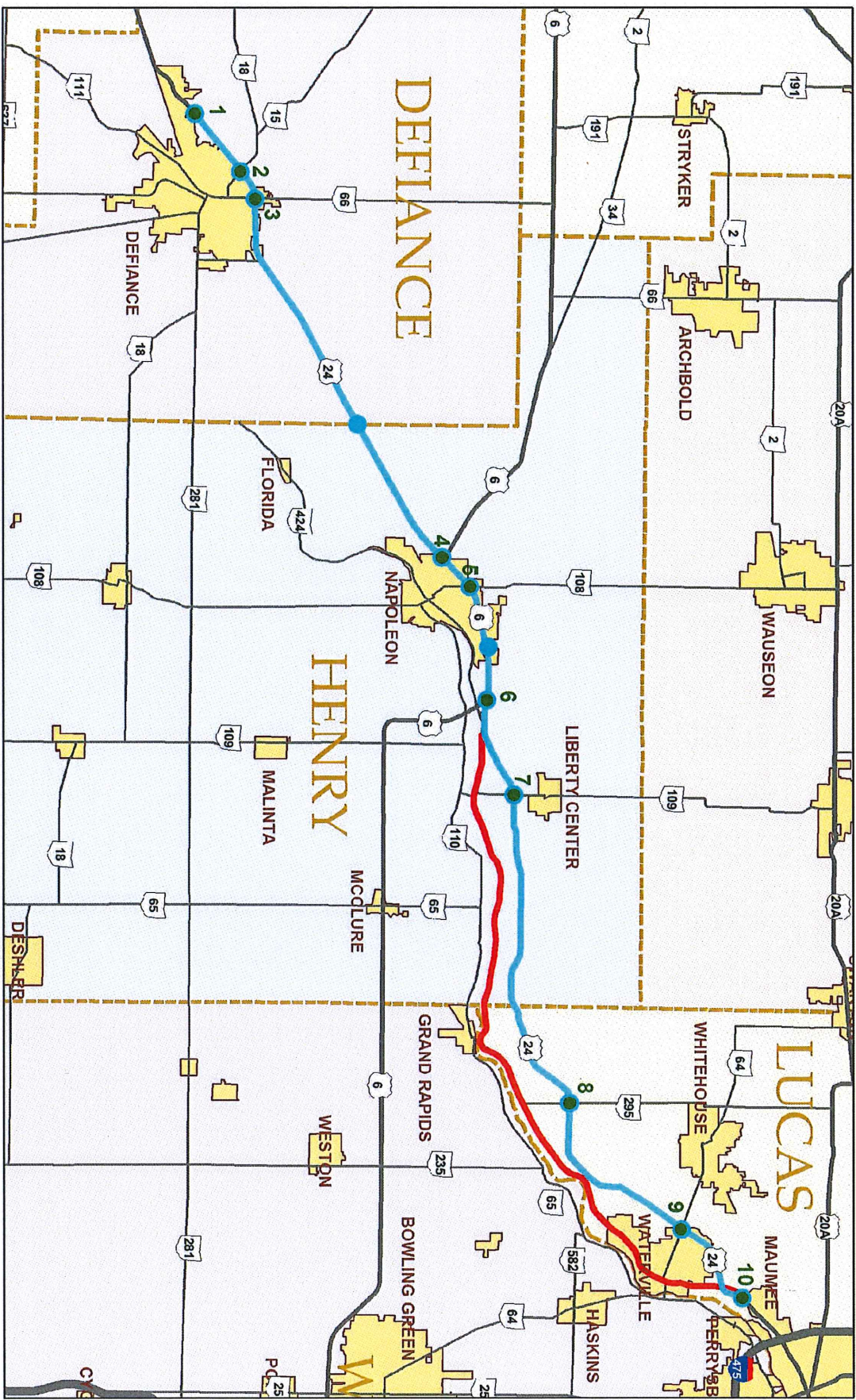
For this update the total miles are 43.20. Total miles of entire route in Ohio are 83.32.

For this update the ending point connects with the current 4 lane divided alignment of US24 on the west side of the City of Toledo. US24 in Ohio begins and ends at the Indiana and Michigan state line.

[illegible]



Improvements and New Alignment of Ohio US24 Defiance, Henry and Lucas Counties



02-HEN-2005-01

RECEIVED
GOVT TECHNICAL SERVICES

**DISTRIBUTION LIST
HEN/LUC-24 RELOCATION
DIRECTOR'S AUTHORIZATION**

2005 APR 26 AM 11:02

U.S. Fish and Wildlife Services
Division of Ecological Services
6950 H. Americana Parkway
Reynoldsburg, Ohio 43068

Ohio Department of Natural Resources
Office of Outdoor Recreation Services
Fountain Square, Building A-3
Columbus, Ohio 43224

Ohio State of Preservation Office
1982 Velma Ave.
Columbus, Ohio 43215

Ohio Department of Health
246 North High St.
Columbus, Ohio 43215

Federal Highway Administration
Division Administrator
200 N. High St.
Columbus, Ohio 43215

Todd M. Audet, District Deputy Director
W. Michael Ligibel, District Planning & Programs Admin.
Aaron D. Behrman, District Production Admin.
Gary R. Weinandy, District Highway Management Admin.
Craig Schneiderbauer, Henry County Manager
Terry Leach, Lucas County Manager
Joe Rutherford, Public Information
Deputy Director, Office of Communications, 2nd floor
Deputy Director, Office of Legislative Services, 2nd floor
Deputy Director, Division of Production Management, 1st floor
Deputy Director, Division of Planning, 2nd floor
Deputy Director, Division of Highway Operations, 3rd floor
Deputy Director, Division of Contract Administration, 1st floor
Administrator, Office of Environmental Services, 3rd floor
Administrator, Office of Technical Services, 2nd floor
Administrator, Office of Real Estate, 4th floor
Director's Authorization File
Reading File
File

Honorable Bob Taft
Governor's Regional Office
ATTN: Wes Fahrbach
One Government Center, Suite 1520
Toledo, Ohio 43604

Honorable Mark Wagoner
State Representative
77 S. High St.
Columbus, Ohio 43215-6111

Honorable James Hoops
State Representative
77 S. High St.
Columbus, Ohio 43215-6111

Honorable Lynn Wachtmann
Ohio State Senator
Senate Building, Room 040
Columbus, Ohio 43215

Honorable Randall Gardner
Ohio State Senator
Senate Building, Room 220
Columbus, Ohio 43215

Honorable Stephen Buchrer
State Representative
77 S. High St.
Columbus, Ohio 43215-6111



OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE, P.O. Box 899, COLUMBUS, OHIO 43216-0899

DIRECTOR'S AUTHORIZATION

April 21, 2005

Board of County Commissioners
Henry County
Henry County Office Complex
1853 Oakwood Ave.
Napoleon, Ohio 43545

Board of County Commissioners
Lucas County
One Government Center, Suite 800
Toledo, Ohio 43604

Dear Commissioners:

In accordance with Section 5511.01 of the Ohio Revised Code, I, the Director of the Ohio Department of Transportation, hereby certify the authorization for the **Relocation, Establishment of Limited Access, Abandonment, and Renumbering** of portions of State Route No. US 24 situated in Liberty and Washington Townships, Henry County, Ohio, and Providence, Waterville, and Monclova Townships, Lucas County, Ohio.

The Public Hearing, with two identical sessions, was held as follows: October 18, 2004 in the Village of Whitehouse, Ohio, and October 20, 2004 in the Village of Liberty Center, Ohio. This authorization is documented in the Director's Authorization list, Volume 2005, Page 02-01, dated April 21, 2005.

THE RELOCATION OF A PORTION OF STATE ROUTE NO. US 24, SAME TO BE ESTABLISHED AS A LIMITED ACCESS HIGHWAY AND TO BE SITUATED IN LIBERTY AND WASHINGTON TOWNSHIPS, HENRY COUNTY, OHIO, AND PROVIDENCE, WATERVILLE, AND MONCLOVA TOWNSHIPS, LUCAS COUNTY, OHIO.

And being more fully described as follows:

Commencing at a point in Liberty Township, Henry County, Ohio, at the intersection of existing State Route No. US 24 and existing Township Road No. 10; Thence in an easterly direction along existing State Route No. US 24 a distance of 0.3 of a mile, more or less, to the centerline of proposed relocated State Route No. US 24, said point being the beginning of this description; Thence in an easterly direction along a tangent, then along a curve to the left, then along a tangent to a point of crossing of the Indiana and Ohio Rail System rail line, said point of crossing being 0.3 of a mile, more or less, as measured along the Indiana and Ohio Rail System rail line,

AN EQUAL OPPORTUNITY EMPLOYER

north of its crossing of existing State Route No. US 24; Thence continuing along said tangent in a northeasterly direction, then along a curve to the left to a point of crossing Township Road No. 8C, said point of crossing being 0.5 of a mile, more or less, as measured along Township Road No. 8C, north of its intersection with existing State Route No. US 24; Thence continuing along said curve to the left in a northeasterly direction, then along a tangent to a point of crossing County Road No. 8, said point of crossing being 0.2 of a mile, more or less, as measured along County Road No. 8, south of its intersection with County Road No. S; Thence continuing along said tangent in a northeasterly direction, then along a curve to the right to a point of crossing County Road No. S, said point of crossing being 0.3 of a mile, more or less, as measured along County Road No. S, east of its intersection with County Road No. 8; Thence continuing along said curve to the right in a northeasterly direction, then along a tangent to a point of crossing State Route No. 109, said point of crossing being 0.03 of a mile, more or less, as measured along State Route No. 109, north of its intersection with County Road No. S; Thence continuing along said tangent in an easterly direction to a point of crossing County Road No. 7, said point of crossing being 0.03 of a mile, more or less, as measured along County Road No. 7, north of its intersection with County Road No. S; Thence continuing along said tangent in an easterly direction, then along a curve to the left to a point of crossing Township Road No. 6C, said point of crossing being 0.1 of a mile, more or less, as measured along Township Road No. 6C, north of its intersection with County Road No. S; Thence continuing along said curve to the left in a northeasterly direction, then along a tangent, then along a curve to the right, then along a tangent, then along a curve to the left, then along a tangent to a point of crossing Township Road No. 5B, said point of crossing being 0.2 of a mile, more or less, as measured along Township Road No. 5B, north of its intersection with County Road No. S; Thence continuing along said tangent in a northeasterly direction, then along a curve to the right, then along a tangent to a point of crossing County Road No. 4A, said point of crossing being 0.3 of a mile, more or less, as measured along County Road No. 4A, north of its intersection with County Road No. S; Thence continuing along said tangent in an easterly direction to a point of crossing County Road No. 4, said point of crossing being 0.2 of a mile, more or less, as measured along County Road No. 4, south of its intersection with County Road No. S3; Thence continuing along said tangent in an easterly direction to a point of crossing County Road No. 3B, said point of crossing being 0.2 of a mile, more or less, as measured along County Road No. 3B, south of its intersection with County Road No. S3; Thence continuing along said tangent in an easterly direction to a point of crossing County Road No. 3, said point of crossing being 0.2 of a mile, more or less, as measured along County Road No. 3, south of its intersection with County Road No. S3; Thence continuing along said tangent in an easterly direction, then along a curve to the right to a point of crossing County Road No. 2B, said point of crossing being 0.3 of a mile, more or less, as measured along County Road No. 2B, south of its intersection with County Road No. S3; Thence continuing along said curve to the right in a southeasterly direction, then along a tangent, then along a curve to the left, then along a tangent, then along a curve to the left, then along a tangent to a point of crossing County Road No. 1 (Henry-Lucas Road)(the Henry County/Lucas County line), said point of crossing being 0.3 of a mile, more or less, as measured along County Road No. 1 (Henry-Lucas Road), south of its intersection with County Road No. S3; Thence continuing along said tangent in a northeasterly direction, then along a curve to the right, then along a tangent, then along a curve to the left to a point of crossing County Road No. 109 (Providence-Neapolis-Swanton Road), said point of crossing being 0.2 of a mile, more or less, as measured along County Road No. 109 (Providence-Neapolis-Swanton Road), north of its junction with Township Road No. 148 (Patton Road); Thence continuing along said curve to the left in a northeasterly direction, then along a tangent to a point of crossing Township Road No. 110 (Manore Road), said point of crossing being 0.2 of a mile, more or less, as measured along Township Road No. 110 (Manore

Road), north of its northerly junction with Township Road No. 148 (Patton Road); Thence continuing along said tangent in a northeasterly direction to a point of crossing County Road No. 111 (Jeffers Road), said point of crossing being 0.1 of a mile, more or less, as measured along County Road No. 111 (Jeffers Road), north of its northerly junction with Township Road No. 148 (Patton Road); Thence continuing along said tangent in a northeasterly direction, then along a curve to the left, then along a tangent to a point of crossing Township Road No. 112 (Yawberg Road), said point of crossing being 0.4 of a mile, more or less, as measured along Township Road No. 112 (Yawberg Road), north of its intersection with Township Road No. 148 (Patton Road); Thence continuing along said tangent in a northeasterly direction to a point of crossing Township Road No. 113 (Hartman Road), said point of crossing being 0.3 of a mile, more or less, as measured along Township Road No. 113 (Hartman Road), south of its junction with County Road No. 146 (Box Road); Thence continuing along said tangent in a northeasterly direction to a point of crossing County Road No. 146 (Box Road), said point of crossing being 0.2 of a mile, more or less, as measured along County Road No. 146 (Box Road), east of its junction with Township Road No. 113 (Hartman Road); Thence continuing along said tangent in a northeasterly direction, then along a curve to the right, then along a tangent to a point of crossing State Route No. 295 (Berkey-Southern Road), said point of crossing being 0.3 of a mile, more or less, as measured along State Route No. 295 (Berkey-Southern Road), north of its intersection with County Road No. 146 (Box Road); Thence continuing along said tangent in an easterly direction to a point of crossing County Road No. 151 (Heller Road), said point of crossing being 0.3 of a mile, more or less, as measured along County Road No. 151 (Heller Road), north of its intersection with County Road No. 146 (Box Road); Thence continuing along said tangent in an easterly direction, then along a curve to the left, then along a tangent to a point of crossing Township Road No. 145 (Bailey Road), said point of crossing being 0.1 of a mile, more or less, as measured along Township Road No. 145 (Bailey Road), north of its junction with Township Road No. 223 (Vollmer Road); Thence continuing along said tangent in a northeasterly direction to a point of crossing County Road No. 221 (Hertzfeld Road), said point of crossing being 0.1 of a mile, more or less, as measured along County Road No. 221 (Hertzfeld Road), north of its junction with Township Road No. 223 (Vollmer Road); Thence continuing along said tangent in a northeasterly direction, then along a curve to the left, then along a tangent to a point of crossing County Road No. 143 (Neowash Road), said point of crossing being 0.5 of a mile, more or less, as measured along County Road No. 143 (Neowash Road), west of its intersection with Township Road No. 137 (Noward Road); Thence continuing along said tangent in a northerly direction, then along a curve to the right, then along a tangent, then along a curve to the right to a point of crossing Township Road No. 137 (Noward Road), said point of crossing being 0.2 of a mile, more or less, as measured along Township Road No. 137 (Noward Road), south of its intersection with County Road No. 136 (Neapolis-Waterville Road); Thence continuing along said curve to the right in a northeasterly direction, then along a tangent to a point of crossing County Road No. 136 (Neapolis-Waterville Road), said point of crossing being 0.1 of a mile, more or less, as measured along County Road No. 136 (Neapolis-Waterville Road), east of its intersection with Township Road No. 137 (Noward Road); Thence continuing along said tangent in a northeasterly direction, then along a curve to the left, then along a tangent to a point of crossing State Route No. 64 (Waterville-Swanton Road), said point of crossing being 0.7 of a mile, more or less, as measured along State Route No. 64 (Waterville-Swanton Road), southeast of its junction with Township Road No. 137 (Noward Road); Thence continuing along said tangent in a northeasterly direction, then along a curve to the right to a point of crossing County Road No. 133 (Dutch Road), said point of crossing being 0.1 of a mile, more or less, as measured along County Road No. 133 (Dutch Road), west of its westerly junction with County Road No. 124 (Waterville-Monclova Road); Thence continuing along said curve to the right in a

northeasterly direction, then along a tangent to a point of crossing County Road No. 124 (Waterville-Monclova Road), said point of crossing being 0.1 of a mile, more or less, as measured along County Road No. 124 (Waterville-Monclova Road) north of its easterly junction with County Road No. 133 (Dutch Road); Thence continuing along said tangent in a northeasterly direction, then along a curve to the left to a point of crossing the Norfolk Southern Corporation rail line, said point of crossing being 0.5 of a mile, more or less, as measured along the Norfolk Southern Corporation rail line northeasterly of its crossing of County Road No. 133 (Dutch Road); Thence continuing along said curve to the left in a northeasterly direction, then along a tangent to a point of intersection with existing State Route No. US 24, said point of intersection being 0.4 of a mile, more or less, southwest of the crossing of existing State Route No. US 24 with County Road No. 128 (Stitt Road); Thence along a curve to the right, also being the alignment of existing State Route No. US 24, to a point in the centerline of existing State Route No. US 24 and there terminate, said point of termination being 0.02 of a mile, more or less, as measured along existing State Route No. US 24, southwest of its crossing of County Road No. 128 (Stitt Road).

Said described relocation of State Route No. US 24 having a total length of 21.7 miles, more or less. Said Establishment of Limited Access is to include all interchange areas and extend along crossroads in accordance with the Ohio Department of Transportation's Limited Access Policy.

THE ABANDONMENT OF A PORTION OF EXISTING STATE ROUTE NO. US 24, SITUATED IN LIBERTY AND WASHINGTON TOWNSHIPS, HENRY COUNTY, OHIO; AND IN PROVIDENCE, WATERVILLE AND MONCLOVA TOWNSHIPS, AND THE VILLAGE OF WATERVILLE, LUCAS COUNTY, OHIO, SAME TO REVERT IN PART TO THE HENRY COUNTY HIGHWAY SYSTEM, AND IN PART TO THE LUCAS COUNTY HIGHWAY SYSTEM, AND IN PART TO THE VILLAGE OF WATERVILLE STREET SYSTEM, AND IN PART TO BE RETAINED ON THE STATE HIGHWAY SYSTEM AS STATE ROUTE NO. 109, AND IN PART TO BE RETAINED ON THE STATE HIGHWAY SYSTEM AS STATE ROUTE NO. 295 EXTENDED, AND IN PART TO BE RETAINED ON THE STATE HIGHWAY SYSTEM AS STATE ROUTE NO. 64, ALL AT SUCH TIME AS THE CORRESPONDING RELOCATED PORTION OF STATE ROUTE NO. US 24 IS OPENED TO TRAFFIC AND AFTER THE FINAL ABANDONMENT ENTRY HAS BEEN AUTHORIZED BY THE DIRECTOR OF TRANSPORTATION.

And being more fully described as follows:

PART 1: Abandonment to revert to the Henry County Highway System

Beginning at a point in the centerline of existing State Route No. US 24, said point being 0.3 of a mile, more or less, as measured along existing State Route No. US 24, easterly of its intersection with Township Road No. 10; Thence in an easterly direction along existing State Route No. US 24 to its westerly junction with State Route No. 109 and there suspend; Thence resuming at its easterly junction with State Route No. 109; Thence in easterly and northeasterly directions along existing State Route No. US 24 to the Henry County/Lucas County Line and there terminate. Said abandonment to include all that portion of the existing route not necessary for the construction or maintenance of the proposed corresponding relocation or needed for any other state highway.

PART 2: Abandonment to revert to the Lucas County Highway System

Beginning at a point in the centerline of existing State Route No. US 24, said point being at the Henry County/Lucas County Line; Thence in an easterly direction along existing State Route No. US 24 to its junction with State Route No. 578 and there suspend; Thence resuming at its junction with State Route No. 295; Thence in a northeasterly direction along existing State Route No. US 24 to the south corporation line of the Village of Waterville and there suspend; Thence resuming at the north corporation line of the Village of Waterville; Thence in northerly and northeasterly directions along existing State Route No. US 24 to a point in the centerline of existing State Route No. US 24, said point being 0.4 of a mile, more or less, as measured along existing State Route No. US 24, southwest of its intersection with County Road No. 128 (Stitt Road) and there terminate. Said abandonment to include all that portion of the existing route not necessary for the construction or maintenance of the proposed corresponding relocation or needed for any other state highway.

PART 3: Abandonment to revert to the Village of Waterville Street System

Beginning at a point in the centerline of existing State Route No. US 24, said point being at the south corporation line of the Village of Waterville; Thence in a northeasterly direction along existing State Route No. US 24 to its southerly junction with State Route No. 64 and there suspend; Thence resuming at its northerly junction with State Route No. 64; Thence in a northerly direction along existing State Route No. US 24 to the north corporation line of the Village of Waterville and there terminate. Said abandonment to include all that portion of the existing route not necessary for the construction or maintenance of the proposed corresponding relocation or needed for any other state highway.

PART 4: To be retained on the State Highway System as State Route No. 109

Beginning at a point in the centerline of existing State Route No. US 24, said point being at its westerly junction with State Route No. 109; Thence in an easterly direction along existing State Route No. US 24 to its easterly junction with State Route No. 109 and there terminate. Said portion of highway to be retained on the State Highway System and be numbered as State Route No. 109.

PART 5: To be retained on the State Highway System as State Route No. 295 (EXTENDED)

Beginning at a point in the centerline of existing State Route No. US 24, said point being at its junction with State Route No. 578; Thence in a northeasterly direction along existing State Route No. US 24 to its junction with State Route No. 295 and there terminate. Said portion of highway to be retained on the State Highway System and be numbered as State Route No. 295.

PART 6: To be retained on the State Highway System as State Route No. 64

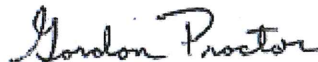

Beginning at a point in the centerline of existing State Route No. US 24, said point being at its southerly junction with State Route No. 64 in the Village of Waterville; Thence in a northerly direction along existing State Route No. US 24 to its northerly junction with State Route No. 64 in the Village of Waterville and there terminate. Said portion of highway to be retained on the State Highway System and be numbered as State Route No. 64.

THE RENUMBERING OF STATE ROUTE NO. 578, SAME TO BE DESIGNATED AS STATE ROUTE NO. 295, SITUATED IN THE VILLAGE OF GRAND RAPIDS, WOOD COUNTY, OHIO, AND PROVIDENCE TOWNSHIP, LUCAS COUNTY, OHIO. SAID STATE ROUTE RENUMBERING TO OCCUR AT SUCH TIME AS THE RELOCATED PORTION OF STATE ROUTE NO. US 24 IS OPENED TO TRAFFIC AND AFTER THE FINAL ABANDONMENT ENTRY FOR THE CORRESPONDING PORTION OF EXISTING STATE ROUTE NO. US 24 HAS BEEN AUTHORIZED BY THE DIRECTOR OF TRANSPORTATION.

And being more fully described as follows:

Beginning at the junction of existing State Route No. 578 with State Route No. 65 in the Village of Grand Rapids; Thence in a northerly direction crossing the Maumee River and the Wood County/Lucas County line to its junction with State Route No. US 24 and there terminate. Said described renumbering having a total length of 0.2 of a mile, more or less.

Respectfully,


Gordon Proctor 
Director

ATTACHMENT: Hearing Plat Map



American Association of State Highway and Transportation Officials

Please save and send as a word file. You can attach a map in PDF or JPG with the application to

usroutes@ashto.org (M.Vitale)

An Application from the State Highway or Transportation Department of South Carolina 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

21 Bus

AASHTO Use Only

Date received:

Date to Special Committee on U.S. Route Number:

Date Presented to Standing Committee on Highways (SCOH):

Action taken by SCOH:

Member Department Notified:

Between US 21 S of Rock Hill and US 21 N of Rock Hill

The following states or states are involved:

South Carolina

- ***"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:3/27/2013

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

***U.S. Bicycle Route System:** this form is not applicable for US Bicycle Route System see new form.

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.) The City of Rock Hill has requested, from South Carolina Department of Transportation, ownership and maintenance responsibilities of a portion of US 21 Bus #1 in order to have full oversight for future economic development projects in the downtown area. Granting this request would cause a break in the continuity of the route once removed therefore removal of entire road as a US route is warranted.

Date facility available to traffic OPEN

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? No
If so, where?



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 _____ as compared to _____ for the year _____ 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 Required – see note below)

Chief Executive Officer

(Member Department)

This petition is authorized by official action of Secretary of Transportation

under date of 3/21/13 as follows: (Copy excerpt from minutes.)

Acting in accord with Section 53-3-430 of the Code of Laws of South Carolina, 1976, which authorizes said Secretary of Transportation to exercise all powers of the State Highway Commission when that body is not in session
(This includes US, Interstates)

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.

Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)

	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
												10 20 30 #	20 40 60	10 20 30 40
0	0.00-0.55 length = 0.55	H	G	14200	None	None	None	None	None					
	0.55-0.97 length = 0.42	H	G	22400	None	None	None	None	None					
	0.97-1.00 length = 0.03	H	G	5500	None	None	None	None	None					
20	1.00-1.50 length = 0.50	H	F	5500	None	None	None	None	None					
	1.50-1.64 length = 0.14	H	F	5500	None	None	None	None	None					
	1.64-2.33 length = 0.69	H	F	6100	None	None	None	None	None					
	2.33-2.75 length = 0.42	H	F	3800	None	None	None	None	None					
40	2.75-3.81 length = 1.06	H	F	9900	None	None	None	None	None					
	3.81-4.00 length = 0.19	H	F	23800	None	None	None	None	None					
	4.00-4.81 length = 0.81	H	P	23800	None	None	None	None	None					
60	4.81-5.00 length = 0.19	H	P	23700	None	None	None	None	None					
	5.00-5.50 length = 0.50	H	F	23700	None	None	None	None	None					
	5.50-5.81 length = 0.31	H	G	23700	None	None	None	None	None					
80	5.81-6.00 length = 0.19	H	G	22600	None	None	None	None	None					
	6.00-6.78 length = 0.78	H	F	22600	None	None	None	None	None					
100														
120														
140														

Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)

(Contact person regarding this application:

Name: Gail C Dia

Address: 955 Park Street, Columbia, SC 29201

Telephone Number: 803 737-1450

Fax Number: 803 737-0006

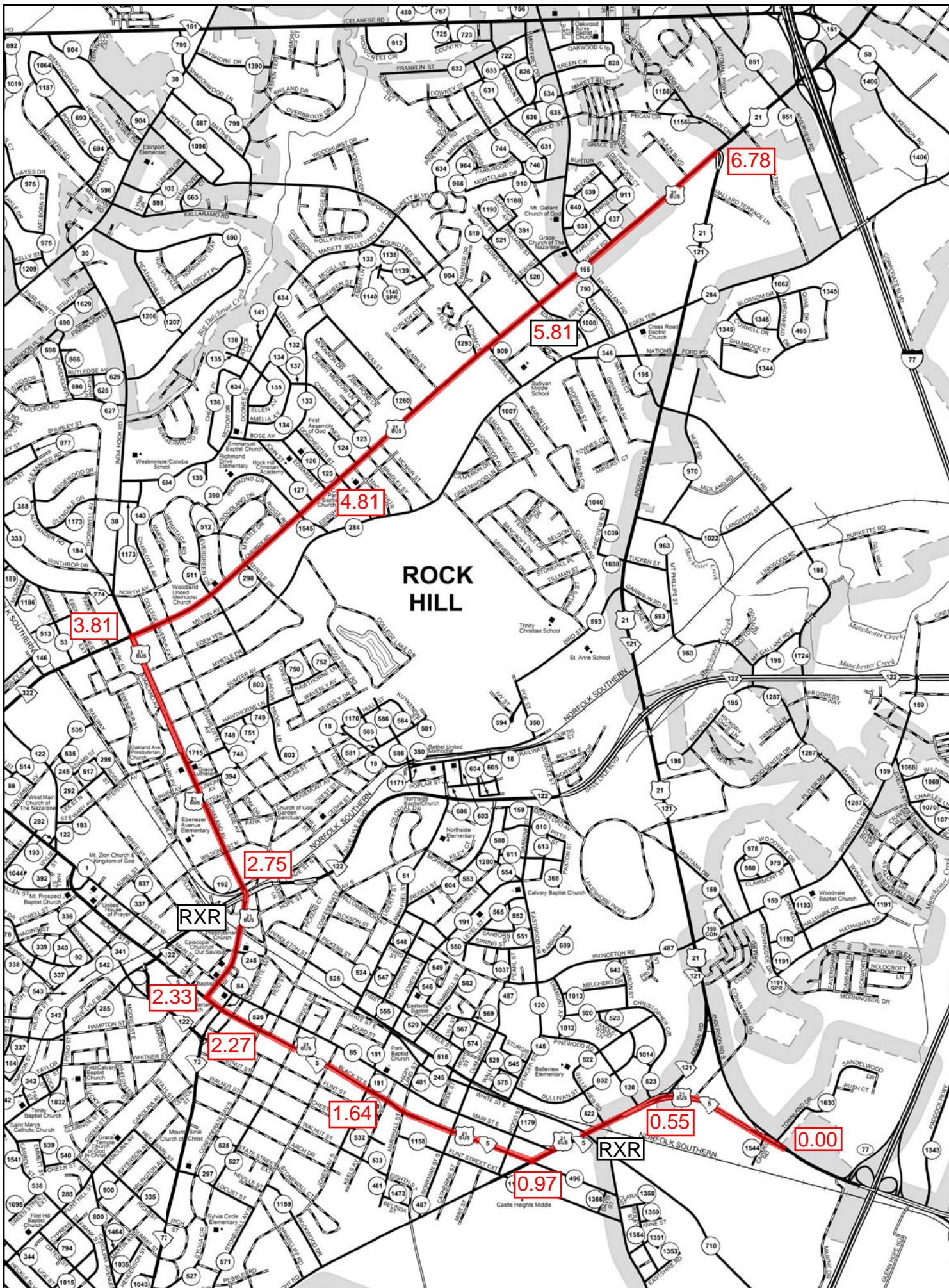
Email Address: diagc@scdot.org

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) Milepoint 0.00 @ US 21
- Describe where it is going? Running westerly, northerly thence northeasterly to US 21
- What type of facility is it traveling over? (New alignment or over an existing pathway) Existing
- Give the direction of travel(north, east, south, and west) North
- Name the focal point city or cities Rock Hill
- Length of route in miles. 6.78
- Where does it end? (Terminal intersection or mile marker) Milepoint 6.78 @ US 21

UNITED STATE HIGHWAY NUMBER 21

<u>State</u>	<u>Type</u>	<u>Intersection</u>	Point to Point <u>Mileage</u>	Accumulated Mileage in <u>State</u>	<u>Remarks</u>
South Carolina	Regular	State Line	0	0	
		Jct. N. Fort Mill	1	1	Leaves I-77
		<u>Jct. N. Fort Mill</u>	<u>1</u>	<u>2</u>	<u>US 21 Bus. Begin & Leaves</u>
	Business	Jct. N. Fort Mill	0	0	Route begins, leaves US 21
		<u>Jct. S. Fort Mill</u>	<u>7</u>	<u>7</u>	<u>Route ends, rejoins US 21</u>
	Regular	Jct. S. Fort Mill	6	8	US 21 Bus, rejoins & Ends
		Rock Hill	2	10	Crosses I-77
		Rock Hill	5	15	Crosses I-77
		Jct. S. Blythewood	56	71	Crosses I-77
		Columbia	7	78	Crosses I-20
		Columbia	3	81	Joins US 321
		Columbia	2	83	Joins US 176
		Columbia	1	84	Joins US 76
		Columbia	1	85	Leave US 76; I-126 begins and leaves
		Columbia	1	86	Crosses US 1, US 378
		Jct. S. Cayce	5	91	Crosses I-26
		Jct. S. Cayce	3	94	Leaves US 321
		Jct. S. Cayce	2	96	Crosses I-26
		Sandy Run	7	103	Leaves US 176
		Jct. S. Sandy Run	3	106	Crosses I-26
		Orangeburg	19	125	Joins US 178
		<u>Orangeburg</u>	<u>1</u>	<u>126</u>	<u>US 21 Bus begins & leaves, crosses US 601</u>
	Business	Orangeburg	0	0	Route begins, leaves US 21 & US 178: Joins US 601
		Orangeburg	1	1	Joins US 178
		Orangeburg	1	2	Crosses US 301, leaves US 601
		Orangeburg	1	3	Route ends, rejoins US 21; US 178 begins And ends
		<u>Orangeburg</u>	<u>2</u>	<u>128</u>	<u>Crosses US 301</u>
	Regular	Orangeburg	1	129	US 21 Bus rejoins & ends, crosses US 178
		Branchville	15	144	Crosses US 78
		Jct. N. Yemassee	37	181	Crosses I-95
		Jct. N. Yemassee	3	184	Joins US 17 Alt
		Pocotaligo	7	191	Leaves US 17 Alt, joins US 17
		Gardens Corner	6	197	Leaves US 17
		<u>Jct. W. Beaufort</u>	<u>12</u>	<u>209</u>	<u>US 21 Bus, begins and leaves</u>
	Business	Jct. W. Beaufort (Polk Village)	0	0	Route begins, leaves US 21
		Beaufort	1	1	
		<u>Jct. S. Beaufort</u>	<u>4</u>	<u>5</u>	<u>Route ends, joins US 21</u>
	Regular	Jct. S. Beaufort (Gray Oaks)	11	220	US 21 Bus, rejoins and ends
		Jct. S. Beaufort (Hunting Island)	14	234	Route ends



April 1, 2013

Special Committee on U.S. Route Numbering
c/o Ms. Marty Vitale
American Association of State Highway and
Transportation Officials (AASHTO)
444 N. Capitol Street NW, Suite 249
Washington D.C. 20001

Dear Ms. Vitale:

Attached please find the following applications for consideration for changes to
U.S. numbered routes:

- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

If you have any questions, please contact Tammye Fontenot, Planner, Transportation
Planning and Programming Division at (512) 486-5108.

Sincerely,



Phil Wilson
Executive Director

Attachments

cc: Marc D. Williams, P.E., Director of Planning, TxDOT
Tammye Fontenot, Transportation Planning and Programming Division, TxDOT

AASHTO

- 2 -

April 1, 2013

bcc: Jack Foster, P.E, TPP
Michael Chamberlain, TPP



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Texas 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

IH 2

**AASHTO Use
Only**

Action taken by SCOH:

Between 0.5 miles west of the U.S. 83/Showers Rd. junction and U.S. 77 (IH 69E designation pending)

The following states or states are involved:

Texas

- ****“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: April 1, 2013

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.) In accordance with 23 CFR 470.111(b), states can request the designation of a highway as part of the Interstate System, 23 U.S.C. 103(c)(4)(A), if it meets all the standards of a highway on the Interstate System, is a logical addition or connection to the Interstate System, and has the affirmative recommendation of the state or states involved. In addition, proposals for Interstate designation shall consider the criteria contained in Appendix A to Subpart A of Part 470.

In compliance with 23 CFR 470.111(b), the Texas Department of Transportation (TxDOT) has conducted a study of a 46.8-mile, upgraded, multi-lane, access-controlled segment of U.S. 83 from the limits of U.S. 83 access control located 0.5 mile west of its junction with Showers Road in Palmview, Texas (Texas Reference Marker 850.4) to its junction with U.S. 77 in Harlingen, Texas, via a direct connector interchange (Texas Reference Marker 897.2). The study has confirmed that this U.S. 83 segment meets current Interstate design standards as established by the American Association of State Highway and Transportation Officials (AASHTO) in *A Policy on Design Standards-Interstate System, 5th Edition* (2005). No additional construction or right-of-way would be required to meet the Interstate standards. Furthermore, this segment of U.S. 83 satisfies all the criteria of Appendix A to Subpart A of Part 470, and thus would be a logical addition and connection to the Interstate System based on the following rationale:

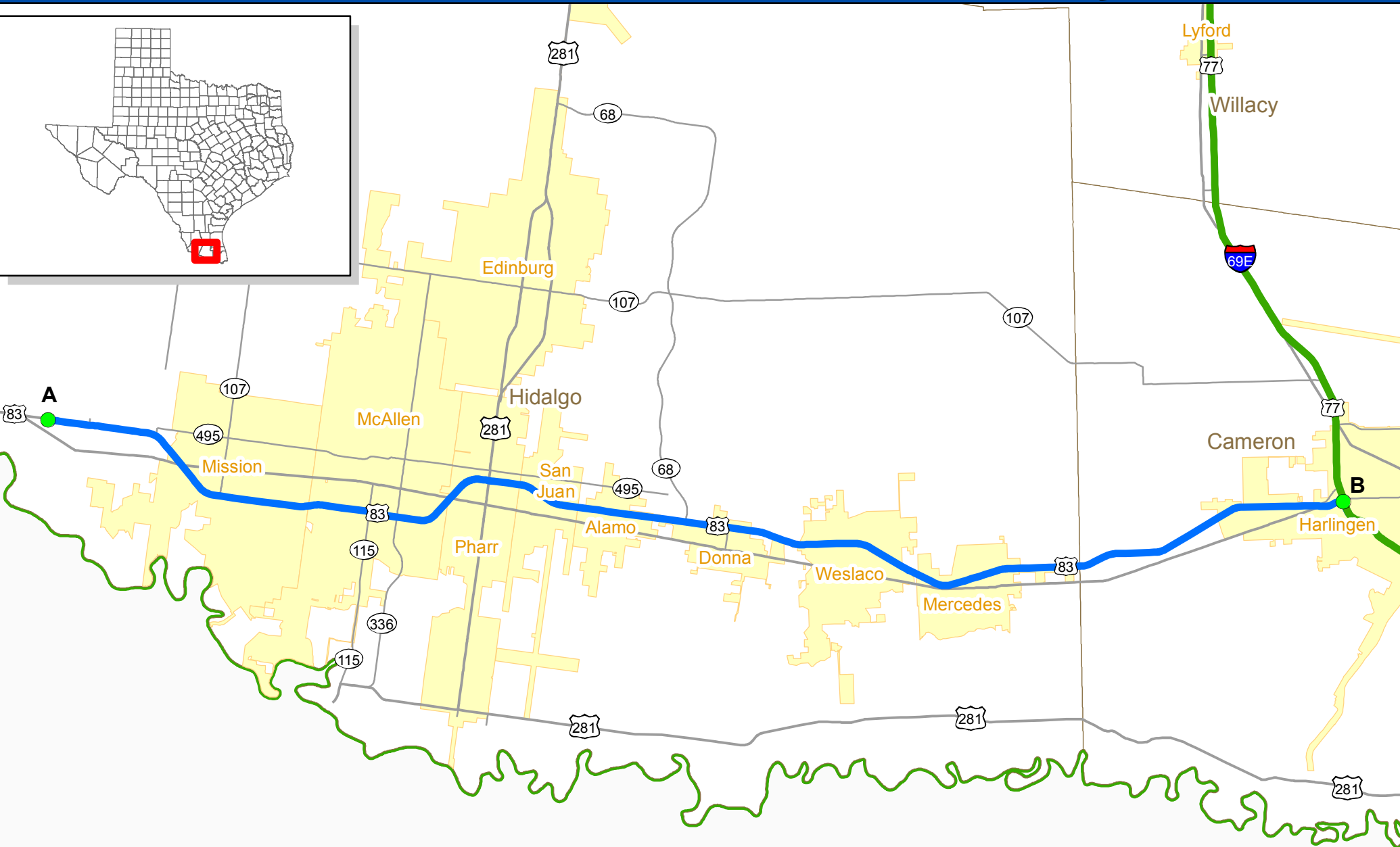
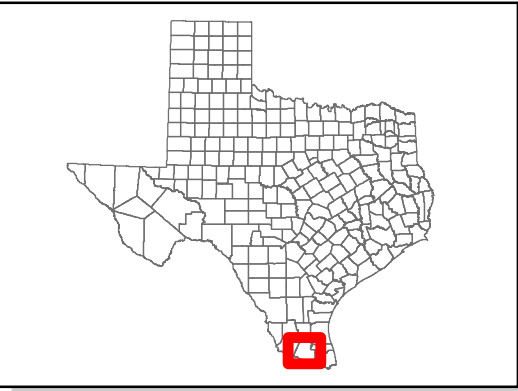
- It would provide critical east-west access in the Rio Grande Valley region of Texas, serving a 2010 population of 1,180,989 people of which nearly 90 percent are Hispanic or Latino.
- It would provide connectivity to cross routes serving nine international border crossings and serve as an important link between two major north-south trade routes (U.S. 77 and U.S. 281). The Federal Highway Administration (FHWA) approval to add U.S. 77 to the Interstate System as IH 69 East (E) from Brownsville, TX to Raymondville, TX is pending. Also, TxDOT is currently coordinating with FHWA to process a request to have US 281 added to the Interstate System as IH 69 Central (C) from US 83 to Edinburg, TX. AASHTO conditionally approved individual Interstate applications for these segments of U.S. 77 and U.S. 281 at the Fall 2012 AASHTO meeting.
- It is of sufficient length (46.8 miles) to serve long distance Interstate travel, linking major municipalities in the Rio Grande Valley which are major highway traffic generators that are presently not served by the Interstate System.
- It would have logical termini, connecting directly to IH 69E/U.S. 77 and extending 46.8 miles to the limits of U.S. 83 access control near the junction of Showers Road where U.S. 83 continues as a high capacity principal arterial on the National Highway System.
- It serves as an important Hurricane Evacuation Route.
- It is part of the Strategic Highway Network (STRAHNET).

Finally, the Texas Transportation Commission has issued a Minute Order providing an affirmative recommendation that this segment of U.S. 83 be designated as a logical addition to the United States Interstate System. The Minute Order is included in this AASHTO application. Also, TxDOT is currently coordinating with FHWA to process a request to have this segment of U.S. 83 designated and signed as IH 2. Therefore, in accordance with the referenced FHWA regulations and criteria, TxDOT is making the request that this 46.8-mile segment of U.S. 83 be recognized as part of the Interstate System as IH 2 by AASHTO, under the condition that FHWA approves TxDOT's request to designate the 53.3-mile segment of U.S. 77 as IH 69E from Brownsville, TX to Raymondville, TX.

Date facility available to traffic Existing facility currently open to traffic.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The proposed action will designate a 46.8 mile segment of U.S. 83 as IH 2 from the limits of access control near its junction with Showers Road in Palmview, Texas to U.S. 77 (IH 69E designation pending) in Harlingen, Texas.

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



- Control Point
- Proposed Location of New Interstate Highway 2
- Interstate Highway 69 East (IH 69E), FHWA designation pending



Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
March 27, 2013

Copyright 2012
Texas Department of Transportation
Notice
This map was produced for internal use
within the Texas Department of Transportation.
Accuracy is limited to the validity of available
data as of December 31, 2011.



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 83,500 as compared to 13,200 for the year 2010 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

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of September 27, 2012

as follows: (Copy excerpt from minutes.)

In accordance with Appendix A to Subpart A of 23 CFR Part 470 and the policies of the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO), state departments of transportation must coordinate changes to the Interstate System with AASHTO by submitting an application for recognition of a new interstate highway to the Special Committee on US Route Numbering.

The Texas Department of Transportation (department) proposes to designate one or more segments of US HIGHWAY 83 (US 83) in the Rio Grande Valley as logical additions to the Interstate System.

This minute order authorizes the department to petition the AASHTO Special Committee on US Route Numbering to recognize one or more segments of US 83 as logical additions to the Interstate System, with the condition that FHWA finds that each segment meets the criteria contained in Appendix A to Subpart A of 23 CFR Part 470 and approves the addition to the Interstate System. It is further recognized that it is the purview of the AASHTO Special Committee on US Route Numbering to assign an Interstate route number to the designated highway in coordination with FHWA.

IT IS THEREFORE ORDERED by the Texas Transportation Commission (commission) that the department is authorized to submit an application to the AASHTO Special Committee on US Route Numbering requesting the recognition of one or more segments of US 83 in the Rio Grande Valley as logical additions to the Interstate System.

IT IS UNDERSTOOD that following approval by the AASHTO Special Committee on US Route Numbering and FHWA, the commission will designate the segments with the assigned Interstate route number by minute order.

Minute Order Number # 113305

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..

	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
0	A 0.0 mi	H	G	49000 yr 2010	None	None	None	None	None						
20		H	G	120,000 yr 2010	None	None	None	None	None						
40	B 46.8 mi	H	G	66,000 yr 2010	None	None	None	None	None						
60															
80															
100															
120															
140															
160															

Attach additional sheet here if necessary

Contact Information:

Name

Telephone Number

Email Address

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:

The route will begin at approximately 0.5 mile west of the US 83/Showers Road junction in Palmview, TX and run eastward approximately 46.8 miles. This existing facility is a four to six-lane divided, controlled access route and travels west to east through the cities of Mission, McAllen, Pharr, and Harlingen. The route will extend 46.8 miles and will end at the junction of US 77 (IH 69E designation pending) in Harlingen, TX.

From: [Doug Booher](#)
To: [Vitale, Marty](#); [Tammye Fontenot](#)
Cc: [Marc Williams](#); [Dawn Parker](#); [Michael Chamberlain](#); [Amanda Martinez](#); [Shalkowski, Joe S \(Joe.Shalkowski@atkinsglobal.com\)](#); [Roger Beall](#)
Subject: RE: Spring 2013 AASHTO Applications (1 of 2)
Date: Thursday, April 04, 2013 11:49:34 AM

Hi Marty,

TxDOT, as noted in my earlier email, has been in communication with FHWA-Texas Division (FHWA-TD). The current status of our process is as follows:

- TxDOT has submitted draft Interstate Designation reports to FHWA-TD for US 281 and US 77 as part of the designation request for I-69 E and I-69 C.
- TxDOT has submitted a draft Interstate Designation report to (FHWA-TD)for US 83 as part of the designation request for I-2.
- FHWA-TD informed us on 1 April 2013 that the division office has no comments on the US 281 and US 83 reports.
- FHWA-TD did have comments on the US 77 report which we are currently addressing.

TxDOT intends to submit the final US 281 and US 83 reports to FHWA-TD for transmittal to FHWA – HQ within the next two weeks and to submit the final US 77 report to FHWA-HQ by the end of the month.

Let me know if you have any other questions.

Doug Booher
Strategic Project Manager

From: Vitale, Marty [<mailto:mvitale@ashto.org>]
Sent: Thursday, April 04, 2013 9:33 AM
To: Tammye Fontenot
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Amanda Martinez; Doug Booher; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Roger Beall
Subject: RE: Spring 2013 AASHTO Applications (1 of 2)

Do you have any letters notifying FHWA that you are applying for interstate establishment? Also where is IH 2 (Cameron and Hidalgo Counties) application? I didn't see it.

Marty

From: Tammye Fontenot [<mailto:Tammye.Fontenot@txdot.gov>]
Sent: Monday, April 01, 2013 4:19 PM
To: Vitale, Marty
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Amanda Martinez; Doug Booher; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Roger Beall
Subject: Spring 2013 AASHTO Applications (1 of 2)

Good Afternoon, Marty.

Please see the attached cover letter and the first two of five AASHTO applications that are being submitted for consideration during next month's meeting of the AASHTO Special Committee on U.S. Route Numbering.

Texas is submitting applications to request consideration for the following routes:

- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

Please let me know if you have any questions or require any additional information.

Thank you,
Tammie

Be Safe. Drive Smart.
Be Safe. Drive Smart.

April 1, 2013

Special Committee on U.S. Route Numbering
c/o Ms. Marty Vitale
American Association of State Highway and
Transportation Officials (AASHTO)
444 N. Capitol Street NW, Suite 249
Washington D.C. 20001

Dear Ms. Vitale:

Attached please find the following applications for consideration for changes to
U.S. numbered routes:

- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

If you have any questions, please contact Tammye Fontenot, Planner, Transportation
Planning and Programming Division at (512) 486-5108.

Sincerely,



Phil Wilson
Executive Director

Attachments

cc: Marc D. Williams, P.E., Director of Planning, TxDOT
Tammye Fontenot, Transportation Planning and Programming Division, TxDOT

AASHTO

- 2 -

April 1, 2013

bcc: Jack Foster, P.E, TPP
Michael Chamberlain, TPP



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Texas 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-69E

**AASHTO Use
Only**

Action taken by SCOH:

Between Interstate Highway (IH) 37 and State Highway (SH) 44

The following states or states are involved:
Texas

- *****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: April 1, 2013

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.)

On August 1, 2011, the Federal Highway Administration (FHWA) approved the addition of the 6.2-mile segment of U.S. 77 from IH 37 to SH 44 to the Interstate System as IH 69. During the October 2011 American Association of State Transportation Officials (AASHTO) meeting, the AASHTO Special Committee on U.S. Route Numbering approved the Texas Department of Transportation (TxDOT) Interstate route application to establish IH 69 along this 6.2-mile segment of U.S. 77. The Texas Minute Order (No. 112875) contained in this application authorized that IH 69 be designated on the State Highway System concurrent with U.S. 77 from IH 37 in Corpus Christi, Texas to SH 44 in Robstown, Texas.

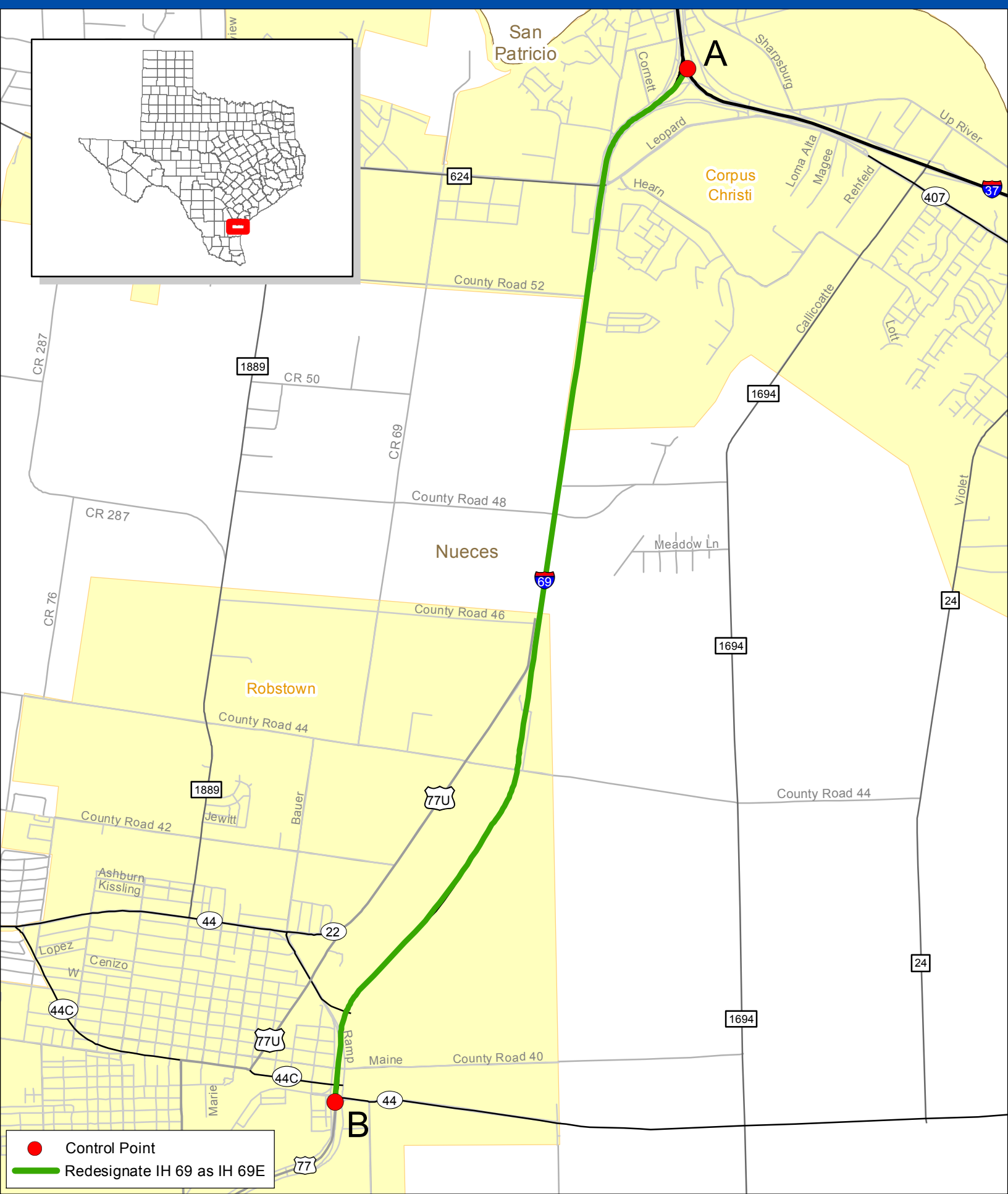
Since the establishment of this 6.2-mile segment of IH 69, FHWA has informed TxDOT that this segment of IH 69 should be renumbered as IH 69 East (IH 69E) in accordance with Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended.

Therefore, TxDOT is submitting this Interstate route application to change the Interstate route numbering of this Interstate System segment from IH 69 to IH 69E, thereby amending the application that the AASHTO Special Committee on U.S. Route Numbering took action on during the October 2011 meeting.

Date facility available to traffic Existing facility currently open to traffic.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The proposed renumeration of IH 69 will continue to run conucurrent with US 77 from I-37 southward to SH 44 in Robstown.

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? The proposed action will redesignate (renumber) I-69 as I-69E from I-37 southward to SH 44 in Robstown.



0 0.25 0.5
Miles



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 35,800 as compared to 13,300 for the year 2010 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

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of October 27, 2011 as follows: (Copy excerpt from minutes.)

In NUECES COUNTY, officials have requested the designation of INTERSTATE HIGHWAY 69 (I-69) concurrent with US HIGHWAY 77 (US 77), from I-37 in Corpus Christi southward to SH 44 in Robstown, a distance of approximately 6.2 miles.

In Minute Order 112791, dated August 25, 2011, the Texas Transportation Commission (commission) authorized the submission of an application to the American Association of State Highway and Transportation Officials (AASHTO) requesting that the segment of US 77 described above be added to the Interstate Highway System and designated as I-69. During its October 2011 meeting, the AASHTO Special Committee on US Route Numbering approved the application.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the interim executive director has recommended the concurrent designation of I-69 with US 77 on the state highway system.

The commission finds that the designation will facilitate the flow of traffic, promote public safety, maintain continuity of the state highway system, and is necessary for the proper development and operation of the system.

IT IS THEREFORE ORDERED by the commission that I-69 is designated on the state highway system concurrent with US 77 from I-37 in Corpus Christi southward approximately 6.2 miles to SH 44 in Robstown.

Minute Order Number # 112875

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.

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High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

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													Roadway Width Deficiency		H - Loading Deficiency																				
					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													
0	A 0.0 mi	H	E	51,000 yr 2010	None				None				None				None				None														
	B 6.2 mi	H	E	30,000 yr 2010	None				None				None				None				None														
20																																			
40																																			
60																																			
80																																			
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160																																			

Attach additional sheet here if necessary

Contact Information:

Name: Tammye Fontenot

Telephone Number: 512-486-5108

Email Address: tammye.fontenot@txdot.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:

Route will begin at IH 37 in Corpus Christi, then run southward to its terminus at SH 44, the existing facility is a four-lane divided Interstate System route concurrent with US 77. The route travels south to north with Corpus Christi and Robstown as focal points. The route will extend approximately 6.2 miles terminating at SH 44 in Robstown.

From: [Doug Booher](#)
To: [Vitale, Marty](#); [Tammye Fontenot](#)
Cc: [Marc Williams](#); [Dawn Parker](#); [Michael Chamberlain](#); [Amanda Martinez](#); [Shalkowski, Joe S \(Joe.Shalkowski@atkinsglobal.com\)](#); [Roger Beall](#)
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Strategic Project Manager

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Texas is submitting applications to request consideration for the following routes:

- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

Please let me know if you have any questions or require any additional information.

Thank you,
Tammie

Be Safe. Drive Smart.
Be Safe. Drive Smart.

April 1, 2013

Special Committee on U.S. Route Numbering
c/o Ms. Marty Vitale
American Association of State Highway and
Transportation Officials (AASHTO)
444 N. Capitol Street NW, Suite 249
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If you have any questions, please contact Tammye Fontenot, Planner, Transportation
Planning and Programming Division at (512) 486-5108.

Sincerely,



Phil Wilson
Executive Director

Attachments

cc: Marc D. Williams, P.E., Director of Planning, TxDOT
Tammye Fontenot, Transportation Planning and Programming Division, TxDOT

AASHTO

- 2 -

April 1, 2013

bcc: Jack Foster, P.E, TPP
Michael Chamberlain, TPP



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Texas 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

IH 69E

**AASHTO Use
Only**

Action taken by SCOH:

Between 0.6 mi. north of County Road (CR) 3690 and 0.1 mi. north of the U.S 77/University Blvd. intersection

The following states or states are involved:
Texas

- *****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: April 1, 2013

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.) On Friday, November 16, 2012, the American Association of State Transportation Officials (AASHTO) Special Committee on U.S. Route Numbering conditionally approved the Texas Department of Transportation (TxDOT) Interstate route application to extend IH 69 from 0.64 mile north of the U.S. 77/CR 3690 junction north of Raymondville, Texas, to 0.1 mile north of the U.S. 77/University Boulevard intersection in Brownsville, Texas. TxDOT is currently coordinating with the Federal Highway Administration (FHWA) to process a request to have this segment of U.S. 77 designated and signed as part of the IH 69 System.

During this coordination, FHWA informed TxDOT that this segment of U.S. 77 is to be designated as IH 69 East (IH 69E) when it is determined that it meets current Interstate standards and connects to or is planned to connect to an existing Interstate system segment in accordance with Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended. As such, FHWA has no objections to the State using the numbering of the requested segment as IH 69E, as specified in ISTEA.

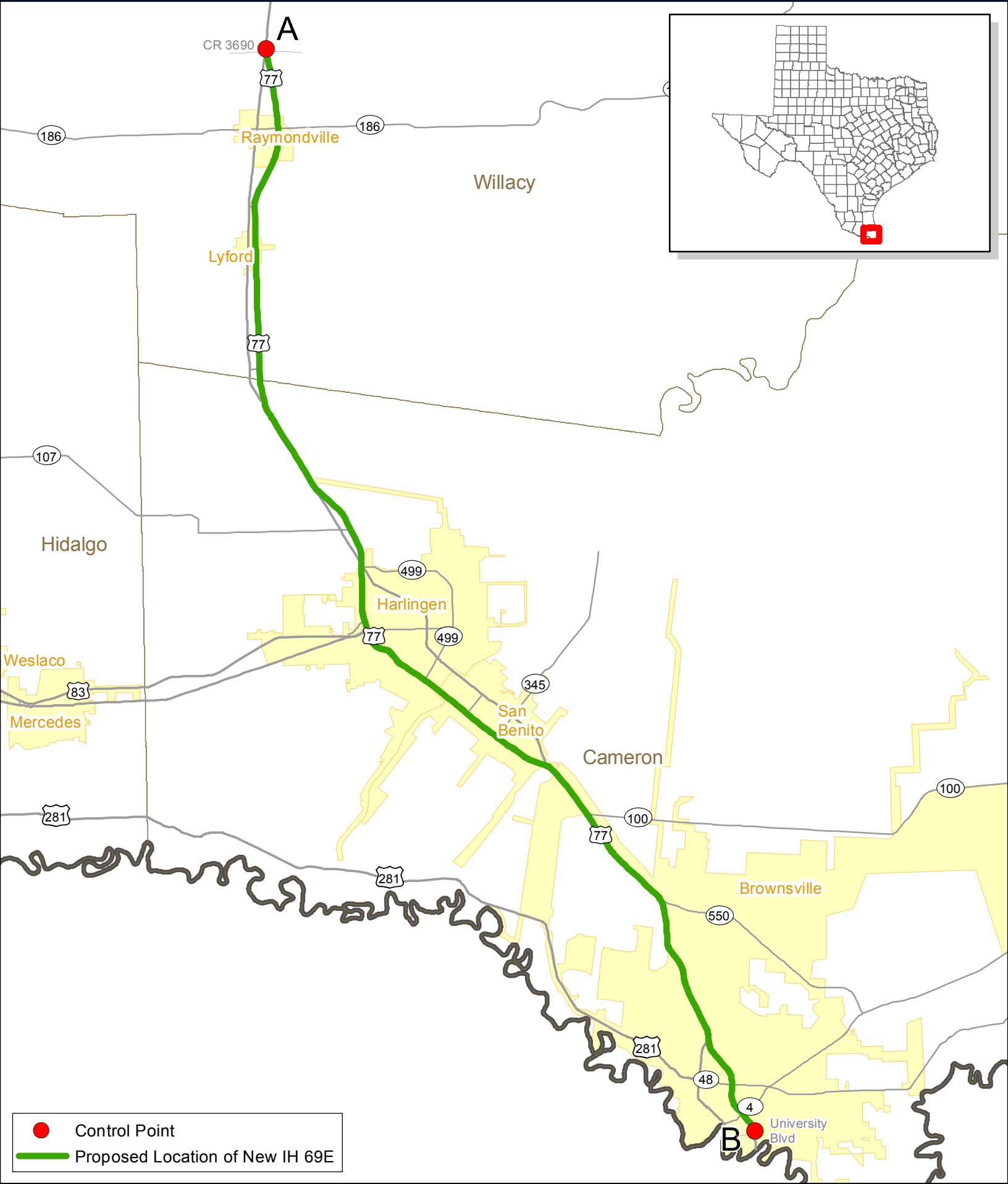
Therefore, TxDOT is submitting this Interstate route application to change the Interstate route numbering of this U.S. 77 segment from IH 69 to IH 69E, thereby amending the application that the AASHTO Special Committee on U.S. Route Numbering took action on during the November 16, 2012 meeting.

It is important to note that the conditions of the original application for this U.S. 77 segment, submitted for the Annual 2012 AASHTO meeting, have not changed and are again included in the remainder of this application. As stated in the original application, TxDOT has determined that a majority of this U.S. 77 segment meets current Interstate design standards as established by AASHTO in *A Policy on Design Standards-Interstate System, 5th Edition* (2005). Five design issues were identified that potentially do not meet current Interstate design standards for which FHWA is being requested to approve three design exceptions and two design variances. Furthermore, this segment of U.S. 77 is part of an official program development plan that was submitted to FHWA which would extend this segment of IH 69E to the current terminus of IH 69 in Robstown over the next 25 years (Note: a separate Interstate application to change the Interstate route numbering of IH 69 to IH 69E from IH 37 to State Highway 44 in Robstown, Texas has also been submitted to AASHTO's Special Committee on U.S. Route Numbering for consideration at their Spring 2013 meeting). This plan meets the Interstate designation criteria established under the Moving Ahead for Progress in the 21st Century Act.

Date facility available to traffic Existing facility currently open to traffic.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The proposed action will redesignate (renumber) I-69 as I-69E concurrent with US 77 from its junction with CR 3690 north of Edinburg to the limits of US 77 access control just north of the intersection with University Boulevard in Brownsville.

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? Existing US 77 alignment was conditionally approved as I-69 by AASHTO during their Annual 2012 Meeting.



Control Point

Proposed Location of New IH 69E

0

2.5

5

Miles



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 40,900 as compared to 13,300 for the year 2010 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

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of April 26, 2012

as follows: (Copy excerpt from minutes.)

In accordance with Appendix B to 23 CFR Part 470, Subpart A, and the policies of the Federal Highway Administration and the American Association of State Highway and Transportation Officials (AASHTO), state departments of transportation must coordinate changes to the Interstate System with AASHTO by submitting an application for recognition of new Interstate route segments to the Special Committee on US Route Numbering.

The Texas Department of Transportation (department) proposes to designate several new segments of highways in Texas as INTERSTATE HIGHWAY 69 (I-69) in the next 2 years.

This minute order authorizes the department to petition the AASHTO Special Committee on US Route Numbering to recognize highways that comply with federal regulations and are of sufficient length to provide substantial service to the traveling public as I-69 in Texas.

IT IS THEREFORE ORDERED by the commission that the department is authorized to submit applications to the AASHTO Special Committee on US Route Numbering requesting the recognition of I-69 along various existing routes through Texas as those route segments become eligible for inclusion on the Interstate System.

IT IS UNDERSTOOD that following approval of the applications by the AASHTO Special Committee on US Route Numbering, the commission will designate such route segments as I-69 by minute order.

Minute Order Number # 113100

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	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	Percent				Percent
				Percent	Percent	Percent	Percent	Percent	Degree	Length				
0	A 0.0 mi	H	H	14,800 yr 2010	None				None					
20		H	H	89,000 yr 2010	None				None					
40														
60	B 53.3 mi	H	H	58,700 yr 2010	None				None					
80														
100														
120														
140														
160														

Attach additional sheet here if necessary

Contact Information:

Name: Tammye Fontenot

Telephone Number: 512- 486-5108

Email Address: Tammye.fontenot@txdot.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:

The proposed route will begin approximately 0.6 mile north of the US 77/CR 3690 junction north of Raymondville and travel southward to its terminus in Brownsville. The route will extend approximately 53.3 miles along an existing four-lane divided, controlled access facility; it will travel south to north and traverse three focal points: Raymondville, Harlingen, and Brownsville. The route will terminate approximately 0.1 mile north of the US 77/University Blvd. intersection in Brownsville, TX.

From: [Doug Booher](#)
To: [Vitale, Marty](#); [Tammye Fontenot](#)
Cc: [Marc Williams](#); [Dawn Parker](#); [Michael Chamberlain](#); [Amanda Martinez](#); [Shalkowski, Joe S \(Joe.Shalkowski@atkinsglobal.com\)](#); [Roger Beall](#)
Subject: RE: Spring 2013 AASHTO Applications (1 of 2)
Date: Thursday, April 04, 2013 11:49:34 AM

Hi Marty,

TxDOT, as noted in my earlier email, has been in communication with FHWA-Texas Division (FHWA-TD). The current status of our process is as follows:

- TxDOT has submitted draft Interstate Designation reports to FHWA-TD for US 281 and US 77 as part of the designation request for I-69 E and I-69 C.
- TxDOT has submitted a draft Interstate Designation report to (FHWA-TD)for US 83 as part of the designation request for I-2.
- FHWA-TD informed us on 1 April 2013 that the division office has no comments on the US 281 and US 83 reports.
- FHWA-TD did have comments on the US 77 report which we are currently addressing.

TxDOT intends to submit the final US 281 and US 83 reports to FHWA-TD for transmittal to FHWA – HQ within the next two weeks and to submit the final US 77 report to FHWA-HQ by the end of the month.

Let me know if you have any other questions.

Doug Booher
Strategic Project Manager

From: Vitale, Marty [<mailto:mvitale@ashto.org>]
Sent: Thursday, April 04, 2013 9:33 AM
To: Tammye Fontenot
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Amanda Martinez; Doug Booher; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Roger Beall
Subject: RE: Spring 2013 AASHTO Applications (1 of 2)

Do you have any letters notifying FHWA that you are applying for interstate establishment? Also where is IH 2 (Cameron and Hidalgo Counties) application? I didn't see it.

Marty

From: Tammye Fontenot [<mailto:Tammye.Fontenot@txdot.gov>]
Sent: Monday, April 01, 2013 4:19 PM
To: Vitale, Marty
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Amanda Martinez; Doug Booher; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Roger Beall
Subject: Spring 2013 AASHTO Applications (1 of 2)

Good Afternoon, Marty.

Please see the attached cover letter and the first two of five AASHTO applications that are being submitted for consideration during next month's meeting of the AASHTO Special Committee on U.S. Route Numbering.

Texas is submitting applications to request consideration for the following routes:

- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

Please let me know if you have any questions or require any additional information.

Thank you,
Tammie

Be Safe. Drive Smart.
Be Safe. Drive Smart.

April 1, 2013

Special Committee on U.S. Route Numbering
c/o Ms. Marty Vitale
American Association of State Highway and
Transportation Officials (AASHTO)
444 N. Capitol Street NW, Suite 249
Washington D.C. 20001

Dear Ms. Vitale:

Attached please find the following applications for consideration for changes to
U.S. numbered routes:

- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

If you have any questions, please contact Tammye Fontenot, Planner, Transportation
Planning and Programming Division at (512) 486-5108.

Sincerely,



Phil Wilson
Executive Director

Attachments

cc: Marc D. Williams, P.E., Director of Planning, TxDOT
Tammye Fontenot, Transportation Planning and Programming Division, TxDOT

AASHTO

- 2 -

April 1, 2013

bcc: Jack Foster, P.E, TPP
Michael Chamberlain, TPP



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Texas 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

US 67/377

**AASHTO Use
Only**

Action taken by SCOH:

Between CR 234 (approx. 1.6 mi north of FM 219) in Dublin and Approx. 1.8 mi north of Comanche CL

The following states or states are involved:

Texas

- *****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: April 1, 2013

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.

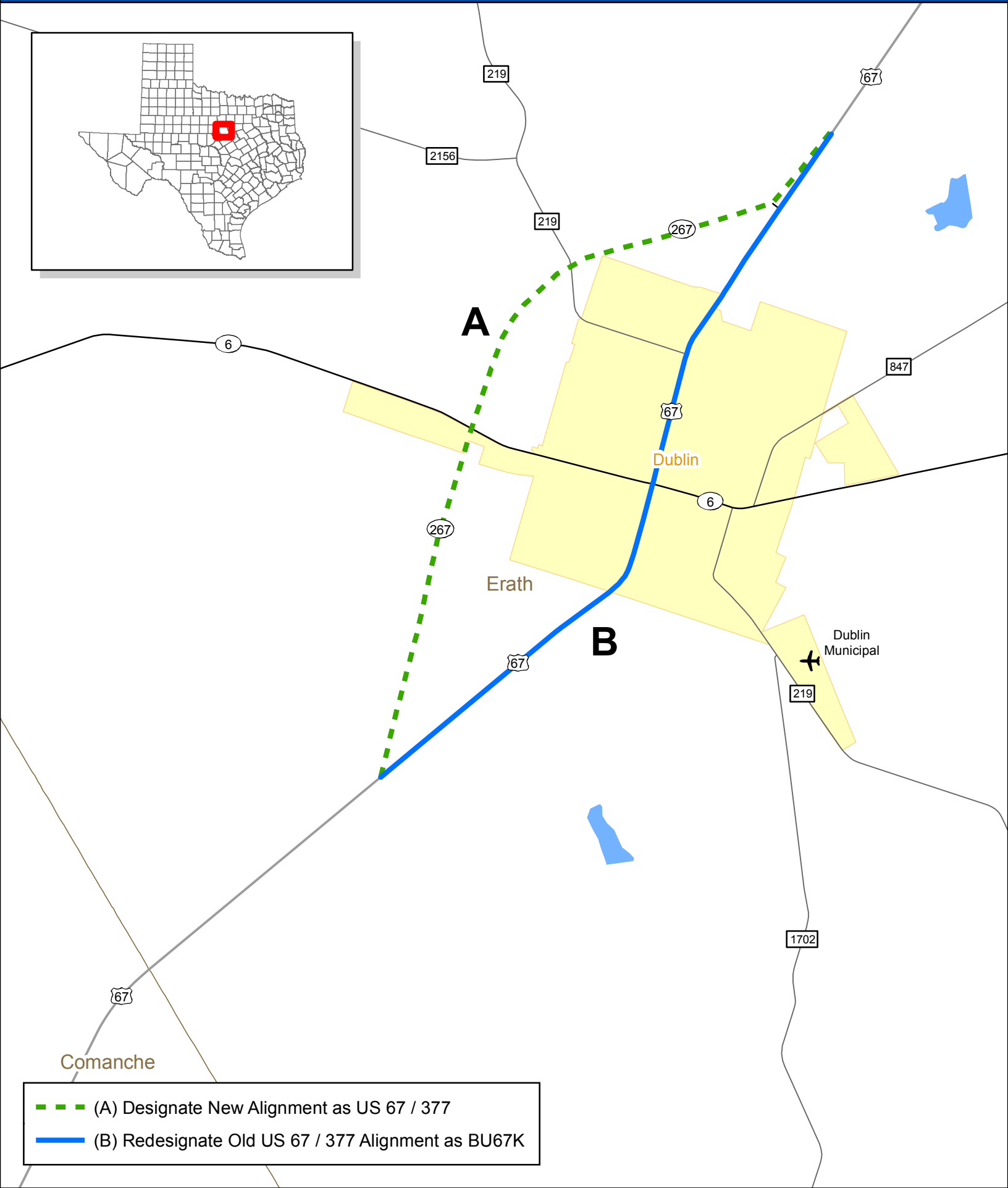
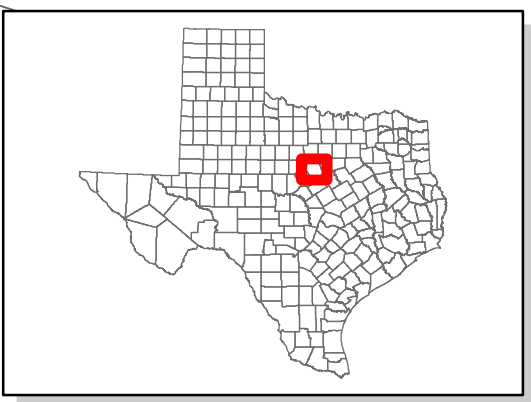
Explanation and Reasons for the Request: (Keep concise and pertinent.) Erath County is the number one dairy producing county in the State of Texas and as a result there is high truck traffic throughout the county. The existing US 67/377 alignment through Dublin is a two lane facility and does not adequately accommodate the truck traffic particularly at the SH 6 intersection where truck turning movements are not easily maneuvered. Additionally, the city of Dublin has experienced substantial population growth and a significant increase in the number of motorists using US 67/377. To alleviate congestion, ensure safety, and provide an adequate facility for the high truck traffic, a US 67 / 377 relief route has been planned.

The proposed four-lane divided facility along a new location will provide increased capacity and safety for truck traffic as well as the growing population. The old alignment will be designated as Business US 67-K.

Date facility available to traffic Construction for the project is expected to let August 2013.

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

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



- (A) Designate New Alignment as US 67 / 377
- (B) Redesignate Old US 67 / 377 Alignment as BU67K



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 4,800 as compared to N/A for the year 2015 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

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of March 28, 2013 as follows: (Copy excerpt from minutes.)

In ERATH COUNTY, the Fort Worth District has requested the redesignation of STATE HIGHWAY 267 (SH 267) as US HIGHWAY 67/377 (US 67/377) along a new location in and around the city of Dublin, from County Road 234 (CR 234) approximately 1.6 miles north of Farm to Market Road 219 (FM 219), southwestward to a point approximately 1.8 miles northeast of the Comanche county line; and the extension of the designation of BUSINESS US 67-K (BU 67-K) from approximately 0.8 mile north of FM 219 northward an additional 0.8 mile to CR 234.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director of the Texas Department of Transportation (department) has recommended that SH 267 be redesignated as US 67/377 on the state highway system and the BU 67-K designation be extended.

The Texas Transportation Commission (commission) finds that the redesignation of SH 267 as US 67/377 and the extension of BU 67-K will facilitate the flow of traffic, promote public safety, and maintain continuity of the state highway system and is necessary for the proper development and operation of the system.

IT IS THEREFORE ORDERED by the commission that SH 267 be redesignated as US 67/377 along a new location in and around the city of Dublin, from CR 234 approximately 1.6 miles north of FM 219, southwestward to a point approximately 1.8 miles northeast of the Comanche county line, a distance of approximately 4.8 miles; and the designation of BU 67-K be extended northward from its existing terminus approximately 0.8 mile to CR 234.

IT IS FURTHER ORDERED that upon the start of construction of the new location roadway, the department shall forward this minute order, along with all other pertinent information, to the American Association of State Highway and Transportation Officials Special Committee on U.S. Route Numbering.

Minute Order Number 113539

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																									
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120																																			
140																																			
160																																			

Attach additional sheet here if necessary

Contact Information:

Name: Tammye Fontenot

Telephone Number: 512-486-5108

Email Address: tammye.fontenot@txdot.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:

The proposed route will begin approximately 1.6 miles northeast of FM 219 in Erath County, it will run southwestward around the west side of the city of Dublin and terminate approximately 1.8 miles south of the Comanche County line. The route will travel north to south along a four-lane divided facility, a distance of approximately 5.0 miles.

From: Tammye Fontenot
To: Vitale, Marty
Cc: Marc Williams
Subject: Texas Spring 2013 Applications (US Log and IH 2 Issues)
Date: Thursday, April 04, 2013 11:18:41 AM

Good Morning, Marty

Per our conversation, please be advised that we (Texas) is in the process of updating all US route logs for the entire State. Work on this project is scheduled to begin this summer and will include the development of a number of applications that were overlooked between 1990 and 2005. Once this project is complete AASHTO will receive current logs for all US routes in Texas.

Also, regarding the IH 2 application, could you please inform me of any questions or issues that the Committee may note once they review their ballots? We would appreciate the opportunity to address any issues prior to the final decisions being made in Rhode Island. Further, per your request, I will provide something in writing to confirm the State's coordination with FHWA to develop the IH 2 request.

Thank you for your time, it is appreciated.
Tammye

From: Vitale, Marty [mailto:mvitale@ashto.org]
Sent: Thursday, April 04, 2013 9:25 AM
To: Tammye Fontenot
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Doug Booher; Roger Beall
Subject: RE: Spring 2013 AASHTO Applications (2 of 2)

Tammye,

I need an updated log for each application. Send it when you can. I will still process the applications for ballot and add the logs when you send them in.

Thanks.

Marty

From: Tammye Fontenot [mailto:Tammye.Fontenot@txdot.gov]
Sent: Monday, April 01, 2013 4:25 PM
To: Vitale, Marty
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Doug Booher; Roger Beall
Subject: Spring 2013 AASHTO Applications (2 of 2)

Marty, please see the remaining three of five applications that are being submitted for consideration during AASHTO's Spring 2013 meeting next month.

Thank you,
Tammye

Be Safe. Drive Smart.

April 1, 2013

Special Committee on U.S. Route Numbering
c/o Ms. Marty Vitale
American Association of State Highway and
Transportation Officials (AASHTO)
444 N. Capitol Street NW, Suite 249
Washington D.C. 20001

Dear Ms. Vitale:

Attached please find the following applications for consideration for changes to
U.S. numbered routes:

- IH 69E (Nueces County)
- IH 69E (Willacy and Cameron Counties)
- IH 2 (Cameron and Hidalgo Counties)
- US 67/377 (Erath County)
- BU 67K (Erath County)

If you have any questions, please contact Tammye Fontenot, Planner, Transportation
Planning and Programming Division at (512) 486-5108.

Sincerely,



Phil Wilson
Executive Director

Attachments

cc: Marc D. Williams, P.E., Director of Planning, TxDOT
Tammye Fontenot, Transportation Planning and Programming Division, TxDOT

AASHTO

- 2 -

April 1, 2013

bcc: Jack Foster, P.E, TPP
Michael Chamberlain, TPP



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Texas 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

BU 67K

AASHTO Use Only

Action taken by SCOH:

Between CR 234 (approx. 1.6 mi north of FM 219) in Dublin and Approx. 1.8 mi north of Comanche CL

The following states or states are involved:
Texas

- *****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: April 1, 2013

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.

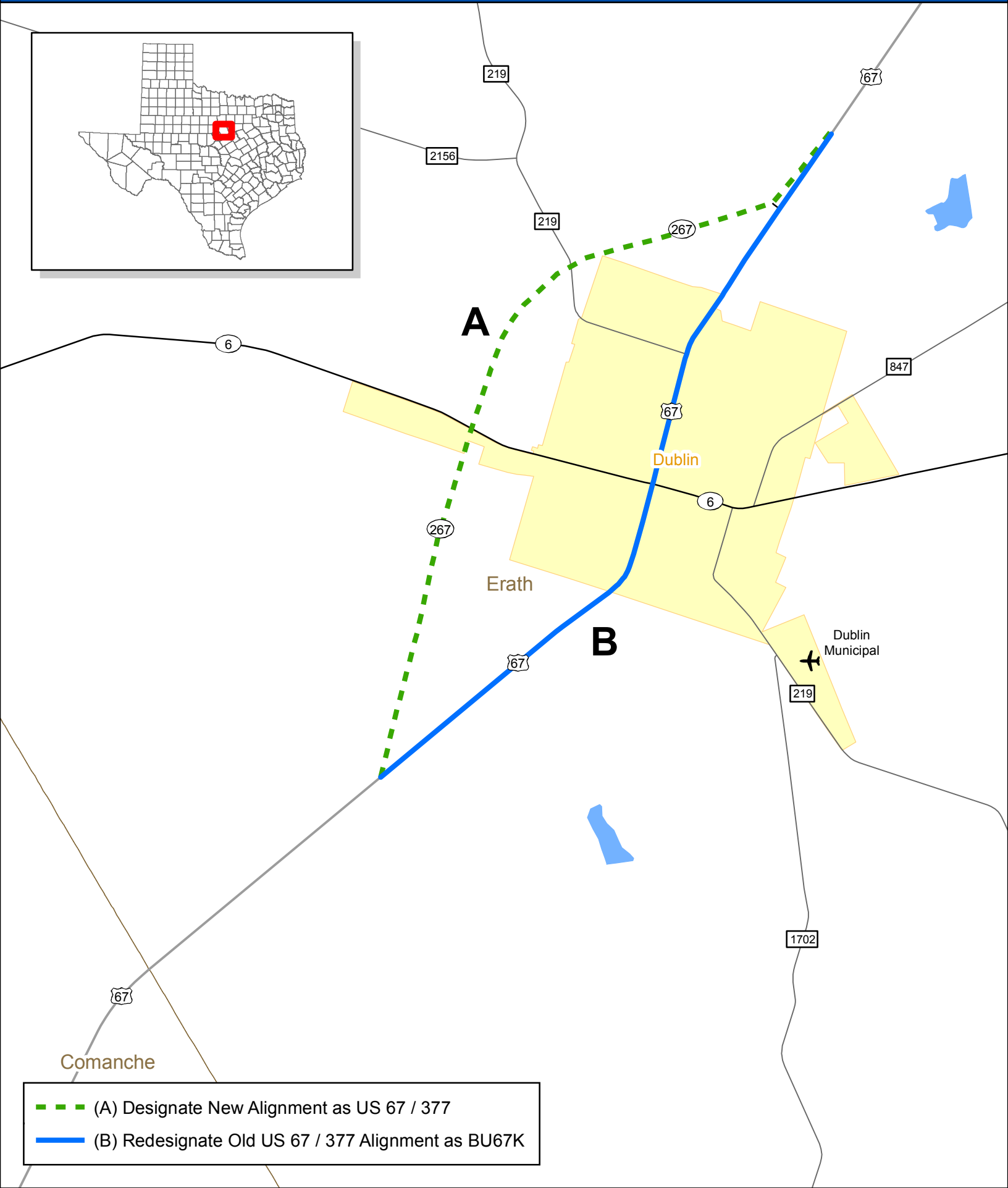
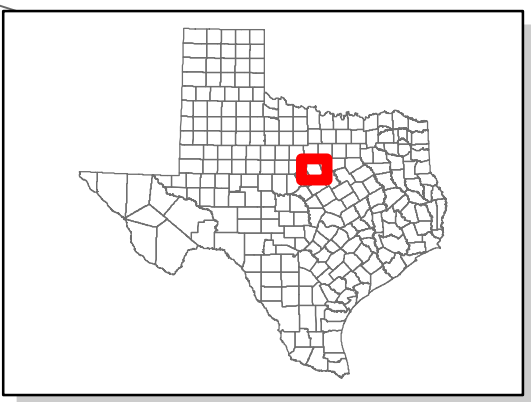
Explanation and Reasons for the Request: (Keep concise and pertinent.) Erath County is the number one dairy producing county in the State of Texas and as a result there is high truck traffic throughout the county. The existing US 67/377 alignment through Dublin is a two lane facility and does not adequately accommodate the truck traffic particularly at the SH 6 intersection where truck turning movements are not easily maneuvered. Additionally, the city of Dublin has experienced substantial population growth and a significant increase in the number of motorists using US 67/377. To alleviate congestion, ensure safety, and provide an adequate facility for the high truck traffic, a US 67 / 377 relief route has been planned.

The proposed four-lane divided facility along a new location will provide increased capacity and safety for truck traffic as well as the growing population. The old alignment will be designated as Business US 67-K.

Date facility available to traffic Route is currently open to traffic.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? This petition requests that the existing US 67/377 alignment be redesignated as BU 67-K through the city of Dublin.

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



- (A) Designate New Alignment as US 67 / 377
- (B) Redesignate Old US 67 / 377 Alignment as BU67K



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 8,100 as compared to 13,300 for the year 2010 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

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of March 28, 2013 as follows: (Copy excerpt from minutes.)

In ERATH COUNTY, the Fort Worth District has requested the redesignation of STATE HIGHWAY 267 (SH 267) as US HIGHWAY 67/377 (US 67/377) along a new location in and around the city of Dublin, from County Road 234 (CR 234) approximately 1.6 miles north of Farm to Market Road 219 (FM 219), southwestward to a point approximately 1.8 miles northeast of the Comanche county line; and the extension of the designation of BUSINESS US 67-K (BU 67-K) from approximately 0.8 mile north of FM 219 northward an additional 0.8 mile to CR 234.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director of the Texas Department of Transportation (department) has recommended that SH 267 be redesignated as US 67/377 on the state highway system and the BU 67-K designation be extended.

The Texas Transportation Commission (commission) finds that the redesignation of SH 267 as US 67/377 and the extension of BU 67-K will facilitate the flow of traffic, promote public safety, and maintain continuity of the state highway system and is necessary for the proper development and operation of the system.

IT IS THEREFORE ORDERED by the commission that SH 267 be redesignated as US 67/377 along a new location in and around the city of Dublin, from CR 234 approximately 1.6 miles north of FM 219, southwestward to a point approximately 1.8 miles northeast of the Comanche county line, a distance of approximately 4.8 miles; and the designation of BU 67-K be extended northward from its existing terminus approximately 0.8 mile to CR 234.

IT IS FURTHER ORDERED that upon the start of construction of the new location roadway, the department shall forward this minute order, along with all other pertinent information, to the American Association of State Highway and Transportation Officials Special Committee on U.S. Route Numbering.

Minute Order Number 113539

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.

[illegible]

Contact Information:

Name: Tammye Fontenot

Telephone Number: 512-486-5108

Email Address: tammye.fontenot@txdot.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:

The designation will begin approximately 1.6 miles northeast of FM 219 in Erath County, it will run southwestward through the city of Dublin and terminate approximately 1.8 miles northeast of the Comanche County line. The route will travel north to south along an existing two-lane facility currently designated as US 67/377, a distance of approximately 4.8 miles.

From: Tammye Fontenot
To: Vitale, Marty
Cc: Marc Williams
Subject: Texas Spring 2013 Applications (US Log and IH 2 Issues)
Date: Thursday, April 04, 2013 11:18:41 AM

Good Morning, Marty

Per our conversation, please be advised that we (Texas) is in the process of updating all US route logs for the entire State. Work on this project is scheduled to begin this summer and will include the development of a number of applications that were overlooked between 1990 and 2005. Once this project is complete AASHTO will receive current logs for all US routes in Texas.

Also, regarding the IH 2 application, could you please inform me of any questions or issues that the Committee may note once they review their ballots? We would appreciate the opportunity to address any issues prior to the final decisions being made in Rhode Island. Further, per your request, I will provide something in writing to confirm the State's coordination with FHWA to develop the IH 2 request.

Thank you for your time, it is appreciated.
Tammye

From: Vitale, Marty [mailto:mvitale@ashto.org]
Sent: Thursday, April 04, 2013 9:25 AM
To: Tammye Fontenot
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Doug Booher; Roger Beall
Subject: RE: Spring 2013 AASHTO Applications (2 of 2)

Tammye,

I need an updated log for each application. Send it when you can. I will still process the applications for ballot and add the logs when you send them in.

Thanks.

Marty

From: Tammye Fontenot [mailto:Tammye.Fontenot@txdot.gov]
Sent: Monday, April 01, 2013 4:25 PM
To: Vitale, Marty
Cc: Marc Williams; Dawn Parker; Michael Chamberlain; Shalkowski, Joe S (Joe.Shalkowski@atkinsglobal.com); Doug Booher; Roger Beall
Subject: Spring 2013 AASHTO Applications (2 of 2)

Marty, please see the remaining three of five applications that are being submitted for consideration during AASHTO's Spring 2013 meeting next month.

Thank you,
Tammye

Be Safe. Drive Smart.



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of WA 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
- X ****Recognition of a Business Route on **Interstate** Route**
- ☐ ****Recognition of a By-Pass Route on U.S. Route**

Bus Loop 90

**AASHTO Use
Only**

Action taken by SCOH:

Between Interstate 90 Exit 285 and Interstate 90 Exit 293

The following states or states are involved:

WA

- ****“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: March 8, 2013

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.

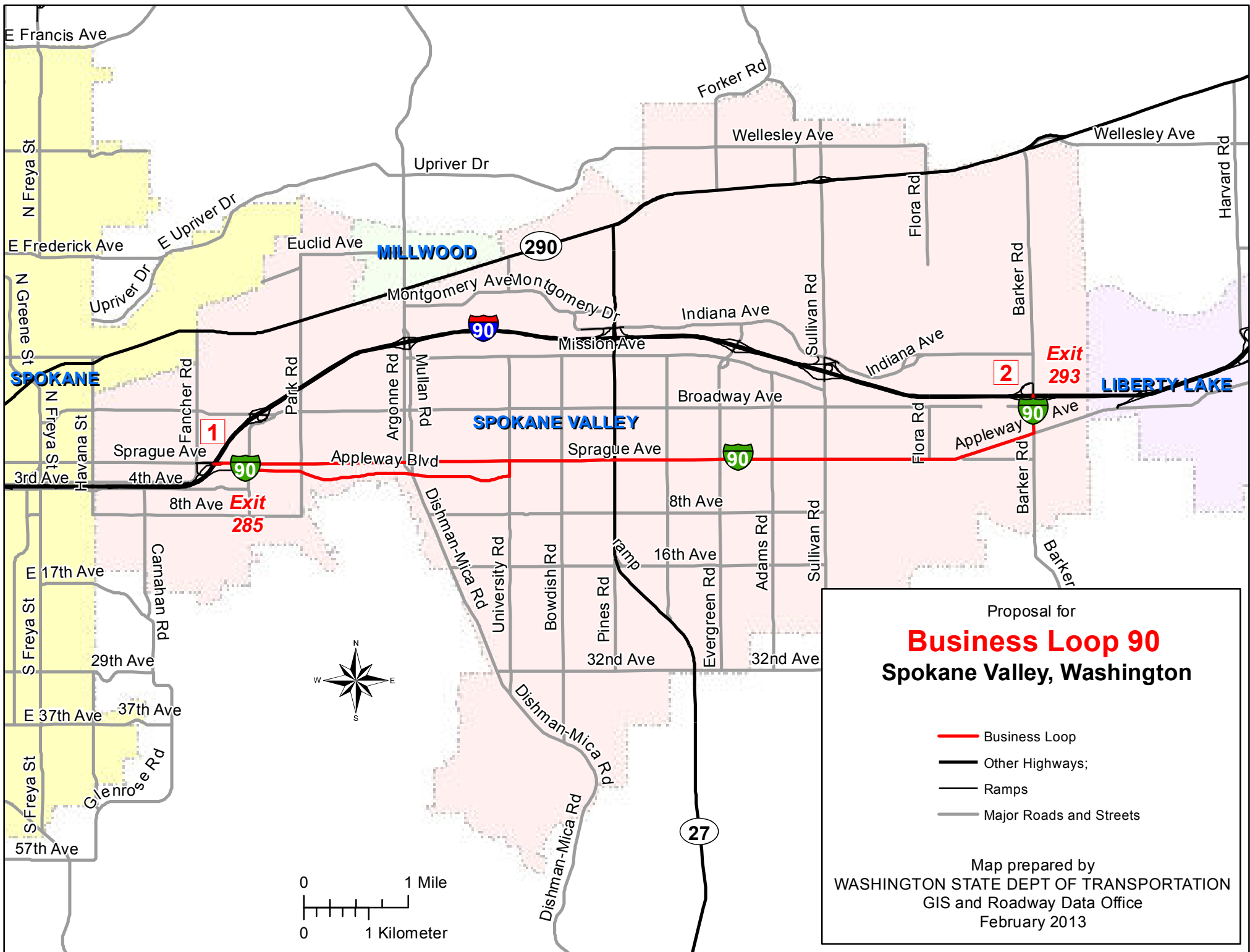
Explanation and Reasons for the Request: (Keep concise and pertinent.)

This request is to establish Business Loop 90 in the City of Spokane Valley, Washington. The Business Loop would begin at I-90 Exit 285 on the west side of Spokane Valley, pass through the central business district, and head easterly to I-90 Exit 293 on the east side of the city.

Date facility available to traffic **Now (open to traffic)**

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? NO If so, where? _____

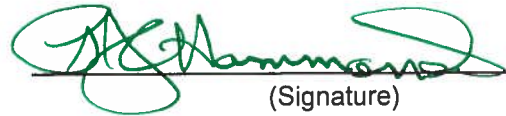


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 35000 as compared to 8700 for the year 2011 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 Washington State Department of Transportation
(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.

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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																																											
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140																																																																				
160																																																																				

Attach additional sheet here if necessary

Contact Information:

Name: Mark Bozanich

Telephone Number: 360-596-8921

Email Address: bozanim@wsdot.wa.gov

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

Where does the route begin?

The route begins at I-90 Exit 285

Where is it going?

The route heads east along the Appleway Blvd/East Sprague Avenue one-way couplet to University Road, then east on East Sprague Avenue, then northeasterly on Appleway Avenue, then north on Barker Road.

What type of facility is it traveling over?

Existing roadway

Explain the direction (north, east, south, and west)

East

Name the focal point city or cities

Spokane Valley, Washington

Total number of miles the route will cover

8.21

Where does it end?

The route ends at I-90 Exit 293

From: [Bozanich, Mark](#)
To: [Vitale, Marty](#)
Subject: RE: Application for the Establishment of Business Loop 90 in Spokane Valley WA
Date: Tuesday, March 12, 2013 11:57:12 AM
Attachments: [Business Loop 90 Spokane Valley - Signed Application and Map.msg](#)

Hello Marty,

I didn't send a letter to the FHWA Washington State Division, just a cover email along with PDF versions of the signed application form and map. Please see attached copy. I had spoken by phone with Sid Stecker at FHWA before Secretary Hammond signed the application and had sent him a copy of the unsigned application for his review. Mr. Stecker and I have worked together for over a decade on federal functional classification and on the decennial review of urban and urbanized areas for highway planning purposes.

Please contact me if you have further questions or comments.

Thanks,
Mark

From: Vitale, Marty [<mailto:mvitale@ashto.org>]
Sent: Tuesday, March 12, 2013 5:33 AM
To: Bozanich, Mark
Subject: RE: Application for the Establishment of Business Loop 90 in Spokane Valley WA

Hi, Mark. Would you send me a copy of the letter sent to FHWA Washington State Division? That will help me a great deal. Thanks. --Marty

From: Bozanich, Mark [<mailto:BozaniM@wsdot.wa.gov>]
Sent: Monday, March 11, 2013 5:12 PM
To: Vitale, Marty
Subject: Application for the Establishment of Business Loop 90 in Spokane Valley WA

Hello Ms. Vitale,

Please find attached a request for the establishment of Business Loop 90 in Spokane Valley, Washington. I have enclosed the application as a Word document (unsigned) and a copy as a PDF signed by Paula Hammond, Washington State Secretary of Transportation. In addition, a map showing the requested route is enclosed.

A copy of the signed application and map has been sent to the Washington (State) Division of FHWA with a request to approve the application and forward the approval, application, and map to Victor Mendez and Kevin Adderly at FHWA in Washington DC for their approval.

Please let me know if you have any questions about the application and map.

Thanks,

Mark

Mark Bozanich

Washington State Department of Transportation

GIS and Roadway Data Office / GIS Branch

Mail: PO Box 47384, Olympia WA 98504-7384

Street: 7345 Linderson Way SW Room 1067NN, Tumwater WA 98501 360-596-8921 FAX 570-2400

bozanim@wsdot.wa.gov

From: Bozanich, Mark <BozaniM@wsdot.wa.gov>
Sent: Monday, March 11, 2013 4:45 PM
To: Stecker, Sidney (FHWA)
Subject: Business Loop 90 Spokane Valley - Signed Application and Map
Attachments: I-90BusinessRouteSignedApplication.pdf; SpokaneValleyBL90Map.pdf

Hello Sid,

Please approve the attached application for the establishment of Business Loop 90 in Spokane Valley and forward both the application and map to Victor Mendez at FHWA in Washington, DC for his approval. Also, please send a copy to Kevin.Adderly@dot.gov, the FHWA contact with AASHTO's Special Committee on U.S. Route Numbering.

Thanks,
Mark

Mark Bozanich
Washington State Department of Transportation
GIS and Roadway Data Office / GIS Branch
Mail: PO Box 47384, Olympia WA 98504-7384
Street: 7345 Linderson Way SW Room 1067NN, Tumwater WA 98501
360-596-8921 FAX 570-2400
bozanim@wsdot.wa.gov