

ARKANSAS STATE HIGHWAY COMMISSION

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www.ArDOT.gov • www.IDriveArkansas.com

SCOTT E. BENNETT, P.E.
DIRECTOR

April 23, 2019

Mr. Jim McDonnell
AASHTO Program Director for Engineering
444 North Capitol Street NW, Suite 249
Washington, D.C. 20001

Dear Mr. ^{JIM}~~McDonnell~~:

Reference is made to the solicitation for applications for U.S. Route Numbering changes.

Enclosed you will find an application requesting approval to eliminate U.S. Highway 63 between U.S. Highway 49 in the City of Brinkley, Arkansas running concurrently with Interstate 40, Interstate 55, and Interstate 555 to the junction of U.S. Highway 49 in the City of Jonesboro, Arkansas. A request to relocate U.S. Highway 63 to run concurrently with U.S. Highway 49 from the junction of Interstate 40 in the City of Brinkley, Arkansas to Interstate 555 in the City of Jonesboro, Arkansas has been submitted in a separate application. This change only affects routes in the State of Arkansas.

This application has been electronically submitted to usroutes@ashto.org. If additional information is needed, please advise.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott", is written over a horizontal line.

Scott E. Bennett, P.E.
Director

Enclosure

c: Senator Tom Cotton
Senator John Boozman
Congressman Rick Crawford
Highway Commission
Deputy Director and Chief Operating Officer
Deputy Director and Chief Engineer
Assistant Chief Engineer – Planning
Federal Highway Administration



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

U.S. Highway
63

AASHTO Use Only

Action taken by SCOH:

Between _____ U.S. Highway 49 in the City of _____ and _____ U.S. Highway 49 in the City of _____
Brinkley Jonesboro

The following state or states are involved:
 Arkansas

- ****“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.)

A shorter route exists between Brinkley, Arkansas and Jonesboro, Arkansas along existing U.S. Highway 49. Therefore, the Arkansas Department of Transportation requests the elimination of U.S. Highway 63 from the junction of U.S. Highway 49 in the City of Brinkley, Arkansas running concurrently with Interstate 40, Interstate 55, and Interstate 555 to the junction of U.S. Highway 49 in the City of Jonesboro, Arkansas. A separate request has been submitted to relocate U.S. Highway 63 to run concurrently with U.S. Highway 49 from the junction of Interstate 40 in the City of Brinkley, Arkansas to Interstate 555 in the City of Jonesboro, Arkansas.

Date facility available to traffic N/A

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

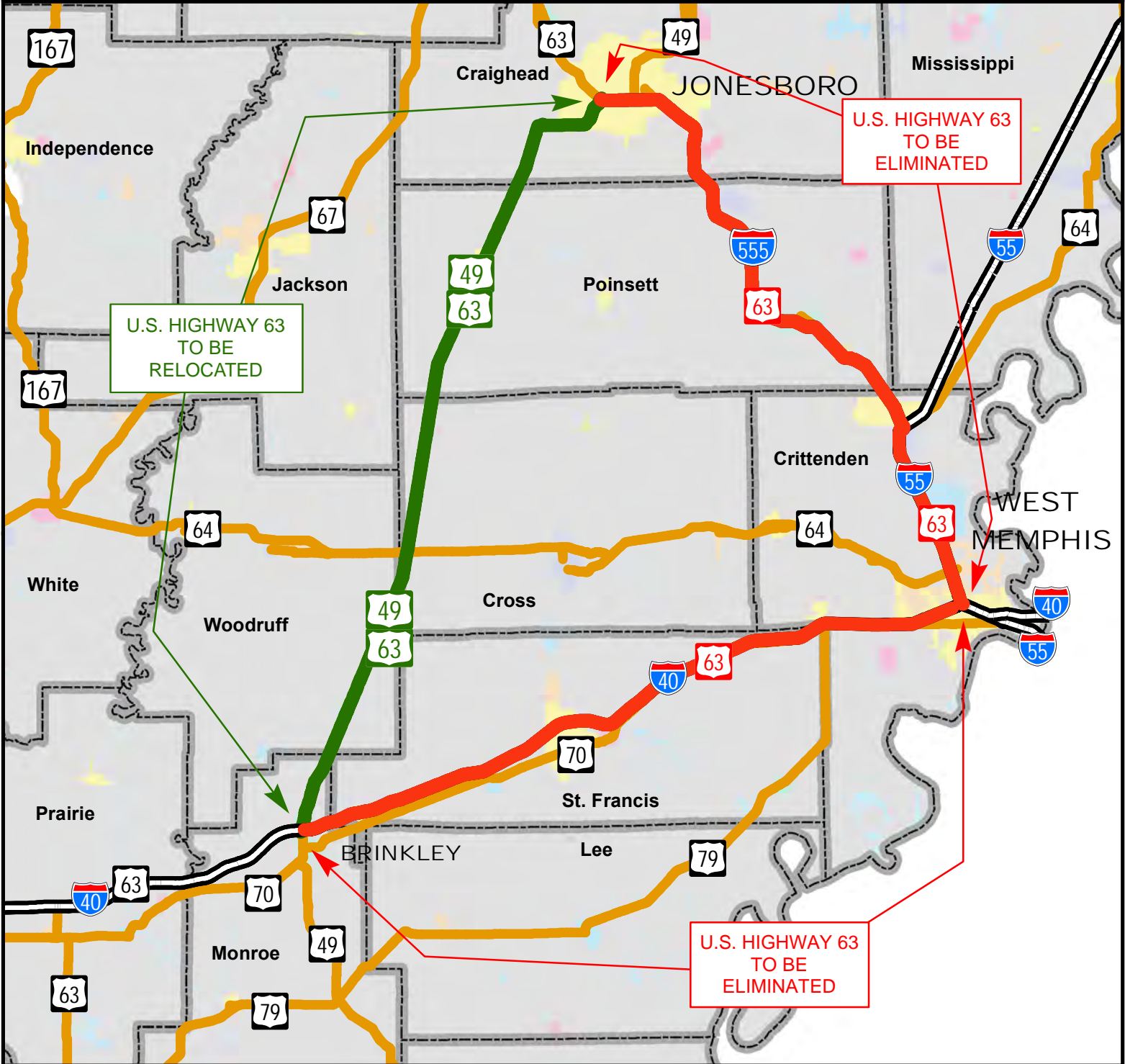
Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? _____

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 pngethe@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

STATE OF ARKANSAS PROPOSED CHANGE TO THE U.S. HIGHWAY SYSTEM CRAIGHEAD, CRITTENDEN, MONROE, POINSETT AND ST. FRANCIS, COUNTIES U.S. Highway 63 Elimination - Request for Approval



U.S. HIGHWAY 63
TO BE
RELOCATED

U.S. HIGHWAY 63
TO BE
ELIMINATED

U.S. HIGHWAY 63
TO BE
ELIMINATED

Proposed Designation

- U.S. Highway 63 To Be Relocated
- U.S. Highway 63 To Be Eliminated
- Interstates
- Existing U.S. Highways

0 10 20 Mile

SYSTEM INFORMATION & RESEARCH DIVISION 4-16-2019

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 16,500 as compared to 2,571 for the year 2018 for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

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

(Signature)

Chief Executive Officer _____
(Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select “Worksheet Object” – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

Mileage	1	2	3	4	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			Degree	Length	
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20			40
0					NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
20																			
40																			
60																			
80																			
100																			
120	End 123.40	H	G	16,500															
140																			
160																			

Attach additional sheet here if necessary

Contact Information:

Name Brad McCaleb
Telephone Number (501) 569-2946
Email Address Brad.McCaleb@ardot.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 in unformatted single spaced paragraph format:

The route begins at the junction of Interstate 40 and U.S. Highway 49 in the City of Brinkley, Arkansas and travels east to West Memphis, Arkansas and then northwest toward the City of Jonesboro, Arkansas. The route is a multi-lane divided roadway on existing location. The focal cities are Brinkley, Arkansas and Jonesboro, Arkansas. The route is 123.40 miles long ending at the junction of Interstate 555 and U.S. Highway 49 in the City of Jonesboro, Arkansas.

U.S. 63 RELOCATION						
US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
63	Arkansas	Regular	Mammoth Springs	0	0	Missouri State Line
63	Arkansas	Regular	Hardy	16	16	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Hardy	2	18	Crosses U.S. 63 Bus. Joins U.S. 62 and U.S. 412
63	Arkansas	Business	Hardy	0	0	Begins U.S. 63
63	Arkansas	Business	Hardy	1	1	Joins U.S. 62
63	Arkansas	Business	Hardy	1	2	Ends U.S. 63
63	Arkansas	Regular	Imboden	20	38	Leaves U.S. 62
63	Arkansas	Regular	Portia (Southeast)	13	51	Leaves U.S. 412
63	Arkansas	Regular	Hoxie	2	53	Crosses U.S. 63 Bus
63	Arkansas	Regular	Hoxie	3	56	Crosses U.S. 67 & U.S. 67 Bus.
63	Arkansas	Regular	Walnut Ridge	1	57	Crosses U.S. 67
63	Arkansas	Regular	Walnut Ridge	1	58	Crosses U.S. 63 Bus.
63	Arkansas	Business	Hoxie	0	0	Begins U.S. 63
63	Arkansas	Business	Hoxie	2	2	Joins U.S. 67 Bus.
63	Arkansas	Business	Hoxie	1	3	Leaves U.S. 67 Bus.
63	Arkansas	Business	Walnut Ridge	1	4	Crosses U.S. 67
63	Arkansas	Business	Walnut Ridge	1	5	Ends U.S. 63
63	Arkansas	Regular	Bono (North)	10	68	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Bono (South)	3	71	Crosses U.S. 63 Bus.
63	Arkansas	Business	Bono (North)	0	0	Begins U.S. 63
63	Arkansas	Business	Bono (South)	3	3	Ends U.S. 63
63	Arkansas	Regular	Jonesboro	8	79	Joins U.S. 49
63	Arkansas	Regular	E. of Mccrory	45	124	Crosses U.S. 64
63	Arkansas	Regular	Brinkley	25	149	Joins I-40 and leaves U.S. 49
63	Arkansas	Regular	Hazen (North)	23	172	Leaves I-40
63	Arkansas	Regular	Hazen (South)	3	175	Joins U.S. 70
63	Arkansas	Regular	Hazen (East)	1	176	Leaves U.S. 70
63	Arkansas	Regular	Stuttgart	17	193	Crosses U.S. 165
63	Arkansas	Regular	Stuttgart	2	195	Joins U.S. 79
63	Arkansas	Regular	Stuttgart (West)	3	198	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Altheimer	18	216	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Altheimer	2	218	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Pine Bluff	11	229	Crosses U.S. 65 Bus.
63	Arkansas	Regular	Pine Bluff	1	230	Joins I-530
63	Arkansas	Regular	Pine Bluff (South)	4	234	Leaves I-530/Crosses U.S. 63 Bus.
63	Arkansas	Business	Pine Bluff	0	0	Begins U.S. 65 Bus.
63	Arkansas	Business	Pine Bluff	5	5	Ends I-530 and U.S. 63
63	Arkansas	Regular	Warren	41	275	Crosses U.S. 63 Bus.

63	Arkansas	Regular	Warren	1	276	Crosses U.S. 278 Bus.
63	Arkansas	Regular	Warren	1	277	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Warren (South)	1	278	Crosses U.S. 278
63	Arkansas	Business	Warren	0	0	Begins U.S. 63
63	Arkansas	Business	Warren	1	1	Crosses U.S. 278 Bus.
63	Arkansas	Business	Warren	1	2	Ends U.S. 63
63	Arkansas	Regular	Hermitage	12	290	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Hermitage	1	291	Crosses U.S. 63 Bus.
63	Arkansas	Business	Hermitage	0	0	Begins U.S. 63
63	Arkansas	Business	Hermitage	1	1	Ends U.S. 63
63	Arkansas	Regular	El Dorado	34	325	Joins U.S. 167
63	Arkansas	Regular	El Dorado	1	326	Crosses U.S. 82 Bus.
63	Arkansas	Regular	El Dorado (South)	1	327	Crosses U.S. 82
63	Arkansas	Regular	Junction City	14	341	Louisiana State Line

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DIRECTOR

April 23, 2019

Mr. Jim McDonnell
AASHTO Program Director for Engineering
444 North Capitol Street NW, Suite 249
Washington, D.C. 20001

Dear Mr. McDonnell:

Reference is made to the solicitation for applications for U.S. Route Numbering changes.

Enclosed you will find an application requesting approval to relocate U.S. Highway 63 to run concurrently with U.S. Highway 49 between the junction of Interstate 40 in Brinkley, Arkansas and the junction of Interstate 555 in the City of Jonesboro, Arkansas. A separate application requesting the elimination of U.S. Highway 63 from the junction of U.S. Highway 49 in Brinkley, Arkansas running concurrently with Interstate 40, Interstate 55, and Interstate 555 to the junction of U.S. Highway 49 in Jonesboro, Arkansas has been submitted. This change only affects routes in the State of Arkansas.

This application has been electronically submitted to usroutes@aaashto.org. If additional information is needed, please advise.

Sincerely,

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Scott E. Bennett, P.E.
Director

Enclosure

c: Senator Tom Cotton
Senator John Boozman
Congressman Rick Crawford
Highway Commission
Deputy Director and Chief Operating Officer
Deputy Director and Chief Engineer
Assistant Chief Engineer – Planning
Federal Highway Administration



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

U.S. Highway
63

**AASHTO Use
Only**

Action taken by SCOH:

Between Interstate 40
in the City of
Brinkley and Interstate 555
in the City of
Jonesboro

The following state or states are involved:
Arkansas

- ****“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.)

A shorter route exists between Brinkley, Arkansas and Jonesboro, Arkansas along existing U.S. Highway 49. Therefore, the Arkansas Department of Transportation requests the relocation of U.S. Highway 63 to run concurrently with U.S. Highway 49 from Interstate 40 in the City of Brinkley, Arkansas to Interstate 555 in the City of Jonesboro, Arkansas. A separate request has been submitted to eliminate U.S. Highway 63 from the junction of U.S. Highway 49 in the City of Brinkley, Arkansas running concurrently with Interstate 40, Interstate 55, and Interstate 555 to the junction of U.S. Highway 49 in the City of Jonesboro, Arkansas.

Date facility available to traffic 1978

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes

If so, where? U.S. Highway 49, from the junction with Interstate 40 in the City of Brinkley, Arkansas to the junction of Interstate 555 and U.S. Highway 63 in the City of Jonesboro, Arkansas.

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 pngethe@ashto.org with this application.

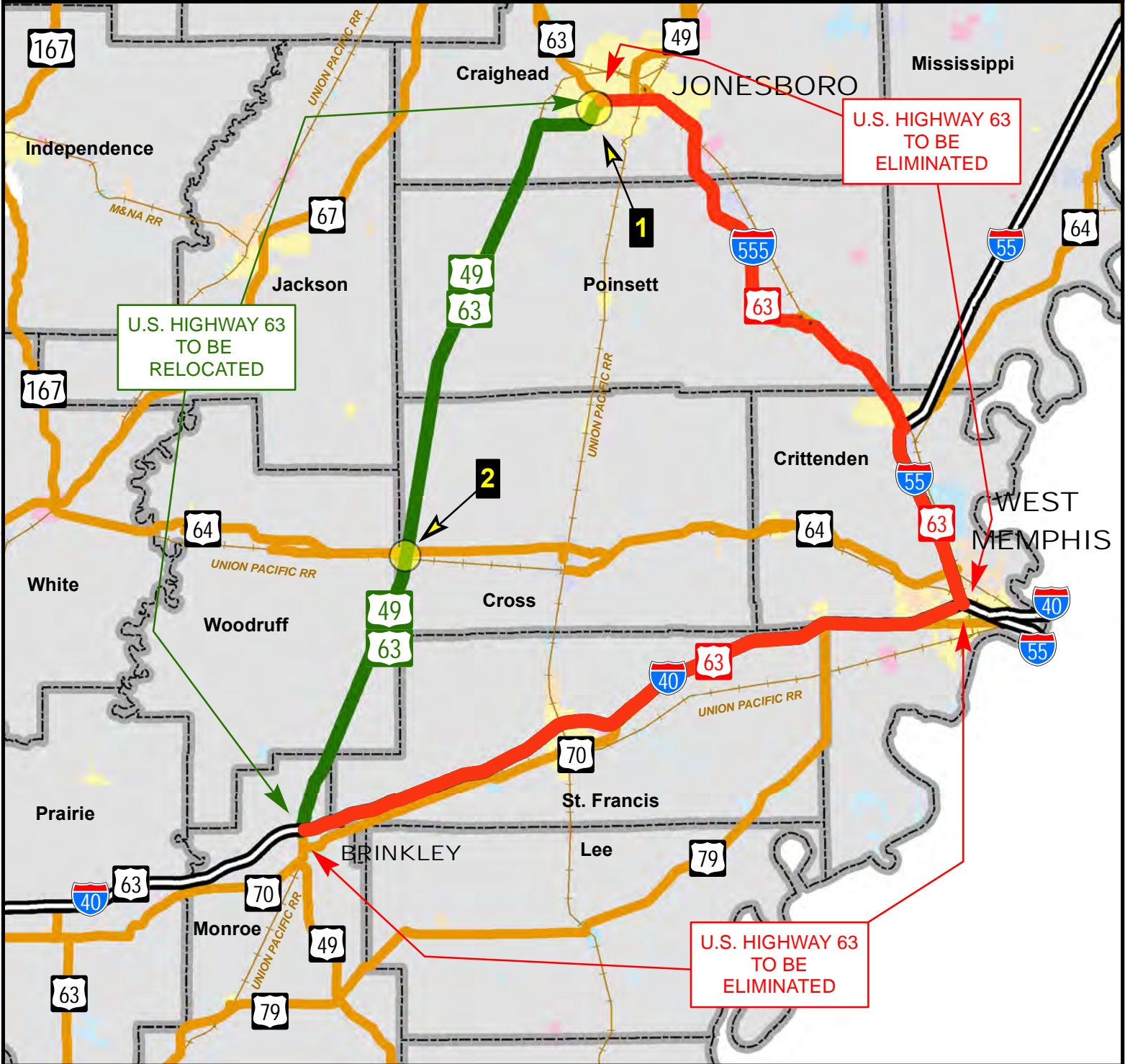
(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

STATE OF ARKANSAS

PROPOSED CHANGE TO THE U.S. HIGHWAY SYSTEM

CRAIGHEAD, CROSS, MONROE, POINSETT AND WOODRUFF COUNTIES

U.S. Highway 63 Relocation - Request for Approval



Proposed Designation

- U.S. Highway 63 To Be Relocated
- U.S. Highway 63 To Be Eliminated
- Interstates
- Existing U.S. Highways

0 10 20 Mile

SYSTEM INFORMATION & RESEARCH DIVISION 4-18-2019

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 2,932 as compared to 4,423 for the year 2018 for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

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

(Signature)

Chief Executive Officer _____
(Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select “Worksheet Object” – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

Mileage	1	2	3	4	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		Degree
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	20 40 60 80								
0	1				NONE	NONE	NONE	NONE	NONE	32°	6% 210'		
10													
20													
30													
40	2			RxR RxR						100°			
50													
60													
70													
80	End 72.40	H	G	4,423									

Attach additional sheet here if necessary

Contact Information:

Name Brad McCaleb
Telephone Number (501) 569-2946
Email Address Brad.McCaleb@ardot.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 in unformatted single spaced paragraph format:

The route begins at the junction of Interstate 40 and U.S. Highway 49 in the City of Brinkley, Arkansas and travels in a northerly direction toward the City of Jonesboro, Arkansas. The route is a two-lane and four-lane undivided roadway on existing location. The focal cities are Brinkley, Arkansas and Jonesboro, Arkansas. The route is 72.40 miles long ending at the junction of Interstate 555 and U.S. Highway 49 in the City of Jonesboro, Arkansas.

U.S. 63 RELOCATION						
US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
63	Arkansas	Regular	Mammoth Springs	0	0	Missouri State Line
63	Arkansas	Regular	Hardy	16	16	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Hardy	2	18	Crosses U.S. 63 Bus. Joins U.S. 62 and U.S. 412
63	Arkansas	Business	Hardy	0	0	Begins U.S. 63
63	Arkansas	Business	Hardy	1	1	Joins U.S. 62
63	Arkansas	Business	Hardy	1	2	Ends U.S. 63
63	Arkansas	Regular	Imboden	20	38	Leaves U.S. 62
63	Arkansas	Regular	Portia (Southeast)	13	51	Leaves U.S. 412
63	Arkansas	Regular	Hoxie	2	53	Crosses U.S. 63 Bus
63	Arkansas	Regular	Hoxie	3	56	Crosses U.S. 67 & U.S. 67 Bus.
63	Arkansas	Regular	Walnut Ridge	1	57	Crosses U.S. 67
63	Arkansas	Regular	Walnut Ridge	1	58	Crosses U.S. 63 Bus.
63	Arkansas	Business	Hoxie	0	0	Begins U.S. 63
63	Arkansas	Business	Hoxie	2	2	Joins U.S. 67 Bus.
63	Arkansas	Business	Hoxie	1	3	Leaves U.S. 67 Bus.
63	Arkansas	Business	Walnut Ridge	1	4	Crosses U.S. 67
63	Arkansas	Business	Walnut Ridge	1	5	Ends U.S. 63
63	Arkansas	Regular	Bono (North)	10	68	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Bono (South)	3	71	Crosses U.S. 63 Bus.
63	Arkansas	Business	Bono (North)	0	0	Begins U.S. 63
63	Arkansas	Business	Bono (South)	3	3	Ends U.S. 63
63	Arkansas	Regular	Jonesboro	8	79	Joins U.S. 49
63	Arkansas	Regular	E. of Mccrory	45	124	Crosses U.S. 64
63	Arkansas	Regular	Brinkley	25	149	Joins I-40 and leaves U.S. 49
63	Arkansas	Regular	Hazen (North)	23	172	Leaves I-40
63	Arkansas	Regular	Hazen (South)	3	175	Joins U.S. 70
63	Arkansas	Regular	Hazen (East)	1	176	Leaves U.S. 70
63	Arkansas	Regular	Stuttgart	17	193	Crosses U.S. 165
63	Arkansas	Regular	Stuttgart	2	195	Joins U.S. 79
63	Arkansas	Regular	Stuttgart (West)	3	198	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Altheimer	18	216	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Altheimer	2	218	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Pine Bluff	11	229	Crosses U.S. 65 Bus.
63	Arkansas	Regular	Pine Bluff	1	230	Joins I-530
63	Arkansas	Regular	Pine Bluff (South)	4	234	Leaves I-530/Crosses U.S. 63 Bus.
63	Arkansas	Business	Pine Bluff	0	0	Begins U.S. 65 Bus.
63	Arkansas	Business	Pine Bluff	5	5	Ends I-530 and U.S. 63
63	Arkansas	Regular	Warren	41	275	Crosses U.S. 63 Bus.

63	Arkansas	Regular	Warren	1	276	Crosses U.S. 278 Bus.
63	Arkansas	Regular	Warren	1	277	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Warren (South)	1	278	Crosses U.S. 278
63	Arkansas	Business	Warren	0	0	Begins U.S. 63
63	Arkansas	Business	Warren	1	1	Crosses U.S. 278 Bus.
63	Arkansas	Business	Warren	1	2	Ends U.S. 63
63	Arkansas	Regular	Hermitage	12	290	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Hermitage	1	291	Crosses U.S. 63 Bus.
63	Arkansas	Business	Hermitage	0	0	Begins U.S. 63
63	Arkansas	Business	Hermitage	1	1	Ends U.S. 63
63	Arkansas	Regular	El Dorado	34	325	Joins U.S. 167
63	Arkansas	Regular	El Dorado	1	326	Crosses U.S. 82 Bus.
63	Arkansas	Regular	El Dorado (South)	1	327	Crosses U.S. 82
63	Arkansas	Regular	Junction City	14	341	Louisiana State Line

ARKANSAS STATE HIGHWAY COMMISSION

THOMAS B. SCHUECK
CHAIRMAN
LITTLE ROCK

ROBERT S. MOORE, JR.
VICE CHAIRMAN
ARKANSAS CITY

DALTON A. FARMER, JR.
JONESBORO



P.O. Box 2261 • Little Rock, Arkansas 72203-2261
Phone (501) 569-2000 • Voice/TTY 711 • Fax (501) 569-2400
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PHILIP TALDO
SPRINGDALE

KEITH GIBSON
FORT SMITH

SCOTT E. BENNETT, P.E.
DIRECTOR

April 23, 2019

Mr. Jim McDonnell
AASHTO Program Director for Engineering
444 North Capitol Street NW, Suite 249
Washington, D.C. 20001

JIM
Dear Mr. McDonnell:

Reference is made to the solicitation for applications for U.S. Route Numbering changes.

Enclosed you will find an application requesting approval to eliminate U.S. Highway 63 Business in the City of Jonesboro, Arkansas. This change only affects routes in the State of Arkansas.

This application has been electronically submitted to usroutes@ashto.org. If additional information is needed, please advise.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott", is written over the word "Sincerely,".

Scott E. Bennett, P.E.
Director

Enclosure

c: Senator Tom Cotton
Senator John Boozman
Congressman Rick Crawford
Highway Commission
Deputy Director and Chief Operating Officer
Deputy Director and Chief Engineer
Assistant Chief Engineer – Planning
Federal Highway Administration



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

U.S. Highway
63B

AASHTO Use Only

Action taken by SCOH:

Between Interstate 555 and State Highway 463 in the City of Jonesboro and U.S. Highway 49 and State Highway 18 in the City of Jonesboro

The following state or states are involved:
Arkansas

- ****“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.)

Since a shorter route exists between Jonesboro, Arkansas and Brinkley, Arkansas along existing U.S. Highway 49, the Arkansas Department of Transportation has submitted a separate request to relocate U.S. Highway 63 to U.S. Highway 49. Therefore, The Arkansas Department of Transportation requests the elimination of U.S. Highway 63 Business in the City of Jonesboro, Arkansas.

Date facility available to traffic N/A

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

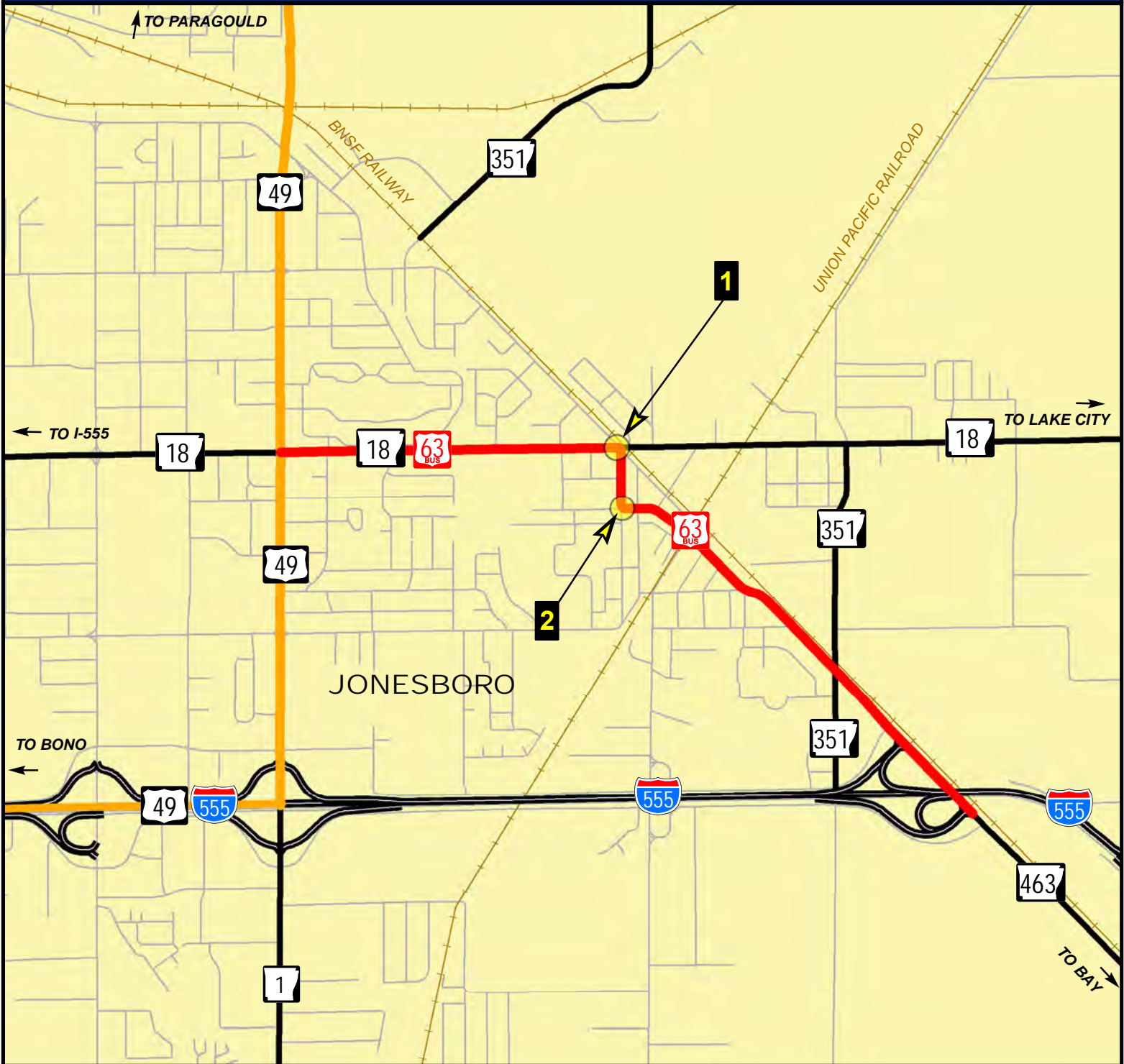
Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? _____

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 pngethe@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

STATE OF ARKANSAS PROPOSED CHANGE TO THE U.S. HIGHWAY SYSTEM CITY OF JONESBORO CRAIGHEAD COUNTY



Proposed Designation



- # Control Point
- Eliminate U.S. Highway 63 Business
- Existing U.S. Highways
- Interstates
- Other State Highways



AR DOT
ARKANSAS DEPARTMENT
OF TRANSPORTATION

0 0.4 0.8 Mile

SYSTEM INFORMATION & RESEARCH DIVISION 4-18-2019

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 7,095 as compared to 2,851 for the year 2018 for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

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

(Signature)

Chief Executive Officer _____
(Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select “Worksheet Object” – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

Mileage	1	2	3	4	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				
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	Degree	Length	
0.00					NONE	NONE	NONE	NONE	NONE									NONE
0.50																		
1.00	1																	
1.00	2																164°	
1.00																	83°	
1.50				RxR														
2.00																		
2.50	End 2.40	H	G	7,095														
3.00																		
3.50																		
4.00																		

Attach additional sheet here if necessary

Contact Information:

Name Brad McCaleb
Telephone Number (501) 569-2946
Email Address Brad.McCaleb@ardot.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 in unformatted single spaced paragraph format:

The route begins southeast of the junction of Interstate 555 and State Highway 463 and continues northwest in the City of Jonesboro, Arkansas. The route is a two-lane undivided roadway on existing location. The focal city is Jonesboro, Arkansas. The route is 2.40 miles long ending at the junction of U.S. Highway 49 and State Highway 18 in the City of Jonesboro, Arkansas.

U.S. 63 RELOCATION						
US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
63	Arkansas	Regular	Mammoth Springs	0	0	Missouri State Line
63	Arkansas	Regular	Hardy	16	16	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Hardy	2	18	Crosses U.S. 63 Bus. Joins U.S. 62 and U.S. 412
63	Arkansas	Business	Hardy	0	0	Begins U.S. 63
63	Arkansas	Business	Hardy	1	1	Joins U.S. 62
63	Arkansas	Business	Hardy	1	2	Ends U.S. 63
63	Arkansas	Regular	Imboden	20	38	Leaves U.S. 62
63	Arkansas	Regular	Portia (Southeast)	13	51	Leaves U.S. 412
63	Arkansas	Regular	Hoxie	2	53	Crosses U.S. 63 Bus
63	Arkansas	Regular	Hoxie	3	56	Crosses U.S. 67 & U.S. 67 Bus.
63	Arkansas	Regular	Walnut Ridge	1	57	Crosses U.S. 67
63	Arkansas	Regular	Walnut Ridge	1	58	Crosses U.S. 63 Bus.
63	Arkansas	Business	Hoxie	0	0	Begins U.S. 63
63	Arkansas	Business	Hoxie	2	2	Joins U.S. 67 Bus.
63	Arkansas	Business	Hoxie	1	3	Leaves U.S. 67 Bus.
63	Arkansas	Business	Walnut Ridge	1	4	Crosses U.S. 67
63	Arkansas	Business	Walnut Ridge	1	5	Ends U.S. 63
63	Arkansas	Regular	Bono (North)	10	68	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Bono (South)	3	71	Crosses U.S. 63 Bus.
63	Arkansas	Business	Bono (North)	0	0	Begins U.S. 63
63	Arkansas	Business	Bono (South)	3	3	Ends U.S. 63
63	Arkansas	Regular	Jonesboro	8	79	Joins U.S. 49
63	Arkansas	Regular	E. of Mccrory	45	124	Crosses U.S. 64
63	Arkansas	Regular	Brinkley	25	149	Joins I-40 and leaves U.S. 49
63	Arkansas	Regular	Hazen (North)	23	172	Leaves I-40
63	Arkansas	Regular	Hazen (South)	3	175	Joins U.S. 70
63	Arkansas	Regular	Hazen (East)	1	176	Leaves U.S. 70
63	Arkansas	Regular	Stuttgart	17	193	Crosses U.S. 165
63	Arkansas	Regular	Stuttgart	2	195	Joins U.S. 79
63	Arkansas	Regular	Stuttgart (West)	3	198	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Alzheimer	18	216	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Alzheimer	2	218	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Pine Bluff	11	229	Crosses U.S. 65 Bus.
63	Arkansas	Regular	Pine Bluff	1	230	Joins I-530
63	Arkansas	Regular	Pine Bluff (South)	4	234	Leaves I-530/Crosses U.S. 63 Bus.
63	Arkansas	Business	Pine Bluff	0	0	Begins U.S. 65 Bus.
63	Arkansas	Business	Pine Bluff	5	5	Ends I-530 and U.S. 63
63	Arkansas	Regular	Warren	41	275	Crosses U.S. 63 Bus.

63	Arkansas	Regular	Warren	1	276	Crosses U.S. 278 Bus.
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63	Arkansas	Regular	Warren (South)	1	278	Crosses U.S. 278
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63	Arkansas	Business	Warren	1	1	Crosses U.S. 278 Bus.
63	Arkansas	Business	Warren	1	2	Ends U.S. 63
63	Arkansas	Regular	Hermitage	12	290	Crosses U.S. 63 Bus.
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63	Arkansas	Business	Hermitage	0	0	Begins U.S. 63
63	Arkansas	Business	Hermitage	1	1	Ends U.S. 63
63	Arkansas	Regular	El Dorado	34	325	Joins U.S. 167
63	Arkansas	Regular	El Dorado	1	326	Crosses U.S. 82 Bus.
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ARKANSAS STATE HIGHWAY COMMISSION

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SCOTT E. BENNETT, P.E.
DIRECTOR

April 23, 2019

Mr. Jim McDonnell
AASHTO Program Director for Engineering
444 North Capitol Street NW, Suite 249
Washington, D.C. 20001

Jim
Dear Mr. McDonnell:

Reference is made to the solicitation for applications for U.S. Route Numbering changes.

Enclosed you will find an application requesting approval to eliminate U.S. Highway 63 Business in the City of Marked Tree, Arkansas. This change only affects routes in the State of Arkansas.

This application has been electronically submitted to usroutes@ashto.org. If additional information is needed, please advise.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott", is written over the word "Sincerely,".

Scott E. Bennett, P.E.
Director

Enclosure

c: Senator Tom Cotton
Senator John Boozman
Congressman Rick Crawford
Highway Commission
Deputy Director and Chief Operating Officer
Deputy Director and Chief Engineer
Assistant Chief Engineer – Planning
Federal Highway Administration



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

U.S. Highway
63B

AASHTO Use Only

Action taken by SCOH:

Interstate 555
in the western
portion of the
City of Marked Tree

Between _____ and _____

Interstate 555
in the eastern
portion of the
City of Marked Tree

The following state or states are involved:
Arkansas

- ****“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.)

Since a shorter route exists between Jonesboro, Arkansas and Brinkley, Arkansas along existing U.S. Highway 49, the Arkansas Department of Transportation has submitted a separate request to relocate U.S. Highway 63 to U.S. Highway 49. Therefore, the Arkansas Department of Transportation requests the elimination of U.S. Highway 63 Business in the City of Marked Tree, Arkansas.

Date facility available to traffic N/A

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

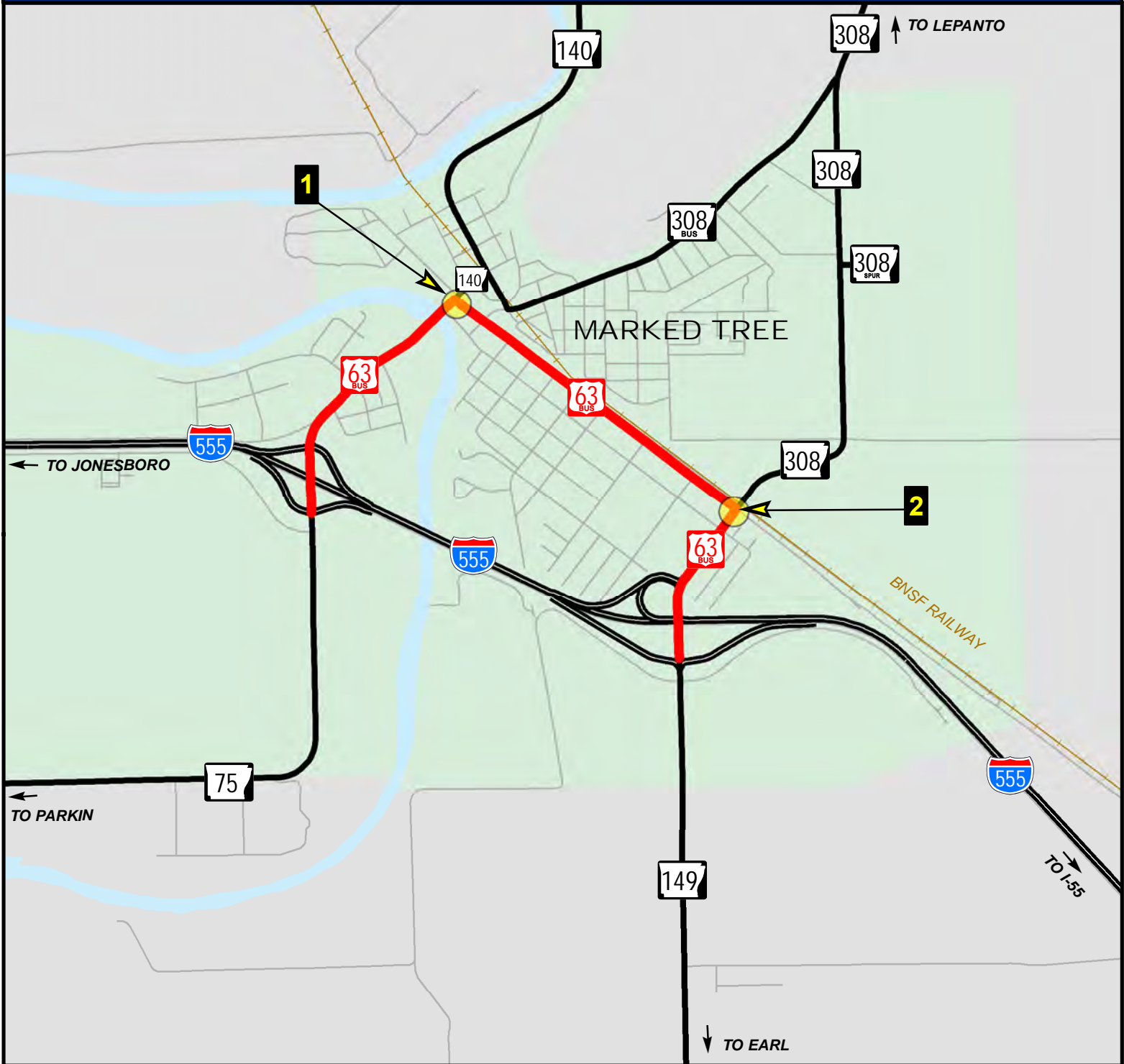
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Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

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

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

STATE OF ARKANSAS PROPOSED CHANGE TO THE U.S. HIGHWAY SYSTEM CITY OF MARKED TREE POINSETT COUNTY



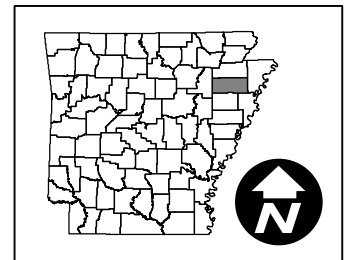
Proposed Designation

- # Control Point
- Eliminate U.S. Highway 63 Business
- Interstates
- Other State Highways



0 0.45 0.9 Mile

SYSTEM INFORMATION & RESEARCH DIVISION 4-18-2019



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 3,846 as compared to 2,878 for the year 2018 for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

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

(Signature)

Chief Executive Officer _____
(Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

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Column 2: Pavement Type.	Code
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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				
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	Degree	Length	
0.00					NONE	NONE	NONE	NONE	NONE									
0.50																		
1.00	1																93°	
1.50																		
2.00																		
2.50	End 2.30	H	F	3,846														
3.00																		
3.50																		
4.00																		

Attach additional sheet here if necessary

Contact Information:

Name Brad McCaleb
Telephone Number (501) 569-2946
Email Address Brad.McCaleb@ardot.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 in unformatted single spaced paragraph format:

The route begins in the western portion of the City of Marked Tree, Arkansas south of the junction of Interstate 555 and State Highway 75 and continues northeast, southeast and then south. The route is a two-lane undivided roadway on existing location. The focal city is Marked Tree, Arkansas. The route is 2.30 miles long ending at the junction of Interstate 555 and State Highway 149 in the eastern portion of the City of Marked Tree, Arkansas.

U.S. 63 RELOCATION						
US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
63	Arkansas	Regular	Mammoth Springs	0	0	Missouri State Line
63	Arkansas	Regular	Hardy	16	16	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Hardy	2	18	Crosses U.S. 63 Bus. Joins U.S. 62 and U.S. 412
63	Arkansas	Business	Hardy	0	0	Begins U.S. 63
63	Arkansas	Business	Hardy	1	1	Joins U.S. 62
63	Arkansas	Business	Hardy	1	2	Ends U.S. 63
63	Arkansas	Regular	Imboden	20	38	Leaves U.S. 62
63	Arkansas	Regular	Portia (Southeast)	13	51	Leaves U.S. 412
63	Arkansas	Regular	Hoxie	2	53	Crosses U.S. 63 Bus
63	Arkansas	Regular	Hoxie	3	56	Crosses U.S. 67 & U.S. 67 Bus.
63	Arkansas	Regular	Walnut Ridge	1	57	Crosses U.S. 67
63	Arkansas	Regular	Walnut Ridge	1	58	Crosses U.S. 63 Bus.
63	Arkansas	Business	Hoxie	0	0	Begins U.S. 63
63	Arkansas	Business	Hoxie	2	2	Joins U.S. 67 Bus.
63	Arkansas	Business	Hoxie	1	3	Leaves U.S. 67 Bus.
63	Arkansas	Business	Walnut Ridge	1	4	Crosses U.S. 67
63	Arkansas	Business	Walnut Ridge	1	5	Ends U.S. 63
63	Arkansas	Regular	Bono (North)	10	68	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Bono (South)	3	71	Crosses U.S. 63 Bus.
63	Arkansas	Business	Bono (North)	0	0	Begins U.S. 63
63	Arkansas	Business	Bono (South)	3	3	Ends U.S. 63
63	Arkansas	Regular	Jonesboro	8	79	Joins U.S. 49
63	Arkansas	Regular	E. of Mccrory	45	124	Crosses U.S. 64
63	Arkansas	Regular	Brinkley	25	149	Joins I-40 and leaves U.S. 49
63	Arkansas	Regular	Hazen (North)	23	172	Leaves I-40
63	Arkansas	Regular	Hazen (South)	3	175	Joins U.S. 70
63	Arkansas	Regular	Hazen (East)	1	176	Leaves U.S. 70
63	Arkansas	Regular	Stuttgart	17	193	Crosses U.S. 165
63	Arkansas	Regular	Stuttgart	2	195	Joins U.S. 79
63	Arkansas	Regular	Stuttgart (West)	3	198	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Altheimer	18	216	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Altheimer	2	218	Crosses U.S. 79 Bus.
63	Arkansas	Regular	Pine Bluff	11	229	Crosses U.S. 65 Bus.
63	Arkansas	Regular	Pine Bluff	1	230	Joins I-530
63	Arkansas	Regular	Pine Bluff (South)	4	234	Leaves I-530/Crosses U.S. 63 Bus.
63	Arkansas	Business	Pine Bluff	0	0	Begins U.S. 65 Bus.
63	Arkansas	Business	Pine Bluff	5	5	Ends I-530 and U.S. 63
63	Arkansas	Regular	Warren	41	275	Crosses U.S. 63 Bus.

63	Arkansas	Regular	Warren	1	276	Crosses U.S. 278 Bus.
63	Arkansas	Regular	Warren	1	277	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Warren (South)	1	278	Crosses U.S. 278
63	Arkansas	Business	Warren	0	0	Begins U.S. 63
63	Arkansas	Business	Warren	1	1	Crosses U.S. 278 Bus.
63	Arkansas	Business	Warren	1	2	Ends U.S. 63
63	Arkansas	Regular	Hermitage	12	290	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Hermitage	1	291	Crosses U.S. 63 Bus.
63	Arkansas	Business	Hermitage	0	0	Begins U.S. 63
63	Arkansas	Business	Hermitage	1	1	Ends U.S. 63
63	Arkansas	Regular	El Dorado	34	325	Joins U.S. 167
63	Arkansas	Regular	El Dorado	1	326	Crosses U.S. 82 Bus.
63	Arkansas	Regular	El Dorado (South)	1	327	Crosses U.S. 82
63	Arkansas	Regular	Junction City	14	341	Louisiana State Line

ARKANSAS STATE HIGHWAY COMMISSION

THOMAS B. SCHUECK
CHAIRMAN
LITTLE ROCK

ROBERT S. MOORE, JR.
VICE CHAIRMAN
ARKANSAS CITY

DALTON A. FARMER, JR.
JONESBORO



P.O. Box 2261 • Little Rock, Arkansas 72203-2261
Phone (501) 569-2000 • Voice/TTY 711 • Fax (501) 569-2400
www.ARDOT.gov • www.IDriveArkansas.com

PHILIP TALDO
SPRINGDALE

KEITH GIBSON
FORT SMITH

SCOTT E. BENNETT, P.E.
DIRECTOR

April 23, 2019

Mr. Jim McDonnell
AASHTO Program Director for Engineering
444 North Capitol Street NW, Suite 249
Washington, D.C. 20001

Jim
Dear Mr. McDonnell:

Reference is made to the solicitation for applications for U.S. Route Numbering changes.

Enclosed you will find an application requesting approval to eliminate U.S. Highway 82 Business in the City of Magnolia, Arkansas. This change only affects routes in the State of Arkansas.

This application has been electronically submitted to usroutes@ashto.org. If additional information is needed, please advise.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott", is written over the typed name.

Scott E. Bennett, P.E.
Director

Enclosure

c: Senator Tom Cotton
Senator John Boozman
Congressman Bruce Westerman
Highway Commission
Deputy Director and Chief Operating Officer
Deputy Director and Chief Engineer
Assistant Chief Engineer – Planning
Federal Highway Administration



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

U.S. Highway
82B

**AASHTO Use
Only**

Action taken by SCOH:

Between U.S. Highway 371
in the City of Magnolia and U.S. Highway 82
in the City of Magnolia

The following state or states are involved:
Arkansas

- ****“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.)

U.S. Highway 82 Business has been removed from the Arkansas State Highway System. Therefore, the Arkansas Department of Transportation requests the elimination of U.S. Highway 82 Business in the City of Magnolia, Arkansas.

Date facility available to traffic N/A

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

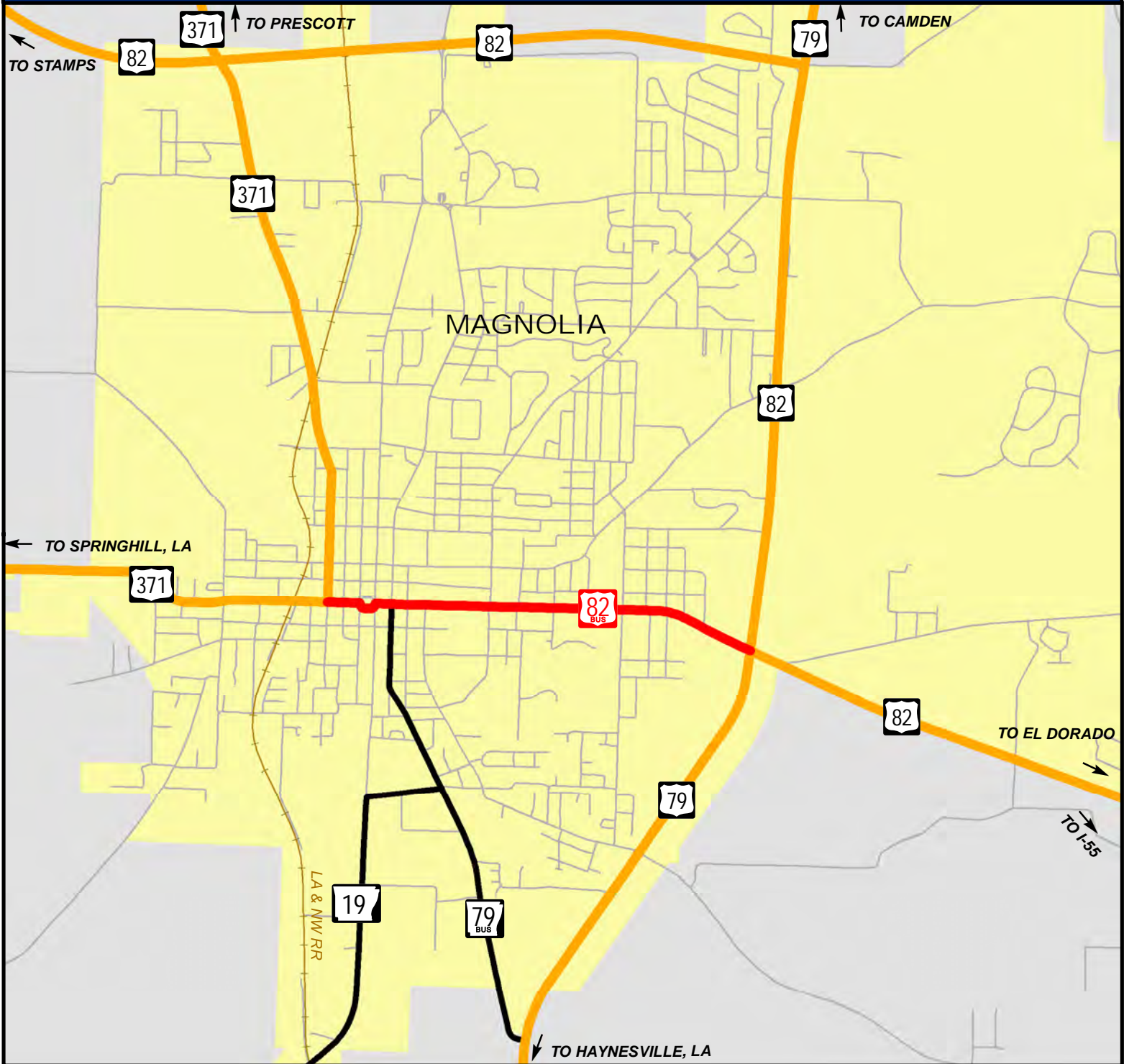
Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? _____

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 pngethe@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

STATE OF ARKANSAS PROPOSED CHANGE TO THE U.S. HIGHWAY SYSTEM CITY OF MAGNOLIA COLUMBIA COUNTY



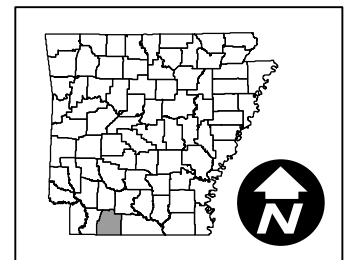
Proposed Designation

- Control Point
- Eliminate U.S. Highway 82 Business
- Existing U.S. Highways
- Other State Highways



0 0.6 1.2 Mile

SYSTEM INFORMATION & RESEARCH DIVISION 4-18-2019



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 6,600 as compared to 2,674 for the year 2018 for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

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

(Signature)

Chief Executive Officer _____
(Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select “Worksheet Object” – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

Mileage	1	2	3	4	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				Degree	Length
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40		
0.00					NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE			
0.50																			
1.00																			
1.50																			
1.70	End 1.70	H	G	6,600															
2.00																			
2.50																			
3.00																			
3.50																			
4.00																			

Attach additional sheet here if necessary

Contact Information:

Name Brad McCaleb
Telephone Number (501) 569-2946
Email Address Brad.McCaleb@ardot.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 in unformatted single spaced paragraph format:

The route begins at the junction of U.S. Highway 371 and continues east in the City of Magnolia, Arkansas. The route is a multi-lane undivided roadway on existing location. The focal city is Magnolia, Arkansas. The route is 1.70 miles long ending at the junction of U.S. Highway 82 in the City of Magnolia, Arkansas.

U.S. 82 Point to Point

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
82	Arkansas	Regular	Texarkana	0	0	NONE
82	Arkansas	Regular	Texarkana	1	1	Crosses U.S. 71
82	Arkansas	Regular	Texarkana	1	2	Leaves U.S. 67
82	Arkansas	Regular	Texarkana	1	3	Crosses I-49
82	Arkansas	Regular	Jct. N. of Magnolia	51	54	Crosses U.S. 371
82	Arkansas	Regular	Jct. N.E. of Magnolia	2	56	Joins U.S. 79
82	Arkansas	Regular	Jct. S.E. of Magnolia	2	58	Leaves U.S. 79
82	Arkansas	Regular	W. of El Dorado	31	89	Crosses U.S. 82 Business
82	Arkansas	Business	Eldorado	0	0	Route begins; Leaves U.S. 82
82	Arkansas	Business	Eldorado	2	2	Crosses U.S. 167 Business
82	Arkansas	Business	Eldorado	2	4	Crosses U.S. 167
82	Arkansas	Business	Eldorado	1	5	Route ends; rejoins U.S. 82
82	Arkansas	Regular	S.E. of El Dorado	5	94	Crosses U.S. 167
82	Arkansas	Regular	E. of El Dorado	1	95	Crosses U.S. 82 Business
82	Arkansas	Regular	E. of Crossett	49	144	Joins U.S. 425
82	Arkansas	Regular	Hamburg	7	151	Leaves U.S. 425
82	Arkansas	Regular	W. of Montrose	18	169	Crosses U.S. 82 Business
82	Arkansas	Business	W. of Montrose	0	0	Route begins; leaves U.S. 82
82	Arkansas	Business	Montrose	1	1	Crosses U.S. 165
82	Arkansas	Business	E. of Montrose	1	2	Route ends; rejoins U.S. 82
82	Arkansas	Regular	Montrose	1	170	Crosses U.S. 165
82	Arkansas	Regular	E. of Montrose	1	171	Crosses U.S. 82 Business
82	Arkansas	Regular	Lake Village	14	185	Joins U.S. 65
82	Arkansas	Regular	S.E. of Lake Village	5	190	Leaves U.S. 65
82	Arkansas	Regular	State Line	7	197	NONE

ARKANSAS STATE HIGHWAY COMMISSION

THOMAS B. SCHUECK
CHAIRMAN
LITTLE ROCK



PHILIP TALDO
SPRINGDALE

ROBERT S. MOORE, JR.
VICE CHAIRMAN
ARKANSAS CITY

KEITH GIBSON
FORT SMITH

DALTON A. FARMER, JR.
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Phone (501) 569-2000 • Voice/TTY 711 • Fax (501) 569-2400
www.ARDOT.gov • www.IDriveArkansas.com

SCOTT E. BENNETT, P.E.
DIRECTOR

April 23, 2019

Mr. Jim McDonnell
AASHTO Program Director for Engineering
444 North Capitol Street NW, Suite 249
Washington, D.C. 20001

Dear Mr. ^{Jim} McDonnell:

Reference is made to the solicitation for applications for U.S. Route Numbering changes.

Enclosed you will find an application requesting approval to recognize the new location of U.S. Highway 278 as a bypass southeast of the City of Monticello, Arkansas. This change only affects routes in the State of Arkansas.

This application has been electronically submitted to usroutes@ashto.org. If additional information is needed, please advise.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott", is written over the typed name.

Scott E. Bennett, P.E.
Director

Enclosure

c: Senator Tom Cotton
Senator John Boozman
Congressman Bruce Westerman
Highway Commission
Deputy Director and Chief Operating Officer
Deputy Director and Chief Engineer
Assistant Chief Engineer – Planning
Federal Highway Administration



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

U.S. Highway
278

**AASHTO Use
Only**

Action taken by SCOH:

U.S. Highway 425
south of
Between the City of Monticello and U.S. Highway 278
east of the
City of Monticello

The following state or states are involved:
Arkansas

- ****“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 Arkansas Department of Transportation has constructed a new location facility that bypasses the City of Monticello, Arkansas. This roadway segment is designated as U.S. Highway 278 Bypass. This request is to designate U.S. Highway 278 Bypass to this new location.

Date facility available to traffic 12/21/2018

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

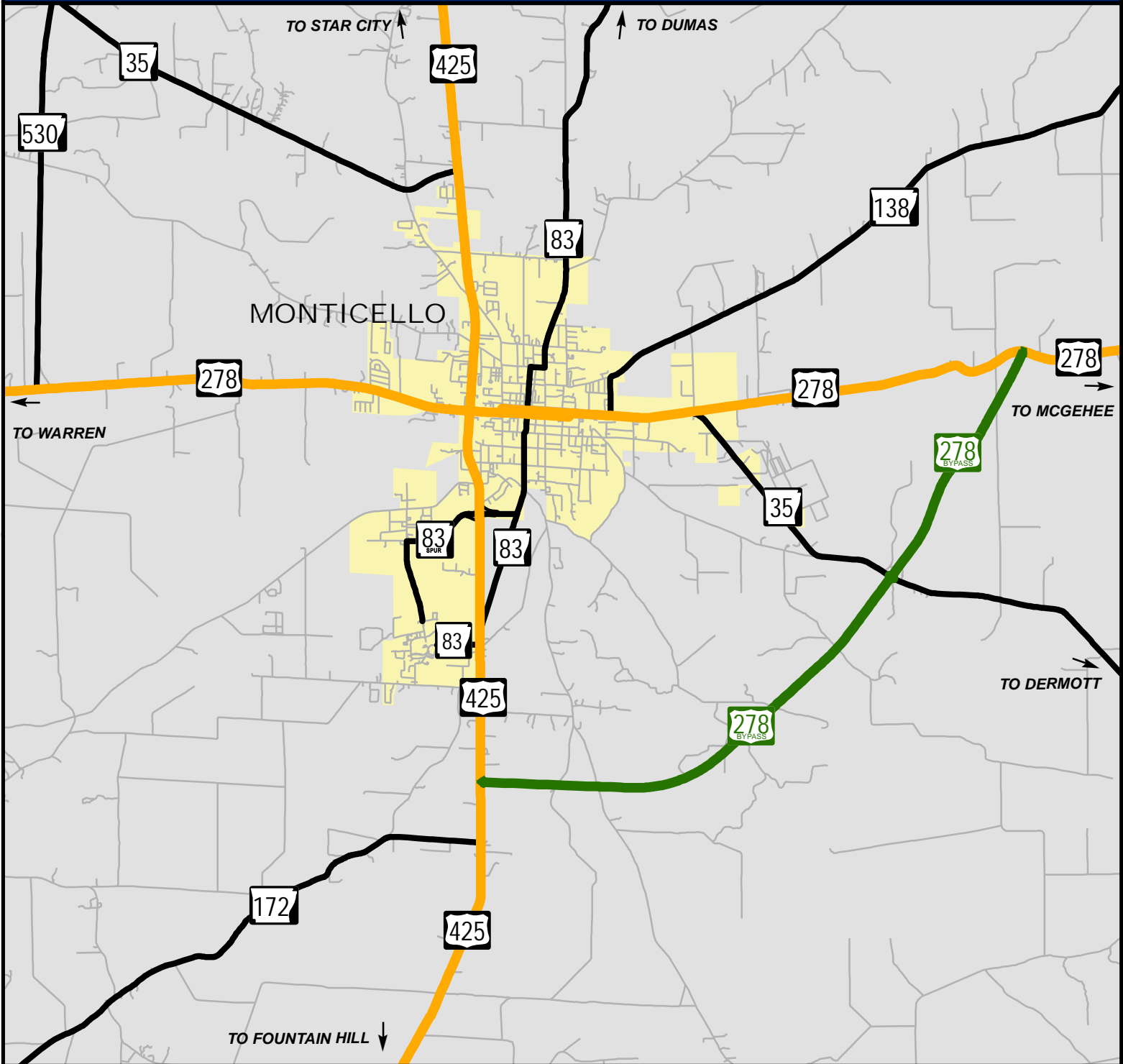
Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? _____

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 pngethe@ashto.org with this application.

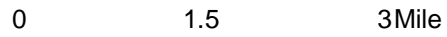
(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

STATE OF ARKANSAS PROPOSED CHANGE TO THE U.S. HIGHWAY SYSTEM VICINITY OF MONTICELLO DREW COUNTY

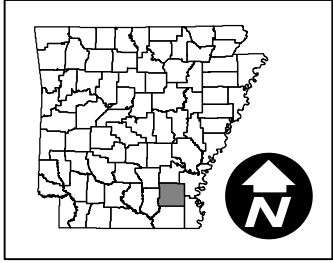


Proposed Designation

- U.S. Highway 278 Bypass
- Existing U.S. Highways
- Other State Highways



SYSTEM INFORMATION & RESEARCH DIVISION 4-16-2019



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 4,700 as compared to 4,921 for the year 2018 for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

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

(Signature)

Chief Executive Officer _____
(Member Department)

This petition is authorized by official action of _____

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

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select “Worksheet Object” – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

Mileage	1	2	3	4	5							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			
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	Degree	Length
0					NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
2																	
4																	
6																	
8																	
8.70	End	H	E	4,700													
10																	
12																	
14																	
16																	

Attach additional sheet here if necessary

Contact Information:

Name Brad McCaleb
Telephone Number (501) 569-2946
Email Address Brad.McCaleb@ardot.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 in unformatted single spaced paragraph format:

The route begins at the junction of U.S. Highway 425 south of the City of Monticello, Arkansas and travels in an east-northeast direction toward the junction of U.S. Highway 278 east of the City of Monticello, Arkansas. The route is a two-lane undivided roadway on new location. The focal city is Monticello, Arkansas. The route is 8.70 miles long ending at the junction of U.S. Highway 278 east of the City of Monticello, Arkansas.

US 278 Point to Point

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
278	Arkansas	Regular	State Line	0	0	Joins U.S. 82
278	Arkansas	Regular	Jct. U.S. 65	7	7	Joins U.S. 65
278	Arkansas	Regular	Jct. Lake Village 5	5	12	Leaves U.S. 82
278	Arkansas	Regular	E. of Dermott	16	28	Crosses U.S. 165
278	Arkansas	Regular	McGeehee	4	32	Leaves U.S. 65
278	Arkansas	Regular	E. of Monticello	22	54	Crosses U.S. 278 Bypass
278	Arkansas	Bypass	S. of Monticello	0	0	Begins at U.S. 425
278	Arkansas	Bypass	E. of Monticello	9	9	End Jct. U.S. 278
278	Arkansas	Regular	Jct. Monticello	6	60	Crosses U.S. 425
278	Arkansas	Regular	Warren	15	75	Crosses U.S. 278 Business
278	Arkansas	Business	E. of Warren	0	0	Begins at U.S. 278
278	Arkansas	Business	Warren	2	2	Crosses U.S. 63
278	Arkansas	Business	Warren	0	2	Joins U.S. 63
278	Arkansas	Business	Warren	0	2	Leaves U.S. 63
278	Arkansas	Business	E. Warren	1	3	Ends at U.S. 278
278	Arkansas	Regular	Warren	3	78	Crosses U.S. 63
278	Arkansas	Regular	W. of Warren	2	80	Crosses U.S. 278 Business
278	Arkansas	Regular	Hampton	24	104	Crosses U.S. 167
278	Arkansas	Regular	W. of East Camden	20	124	Joins U.S. 79
278	Arkansas	Regular	Camden	5	129	Leaves U.S. 79
278	Arkansas	Regular	W. Camden	2	131	Crosses U.S. 278 Business
278	Arkansas	Business	W. Camden	0	0	Begins at U.S. 278
278	Arkansas	Business	Camden	2	2	Ends at U.S. 79 Business
278	Arkansas	Regular	Rosston	28	159	Joins U.S. 371
278	Arkansas	Regular	Rosston	1	160	Leaves U.S. 371
278	Arkansas	Regular	Hope	19	179	Crosses U.S. 67
278	Arkansas	Regular	Hope	3	182	Crosses U.S. 278 Business
278	Arkansas	Business	Hope	0	0	Begins at U.S. 278
278	Arkansas	Business	Hope	1	1	Ends at U.S. 67
278	Arkansas	Regular	Hope	0	182	Jct. I-30
278	Arkansas	Regular	Nashville	27	209	Joins U.S. 371
278	Arkansas	Regular	W. of Nashville	2	211	Leaves U.S. 371
278	Arkansas	Regular	Dierks	17	228	Joins U.S. 70
278	Arkansas	Regular	N. of Dierks	2	230	Leaves U.S. 70
278	Arkansas	Regular	Wickes	29	259	End Jct. U.S. 71



APPLICATION FOR DESIGNATION OF A U.S. BICYCLE ROUTE – SPRING 2019

Member State Submitting Application: Georgia

USBR No. 1

Date: 04/23/18

This is an application for (please check):

- Establishment of a new U.S. Bicycle Route or segment
- Extension of a U.S. Bicycle Route or segment
- Relocation/Realignment of an existing U.S. Bicycle Route
- Deletion of a U.S. Bicycle Route or segment

Route Connects:

Effingham County, Georgia at the intersection of Tuckasee-King Landing Road and GA 119

and

Georgia / Florida Border (Charlton, GA)

The following state or states are involved:

Georgia and Florida

Explanation and Reason for Request:

The proposed USBR 1 corridor that extends along the coast of Georgia will connect Effingham County, Chatham County, Liberty County, McIntosh County, Glynn County, Camden County, Charlton County and Florida.

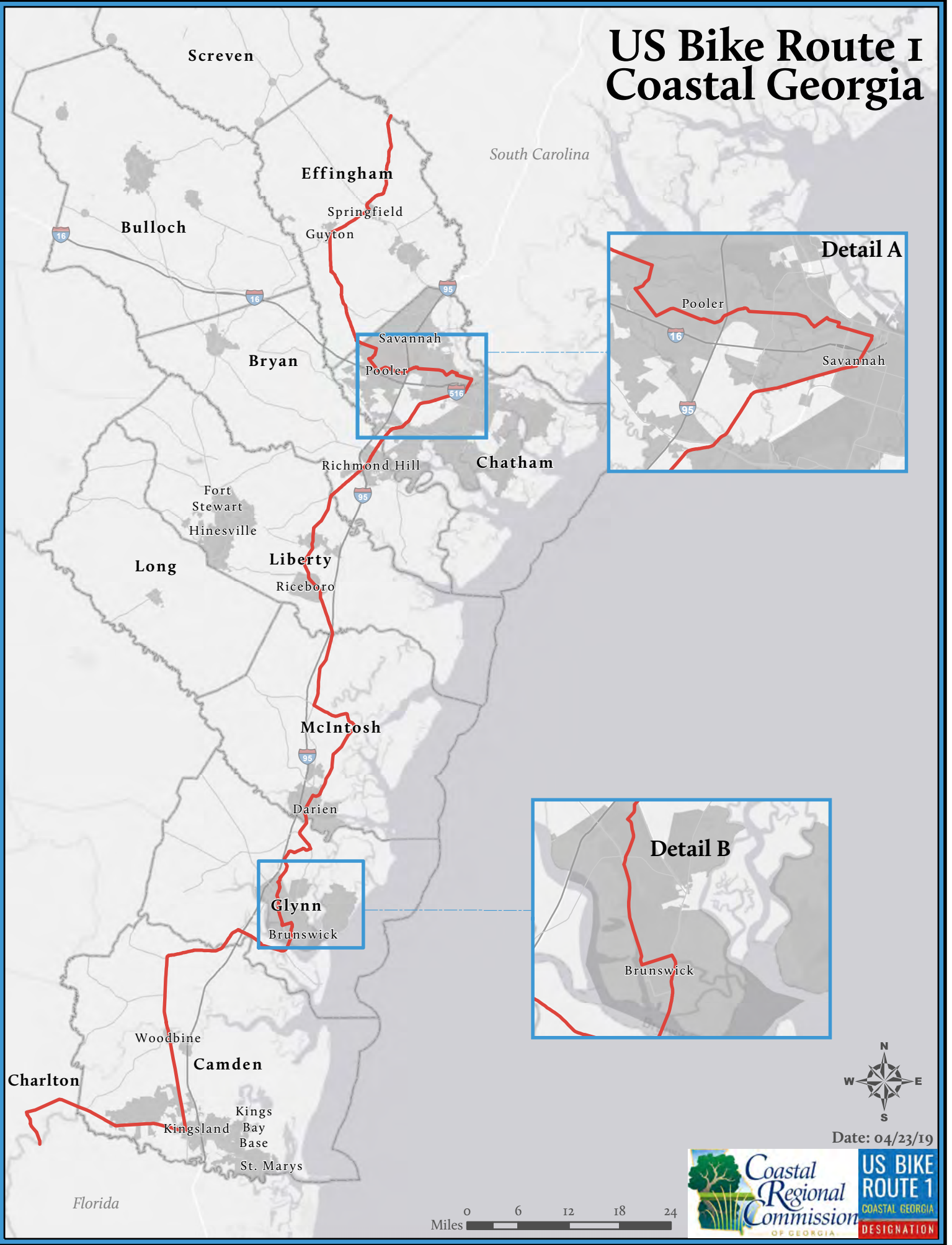
The current route is a heavily traveled bicycle corridor and efforts made to identify and recognize this route will benefit Georgia, both bordering states, and the safety of cyclists. Georgia stands to benefit from this opportunity both economically and from the health and environmental related benefits of encourage bicycle travel along the coastal region.

Attachment A: Map - Color Map of Georgia USBR 1 and two details (A & B) on the following pages.

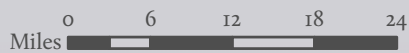
Attachment B: Turn-by-Turn – Route Log for Georgia USBR 1.

Attachment C: Letters of Support and Resolutions

US Bike Route 1 Coastal Georgia



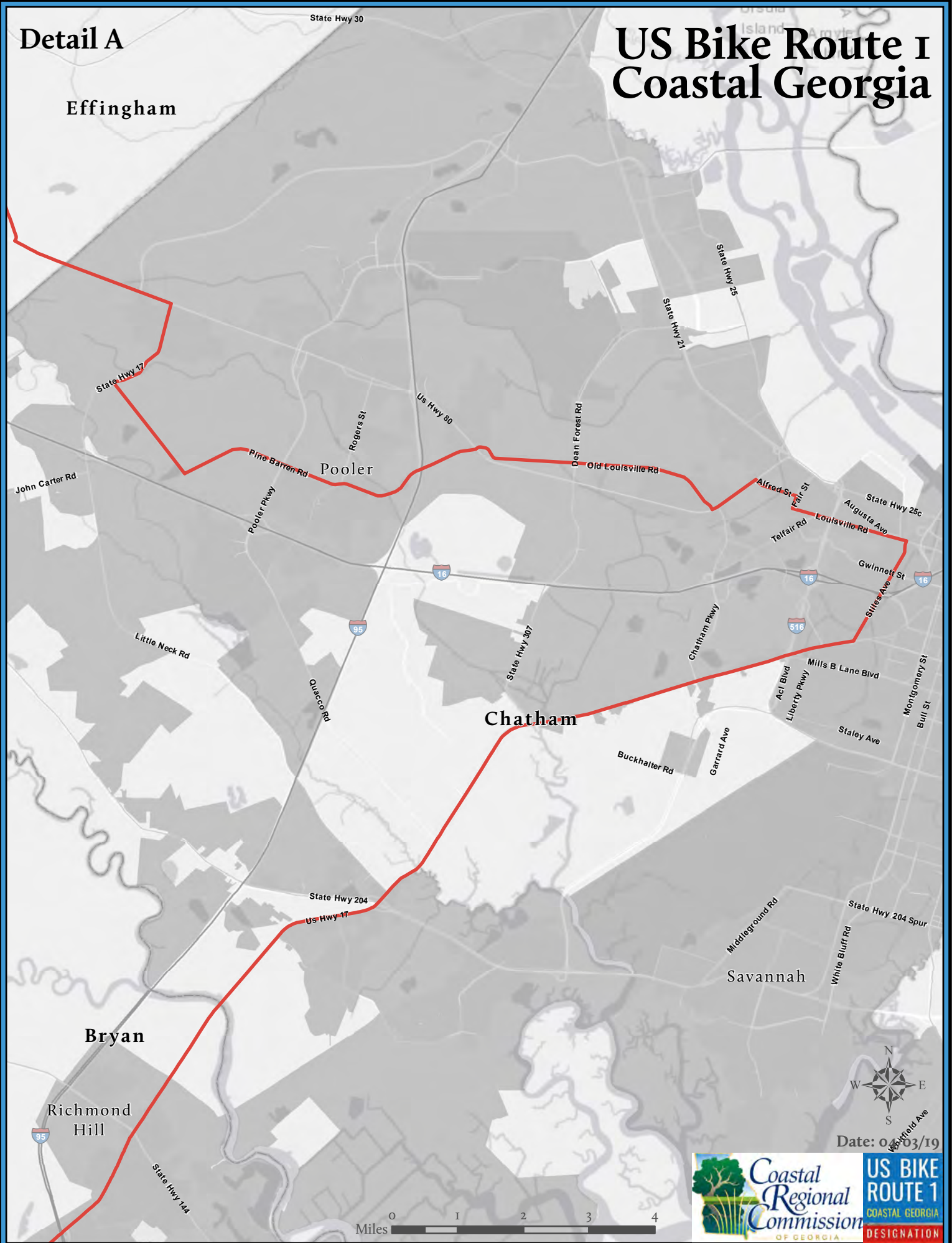
Date: 04/23/19



Detail A

US Bike Route 1 Coastal Georgia

Effingham

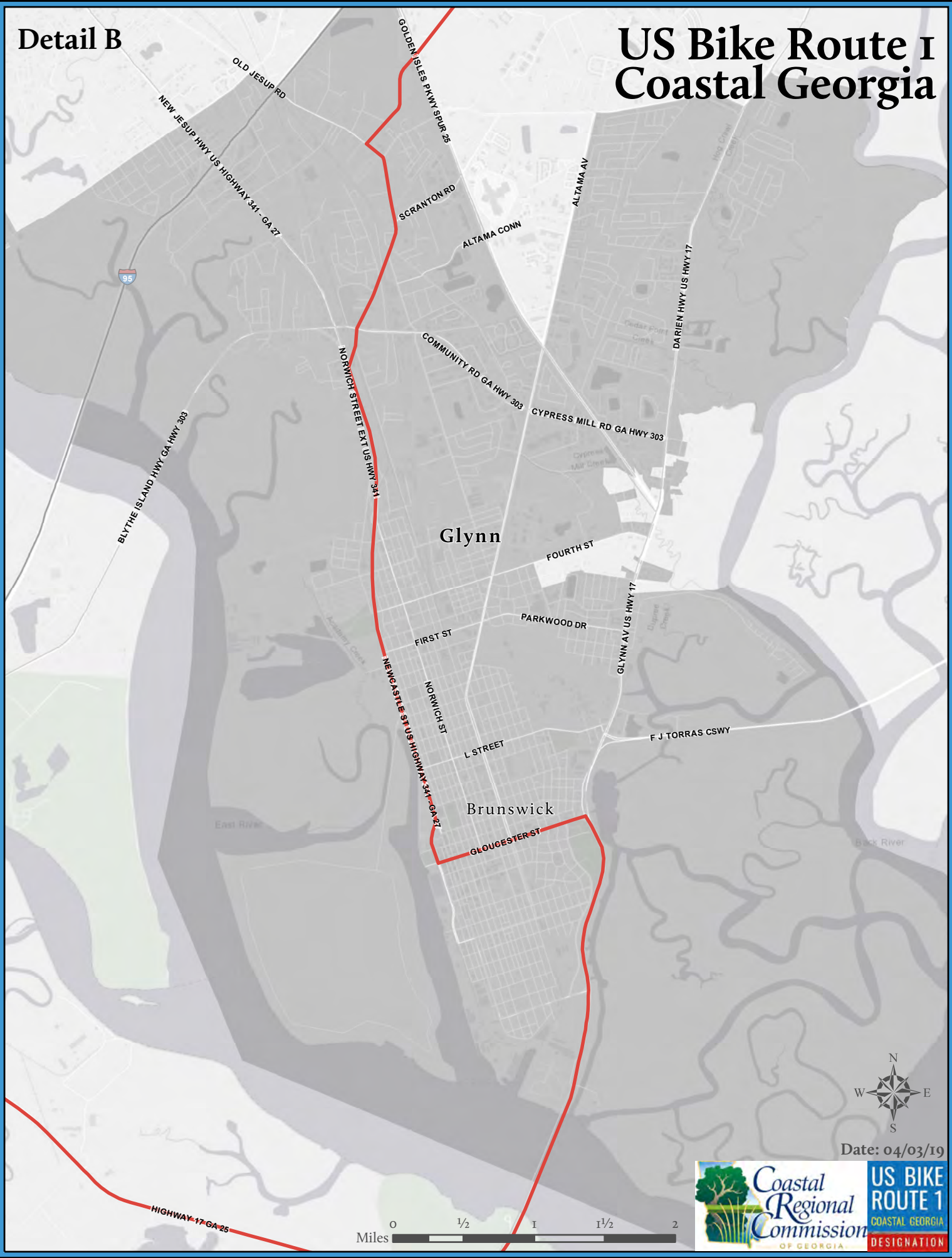


Date: 04/03/19



Detail B

US Bike Route 1 Coastal Georgia



Date: 04/03/19



Attachment B: Route Log for Georgia USBR No. 1

Starting Point of Route or Realignment	Miles traveled on this facility	Cumulative miles	Turn location and road name/ designation	General Direction of Travel
Start at Tuckasee-King Landing Road and GA 119	12.43	12.43	Right on GA 119 / W. Madison	South
GA 119 / W. Madison St	5.47	17.90	Left onto Central Ave / Sand Hill Rd	Southwest
Central Ave/Sand Hill Rd	4.51	22.42	Left onto Old Marlow Rd	East
Old Marlow Rd	0.12	22.54	Right onto GA 17	South
GA 17	8.78	31.32	Left onto US 80	Southeast
US 80	2.56	33.88	Right onto N Cherry Street / Bloomingdale Rd (City of Bloomingdale)	South
North Cherry Street / Bloomingdale Rd	1.61	35.49	Left onto Pine Barren Road	Southeast
Pine Barren Rd	6.63	42.13	Continue straight onto Old Louisville Rd (crossing US 80)	East
Old Louisville Rd	3.26	45.40	Veer right onto Kessler Ave	Southeast
Kessler Ave	0.6	46.07	Left onto US 80	Northeast
US 80	0.80	46.87	Right onto Alfred Street	East
Alfred St	0.67	47.55	Right onto Fair St	South
Fair St	0.20	47.76	Left onto Louisville Rd	East
Louisville Rd	1.80	49.56	Right onto Stiles Ave	South
Stiles Ave	1.73	51.29	Right onto US 17/Ogeechee Rd	Southwest
US 17	47.76	99.05	GA 99/US 17: Left onto GA 99	South
GA 99	16.23	115.28	Left onto US 17	South
US 17	7.21	122.49	Right onto Harry Driggers Blvd	South
Harry Driggers Blvd	6.17	128.67	Continue straight onto Canal Rd (crossing US 25)	South
Canal Rd	0.76	129.44	Left onto Old Jesup Rd	South
Old Jesup Rd	1.71	131.15	Left onto US 341	South
US 341	3.30	134.45	Right onto Bay Street/US 341	South
Bay St	0.31	134.76	Left onto US 25 / Gloucester St	East
US 25 / Gloucester St	1.09	135.85	Right onto US 17 / Glynn Ave	Southwest
US 17	9.64	145.50	Intersection of US 17 & US 82: Left turn to stay on US 17	South
US 17	30.37	175.87	Right onto GA 40	West
GA 40	19.84	195.71	Left onto 3 rd Street / Old US Hwy 1	South
3 rd Street / Old US Hwy 1	1.54	197.25	Left onto US 301	South
US 301	2.70	199.95	South on US 301 to GA / FL boundary and connect with Florida USBR 1 route.	South
Terminus: Exit Georgia on US 301 to Florida	Total Mileage: 199.95 Miles			

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 also 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.

Georgia

Member State


Signature of State DOT Chief Executive
Officer or other authorized official

4/19/2019

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: Jack A. Anninos
Title: State Bicycle and Pedestrian Engineer
Agency: Georgia Department of Transportation
Address: 935 E Confederate Avenue SE, Building 24, Floor 2
City / State / ZIP: Atlanta, Georgia 30316
Telephone: 404.635.2834
FAX: 404.635.2960
E-Mail: Janninos@dot.ga.gov

Member State contact person:

Name: Russell Oliver
Title: Senior Planner II
Agency: Coastal Regional Commission of Georgia
Address: 1181 Coastal Drive Sw
City / State / ZIP: Darien, GA 31305
Telephone: 912.437.0872
FAX: 912.437.0801
E-Mail: Roliver@crc.ga.gov

Attachment C: Letters of Support and Resolutions

Florida

Florida Department of Transportation

Georgia

Effingham County
City of Springfield
City of Guyton

Chatham County
City of Savannah
Garden City
City of Bloomingdale
City of Pooler

Bryan County
City of Richmond Hill

Liberty County
City of Midway
City of Riceboro

McIntosh County
City of Darien

Glynn County
City of Brunswick

Camden County
City of Kingsland
City of Woodbine

Charlton County
City of Folkston