

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of
Missouri

for

- the Elimination of a U.S. (I) Route 160 (Establish new Terminus)
- the Establishment of a U.S. (I) Route _____
- * the Establishment of a U.S. Bike Route _____
- the Relocation of a U.S. (I) Route _____
- * the Relocation of a U.S. Bike Route _____
- the Extension of a U.S. (I) Route _____
- the Establishment of a U.S. Alternate Route _____
- the Establishment of a Temporary U.S. Route _____
- ** the Recognition of a Business Route on U.S. (I) Route _____
- ** the Recognition of a By-Pass Route on U.S. Route _____

Between _____ and _____

The following states or states are involved:

For AASHTO Use Only

Date received _____

Date application acknowledged _____

Date to Special Committee on U.S. Route Numbering _____

Date considered by the Standing Committee on Highways _____

Action of Standing Committee on Highways _____

Member Department Notified _____

Date submitted:

January _____, 20 07

* Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable.
** 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.

SUBMIT SIX COPIES

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.

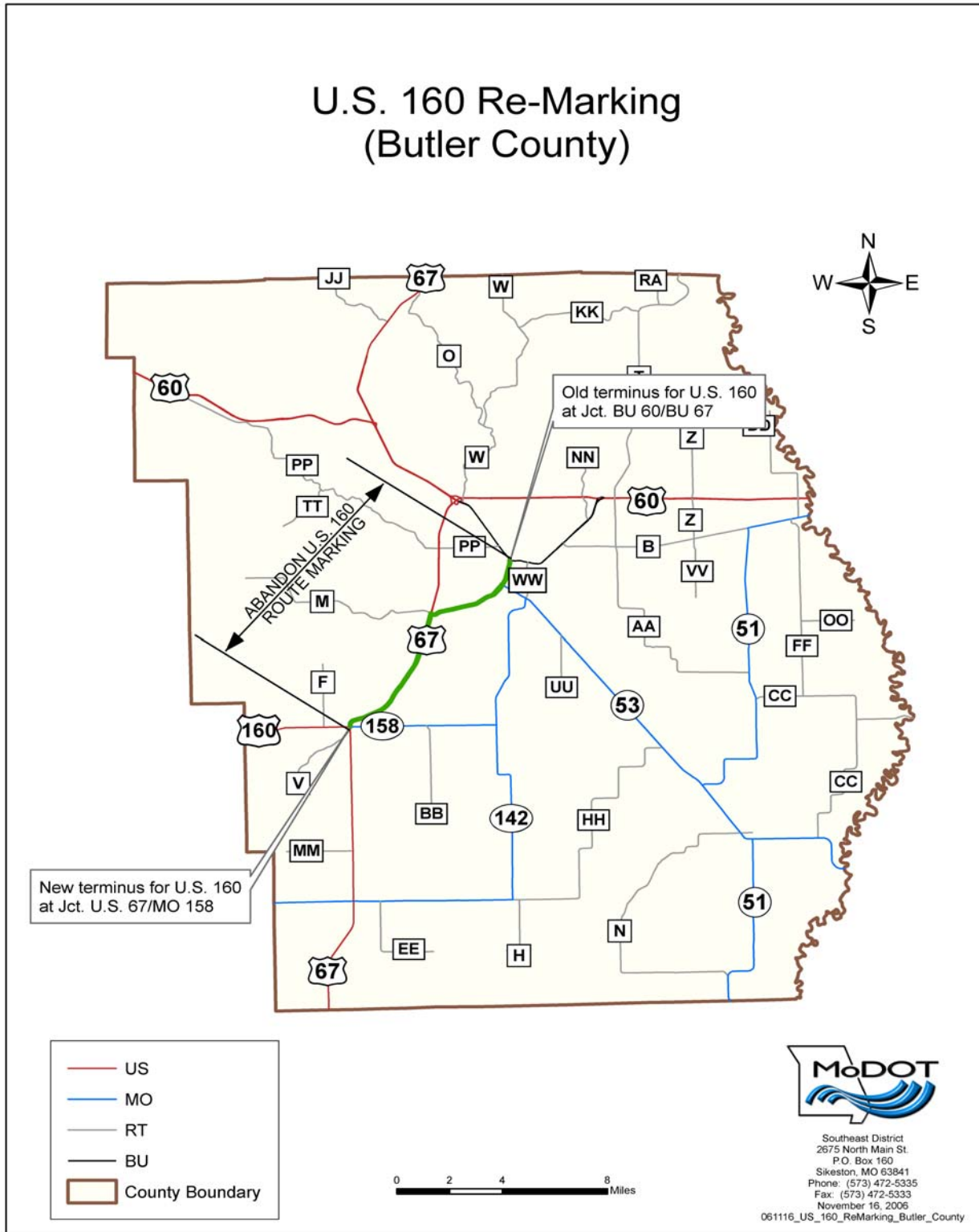
Explanation and Reasons for the Request: (Keep concise and pertinent.) We are proposing the new terminus to be relocated and be made at a logical point, this point being located at the intersection of US67. We are asking for the removal of the double marking of US 160 over US67 and BU 67. This marking has been considered to be leftover marking from decades of change around the Poplar Bluff area, When this existing terminus was originated US 67 and US 60 intersected at this point. Since that time bypasses for both US 67 and US 60 have been constructed thus creating this out of date intersection. It has created much confusion to those traveling this section of roadway looking for the correct path to US 160. These local entities: City of Poplar Bluff, Ozark Foothills Regional Planning Commission, and Butler County Commission has sent letters of support for the removal of the double markings and the creation of this proposed terminus.

Date facility available to traffic Existing Route (Currently Open to traffic)

Does the petition propose a new routing over a portion of an existing U.S. Route? YES If so, where? US 67 (Removal of Markings)

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:



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

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 10,700 as compared to 18,630 for the year 2004 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.

Eileen Parkus

(Signature)

Chief Executive Officer

Missouri DOT

(Member Department)

This petition is authorized by official action of Chief Engineer Kevin Keith - MoDOT
under date of February 20, 2007 as follows: (Copy excerpt from minutes.)

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.

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																		
	Seg 1	H	G	8776	None				None				None				None	None
	US 67																	
	6.7 mi																	
20																		
	Seg 2	H	G	13,861	None				None				None				None	None
	BU 67																	
	4.0 mi																	
40																		
60																		
80																		



MEMORANDUM

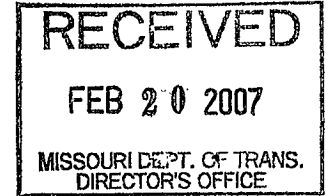
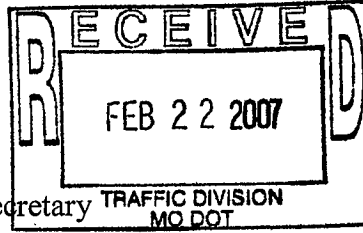
Missouri Department of Transportation
Traffic Division
2211 St. Mary's Blvd.

TO: Kevin Keith
Chief Engineer

FROM: Eileen Rackers *ER*
Route Marking Committee Secretary

DATE: February 16, 2007

SUBJECT: Change in Route Marking
District 10, Butler County
New terminus of US 160 in Poplar Bluff area



The Route Marking Committee has approved a request from District Engineer Mark Shelton in District 10 for a new terminus location of US 160 in Butler County at the junction of US 67 & MO 158 in the Poplar Bluff area. The old terminus originated at the intersection of US 67 and US 60 when it was a major crossing. Over time the US 67/US 60 routes bypassed Poplar Bluff with BU 67 and BU 60 respectively. Travelers have become confused in trying to locate US 160 going west at the present terminus location at the intersection of US 160/BU 67/US67.

The details of the change are outlined in the attached memo from the District Engineer and the AASHTO Application.

The Route Marking Committee is requesting your approval of the proposed change. If you concur, this will be submitted to the AASHTO Route Marking Committee for approval. Please indicate your response below and return to Jane Stratman, Traffic Division, at your earliest convenience. Thank you.

Concur Concur with additional comments Do not concur

[Signature]

Chief Engineer

mjs

Attachments

J:\route marking\#330 US 160, Butler County\CE letter for approval