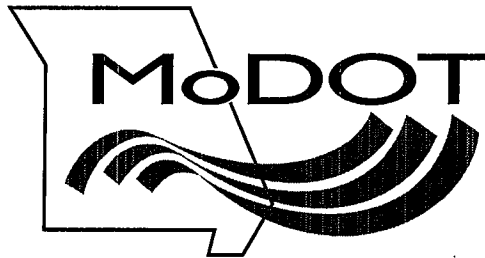


Missouri
Department
of Transportation



105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

Pete K. Rahn, Director

September 14, 2007

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

Dear Director Horsley:

We would like to submit two AASHTO Applications from Missouri for the proposed change of existing US 71 in Jasper, Newton and McDonald Counties known as the "Bella Vista Bypass" to Interstate 49. In conjunction with this change, the second application is the change of US 71 Business Loop to I-49 Business Loop in Neosho, Missouri.

We have been in contact with Arkansas DOT to coordinate sending in AASHTO Applications for proposed I-49 change since this will go through Missouri and into Arkansas. The MoDOT Chief Engineer's approval, AASHTO Applications, log book changes and a letter from FHWA, Missouri Division, are included in this email as our electronic submittal of documents. Please submit for approval to the AASHTO Special Committee on U.S. Route Numbering.

If you have any questions, please contact Tom Honich of the Traffic Division at (573) 526-0122.

Sincerely,

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

er:mjs-tr

Attachments – documents in email



U.S. Department
of Transportation
**Federal Highway
Administration**

Missouri Division
Allen Masuda, Division Administrator

3220 W. Edgewood, Suite H
Jefferson City, Missouri 65109
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

Sept 6, 2007

TRAFFIC
Establishment of I-49
Newton & McDonald Counties

Mr. Pete Rahn, Director
Missouri Department of Transportation
Jefferson City, Missouri 65102

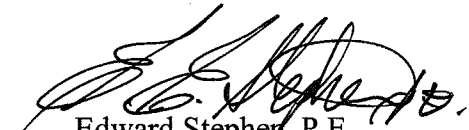
Dear Mr. Rahn:

We have reviewed your August 30, 2007 letter requesting support of the establishment of I-49 in Newton and McDonald Counties along the US-71 corridor from I-44 south to the Arkansas State line. However, we are in a position to give you conceptual approval for the establishment of I-49 as supported by language in TEA 21.

We are currently reviewing the "As-Built" plans and Missouri Department of Transportation's approved design exceptions for this portion of Route 71 to ensure it meets interstate standards.

If you have any questions, please contact this office.

Sincerely yours,


Edward Stephen, P.E.
Operations Engineer

MOVING THE
AMERICAN
ECONOMY



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 _____
- the Establishment of a Interstate Route 49
- * 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 Interstate 44 and the Arkansas State Line

The following states or states are involved:

Arkansas

Missouri

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:

August, 2007

* 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.)

In the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Congress identified the north-south corridor from Kansas City, Missouri to Shreveport, Louisiana as High Priority Corridor (HPC) 1. In the Transportation Equity Act for the 21st Century (TEA-21), Congress identified U.S. Route 90 from I-49 in Lafayette, Louisiana to I-10 in New Orleans, Louisiana as HPC 37. Both HPCs 1 and 37 have been designated as a future interstate route, and are commonly referred to as Interstate 49.

In February 2003, a Congressional caucus was formed to promote the completion of Interstate 49 from New Orleans, Louisiana to Kansas City, Missouri.

In March 2003, the following agencies formed the I-49 Coordinating Committee in order to better coordinate I-49 development activities:

Louisiana Department of Transportation and Development (DOTD)
Arkansas State Highway and Transportation Department (AHTD) – Lead State
Missouri Department of Transportation (MODOT)

Once the section commonly referred to as the Bella Vista Bypass is completed, a 4-lane freeway (Interstate Standard) facility will be complete from Interstate 44 near Joplin, Missouri to Interstate 40 near Fort Smith, Arkansas.

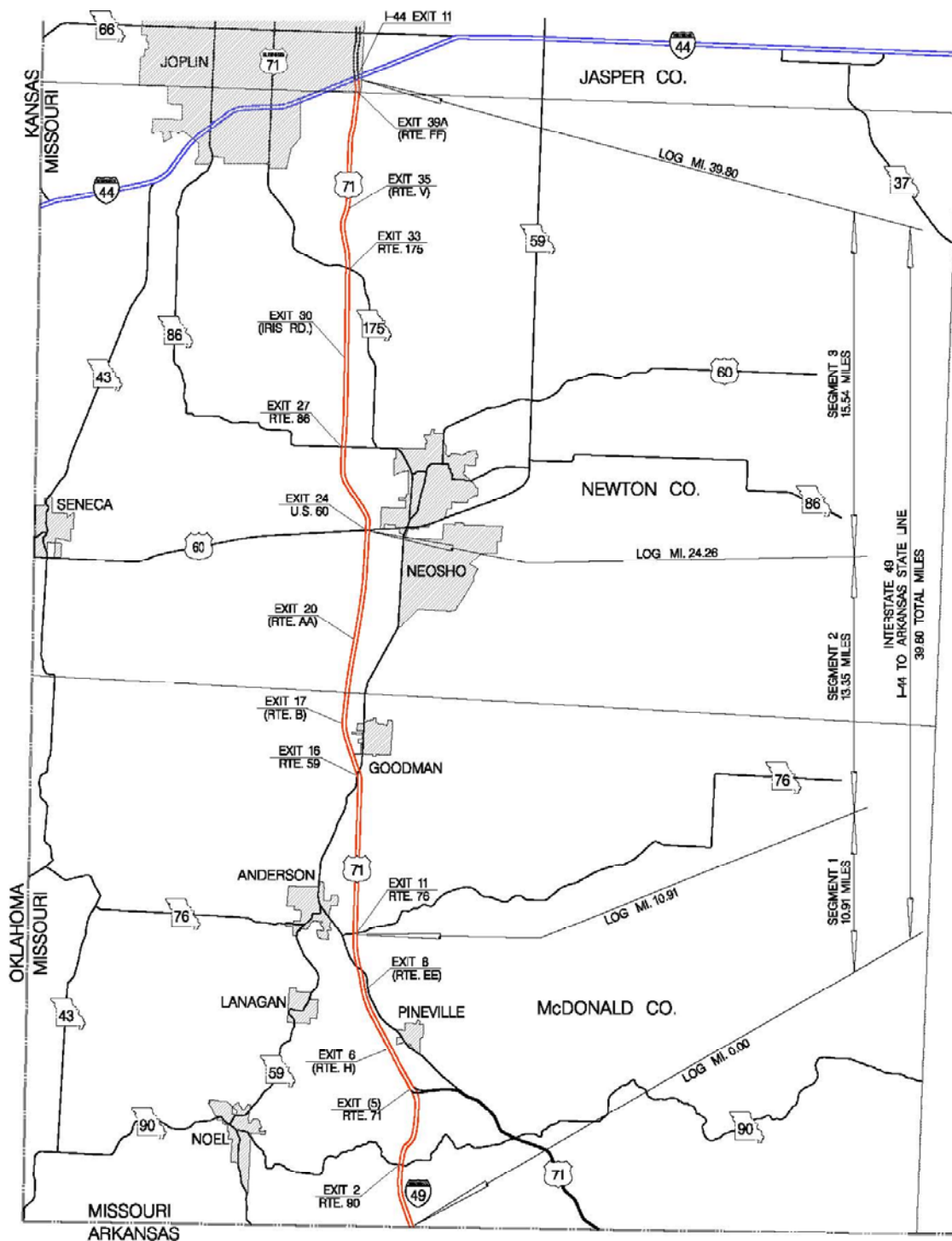
Date facility available to traffic December 31, 2010

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 71 from I-44 South to Pineville, MO.

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:

(A photographic reduction or section of departmental map attached to this sheet. May be folded to sheet size, but do not use a map larger than four 8.5 x 11 inch sheets in size.)



(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 15,355 as compared to 10,075 for the year 2005 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 Missouri - State Traffic Engineer
(Member Department)

This petition is authorized by official action of _____

under date of _____ 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							Show When In Excess of Standard	
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Horizontal Curvature	Percent Grade		
							Roadway Width Deficiency	H - Loading Deficiency					
					Percent	Percent	Percent	Percent	Percent	Degree	Length		
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length							
0													
	Seg 1	H	E	17,200 Projected	None	None	None	None	None	None	5.0% 1796 ft		
	10.91												
	Seg 2	H	G	11,996	None	None	None	None	None	None	None		
20													
	24.26												
	Seg 3	H	G	16,947	None	None	None	None	None	None	None		
40													
	39.80												
60													
80													
100													
120													
140													
160													

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
		Missouri State Line	0.00	0.00	Route begins
		Jct. Route 71	5.20	5.20	
Missouri	Interstate	Newton County Line	13.49	18.69	
		Jct. Route 60	5.57	24.26	
		Jasper Co. Line	15.04	39.30	
		Jct. Route I-44	0.50	39.80	Route Ends