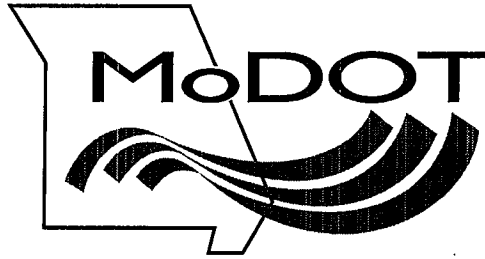


Missouri
Department
of Transportation



Pete K. Rahn, Director

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

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

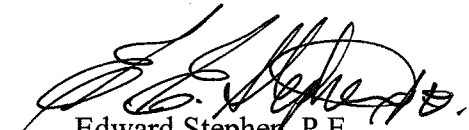
Dear Mr. Rahn:

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.

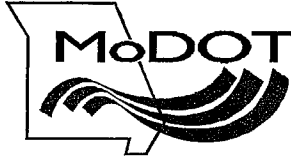
If you have any questions, please contact this office.

Sincerely yours,


Edward Stephen, P.E.
Operations Engineer

MOVING THE
AMERICAN
ECONOMY





MEMORANDUM

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

TO: Kevin Keith
Chief Engineer

FROM: Eileen Rackers *ER*
Route Marking Committee-Secretary

DATE: September 4, 2007

SUBJECT: Change in Route Marking
District 7, Jasper, Newton, McDonald Counties
US 71 known as "Bella Vista Bypass" to I-49
US 71 Business Loop in Neosho to I-49 Business Loop

The Route Marking Committee has approved two requests from District Engineer Becky Baltz in District 7 for a proposed change in marking of existing US 71 known as the "Bella Vista Bypass" to Interstate 49 and change the US 71 Business Loop in Neosho to Interstate 49 Business Loop.

A memo dated March 15, 2007 to Don Hillis and the Route Marking Committee provided details of the changes and maps. Since both of these requests involve interstate changes, the electronic copies of the two AASHTO Applications are attached for your review. There is a letter of approval from the Missouri Division of FHWA to be delivered this week.

We have been in contact with Arkansas DOT because the proposed interstate designation in Missouri is required to connect to another interstate. Presently, US 71 (proposed I-49) crosses into Arkansas and they are coordinating the change for proposed I-49 in their state.

The details of the changes are outlined in the attached documents. The Route Marking Committee is requesting your approval of the proposed changes.

Please indicate your response below, sign and return to Jane Stratman, System Management-Traffic Division. Thank you.

Concur Concur with additional comments Do not concur

Kevin Keith

Chief Engineer

9/13/07
Date

mjs
Attachments

J:\new filing\traffic\signing\route marking\#335 I-49 & I-49 Business Loop\CE letter

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. Business Route 71
- 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 Interstate Route 49
- ** the Recognition of a By-Pass Route on U.S. Route _____

Between NW of Neosho, MO and SW of Neosho, MO

The following states or states are involved:
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.)

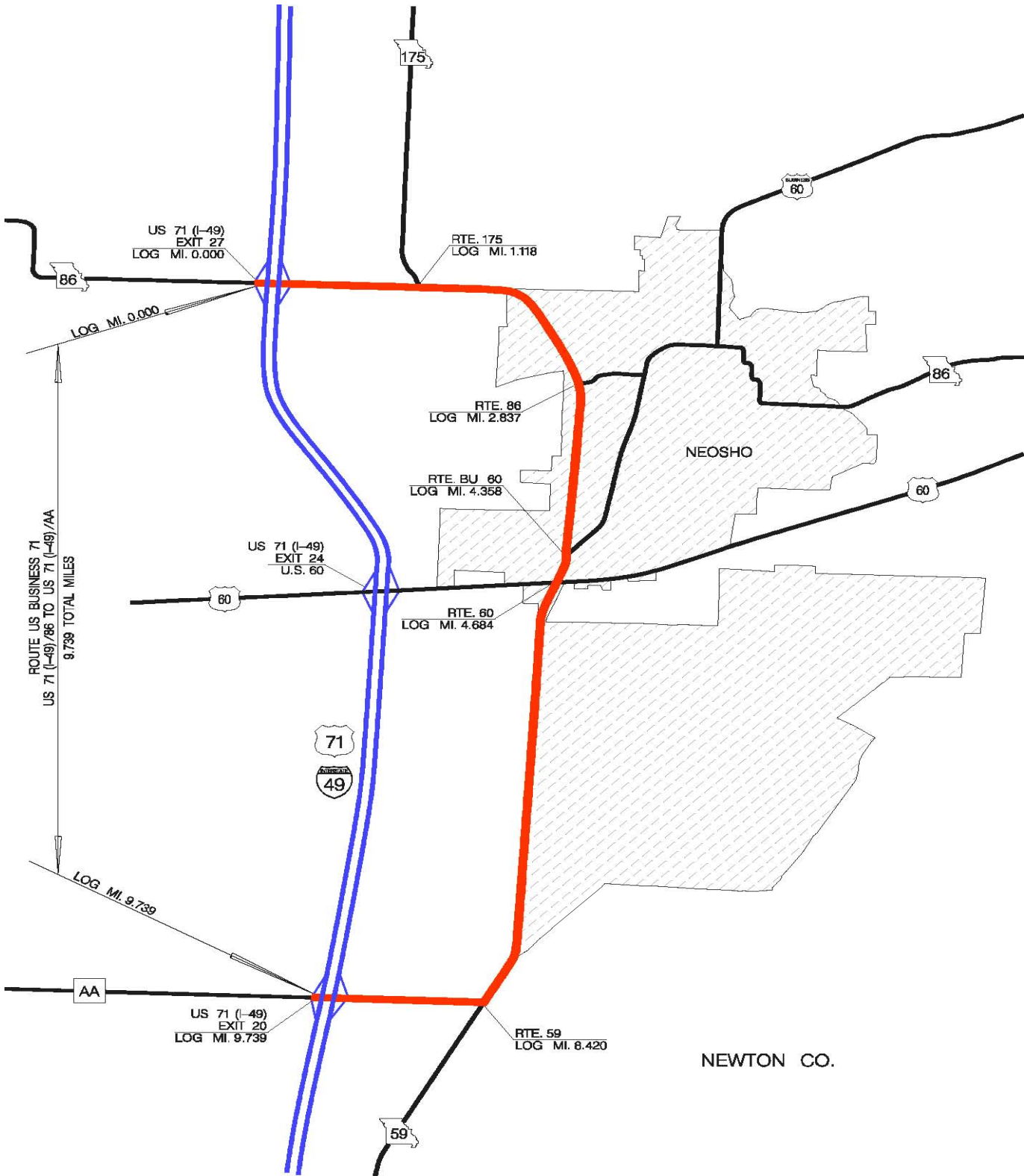
The current route has been recognized as US Business Route 71 through Neosho, MO. Once the current US Route 71 will be designated Interstate 49, the interstate marking will be the prime recognition of the route. Since the route will be primarily known as Interstate 49, the switch to Interstate 49 Business Loop (Route) is warranted.

Date facility available to traffic It is projected that the entire route 71 south of I-44 will be signed Interstate 49 by December 31, 2010.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The entire route is now known as US Business Route 71. A very small portion of US Business Route 60 is located on this route as well.

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 9,784 as compared to 8,125 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																										
					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	20	40	60	80	Degree	Length										
0	Rte 71 N. Jct.	I	G	15,204	None				5'	None								None		None		None		None		None					
4.684	US 60	H	G	13,593	None				None				None				None		None		None		None		None						
8.420	Rte 59 S. Jct	L	G	1000	10'				2'	None								None		None		None		None		None					
9.739	Rte 71 S. Jct.																														
80																															
100																															
120																															
140																															
160																															

Attach additional sheet here if necessary

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
		US-71/ MO-86	0.00	0.00	Route begins
		Jct. Route 175	1.12	1.12	
		Jct. Route 86	1.72	2.84	
Missouri	Business Route	Jct. Route Bus. 60	1.52	4.36	
		Jct. Route 60	0.33	4.68	
		Jct. Route 59/AA	3.74	8.42	
		US-71/ AA	1.32	9.74	Route Ends