



American Association of State Highway and Transportation Officials

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

usroutes@aaashto.org (M.Vitale)

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

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate)Route
- Relocation of a U.S. Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- **Recognition of a Business Route on U.S. Route 271
- **Recognition of a By-Pass Route on U.S. Route

AASHTO Use Only	
Date received:	
Date to Special Committee on U.S. Route Number:	
Date Presented to Standing Committee on Highways (SCOH):	
Action taken by SCOH:	
Member Department Notified:	

Between SH 49 and 1.3 miles north of FM 3417

The following states or states are involved:

Texas

- ***"Recognition of..."A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA

DATE SUBMITTED:

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.org

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

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

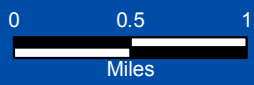
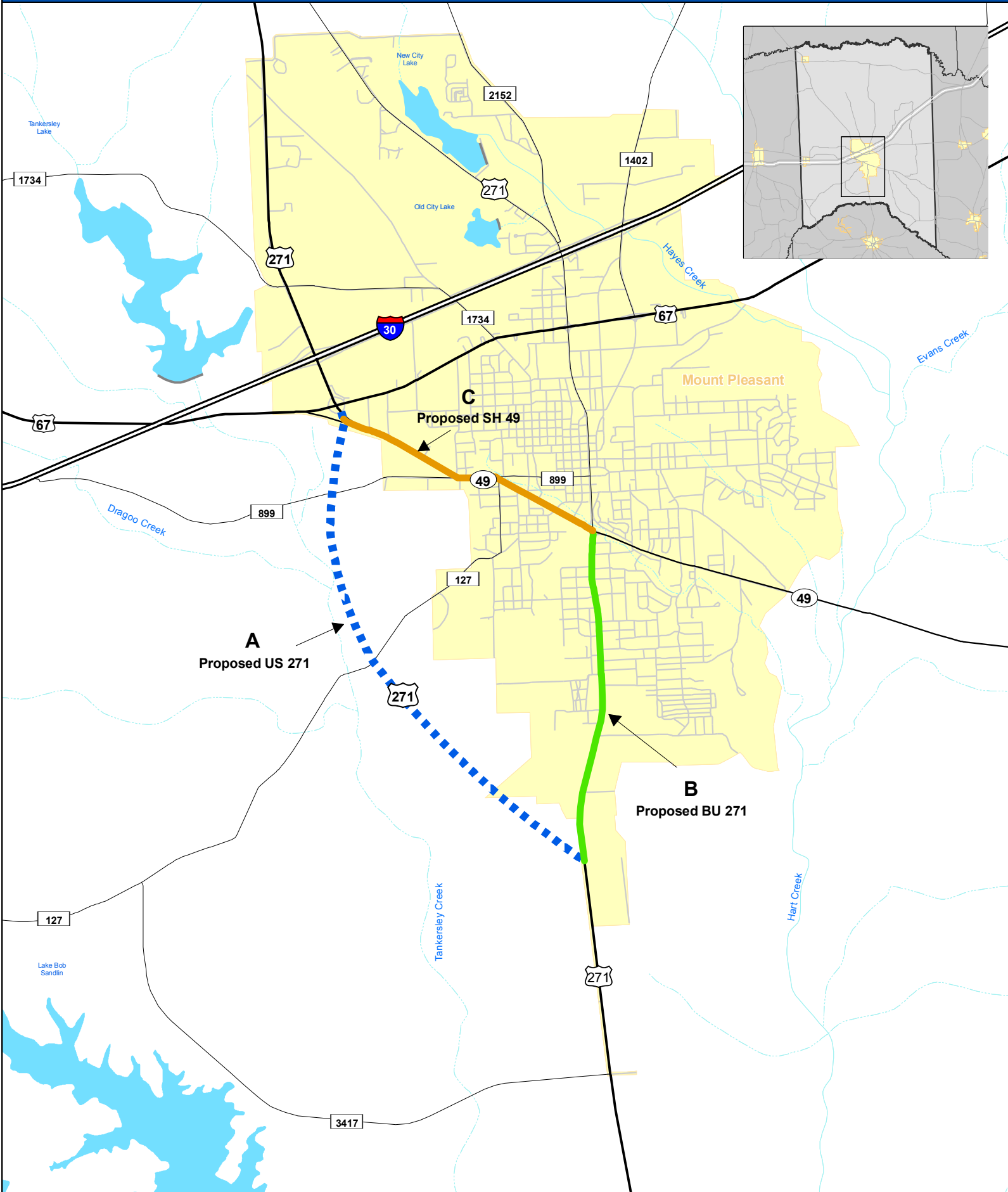
Explanation and Reasons for the Request (US and Interstates Only): (Keep concise and pertinent.) In order to reduce congestion, facilitate traffic flow and enhance public safety, the Texas Department of Transportation is constructing a divided four lane route on the west side of the city of Mount Pleasant with the intent to reroute US 271. A portion of the current location of US 271 has been designated by the Texas Transportation Commission as an extension of Business US 271 in Mount Pleasant.

Comment [slc1]: Is the new four-lane divided the new US 271? It's unclear from this description.

Date facility available to traffic It is currently open and operating as US 271.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The section of existing US 271, from SH 49 to 1.3 miles north of FM 3417, has been designated as Business US Highway 271 and will extend the existing BU 271.

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



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 11,100 as compared to 8969 for the year 2006 for all other U.S. Numbered Routes in the State.

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

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

(Signature Required – see note below)

Chief Executive Officer

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of February 28, 2008 as follows: (Copy excerpt from minutes.)

In TITUS COUNTY (county) and the CITY OF MOUNT PLEASANT (city), local officials have requested the designations of US 271 . . . along a new location.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director recommends the designations of US 271 . . . along a new location.

IT IS THEREFORE ORDERED by the Texas Transportation Commission (commission) that:

1. US 271 is designated along a new location, from the existing intersection of US 67 southeastward to a point south of the city, a distance of approximately 3.8 miles.
2. A segment of US 271 is redesignated on the state highway system as US 67 and SH 49 concurrent, from the existing intersection of US 67 to the proposed new intersection of US 67.
3. A segment of US 271 is redesignated on the state highway system as SH 49, from the proposed new intersection of US 67 to the intersection of BU 271-E.
4. A segment of US 271 is redesignated on the state highway system as BU 271-E, from the existing intersection of BU 271-E to a point approximately 2.3 miles southward.

(This includes US, Interstates)

A letter from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

(US and Interstates Only)

Instructions for Preparation of Page 6

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

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

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

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

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

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

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

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

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

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

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

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

Mileage	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards										Show When In Excess of Standard			
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Horizontal Curvature	Percent Grade					
							Roadway Width Deficiency		H - Loading Deficiency									
							Percent		Percent					Percent				
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	Degree	Length	
0	A	H	Excellent	6300	None	None	None	None	None									
		Flexible		{2012}														
20	B	I	Good	11100														
		Flexible		{2012}														
40	C				Section redesignated as SH 49													
60																		
80																		
100																		
120																		
140																		
160																		

Attach additional sheet here if necessary

(Contact person regarding this application:

Name: Jenny Peterman, AICP

Address: 118 E. Riverside Drive, Austin, Texas 78704

Telephone Number: 512/486-5064

Fax Number: 512/486-5099

Email Address: jpeterm@dot.state.tx.us

Description to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

- Where does the route begin? (Intersection or Mile Marker) SH 49 and current southern terminus of BU 271
- Describe where it is going? southward
- What type of facility is it traveling over? (New alignment or over an existing pathway) existing roadway - former location of US 271
- Give the direction of travel(north, east, south, and west) south
- Name the focal point city or cities Mount Pleasant, Texas
- Length of route in miles. approximately 2.3
- Where does it end? (Terminal intersection or mile marker) intersection with new location of US 271 south of Mount Pleasant, approximately 1.3 miles north of FM 3417