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GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

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WILLIAM D. ANKNER, Ph.D.
SECRETARY

February 11, 2008

AASHTO
Special Committee on U.S. Route Numbering Committee
444 North Capitol Street, NW, Suite 249
Washington, DC 20001

Attention: Ms. Mary Vitale

Dear Ms. Vitale:

We are submitting electronically a U.S. Route Numbering Application and a revised log to have I-49 extended from I-20 in Shreveport, Louisiana to the Arkansas state line. This is in conjunction with the ongoing plans to construct a north-south corridor designated as Interstate I-49 from Kansas City, Missouri to New Orleans, Louisiana.

Arkansas has previously submitted their application.

Sincerely,

Eric Kalivoda
Assistant Secretary
Office of Planning and Programming

C: William D. Ankner, Secretary

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of

LOUISIANA

for

I-49

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- X 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
- *Establishment of a U.S. Bike Route
- *Relocation of a U.S. Bike Route

Between Shreveport and Arkansas State Line

The following states or states are involved:
Louisiana

Arkansas

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 _____

- 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.
- All applications requesting **Interstate** establishment or changes are subject to concurrence and approval by the FHWA

Date submitted: February 12, 2008

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

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 development of this proposed interstate I-49 corridor is being built to interstate standards from its intersection with interstate I-220 in Shreveport, Louisiana to its intersection with the Arkansas-Louisiana state line where it will continue into the State of Arkansas. It is being built to interstate standards in conjunction with ongoing plans to construct a north-south corridor designated as interstate I-49 from Kansas City, Missouri to New Orleans, Louisiana.

This route segment is identified as part of a north-south corridor from Kansas City, Missouri to Shreveport, Louisiana and it was designated as "High Priority Corridor 1" in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). High Priority Corridor 1 is commonly referred to as interstate I-49.

Date facility available to traffic First section open 2011/2012.

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

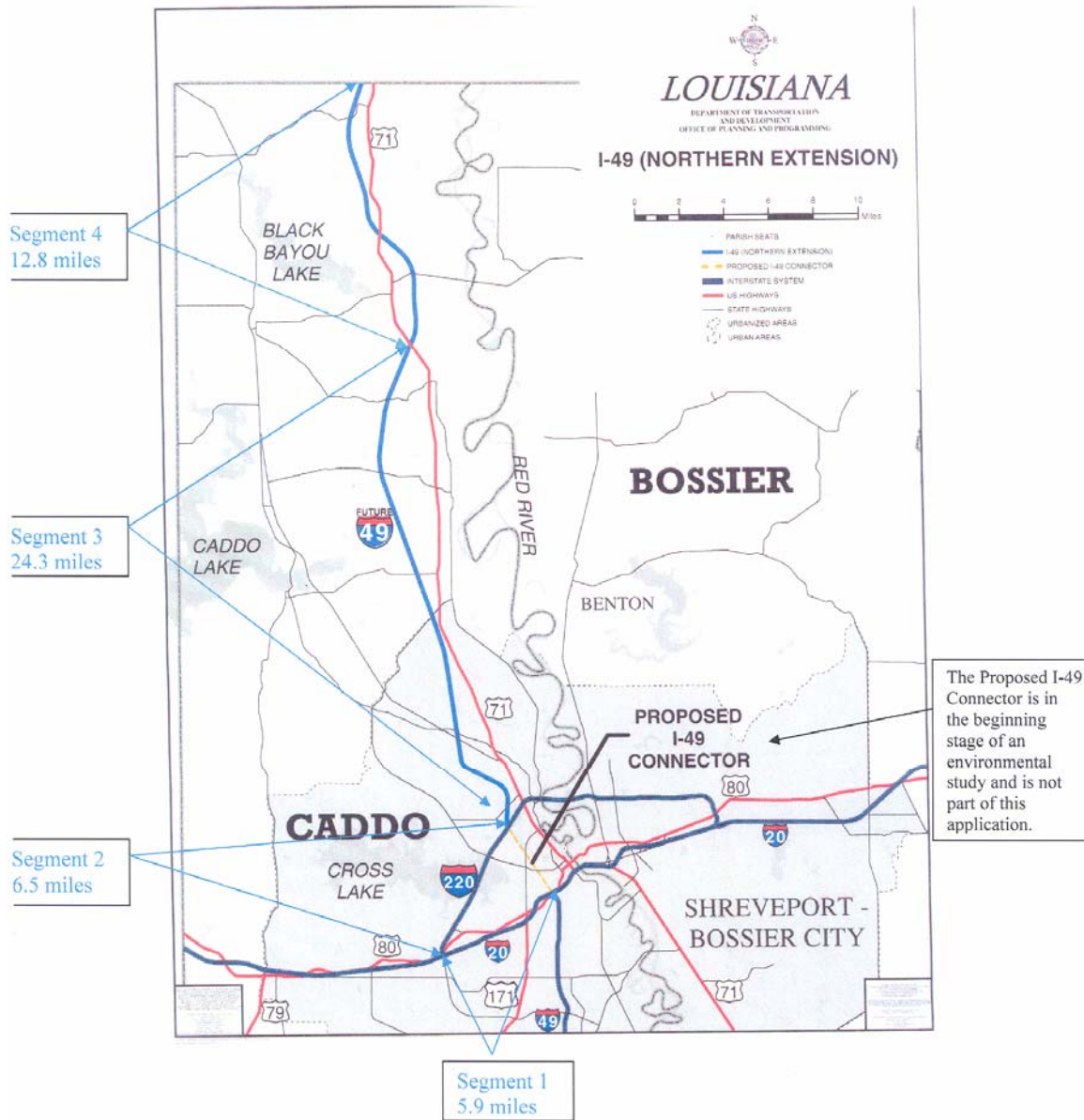
Does the petition propose a new routing over a portion of an existing Interstate Route? yes If so, where? Over I-20 from the I-20 and existing I-49 interchange westerly to I-220 and over I-220 northeasterly to the I-220 and proposed I-49 extension interchange.


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

INSERT YOUR MAP HERE

INSTRUCTIONS ON HOW TO INSERT A FILE:

- Go to the top “Standard Formatting” toolbar and
- Select “View”
- Select “Toolbars”



- Select “Forms”
- Once the Forms toolbar is in view you can unlock the FORM’s Gold Lock that looks like this
- Insert your MAP as a file or picture by selecting “Insert” from the standard formatting toolbar
- Relock the Gold Lock to protect the form 
- If this doesn’t work, then send the MAP as an attachment with your email along with the application.

(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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is *n/a as compared to *n/a for the year *n/a for all other U.S. Numbered Routes in the State.*proposed, not open to traffic

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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	_____
	Louisiana DOTD
	(Member Department)

This petition is authorized by official action of _____

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

A letter from your Chief Executive Officer is sufficient with the CEO signature is sufficient or copying the CEO on the email message you send AASHTO when submitting your application.

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	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													
	Seg 1 5.9	H	G	72,100	None	None	None	None	None	None	None		
	Seg 2 6.5	H	F	36,233	None	None	None	None	None	None	None		
20													
	Seg 3 24.3	H	E	Proposed	None	None	None	None	None	None	None		
40													
	Seg 4 12.8	H	E	Proposed	None	None	None	None	None	None	None		
60													
80													
100													
120													
140													
160													

Attach additional sheet here if necessary

State	Interstate Type	Highway Intersection	Number Point To Point Mileage	I-49 Accumulated Mileage in State	Remarks
Louisiana	Regular	Lafayette	0	0	Route begins, Jct. I-10, Joins U.S. 167
		Opelousas	23	23	Leaves U.S. 167
		Alexandria	58	81	Joins U.S. 167
		Alexandria	4	85	Leaves U.S. 167
		Shreveport	123	208	Joins I-20
		Shreveport	6	214	Leaves I-20, Joins I-220
		Shreveport	6	220	Leaves I-220
		Jct. US 71	24	244	Jct. US 71
		Ark. State Line	13	257	Arkansas state line, route ends in Louisiana

Please **complete** the following description which will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN) when they review your application.

- Where does the route begin? (Intersection or Mile Marker) Jct. I-20 in Shreveport
- Describe where it is going? Arkansas state line
- What type of facility is it traveling over? (New alignment or over an existing roadway) Existing I-20 and I-220 and new alignment.
- Give the direction of travel(north, east, south, and west) northerly
- Name the focal point city or cities Shreveport
- Length of route in miles. 49
- Where does it end? (Terminal intersection or mile marker) Arkansas state line