

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of

Arkansas

for

49

- 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. (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 Interstate 40 and Missouri 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 _____

- 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: September 4, 2007

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.)

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 HPC 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)

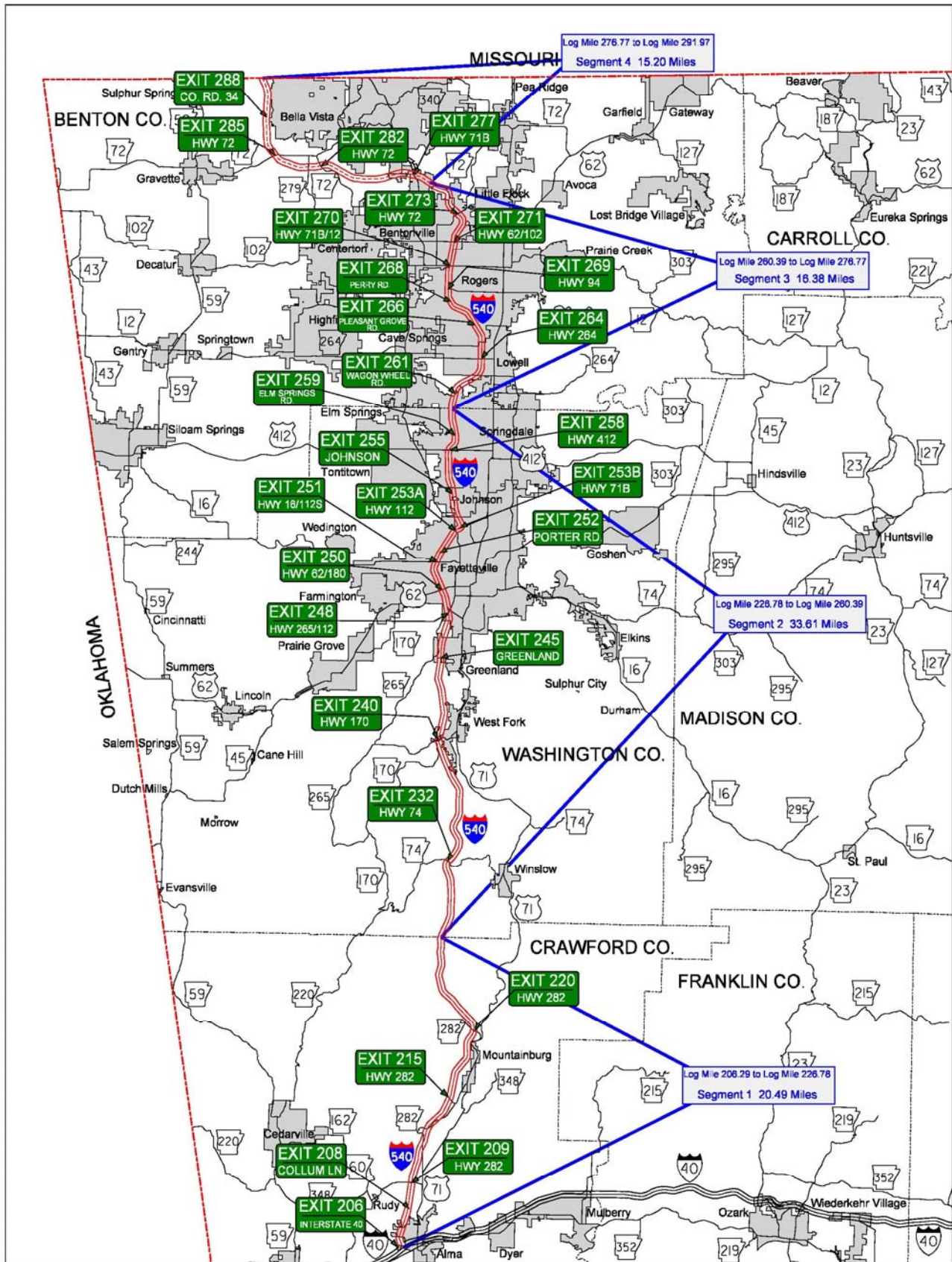
Once the section commonly referred to as the Bella Vista Bypass is completed, a four-lane freeway facility built to Interstate standards will be complete from Interstate 44 near Joplin, Missouri to Interstate 40 near Fort Smith, Arkansas.

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 Highway 71 from US Highway 62 to US Highway 71B.

Does the petition propose a new routing over a portion of an existing Interstate Route? yes If so, where? I-540 from I-40 to US Highway 62.

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

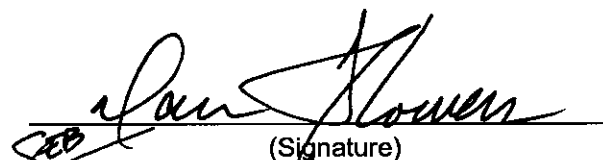


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 33,800 as compared to 10,900 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)
ARKANSAS
(Member Department)

Chief Executive Officer _____

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													
					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				Degree
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80			
0																		
	Seg 1	H	E	19,400	None				None				None				None	None
20	20.49																	
	Seg 2	H	E	35,200	None				None				None				None	None
40	54.10																	
	Seg 3	H	E	58,400	None				None				None				None	None
60	70.48																	
	Seg 4	H	E	23,500	None				None				None				None	None
80	85.68																	
100																		
120																		
140																		
160																		

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
		Junction I-40	0	206.29	Route begins
		Washington County Line	20.49	226.78	
Arkansas	Interstate	Benton County Line	33.61	260.39	
		Jct. New Location Bella Vista Bypass	16.38	276.77	
		Missouri State Line	15.2	291.97	Route Ends

From: Frank.Clark@dot.gov
Sent: Thursday, August 30, 2007 2:56 PM
To: Vitale, Marty
Cc: Missouri.FHWA@fhwa.dot.gov; Arkansas.FHWA@fhwa.dot.gov;
Louisiana.FHWA@fhwa.dot.gov; Martin.Weiss@dot.gov
Subject: RE: Question about I-49 Arkansas - does it exist?
Marty V

I'll see if I can sort out the situation with regard to the I-49 number:

- A. I-49 exists as a Interstate freeway with the number from Shreveport LA to Lafayette LA.
- B. "Future I-49" was approved by AASHTO and FHWA as a number for the corridor from Lafayette LA to New Orleans LA upon request by Louisiana.
- C. High Priority NHS Corridor 1 from Kansas City MO to Shreveport LA was designated a future Interstate by Congress without a designated number. There were references to "I-49" in related legislative provisions, but we don't take that as formally establishing the number for the corridor. The number as "Future I-49" would be approvable if submitted to AASHTO (and thereby FHWA) by the three States involved – MO-AR-LA. Actual mounting of an I-49 Interstate shield would depend on when and where segments of the corridor are added to the System.

I believe the numbering approval for this corridor can be processed through AASHTO now, as long as the three States all request. Processing of the addition of segments to the System would follow normal procedures from the State(s) through the FHWA Division Office(s) to FHWA Headquarters.

(No, I-49 AR does not exist, although existing I-540 could be renumbered as part of it.)

frank clark fhwa/hepi-20 202-366-5006 (fax 202-366-3409)
(natl systs & econ devel team) (or fax 202-366-3713) (faxes unattended, pls e-mail when/where sent)

From: Vitale, Marty [mailto:MartyV@aaashto.org]
Sent: Thursday, August 30, 2007 12:24 PM
To: Mary.Stratman@modot.mo.gov
Cc: Clark, Frank <FHWA>
Subject: RE: Question about I-49 Arkansas - does it exist?

You need to send the FHWA MO letter to the FWHA Headquarters (maybe the FHWA MO office already did that but we don't know that or you would have the letter). When you do that you can send me the application and the letters from FHWA MO and the letter you send to FHWA Headquarters in Washington, DC.

Marty Vitale
AASHTO Administrative Coordinator for Engineering
444 No. Capitol Street, NW, Suite 249
Washington, D.C. 20001
TELEPHONE: 202.624.5862
FAX: 202.624.5469
mvitale@aaashto.org
[AASHTO Homepage](#)
[SCOH Homepage](#) - includes links to other SCOH units
Secretary for the [Special Committee on U.S. Route Numbering \(USRN\)](#)
[AASHTO Annual Meeting, Sept 27-Oct 1, 2007; Milwaukee WI](#)

From: Mary.Stratman@modot.mo.gov [mailto:Mary.Stratman@modot.mo.gov]
Sent: Thursday, August 30, 2007 12:21 PM
To: Vitale, Marty
Cc: Frank.Clark@dot.gov; elizabeth.mayfieldhart@arkansashighways.com; Thomas.Honich@modot.mo.gov

Subject: Re: Question about I-49 Arkansas - does it exist?

Marty,

Presently, US 71 in Missouri continues into Arkansas as US 71. MoDOT's AASHTO Application requests that change of US 71 to I-49. If I understand correctly, Arkansas will also be changing the US 71 route to I-49 in their state and therefore it does not appear on the map yet. I have a call into my contact in Arkansas, Elizabeth Mayfield-Hart to find out where they are in this process.

The purpose of these changes would make I-49 continue from Missouri through Arkansas and then connect with Louisiana (already established I-49). I understand that this change was approved on a federal level and may be able to get ahold of this documentation. The FHWA approval I have comes from the FHWA Missouri Division under Allan Masuda, Division Administrator. If there is other documentation we need to provide, just let me know.

Thanks for your help,

Jane Stratman
Senior System Management Technician
MoDOT -- Traffic Division
573-751-2822

"Vitale, Marty" <MartyV@aashto.org>

To <Frank.Clark@dot.gov>

08/30/2007 10:56 AM

CC <Mary.Stratman@modot.mo.gov>

Subject Question about I-49 Arkansas - does it exist?

Missouri called me this morning about the application they want to submit on changing US Route 71 to I-49 that will connect to the I-49 in Arkansas at the state line. I found the link above but on the maps I have I could not find I-49 in Arkansas at all http://www.fhwa.dot.gov/hep10/nhs/maps/ar/ar_arkansas.pdf. I did find it in Louisiana but not AR. If MO sends an application in, they will need FHWA HQs approval even though they have the FHWA region approval and then coordinate with AR (this is what I told them). If AR does not actually have I-49 and or put in an application to FHWA or to AASHTO, does MO still need to coordinate. Our records also show that AR I-49 request in May 1997 was disapproved (Between I-40/I-540 and Fayetteville) was disapproved b/c they had not gotten FHWA approval.

Can you help me out with this? From where I sit I-49 in AR doesn't even exist. Louisiana is the only one of the three states with I-49.

Marty Vitale

AASHTO Administrative Coordinator for Engineering
444 No. Capitol Street, NW, Suite 249
Washington, D.C. 20001
TELEPHONE: 202.624.5862
FAX: 202.624.5469
mvitale@aashto.org
[AASHTO Homepage](#)

[SCOH Homepage](#) - includes links to other SCOH units
Secretary for the [Special Committee on U.S. Route Numbering \(USRN\)](#)
[AASHTO Annual Meeting, Sept 27-Oct 1, 2007; Milwaukee WI](#)