

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of

Arkansas

for

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| 49 |
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- 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 30 and Louisiana State Line

The following states or states are involved:
Arkansas

Louisiana

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)

A fully functional 4-lane facility designated as Arkansas Highway 549 and built to interstate standards, is currently operating from the junction with Arkansas Highway 245 in Texarkana to Doddridge, Arkansas. Right of way for the remaining section from Doddridge to the Louisiana State line (4.32 miles) is being purchased.

The portion from Arkansas Highway 245 to US Highway 71 north of Texarkana is currently under construction. The grading and structures job is scheduled for completion in late 2009 while the base and surface job is programmed to be let to contract in mid 2008.

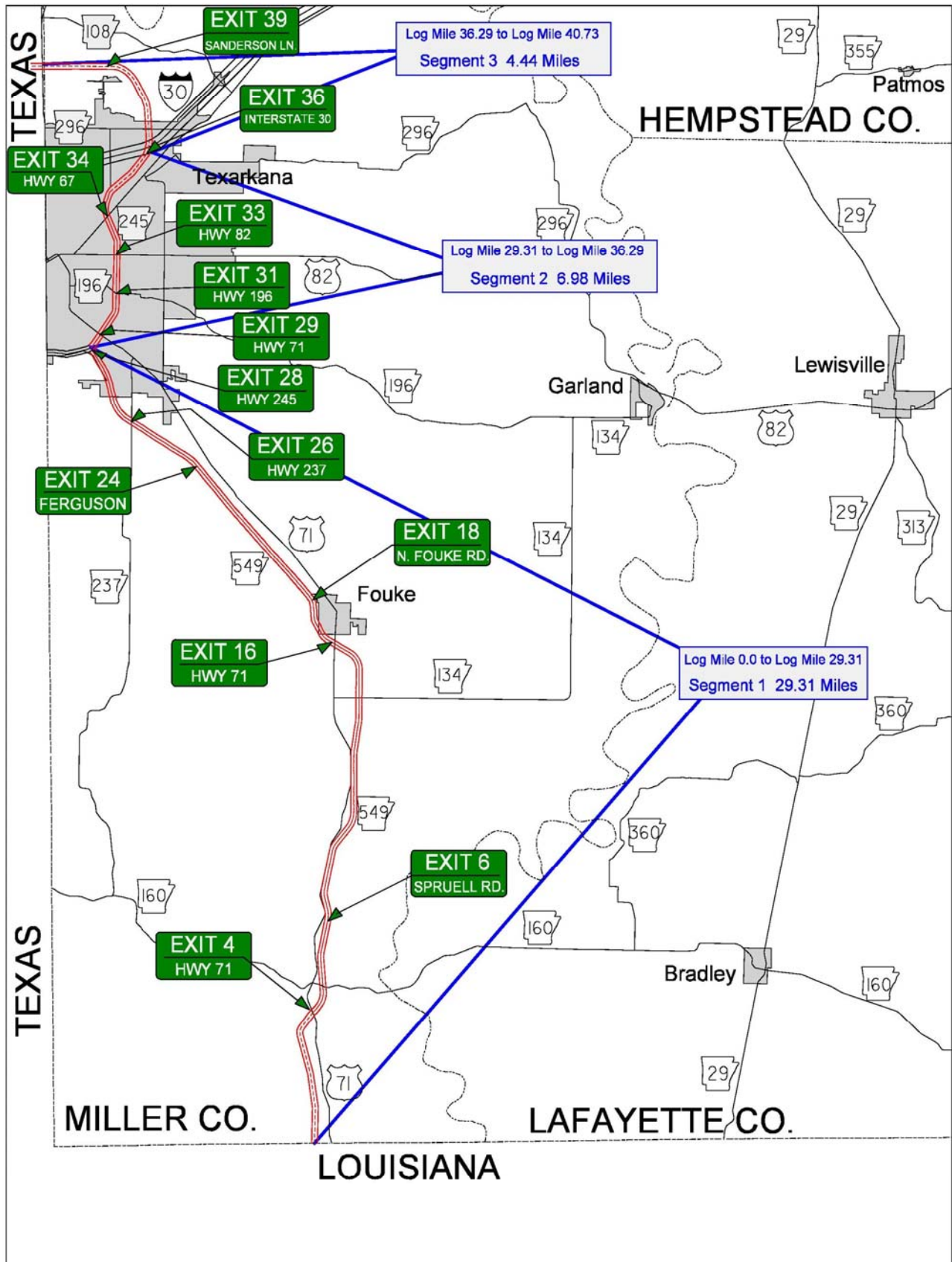
Once the section between US Highway 71 north of Texarkana, Arkansas and I-220 in Louisiana is completed, a four-lane freeway facility built to Interstate standards will be complete from US Highway 71 north of Texarkana, Arkansas to I-220 near Shreveport, Louisiana.

Date facility available to traffic December 31, 2010

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? no If so, where?

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

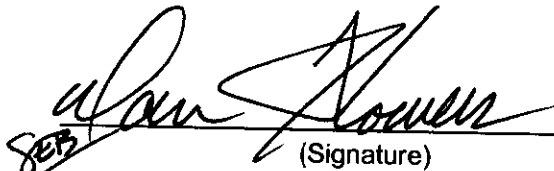


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 7,300 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)

Chief Executive Officer ARKANSAS

(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 | | | | | | | | | | | | | | | | | |
| | | | | | 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 | | Percent | | Percent | | Degree | Length | | | | | | | | | | | |
| 0 | 10 | 20 | 30 | 40 | 20 | 40 | 60 | 80 | 10 | | | 20 | 30 | 40 | 20 | 40 | 60 | 80 | 20 | 40 | 60 | 80 |
| | Seg 1 | H | E | 4,700 | None | | | | None | | | | None | | | | None | | None | | | |
| 20 | 29.31 | | | | | | | | | | | | | | | | 4.88% | | | | | |
| | Seg 2 | H | E | 18,000 | None | | | | None | | | | None | | | | None | | None | | | |
| | 36.29 | | | | | | | | | | | | | | | | | | | | | |
| 40 | Seg 3 | H | E | 8,200 | None | | | | None | | | | None | | | | None | | None | | | |
| | 40.73 | | | | | | | | | | | | | | | | | | | | | |
| 60 | | | | | | | | | | | | | | | | | | | | | | |
| 80 | | | | | | | | | | | | | | | | | | | | | | |
| 100 | | | | | | | | | | | | | | | | | | | | | | |
| 120 | | | | | | | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | | | | | | |
| 160 | | | | | | | | | | | | | | | | | | | | | | |

Attach additional sheet here if necessary

| 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
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Washington, D.C. 20001
TELEPHONE: 202.624.5862
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mvitale@aaashto.org
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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

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