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GOVERNOR

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JOHNNY B. BRADBERRY
SECRETARY

December 6, 2007

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

Dear Ms. Vitale:

We are submitting electronically a US Route Numbering Application and a revised log for the book, U.S. Numbered Highways, to have a relocated section of US 171 signed US 171 and the by-passed section signed US 171 Business in the town of Zwolle, Louisiana.

The relocated 2.7 miles is currently under construction and will be open to traffic in early 2008. This is part of several projects which, when completed, will upgrade all of US 171 to a 4-lane divided highway.

We respectfully request approval of the application as this will improve the traffic flow and safety of the travelling public in this area.

Sincerely,

Eric Kalivoda
Assistant Secretary
Office of Planning and Programming

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of

Louisiana

for

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- X Relocation of a U.S. (Interstate) Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- X **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

US 171
US 171

Between N.Jct relocated US 171 and S. Jct relocated US 171

The following states or states are involved:
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: December 17, 2007

SUBMIT APPLICATION ELECTRONICALLY TO mvitale@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.) There is currently under construction a 2.7 mile relocation of US 171 which by-passes the town of Zwolle, La. This relocation is part of several projects which will upgrade the entire US 171 route in Louisiana to a 4-lane divided highway. We are submitting this application to AASHTO to have this relocated section signed as US 171 and the by-passed portion (existing US 171) signed as US 171 Business through town.

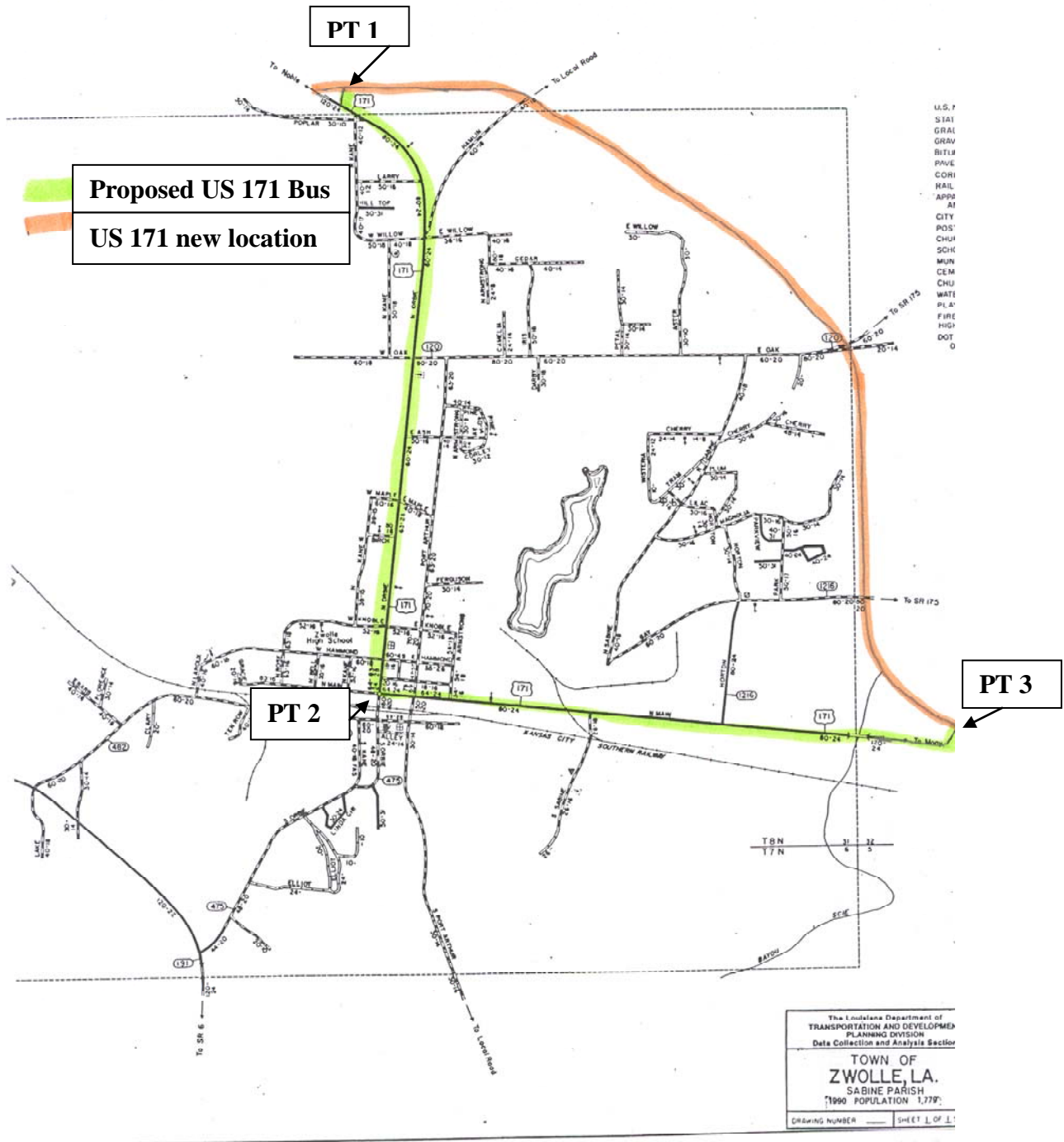
Date facility available to traffic Proposed US 171 Bus. is existing roadway. Relocated section available to traffic early 2008.

Does the petition propose a new routing over a portion of an existing U.S. Route? yes If so, where? Proposed US 171 Bus. from north intersection with relocated US 171 to south intersection with relocated US 171 in Zwolle, Louisiana.

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:

INSERT YOUR MAP HERE



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 8703 as compared to 10,112 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.

See Letter _____
(Signature)

Chief Executive Officer Louisiana Dept. of Transportation and Development
(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.

Description:

- o Where does the route begin? (Intersection or Mile Marker) N. Jct relocated US 171
- o Describe where it is going? Through Zwolle, La. To S. Jct relocated US 171
- o What type of facility is it traveling over? (New alignment or over an existing roadway) existing US 171
- o Give the direction of travel (north, east, south, and west) southeasterly
- o Name the focal point city or cities Zwolle
- o Length of route in miles. 2.7
- o Where does it end? (Terminal intersection or mile marker) S. Jct relocated US 171

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	Comparison to Applicable AASHTO Design Standards							Show When In Excess of Standard						
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	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
0	Pt 1 1.3 mi	I	G	5900														
2	Pt 2 1.4 mi	I	F	4800														
	Pt 3																	
4																		
60																		
80																		
100																		
120																		
140																		
160																		

No deficiencies on proposed US 171 Bus.
Relocated section of US 171 is new construction 4 lane divided.

US 171 Bus.

Attach additional sheet here if necessary

	UNITED	STATES	HIGHWAY	NUMBER	171
State	Type	Intersection	Point To Point Mileage	Accumulated Mileage in State	Remarks
Louisiana	Regular	Shreveport	0	0	Route begins, Jct. U.S. 79 and U.S. 80
		Shreveport	1	1	Crosses I-20
		Mansfield	35	36	Joins U.S. 84
		Mansfield	1	37	Leaves U.S. 84
		Zwolle	31	68	U.S. 171 Bus. Begins and leaves
	Business	Zwolle	0	0	Route begins and leaves U.S. 171
		Zwolle	3	3	Route ends, rejoins U.S. 171
	Regular	Zwolle	3	71	U.S. 171 Bus. rejoins and ends
		Many	6	77	
		Leeseville	35	112	
		DeRidder	21	133	Joins U.S. 190
		Ragley	26	159	Leaves U.S. 190
		Lake Charles	19	178	Crosses I-10
		Lake Charles	1	179	Route ends, Jct. U.S. 90