



# MEMORANDUM

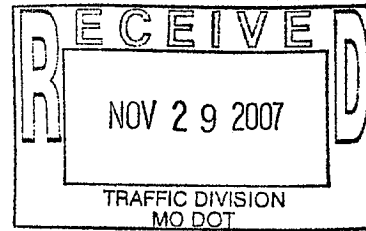
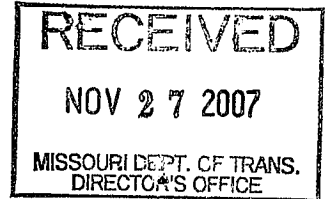
Missouri Department of Transportation  
Traffic Division  
2211 St. Mary's Blvd.

**TO:** Kevin Keith  
Chief Engineer

**FROM:** Eileen Rackers *ER*  
Route Marking Committee Secretary

**DATE:** November 26, 2007

**SUBJECT:** Change in Route  
District 2 and 3, Macon & Shelby Counties  
US 36 and BU 36



The Route Marking Committee approved a request from District Engineer Dan Niec in District 2 for changes to US 36 and BU 36 in Macon & Shelby Counties as a result of re-construction, enlargement and improvements. The changes include:

- 1) Macon County – existing US 36 - obliterate and absorb in state system 0.113 miles;
- 2) Shelby County – existing US 36 - obliterate and absorb in state system 0.180 miles and convey 1.107 miles to City of Clarence;  
BU 36 – obliterate & absorb 0.033 miles & convey 1.104 miles to City of Clarence;  
BU 36 Connection – convey 0.196 miles to City of Clarence;  
US 36 Service Road – convey 0.946 miles of this route to Shelby County.

The details of the change are outlined in the attached memo from the District Engineer and the AASHTO Application.

The Route Marking Committee is requesting your approval of the proposed changes. If you concur, this will be submitted to AASHTO. Please indicate your response below and return to Jane Stratman, Traffic Division, at your earliest convenience. Thank you.

Concur       Concur with additional comments       Do not concur

*Kevin Keith*  
\_\_\_\_\_  
Chief Engineer

*11/27/07*  
\_\_\_\_\_  
Date

mjs

Attachments

J:\route marking\#334 US 36 & BU 36 Macon & Shelby\CE letter for approval

**American Association of State Highway and Transportation Officials**



An Application from the State Highway or Transportation Department of  
Missouri

for

|         |
|---------|
|         |
|         |
|         |
| U.S. 36 |
|         |
|         |
|         |
|         |
|         |

- 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 Shelbina and Macon

The following states or states are involved:  
 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: \_\_\_\_\_ May \_\_\_\_\_, 20 07

**SUBMIT APPLICATION ELECTRONICALLY TO [mvitale@ashto.org](mailto: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.) The reason for this request is lane additions to U.S. Rte 36 between Shelbina and Macon Missouri. This will complete the four-lane construction of U.S. 36 across the State of Missouri.

Date facility available to traffic Sept.23,2010



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:**

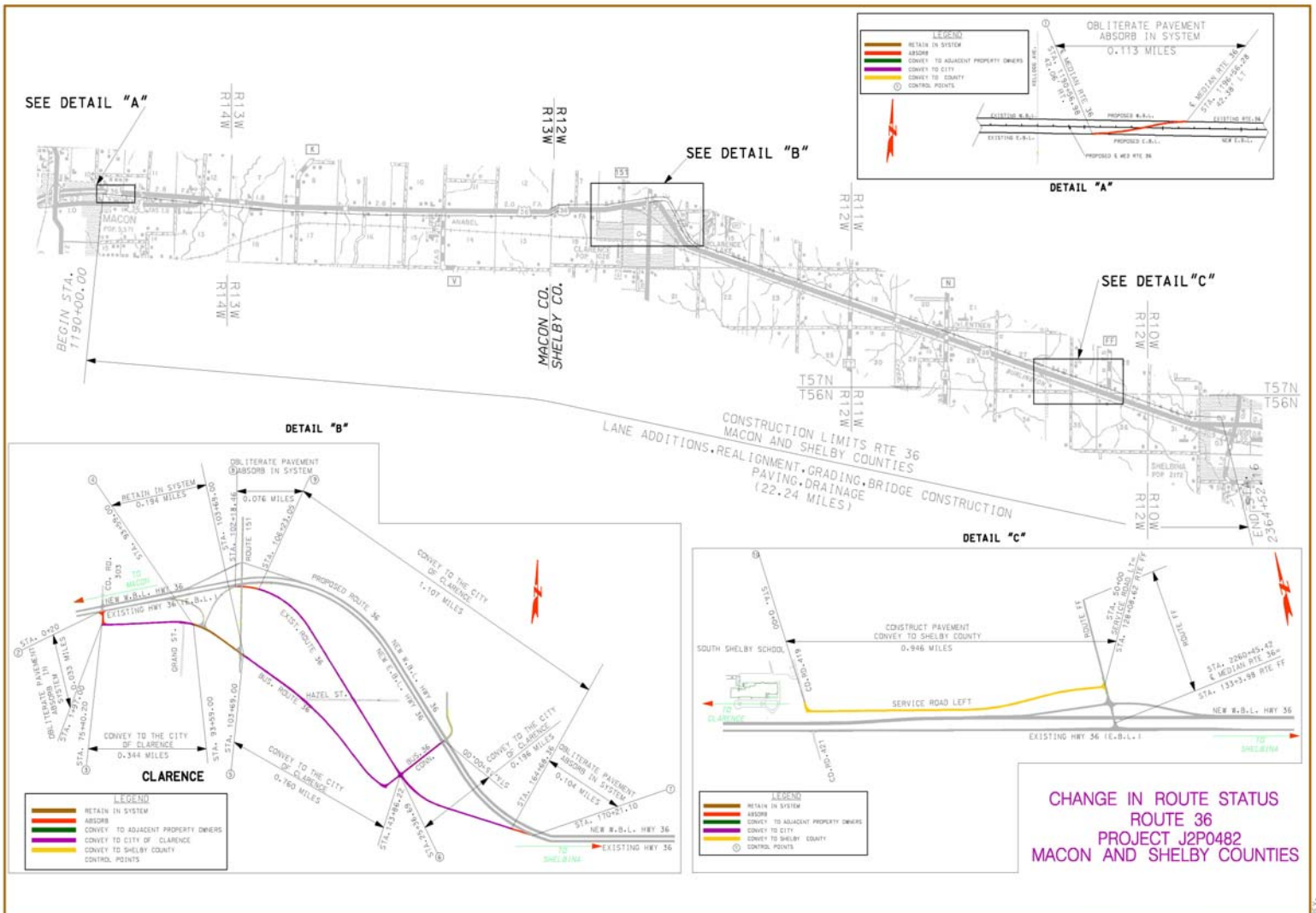
**INSERT YOUR MAP HERE**

**INSTRUCTIONS ON HOW TO INSERT A FILE: (SEE ATTACHED E-MAIL)**

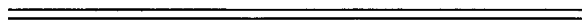
- Go to the top "Standard Formatting" toolbar and
- Select "View"
- Select "Toolbars"
- Select "Forms"
- Once the Forms toolbar is in view you can unlock the FORM's Gold Lock that looks like this 
- Insert your MAP as a file or picture by selecting "Insert" from the standard formatting toolbar
- Relock 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.


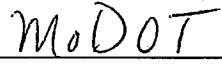


The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 7545 as compared to 10089 for the year 2005 for all other U.S. Numbered Routes in the State.



*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)  
  
\_\_\_\_\_  
(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

Due to the new construction involved in this project , and the former Routes are existing U.S. routes there are no deficiencies involved with this project.

**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.

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

| <b>Column 3: Pavement Condition</b> | <b>Code</b>     |
|-------------------------------------|-----------------|
| 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 |                           |                          |    |         |    |                        |    |         |    |                                    |                                 |               |         |    |    |    |    |
|---------|----------------------------|---------------|--------------------|-------------|--|---------------------------|--------------------------|----|---------|----|------------------------|----|---------|----|------------------------------------|---------------------------------|---------------|---------|----|----|----|----|
|         | Control Points and Mileage | Pavement Type | Pavement Condition | Traffic ADT | 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 |    |    |    |    |
|         |                            |               |                    |             | 10   | 20                        | 30                       | 40 | 20      | 40 | 60                     | 80 | 10      | 20 | 30                                 | 40                              | 20            | 40      | 60 | 80 | 20 | 40 |
| 0       |                            |               |                    |             |  |                           |                          |    |         |    |                        |    |         |    |                                    |                                 |               |         |    |    |    |    |
| 20      |                            |               |                    |             |  |                           |                          |    |         |    |                        |    |         |    |                                    |                                 |               |         |    |    |    |    |
| 40      |                            |               |                    |             |  |                           |                          |    |         |    |                        |    |         |    |                                    |                                 |               |         |    |    |    |    |
| 60      |                            |               |                    |             |  |                           |                          |    |         |    |                        |    |         |    |                                    |                                 |               |         |    |    |    |    |
| 80      |                            |               |                    |             |  |                           |                          |    |         |    |                        |    |         |    |                                    |                                 |               |         |    |    |    |    |
| 100     |                            |               |                    |             |  |                           |                          |    |         |    |                        |    |         |    |                                    |                                 |               |         |    |    |    |    |
| 120     |                            |               |                    |             |  |                           |                          |    |         |    |                        |    |         |    |                                    |                                 |               |         |    |    |    |    |
| 140     |                            |               |                    |             |  |                           |                          |    |         |    |                        |    |         |    |                                    |                                 |               |         |    |    |    |    |
| 160     |                            |               |                    |             |  |                           |                          |    |         |    |                        |    |         |    |                                    |                                 |               |         |    |    |    |    |

Attach additional sheet here if necessary