

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of

Texas

for

- 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. 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

US 277

Between 1 mi W of Goree west city line and 0.6 mi E of Goree east city line

The following states or states are involved:  
Texas

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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: August 27, 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.

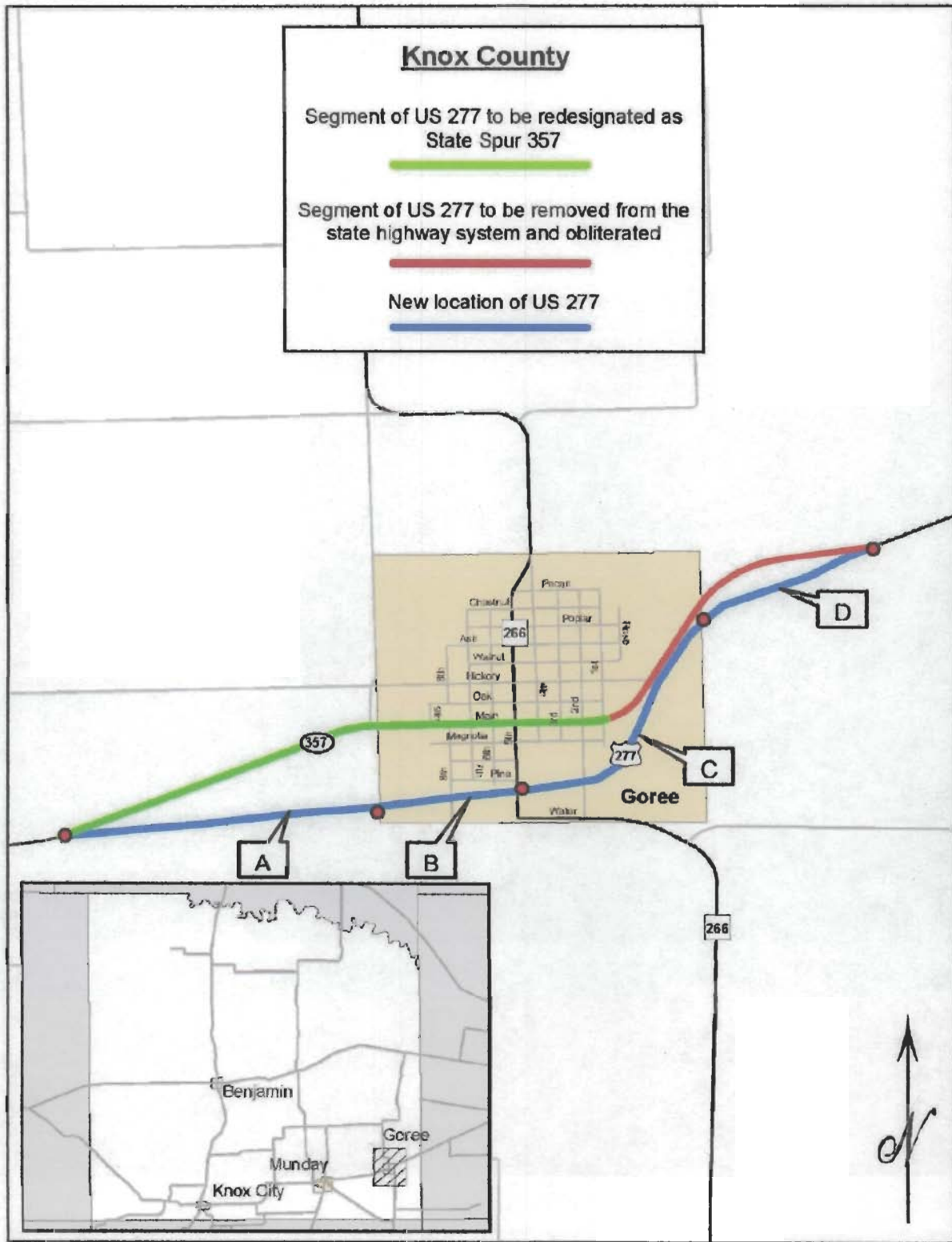
Explanation and Reasons for the Request: (Keep concise and pertinent.) To alleviate congestion in the city of Goree, US 277 has been rerouted away from the city center. A portion of the original location will be redesignated as State Highway Spur 357, with the remaining portion of the original location to be obliterated.

Date facility available to traffic 08/07

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The old location will be redesignated as a State Highway Spur, with a portion of the old location to be removed from the state highway system and obliterated.

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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 3200 as compared to 8969 for the year 2006 for all other U.S. Numbered Routes in the State.

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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

TXDOT

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of July 26, 2007

as follows: (Copy excerpt from minutes.)

In KNOX COUNTY (county) and the CITY OF GOREE (city), city and county officials have requested a new location for US 277 on the state highway system. In order to facilitate the flow of traffic, promote public safety, and maintain the integrity of the state highway system, a segment of the existing location will be redesignated as STATE SPUR 357, with the remainder of the existing location to be removed from the state highway system and obliterated.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director has recommended that US 277 be designated along a new location, and a segment of the existing location be redesignated as State Spur 357, with the remainder of the existing location to be removed from the state highway system and obliterated.

IT IS THEREFORE ORDERED by the Texas Transportation Commission that:

1. US 277 is designated along a new location from a point 1.0 miles west of the west city limits of the city of Goree northeastward to a point 0.6 mile east of the east city limits of the city of Goree, a distance of approximately 2.92 miles.
2. A segment of US 277 is redesignated as State Spur 357 from a point 1.0 miles west of the west city limits of the city of Goree to the intersection of 1<sup>st</sup> Street, a distance of approximately 1.75 miles.
3. A segment of US 277 from the the intersection of 1<sup>st</sup> Street to a point 0.6 mile east of the east city limits of the city of Goree is removed from the state highway system and obliterated, a distance of approximately 1.1 miles.

**IT IS FURTHER ORDERED** that upon approval by the commission, this minute order, along with all other pertinent information, be forwarded to the American Association of State Highway and Transportation Officials Special Committee on U.S. Route Numbering for their consideration.

**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.

<b>Column 2:</b>	<b>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:</b>	<b>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	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					
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length
0	A	High	Good	3200	No deficiencies exist																
		Flexible																			
1 mi																					
20	B	High	Good	3200	No deficiencies exist																
		Flexible																			
0.5 mi																					
40	C	High	Good	3200	No deficiencies exist																
		Flexible																			
1 mi																					
60	D	High	Good	3200	No deficiencies exist																
		Flexible																			
0.5 mi																					
80																					
100																					
120																					
140																					
160																					

Attach additional sheet here if necessary