American Association of State Highway and Transportation Officials

Please save and send as a word file. You can attach a map in PDF or JPG with the application to

usroutes@aashto.org (M.Vitale)

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

380

AASHTO Use Only

Date received:

Date to Special Committee on U.S. Route Number:

Date Presented to Standing Committee on Highways (SCOH):

Action taken by SCOH:

Member Department Notified:

Between 1.2 miles west of US 69 and 0.4 mile west of US 69

The following states or states are involved:

Texas

- ****"Recognition of…"**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:

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aashto.org

*U.S. Bicycle Route System: this form is not applicable for US Bicycle Route System see new form.

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.

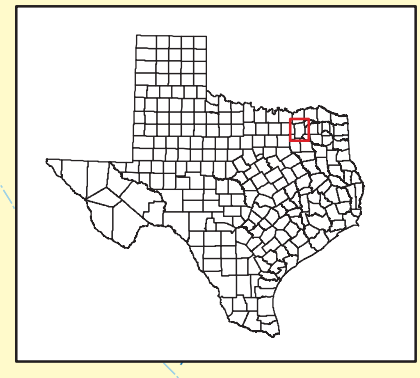
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely 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 (US and Interstates Only): (Keep concise and pertinent.) US 380 is being reconstructed as a divided 4-lane highway to reduce congestion, facilitate traffic flow and enhance public safety. TxDOT is constructing a portion of the divided 4-lane route on new location over the Kansas City Southern railroad west of the city of Greenville, eliminating an existing at-grade railroad crossing. The new location roadway has been designated by the Texas Transportation Commission as the new route for US 380. The existing location of US 380 has been redesignated as Texas State Spur 137 and Texas State Spur 138 per Minute Order 111769.

Date facility available to traffic June 2011

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?



CR 1063

Kansas City Southern Railway

A: Proposed US 380

B: Existing US 380

380

380

69

69

66

Greenville

Black Branch

0 460 920
Feet

Texas Department of Transportation
Transportation Planning and Programming Division
Data Management Section
March 19, 2009

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, not withstanding 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 9200 as compared to 8969 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 Required – see note below)

Chief Executive Officer

(Member Department)

This petition is authorized by official action of the Texas Transportation Commission

under date of 3/26/2009
as follows: (Copy excerpt from minutes.)

In HUNT COUNTY, officials have requested a new location for US 380 on the state highway system, including a grade-separated railroad crossing.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director has recommended a segment of the existing US 380 be removed from the state highway system due to the closure of an at-grade railroad crossing. To facilitate the flow of traffic, promote public safety, and maintain the integrity of the state highway system, the remainder of the existing location will be re-designated as STATE SPUR 137 and STATE SPUR 138.

IT IS THEREFORE ORDERED by the Texas Transportation Commission (commission) that:

1. A segment of new location roadway be designated US 380, from a point 0.321 mile east of the existing intersection of CR 1063 to a point 0.479 mile west of the existing intersection of US 69, a distance of 0.8 mile.

2. A segment of the existing US 380 be removed from the state highway system due to the closure of an at-grade railroad crossing, a distance of 0.004 mile.

3. A segment of the existing US 380 be redesignated as State Spur 137, starting 0.667 mile west of Kansas City Railroad, eastward for a distance of approximately 0.667 mile.

4. A segment of the existing US 380 be redesignated as State Spur 138, starting 0.130 mile east of Kansas City Railroad, westward for a distance of approximately 0.130 mile.

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.

Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

April 1, 2010

Ms. Marty Vitale
Special Committee on U.S. Route Numbers
AASHTO
444 N. Capitol Street, N.W., Suite 249
Washington, DC 20001

Dear Ms. Vitale:

Attached are USRN Electronic Application Forms detailing proposed changes to US 380 and US 271 in Texas. Please forward them to the Special Committee on U.S. Route Numbers for consideration at their spring meeting.

If you should have any questions, please contact Jenny Peterman at (512) 486-5064.

Sincerely,

Amadeo Saenz, Jr., P.E.
Executive Director

Attachment

cc: James L. Randall, P.E., Director, Transportation Planning and Programming Division, TxDOT
Jenny Peterman, Transportation Planning and Programming Division, TxDOT

(US and Interstates Only)

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.

What follows is an Excel worksheet that you can open by right clicking your mouse and select "Worksheet Object" – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

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Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)

Mileage	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Pavement Width Deficiency (Percent: 10 20 30 40)	Shoulder Width Deficiency (Percent: 20 40 60 80)	Major Structures: Roadway Width Deficiency (Percent: 10 20 30 40)	Major Structures: H - Loading Deficiency (Percent: 20 40 60 80)	Vertical Sight Distance Deficiency (Percent: 20 40 60 80)	Show Where Excess of Standard: Horizontal Curvature (Degree)	Show Where Excess of Standard: Pe G (Le)
0	A	H Flexible	Exellent	10,800 year 2012	None	None	None	None	None		
	B	H Flexible	Exellent	600 year 2012	None	None	None	None	None		
					Section redesignated as Texas State Spur 137 and Texas State Spur 138						
20											
40											
60											
80											
100											
120											
140											
160											

(Contact person regarding this application:

Name: Jenny Peterman, AICP

Address: 118 E. Riverside Drive, Austin, Texas 78704

Telephone Number: 512/486-5064

Fax Number: 512/486-5099

Email Address: jpeterm@dot.state.tx.us

Description to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

- Where does the route begin? (Intersection or Mile Marker) 0.321 mile east of intersection with County Road 1063
- Describe where it is going? southwestward on new location
- What type of facility is it traveling over? (New alignment or over an existing pathway) new alignment
- Give the direction of travel(north, east, south, and west) south (this segment)
- Name the focal point city or cities Greenville, Texas
- Length of route in miles. 0.8
- Where does it end? (Terminal intersection or mile marker) 0.479 mile west of intersection with US 69