

# American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of  
TEXAS

for

- the Elimination of a U.S. (I) Route \_\_\_\_\_
- the Establishment of a U.S. (H) Route 82/277
- \* the Establishment of a U.S. Bike Route \_\_\_\_\_
- the Relocation of a U.S. (I) Route \_\_\_\_\_
- \* the Establishment of a U.S. Bike Route \_\_\_\_\_
- the Extension of a U.S. (I) Route \_\_\_\_\_
- the Establishment of a U.S. Alternate Route \_\_\_\_\_
- the Establishment of a Temporary U.S. Route \_\_\_\_\_
- \*\* the Recognition of a Business Route on U.S. (H) Route 82/277
- \*\* the Recognition of a By-Pass Route on U.S. Route \_\_\_\_\_

Between 1.7 miles southwest of FM440, and 1.8 miles northeast of FM440

The following states or states are involved:  
 TEXAS

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**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 \_\_\_\_\_

Date submitted:

March 17th , 20 06

\* 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.

**SUBMIT SIX COPIES**

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.) US 277 is being developed as a North American Free Trade Act (NAFTA) route. By-Passing the city of Holiday will keep truck traffic out of the city and prevent congestion and noise. US 82 and US 277 are concurrently designated along this location.

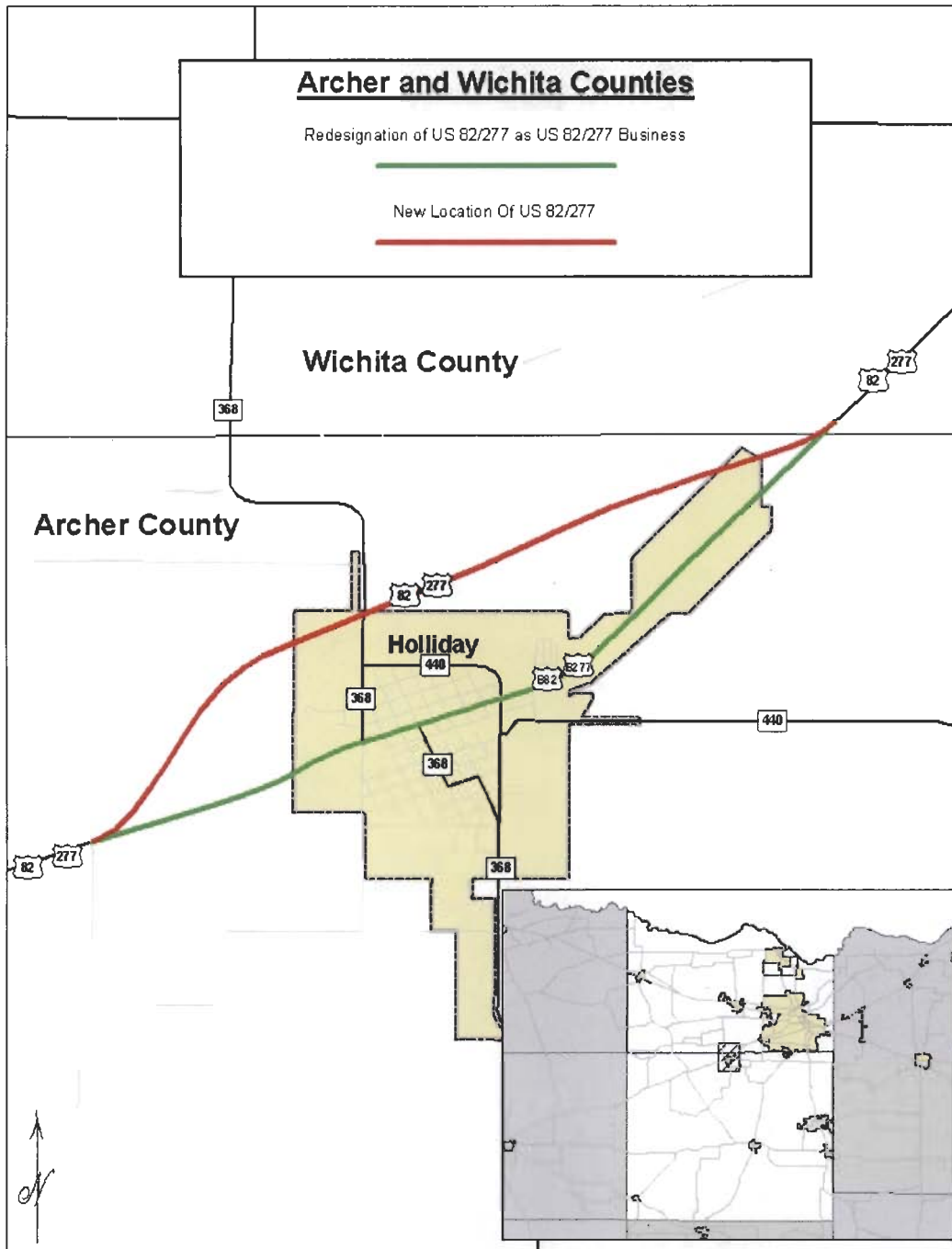
Date facility available to traffic May 2006

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The old route is being redesignated as BU 82/ BU 277. BU 82 and BU 277 are concurrently designated along this location.

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:**

*(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 3300 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)

Chief Executive Officer

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of November 17, 2005

as follows: (Copy excerpt from minutes.)

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director has recommended the new relief route in and around the city be designated on the state highway system as US 82 and US 277 and the former location be redesignated on the state highway system as US 82 Business and US 277 Business.

IT IS THEREFORE ORDERED by the Texas Transportation Commission that:

1. US 82 is designated on the state highway system along a new location from 1.7 miles southwest of the intersection of FM 440 northeastward to 1.8 miles northeast of the intersection of FM 440, a distance of approximately 3.61 miles.
2. The former location of US 82 is redesignated on the state highway system as US 82 Business-F from 1.7 miles southwest of the intersection of FM 440 northeastward to 1.8 miles northeast of the intersection of FM 440, a distance of approximately 3.5 miles.
3. US 277 is designated on the state highway system along a new location from 1.7 miles southwest of the intersection of FM 440 northeastward to 1.8 miles northeast of the intersection of FM 440, a distance of approximately 3.61 miles.
4. The former location of US 277 is redesignated on the state highway system as US 277 Business-B from 1.7 miles southwest of the intersection of FM 440 northeastward to 1.8 miles northeast of the intersection of FM 440, a distance of approximately 3.5 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.

## 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																	
					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								
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length	
0	RM 506																					
	+1.514	H	E	3300	None				None				None				None					
	RM 510																					
	+1.505																					
20																						
40																						
60																						
80																						
100																						
120																						
140																						
160																						

Attach additional sheet here if necessary





#### BU 82/ BU 277 Description

BU 82/ BU 277 begins at the intersection of the new location of US 82/ US 277. The route travels west through the business district of the city of Holiday over the former location of US 82/ US277 then terminates at the intersection of the new location of US 82/ US 277 a distance of approximately 3.5 miles.

#### US 82/ US 277 Description

US 82/ US 277 begins at the intersection of the new location of BU 82/ BU 277. The route travels west around the city of Holiday over a new location then terminates at the intersection of the new location of BU 82/ BU 277 a distance of approximately 3.6 miles.

### United States Route 82

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	US	Jct. southwest of City of Holiday	0	0	Intersection with BU 82
		FM 368	1.6	1.6	Intersection with FM368
		Jct. northeast of City of Holiday	2	3.6	Intersection with BU 82

### United States Route 82 Business

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	Business	Jct. southwest of City of Holiday	0	0	Route begins & leaves
		FM 368	1.1	1.1	FM 368 joins US 82
		FM368	0.2	1.3	FM 368 leaves US 82
		FM 440	0.4	1.7	Intersection with FM 440
		Jct. northeast of City of Holiday	1.8	3.5	Route ends, rejoins US 82

### United States Route 277

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	US	Jct. southwest of City of Holiday	0	0	Intersection with BU 277
		FM 368	1.6	1.6	Intersection with FM368
		Jct. northeast of City of Holiday	2	3.6	Intersection with BU 277

### United States Route 277 Business

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	Business	Jct. southwest of City of Holiday	0	0	Route begins & leaves
		FM 368	1.1	1.1	FM 368 joins US 82
		FM368	0.2	1.3	FM 368 leaves US 82
		FM 440	0.4	1.7	Intersection with FM 440
		Jct. northeast of City of Holiday	1.8	3.5	Route ends, rejoins US 277