

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 183/277/283
- * 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 183/277/283
- ** the Recognition of a By-Pass Route on U.S. Route _____

Between 1.4 miles northeast of Seymour and 1.7 miles southwest of Seymour

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
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Date submitted:

September 15th, 20 06

SUBMIT SIX COPIES

* 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.

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 Texas Transportation Commission set aside funds and requested that US 277 be upgraded to a four lane highway from the US - Mexico border at Del Rio to Wichita Falls. The by-pass taking through traffic around Seymour, Texas is one of many projects underway or planned in the Wichita Falls District. The intent of this was to provide another route for trucks originating in the Del Rio area to move freight northward without having to follow the already overburdened IH-35 corridor through the San Antonio-Austin-Dallas Ft. Worth Areas.

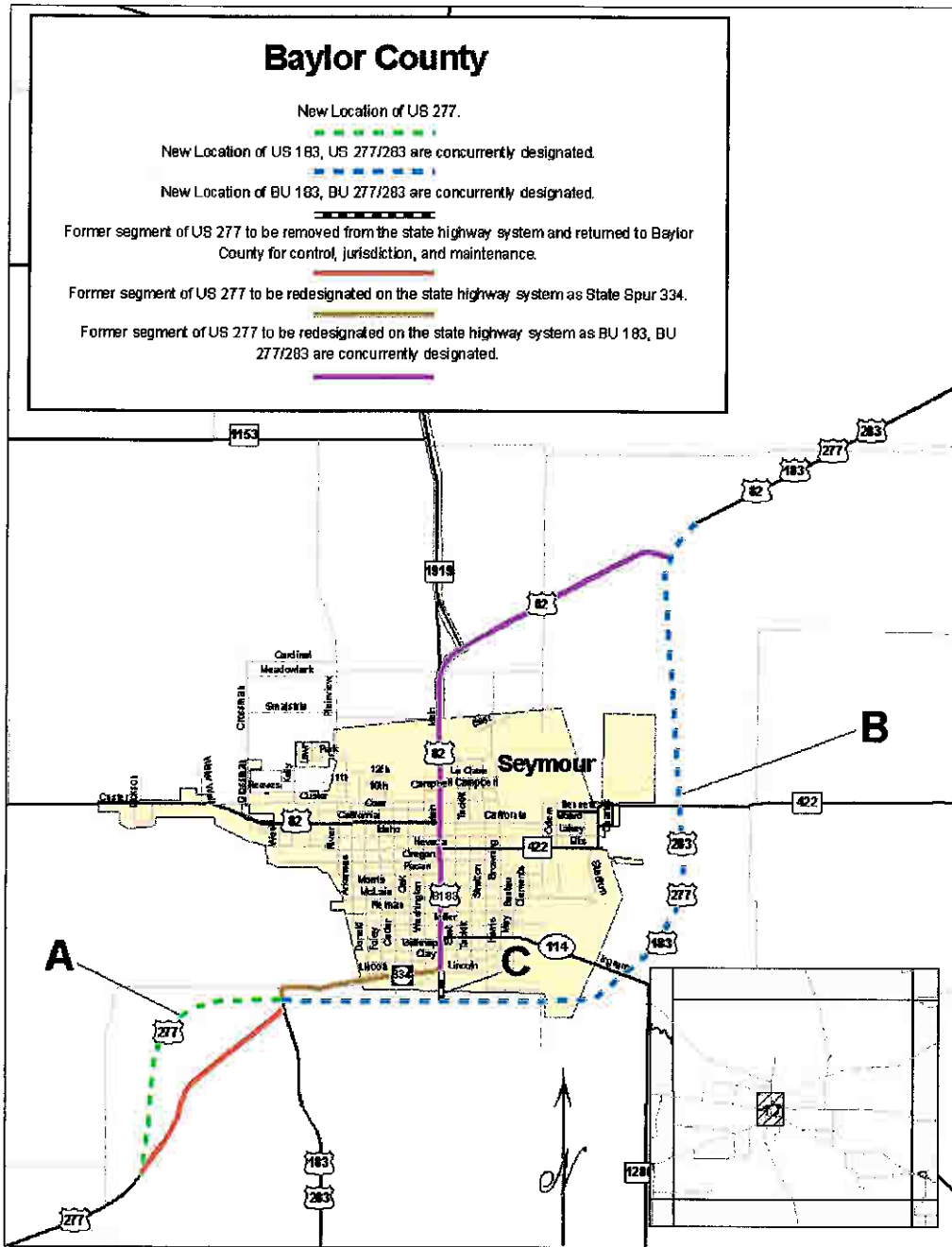
Date facility available to traffic Fall 2008

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 183/277/283, State Spur 334, and county road.

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 3000 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

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of August 24, 2006

as follows: (Copy excerpt from minutes.)

In BAYLOR COUNTY (county) in the city of Seymour (city), county and city officials have requested the designation of US 183, US 277 and US 283 along a new location in and around the city. In order to facilitate the flow of traffic, promote public safety, and maintain the continuity on the state highway system the former location of US 183, US 277 and US 283 will be redesignated as Business US 183-B (BU 183-B), Business US 277-C (BU 277-C) and Business US 283-B (BU 283-B) and State Spur 334. County and city officials have also requested that a new location be designated on the state highway system as BU 183-B, BU 277-C and BU 283-B.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director has recommended US 183, US 277 and US 283 be designated along a new location in and around the city, the former location be redesignated as BU 183-B, BU 277-C and BU 283-B and State Spur 334 and a new location be designated as BU 183-B, BU 277-C and BU 283-B on the state highway system.

IT IS THEREFORE ORDERED by the Texas Transportation Commission that:

1. US 277 is designated on the state highway system along a new location from 1.2 miles southwest of the existing intersection of US 183 northward and eastward to the new intersection of US 183, a distance of approximately 1.5 miles.
2. US 183 concurrent with US 277 and US 283 is designated on the state highway system along a new location from the intersection of US 277 eastward and northward to the intersection of US 82, a distance of approximately 4.5 miles.
3. The former segment of US 277 is removed from the state highway system and returned to the county for control, jurisdiction and maintenance from 1.2 miles southwest of the

existing intersection of US 183 northeastward to the intersection of US 183, a distance of approximately 1.2 miles.

4. A segment of the former location of US 183, US 277 and US 283 is redesignated as State Spur 334 from the new intersection of US 183 northward and eastward to the former location of US 183, US 277 and US 283 locally known as Main Street, a distance of approximately 0.8 mile.
5. BU 183-B concurrent with BU 277-C and BU 283-B is designated on the state highway system along a new location from the intersection of US 183 northward to the intersection of State Spur 334, a distance of approximately 0.2 mile.
6. A segment of the former location of US 183, US 277 and US 283 is redesignated as BU 183-B, BU 277-C and BU 283-B from the intersection of State Spur 334 northward and northeastward to the intersection of US 183, a distance of approximately 3.1 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.

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	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	Percent	Percent	Percent	Percent	Percent	Degree	Length				
0	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	20 40 60 80	20 40 60 80	20 40 60 80	Degree	Length			
A	High	Excellent	2050	None	None	None	None	None	None				
	Flexible												
B	High	Excellent	3000	None	None	None	None	None	None				
	Flexible												
C	High	Excellent	1000	None	None	None	None	None	None				
	Flexible												
20													
40													
60													
80													
100													
120													
140													
160													

Attach additional sheet here if necessary

BU 183/ BU 277/ BU 283 Description Change

BU 183/277/283 begins at the intersection of the new location of US 183/277/283. The route travels north and northeast through the business district of the city of Seymour over a new location and the former location of US 183/277/283. The route then travels over the current location of US 82 and terminates at the intersection of the new location of US 183/277/283 a distance of approximately 3.3 miles.

US 277 Description Change

US 277 begins 1.7 miles southwest of Seymour. The route travels north, east, and north around the city of Seymour over a new location then terminates at the intersection of the new location of BU 183/277/283 and US 82 a distance of approximately 6.0 miles.

US 183/ US 283 Description Change

US 183/283 begins at the intersection of the new location of US 277. The route travels east and north around the city of Seymour over a new location then terminates at the intersection of the new location of BU 183/277/283 and US 82 a distance of approximately 4.5 miles.

United States Route 183

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	US	US 277 & SS 334	0.0	0.0	Jct. southwest of Seymour
		BU 183/277/283	0.8	0.8	Intersection with BU 183/277/283
		SH114	1.1	1.9	Intersection with SH114
		FM 422	1.1	3.0	Intersection with FM 422
		US 82 & BU 183/277/283	1.5	4.5	Jct. northeast of Seymour

United States Route 277

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	US	Jct. southwest of City of Seymour	0	0	Jct. southwest of Seymour
		US 183/283 & SS 334	1.5	1.5	Intersection with US 183/283 & SS 334
		BU 183/277/283	0.8	2.3	Intersection with BU 183/277/283
		SH114	1.1	3.4	Intersection with SH114
		FM 422	1.1	4.5	Intersection with FM 422
		US 82 & BU 183/277/283	1.5	6.0	Jct. northeast of Seymour

United States Route 283

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	US	US 277 & SS 334	0.0	0.0	Jct. southwest of Seymour
		BU 183/277/283	0.8	0.8	Intersection with BU 183/277/283
		SH114	1.1	1.9	Intersection with SH114
		FM 422	1.1	3.0	Intersection with FM 422
		US 82 & BU 183/277/283	1.5	4.5	Jct. northeast of Seymour

United States Route 183 Business

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	Business	Jct. south of City of Seymour	0.0	0.0	Route begins & leaves
		SS 334	0.2	0.2	Intersection with SS 334
		SH 114	0.2	0.4	Intersection with SH 114
		FM 422	0.5	0.9	Intersection with FM 422
		US 82	0.1	1.0	BU 183 joins US 82
		FM1919	1.1	2.1	Intersection with FM 1919
		Jct. northeast of City of Seymour	1.2	3.3	Route ends, rejoins US 183

United States Route 277 Business

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	Business	Jct. south of City of Seymour	0.0	0.0	Route begins & leaves
		SS 334	0.2	0.2	Intersection with SS 334
		SH 114	0.2	0.4	Intersection with SH 114
		FM 422	0.5	0.9	Intersection with FM 422
		US 82	0.1	1.0	BU 277 joins US 82
		FM1919	1.1	2.1	Intersection with FM 1919
		Jct. northeast of City of Seymour	1.2	3.3	Route ends, rejoins US 277

United States Route 283 Business

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	Business	Jct. south of City of Seymour	0.0	0.0	Route begins & leaves
		SS 334	0.2	0.2	Intersection with SS 334
		SH 114	0.2	0.4	Intersection with SH 114
		FM 422	0.5	0.9	Intersection with FM 422
		US 82	0.1	1.0	BU 283 joins US 82
		FM1919	1.1	2.1	Intersection with FM 1919
		Jct. northeast of City of Seymour	1.2	3.3	Route ends, rejoins US 283