

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
- * 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
- ** the Recognition of a By-Pass Route on U.S. Route _____

Between the intersection of SH 37 and 0.4 mile east of FM 1159

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:

September 15th, 2006

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.) TxDOT is constructing a new location 2-lane rural roadway (by-pass) to the north of existing US Route 82 around the city of Clarksville. This new location roadway has been designated by the Texas Transportation Commission as the new route for US 82. The existing US Highway Route 82 running through the city of Clarksville has been designated as Business US Highway Route 82.

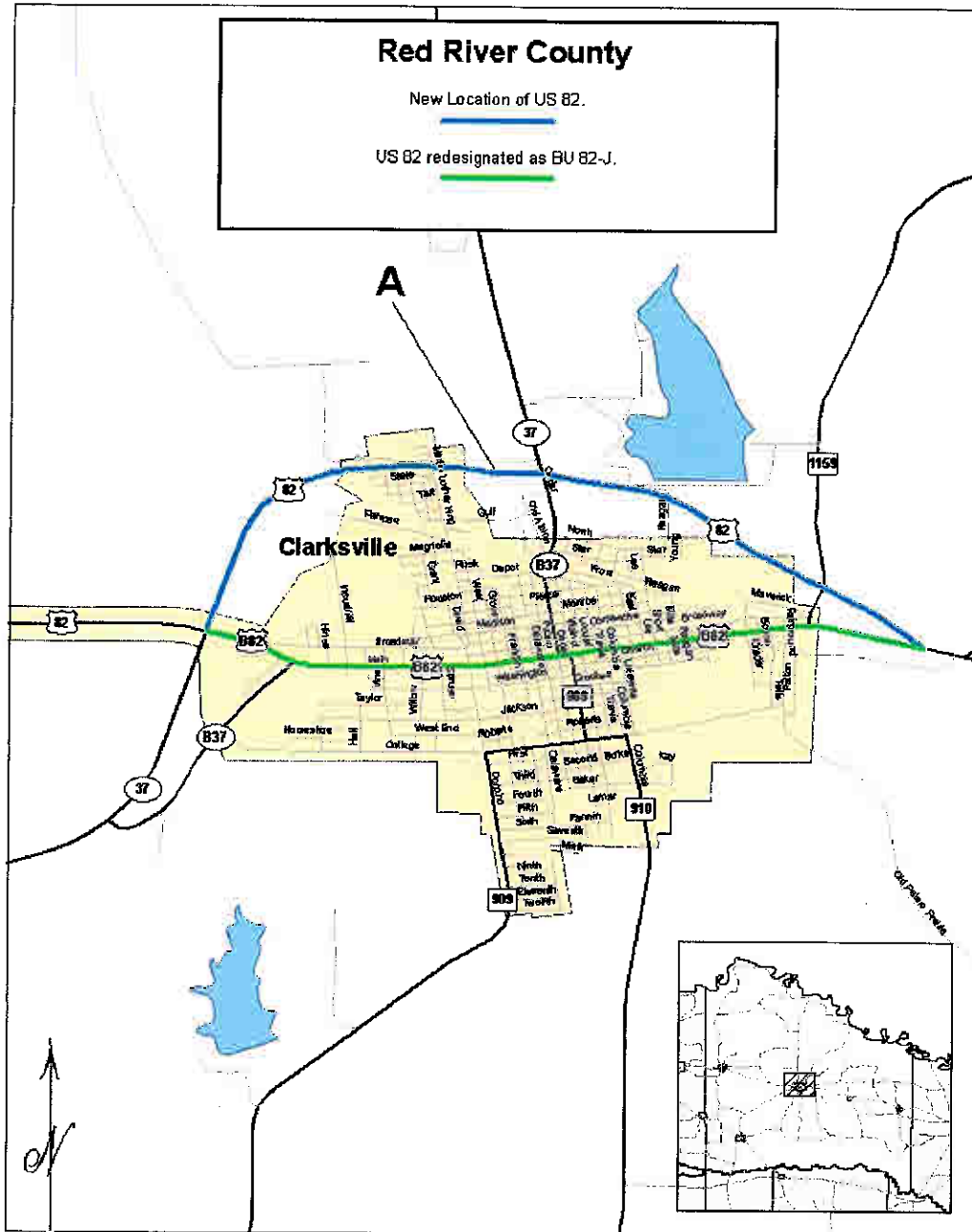
Date facility available to traffic April 21, 2006

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.

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 2100 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 RED RIVER COUNTY (county) in and around the city of Clarksville (city), city and county officials have requested that US 82 be designated 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 82 will be redesignated as Business US 82-J (BU 82-J).

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director has recommended that US 82 be designated around the northern section of the city and that the former location of US 82 be redesignated as BU 82-J.

IT IS THEREFORE ORDERED by the Texas Transportation Commission that:

1. US 82 is concurrently designated on the state highway system along an existing segment of SH 37 from the intersection of SH 37 northward and eastward to the intersection of Business State Highway 37-C, a distance of approximately 1.7 miles.
2. US 82 is designated on the state highway system along a new location from the intersection of Business State Highway 37-C eastward and southeastward to approximately 0.4 mile east of the intersection of FM 1159, a distance of approximately 1.6 miles.
3. A segment of the former location of US 82 is redesignated on the state highway system as BU 82-J from the intersection of SH 37 eastward to the intersection of Business State Highway 37-C, a distance of approximately 0.4 mile.

4. A segment of the former location of US 82 is redesignated on the state highway system as BU 82-J. BU 82-J and Business State Highway 37-C will be concurrently designated from the intersection of Business State Highway 37-C eastward to the intersection of Business State Highway 37-C, a distance of approximately 0.9 mile.
5. A segment of the former location of US 82 is redesignated on the state highway system as BU 82-J from the intersection of Business State Highway 37-C eastward to approximately 0.4 mile east of the intersection of FM 1159, a distance of approximately 0.9 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 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												
					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	Degree	Length
0	A	High Flexible	Excellent	2100	None	None	None	None	None	None	None	None	None	None			
20																	
40																	
60																	
80																	
100																	
120																	
140																	
160																	

Attach additional sheet here if necessary

BU 82 Description Change

BU 82 begins at the intersection of US 82 and SH 37. The route travels east through the business district of the city of Clarksville over a former location of US 82. The route terminates at the intersection of the new location of US 82, a distance of approximately 2.7 miles.

US 82 Description Change

US 82 begins at the intersection of SH 37 west of Clarksville. The route travels north, east, and south around the city of Clarksville over a new location then terminates at the intersection of the of BU 82, a distance of approximately 3.3 miles.

United States Route 82

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	US	SH 37	0.0	0.0	SH 37 joins US 82
		SH 37 and BS 37	1.7	1.7	SH 37 leaves US 82
		FM 1159	1.2	2.9	Intersection with FM 1159
		BU 82	0.4	3.3	Jct. east of Clarksville

United States Route 82 Business

State	Type	Intersection	Point to point mileage	Accumulated Mileage in State	Remarks
Texas	Business	US 82 and SH 37	0.0	0.0	Route begins & leaves
		BS 37	0.4	0.4	BS 37 joins BU 82
		BS 37	0.9	1.3	BS 37 leaves BU 82
		FM 909	0.1	1.4	Intersection with FM 909
		FM 1159	0.9	2.3	Intersection with FM 1159
		US 82	0.4	2.7	Route ends, rejoins US 82