



## ARKANSAS STATE HIGHWAY COMMISSION

P.O. Box 2261 • LITTLE ROCK, ARKANSAS 72203-2261  
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JOHN ED REGENOLD  
CHAIRMAN  
Armored

September 9, 2013

JOHN BURKHALTER, P.E.  
VICE CHAIRMAN  
Little Rock

Mr. Jim McDonnell  
AASHTO Program Director for Engineering  
444 North Capitol Street NW, Suite 249  
Washington, DC 20001

DICK TRAMMEL  
Rogers

*Jim*  
Dear Mr. McDonnell:

THOMAS B. SCHUECK  
Little Rock

Reference is made to the solicitation for applications for U.S. Route Numbering changes.

ROBERT S. MOORE, JR.  
Arkansas City

Enclosed you will find an application requesting approval for the designation of Interstate 49 or Future Interstate 49 between the Louisiana State Line and the Missouri State Line in Arkansas. As detailed in the enclosed application, establishment of Interstate 49 from the Louisiana State Line to the Missouri State Line has been approved by Congress.

SCOTT E. BENNETT, P.E.  
DIRECTOR OF  
HIGHWAYS AND TRANSPORTATION

Additionally, this application is consistent with the approved Route Numbering Application submitted by the Missouri Department of Transportation for Interstate 49 between the Arkansas State Line and Kansas City, Missouri.

This application has been electronically submitted to [usroutes@ashto.org](mailto:usroutes@ashto.org). If additional information is needed, please advise.

Sincerely,

Scott E. Bennett  
Director of Highways  
and Transportation

Enclosure

c: Senator Mark Pryor  
Senator John Boozman  
Congressman Steve Womack  
Congressman Tom Cotton  
Highway Commission  
Deputy Director and Chief Engineer  
Assistant Chief Engineer – Planning  
Federal Highway Administration  
Louisiana Department of Transportation and Development  
Missouri Department of Transportation

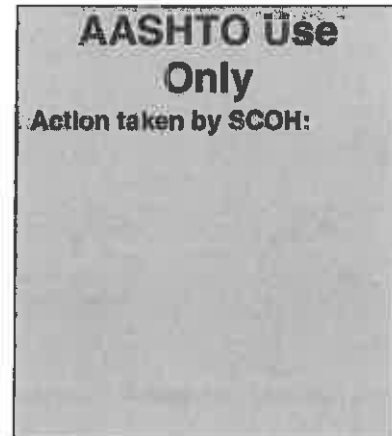


**American Association of State Highway and Transportation Officials**

An Application from the State Highway or Transportation Department of Arkansas for:

- Elimination of a U.S. (Interstate) Route
- X Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- Relocation of a U.S. (Interstate) 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

I-49



Between Louisiana State Line and Missouri State Line

The following states or states are involved:  
Arkansas

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- **\*\*\*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@ashto.org](mailto:usroutes@ashto.org)**

- \*Bike Routes: this form is not applicable for US Bicycle Route System

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.) In the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Congress identified the north-south corridor from Kansas City, Missouri to Shreveport, Louisiana as High Priority Corridor (HPC) 1. In the Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21), Congress identified U.S. Route 90 from Interstate 49 in Lafayette, Louisiana to Interstate 10 in New Orleans as HPC 37. Both HPC 1 and 37 have been designated as a future Interstate route, and are commonly referred to as Interstate 49. SAFETEA-LU also amended Section 1105(c) of ISTEA to define the HPC as, "The North-South Corridor, along Interstate Route 49 North, from Kansas City, Missouri to Shreveport, Louisiana."

In February 2003, a Congressional caucus was formed to promote the completion of Interstate 49 from New Orleans, Louisiana to Kansas City, Missouri. In March 2003, the following agencies formed the Interstate 49 Coordinating Committee in order to better coordinate Interstate 49 development activities:

- Louisiana Department of Transportation and Development (LADOTD)
- Arkansas State Highway and Transportation Department (AHTD)
- Missouri Department of Transportation (MODOT)

In March 2011, MODOT applied for and received approval to designate the route from the Arkansas State Line to Kansas City, Missouri as Interstate 49. The portion known as the Bella Vista Bypass will be known as Future Interstate 49 until complete to Interstate standards.

The following route numbering changes in Arkansas are requested:

- Designation of State Highway 549 as Interstate 49 between the Louisiana State Line and U.S. Highway 71 at the Texas State Line.
- Designation of the new location approved alignment between U.S. 71 and State Highway 22 near Fort Smith, Arkansas as Future Interstate 49. Once connection is established with existing portions of Interstate 49, it will be designated as Interstate 49.
- Redesignation of Interstate 540 as Interstate 49 between Interstate 40 and U.S. Highway 62.
- Redesignation of U.S. Highway 71 between U.S. Highway 62 and U.S. Highway 71B north of Bentonville.
- Designation of the Bella Vista Bypass as Future Interstate 49 until completed to Interstate standards. Once completed as an Interstate facility, the Bella Vista Bypass will be designated as Interstate 49

Date facility available to traffic The segment between the Louisiana State Line and Doddridge is currently under construction and will open in coordination with LADOTD in May 2014. The segment between Doddridge and the Texas State Line is currently available to traffic. The segment between U.S. 71 and State Highway 22 near Fort Smith, Arkansas is currently under construction and will open in June 2014. The segment from Interstate 40 to U.S. Highway 71B is currently available to traffic. The Bella Vista Bypass will open in coordination with MODOT and is currently under construction.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? U.S. Highway 71 from U.S. Highway 62 to U.S. Highway 71B.

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? Interstate 540 from Interstate 40 to U.S. Highway 62.

**Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:**

Send your PDF color map to [usroutes@aaashto.org](mailto:usroutes@aaashto.org) or [mvitale@aaashto.org](mailto:mvitale@aaashto.org) with this application.

(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 is 36,500 as compared to 6,100 for the year 2012 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.

Chief Executive Officer \_\_\_\_\_  
(Signature)  
\_\_\_\_\_  
(Member Department)

This petition is authorized by official action of \_\_\_\_\_  
under date of \_\_\_\_\_ as follows: (Copy excerpt from minutes.)

A letter from your Chief Executive Officer with the CEO's signature is sufficient when submitting your application, if you choose not to include the signature on this form.

**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: 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: 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.

*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..*

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	Degree	Length	
0	There are no deficiencies on the proposed routing.																	
20																		
40																		
60																		
80																		
100																		
120																		
140																		
160																		

Attach additional sheet here if necessary

Contact Information:

**Alan Meadors**

**(501) 569-2102**

**Alan.meadors@arkansashighways.com**

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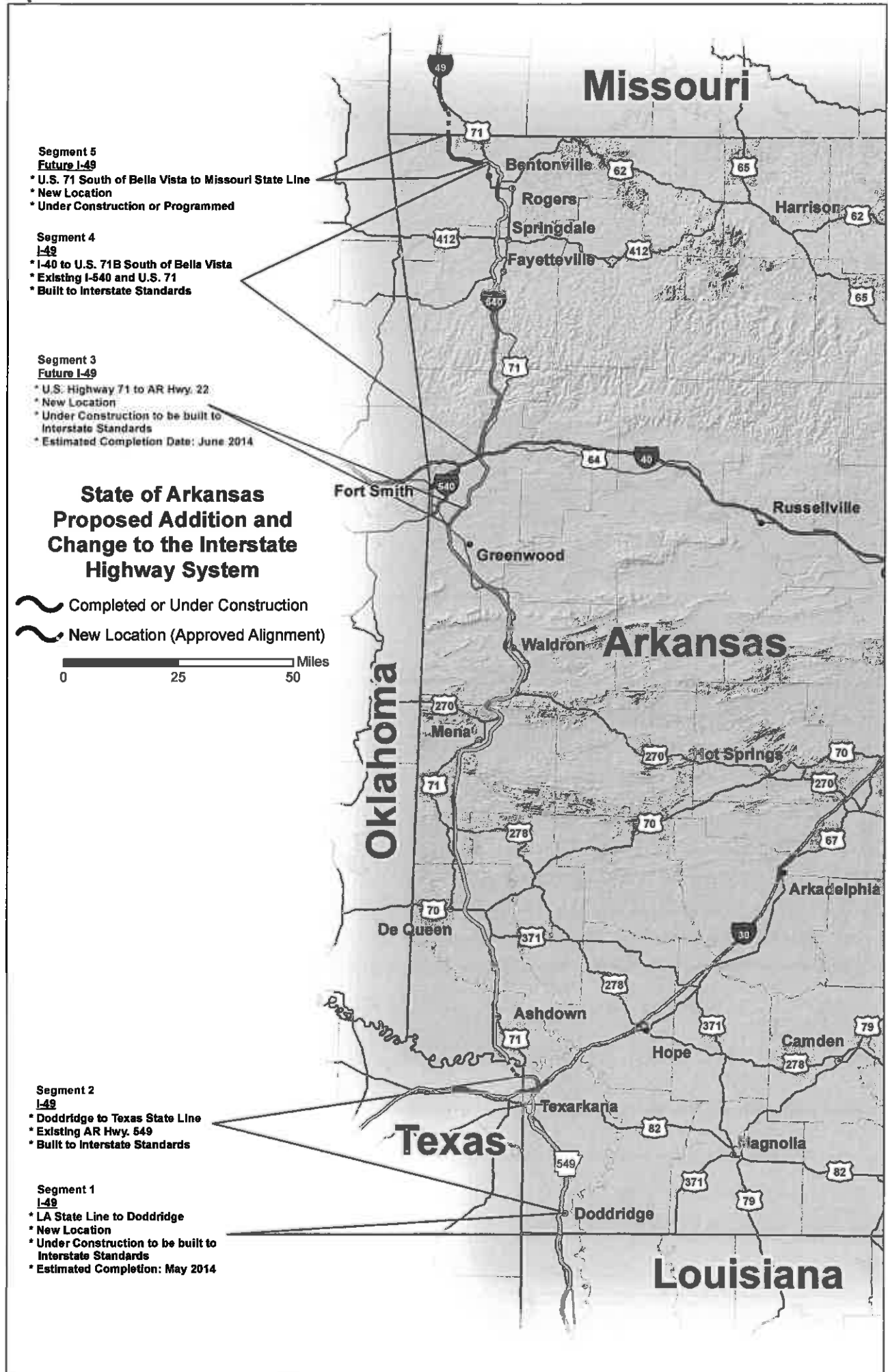
The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

1. Where does the route begin?
2. Where is it going?
3. What type of facility is it traveling over?
4. Explain the direction (north, east, south, and west)
5. Name the focal point city or cities
6. Total number of miles the route will cover
7. Where does it end?

**Begin your description here:**

1. The route begins at the Louisiana State Line.
2. The route travels north to the Missouri State Line.
3. It travels over existing Interstate-type facilities. It will also travel over future new location facilities.
4. The route travels in a south to north direction.
5. The focal cities along the route are Doddridge, Texarkana, Fort Smith, Fayetteville, Springdale, Rogers and Bentonville, Arkansas.
6. The route, for this application is 135 miles long in Arkansas.
7. In Arkansas, the route ends at the Missouri State Line.








**Segment 5**  
**Future I-49**  
 \* U.S. 71 South of Bella Vista to Missouri State Line  
 \* New Location  
 \* Under Construction or Programmed

**Segment 4**  
**I-49**  
 \* I-40 to U.S. 71B South of Bella Vista  
 \* Existing I-540 and U.S. 71  
 \* Built to Interstate Standards

**Segment 3**  
**Future I-49**  
 \* U.S. Highway 71 to AR Hwy. 22  
 \* New Location  
 \* Under Construction to be built to Interstate Standards  
 \* Estimated Completion Date: June 2014

**State of Arkansas  
 Proposed Addition and  
 Change to the Interstate  
 Highway System**

 Completed or Under Construction  
 New Location (Approved Alignment)  
 Miles  
 0      25      50

**Segment 2**  
**I-49**  
 \* Doddridge to Texas State Line  
 \* Existing AR Hwy. 549  
 \* Built to Interstate Standards

**Segment 1**  
**I-49**  
 \* LA State Line to Doddridge  
 \* New Location  
 \* Under Construction to be built to Interstate Standards  
 \* Estimated Completion: May 2014

**Missouri**

**Arkansas**

**Texas**

**Louisiana**