ARKANSAS STATE HIGHWAY COMMISSION

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

April 3, 2014

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

Dear Mr. McDonnell:

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

Enclosed you will find an application requesting approval that U.S. Highway 63 through Bono be redesignated as U.S. Highway 63 Business. This change only affects routes in the State of Arkansas.

This application has been electronically submitted to usroutes@aashto.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 Rick Crawford
Highway Commission
Deputy Director and Chief Engineer
Assistant Chief Engineer – Planning
Federal Highway Administration









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		AASHTO Use Only				
	Establishment of a U.S. (Interstate) Route		Action taken by SCOH:				
	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						
X	**Recognition of a Business Route on U.S. (Interstate) Route **Recognition of a By-Pass Route on U.S. Route	U.S. 63B					
	Between North City Limits of Bono and	South City Limits	s of Bono				
	•	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@aashto.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.)

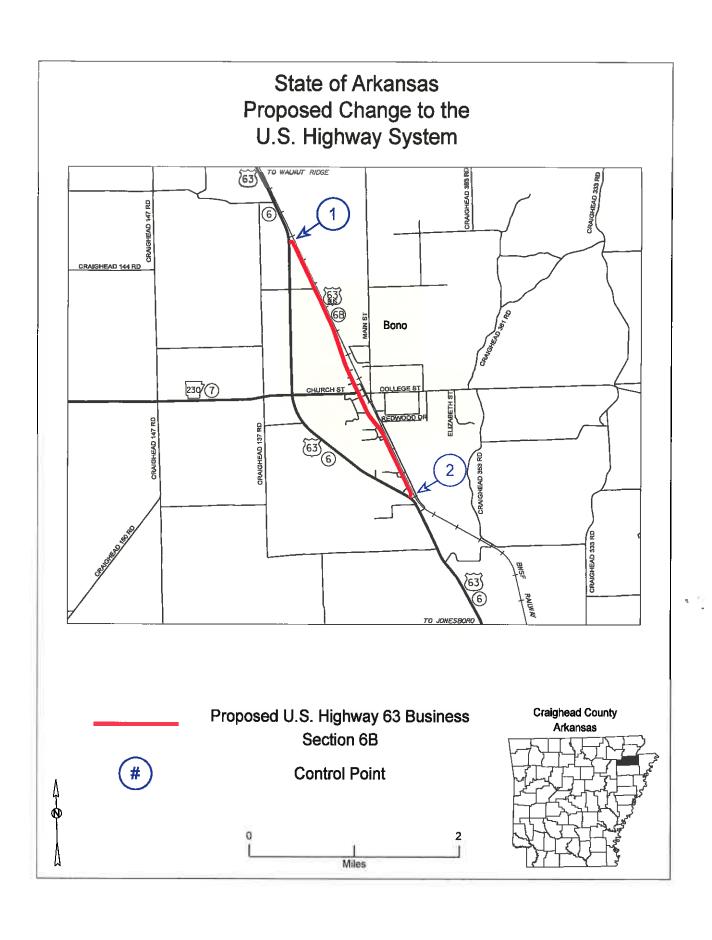
The Arkansas State Highway and Transportation Department has constructed a new location, four-lane undivided facility that bypasses the City of Bono, Arkansas. A separate request has been submitted to relocate U.S. Highway 63 to this new location route. It is requested that the bypassed portion of U.S. Highway 63 through Bono be redesignated as U.S. Highway 63 Business.

Date facility available to traffic N/A		
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes	If so, where?	Through Bono
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:

Send your PDF color map to <u>usroutes@aashto.org</u> or <u>mvitale@aashto.org</u> 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.)



Chief Executive Off	(Signature) Ficer (Member Department)
Chief Executive Off	, ,
	(Signature)
mean opinion, the potation complies that are above applicable	o policy.
In our opinion, this petition complies with the above applicable	e nolicy
The Purpose and Policy in the Establishment and Developme from October 3, 1991 or the Purpose and Policy in the Establi- National System of Interstate and Defense Highways as Reta	ishment of a Marking System of the Routes Comprising the
compared to <u>6,100</u> for the year <u>2012</u> for all other U.S. Numbe	
The weighted average daily traffic volume along the proposed	d route, as shown on the map on page 3, is 4,700 as
	·····
entirely within this State.	
on any road without the authorization, consent, or approval of Association of State Highway and Transportation Officials, no entirely within this State.	

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.

Column 2: Pavement Type.

Code High type, heavy duty Н Intermediate type 1

Low type, dustless L (show in red) Not paved N (show in red)

Column 3: **Pavement Condition**

Excellent Е G Good

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.

Code

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

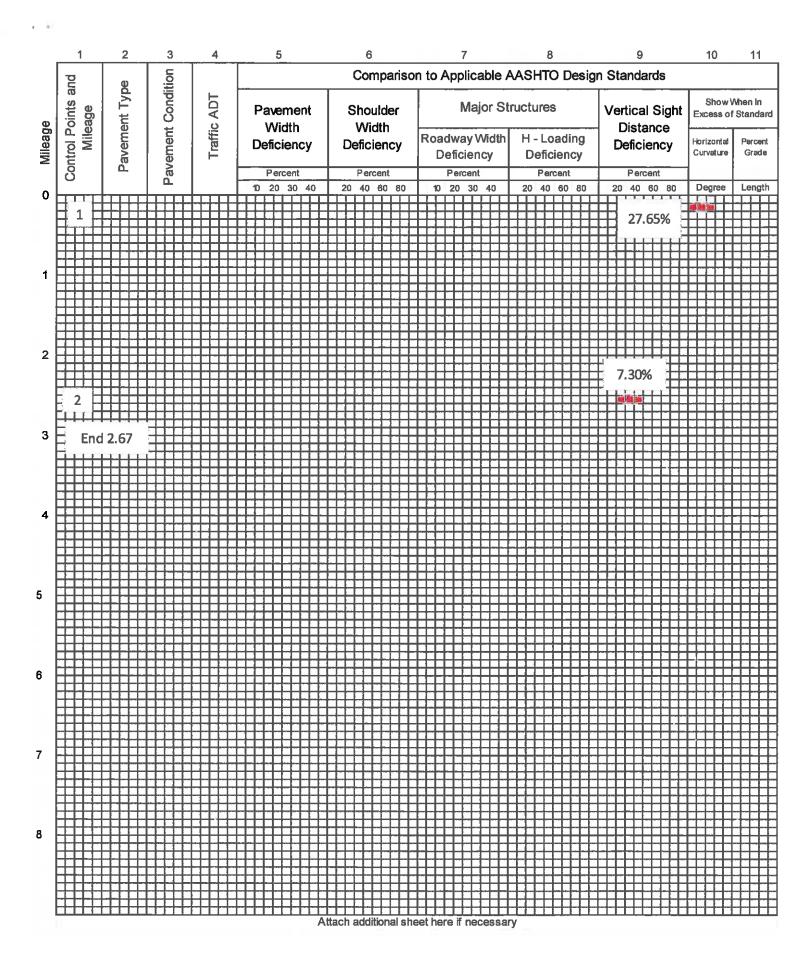
shown in red.

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...



Contact Information:

Name Alan Meadors Telephone Number (501)-569-2102

Email Address alan.meadors@ahtd.ar.gov

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

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

Explain the direction (north, east, south, and west)

Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

Begin your description here:

- 1. The route begins at the northern City Limits of Bono, Arkansas.
- 2. The route travels through the City of Bono, Arkansas.
- 3. The route is a two-lane, undivided roadway on existing location.
- 4. The route travels in a north-south direction in Arkansas.
- 5. The focal city is Bono, Arkansas.
- 6. The route is 2.72 miles long.
- 7. The route ends at the south City Limits of Bono, Arkansas.

US 63 and US 63 Bus						
US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
63	Arkansas		Mammoth Springs	0	0	State Line
63	Arkansas	Regular	Hardy	17	17	Joins U.S. 62 and U.S. 412
63	Arkansas	Regular	Imboden	22	39	Leaves U.S. 62
63	Arkansas		Jct. S.E. Portia	13	52	Leaves U.S. 412
63	Arkansas		Hoxie	4	56	Crosses US. 67
63	Arkansas		Bono (north city limits)	12	68	Crosses U.S. 63 Bus.
63	Arkansas		Bono (south city limits)	3	71	Crosses U.S. 63 Bus.
63	Arkansas	Regular	Jct. S. Jonesboro	8	79	Joins U.S. 49
63	Arkansas		Jonesboro	3	82	Leaves U.S. 49
63	Arkansas	Regular	Jct. E. of Jonesboro	3		Crosses U.S. 63 Bus.
63	Arkansas		Jct. W. of Marked Tree	25		U.S. 63 Bus. begins and leaves
63	Arkansas		Marked Tree	2		Crosses U.S. 63 Bus.
63	Arkansas	Regular	Marked Tree	10		Joins I-55, U.S. 61
63	Arkansas		Marion	13	135	Joins U.S. 64
63	Arkansas		West Memphis	2	137	Joins I-40
63	Arkansas	Regular	West Memphis	1		Leaves I-40
63	Arkansas		Jct. E. of West Memphis	4	142	Joins U.S. 70 U.S. 79
63	Arkansas	Regular	State Line	3	145	NONE
63			Jct. N. of Bono	0		Route begins, leaves U.S. 63
63	Arkansas	Business	Jct. S. of Bono	3	3	Route ends, rejoins U.S. 63
63	Arkansas	Business	Jct. W. of Marked Tree	0	0	Route begins, leaves U.S. 63
63			Marked Tree	1		NONE
63			Jct. E. of Marked Tree	1	2	Route ends, rejoins U.S. 63