ARKANSAS STATE HIGHWAY COMMISSION

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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 167 through Sheridan be redesignated as U.S. Highway 167 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 Tom Cotton
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:

Ш	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			
Χ	**Recognition of a Business Route on U.S. (Interstate) Route	U.S. 167B		
	**Recognition of a By-Pass Route on U.S. Route			İ
	Between South of Sheridan and North of	Sheridan		

**"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.

Arkansas

• If there are deficiencies, they should be indicated in accordance with page 5 instructions.

The following states or states are involved:

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 divided facility that bypasses the City of Sheridan, Arkansas. A separate request has been submitted to relocate U.S. Highway 167 to this new location route. It is requested that the bypassed portion of U.S. Highway 167 through Sheridan be redesignated as U.S. Highway 167 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 Sheridan

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.)

State of Arkansas Proposed Change to the U.S. Highway System TO REDFIELD 270 (D TO PINE BLUFF 270 (9) TO MALVERN (10) Sheridan 190/3 (167) 46/2 TO LEOLA Proposed U.S. Highway 167 Business **Grant County** Arkansas Sections 10B & 11B **Control Point**

The State agrees and pledges its good faith that it on any road without the authorization, consent, or a Association of State Highway and Transportation C entirely within this State.	approval of the Stand	ding Committee on Highways of the American		
======================================				
The weighted average daily traffic volume along the compared to 6,100 for the year 2012 for all other U				
The Purpose and Policy in the Establishment and E from October 3, 1991 or the Purpose and Policy in National System of Interstate and Defense Highway	the Establishment o	f a Marking System of the Routes Comprising the		
In our opinion, this petition complies with the above	applicable policy.			
	_	(Signature)		
Chief Exe	cutive Officer _			
		(Member Department)		
This petition is authorized by official action of				
nder 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.

Column 2: Pavement Type. Code
High type, heavy duty H

High type, heavy duty
Intermediate type

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

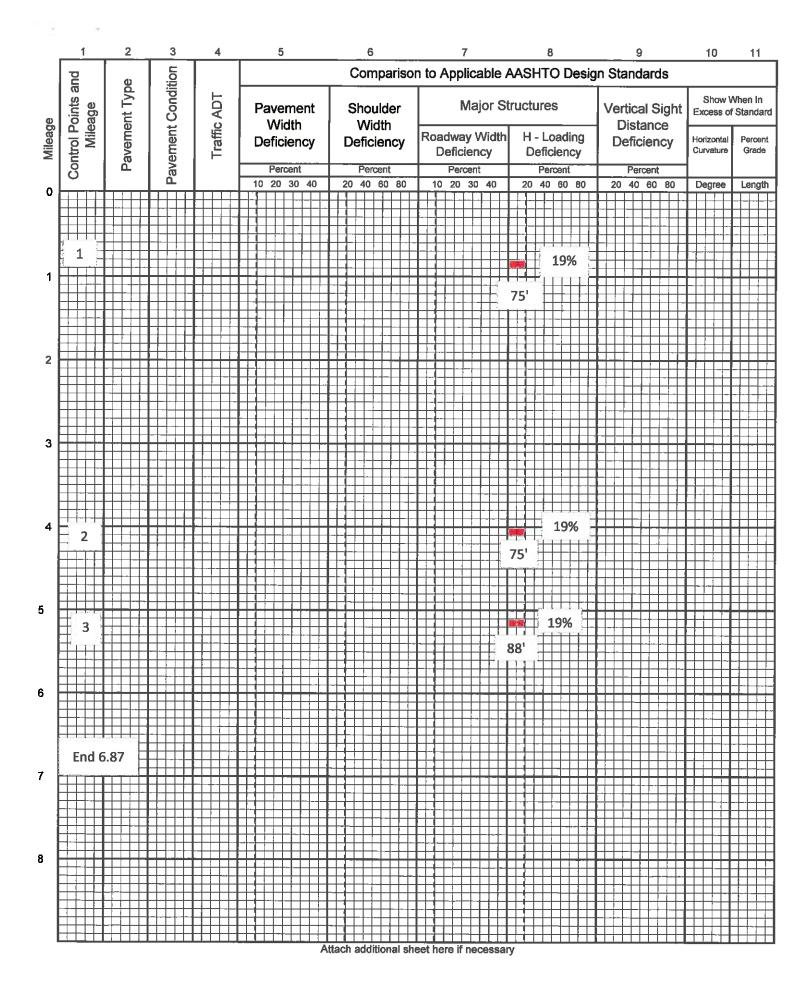
shown in red.

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.

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 **Telephone Number** (501)-569-2102

Alan Meadors

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 south of Sheridan, Arkansas.
- 2. The route travels through the City of Sheridan, Arkansas.
- 3. The route is a two-lane, undivided roadway on existing location.
- 4. The route travels in a south-north direction in Arkansas.
- 5. The focal city is Sheridan, Arkansas.
- 6. The route is 6.87 miles long.
- 7. The route ends north of Sheridan, Arkansas.

US 167 & 167 Bus						
US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
167	Arkansas	Regular	Ash Flat	0	0	Route begins, Jct. U.S. 62 and U.S. 412
167	Arkansas	Regular	Batesville	37	37	NONE
167	Arkansas	Regular	Bald Knob	34	71	Joins U.S. 64, U.S. 67
167	Arkansas	Regular	Jct. E. Searcy	9	80	U.S. 67C begins and leaves
167	Arkansas	Regular	Jct. S. Searcy	4	84	U.S. 67C rejoins and ends
167	Arkansas	Regular	Jct. N. Beebe	12	96	U.S. 67 Bus. begins and leaves
167	Arkansas	Regular	Jct. W. Beebe	2	98	U.S. 67 Bus. rejoins and ends, leaves U.S. 64
167	Arkansas	Regular	North Little Rock	28	126	Joins I-40
167	Arkansas		North Little Rock	1	127	Leaves I-40, joins I-30 and U.S. 65
167	Arkansas	Regular	North Little Rock	2	129	Leaves U.S. 67, crosses U.S. 70
167	Arkansas		Little Rock	1	130	Crosses I-630
167	Arkansas	Regular	Little Rock	2	132	Leaves I-30, joins I-530
167	Arkansas	Regular	Jct. S. Little Rock	10	142	Leaves I - 530
167	Arkansas		Jct. N. Sheridan	19	161	Crosses U.S. 167 Business
167	Arkansas		Sheridan	3	164	Crosses U.S. 270
167	Arkansas		Jct. S. Sheridan	5	169	Crosses U.S. 167 Business
167	Arkansas	Regular	Fordyce	22	191	Joins U.S. 79
167	Arkansas	Regular	Jct. S. Fordyce	4	195	Leaves U.S. 79
167	Arkansas	Regular	El Dorado	47	242	Crosses U.S. 82
167	Arkansas	Regular	State Line	15	257	NONE
167	Arkansas	Business	Jct. N. Sheridan	0	0	Route begins, Jct. U.S. 167
167	Arkansas	Business	Sheridan	2	2	Crosses U.S. 270
167	Arkansas	Business	Jct. S. Sheridan	5	7	Route ends, Jct U.S. 167