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April 14, 2014

Special Committee on U.S. Route Numbering  
c/o Ms. Marty Vitale  
American Association of State Highway and  
Transportation Officials (AASHTO)  
444 N. Capitol Street NW, Suite 249  
Washington, D.C. 20001

Dear Ms. Vitale:

Attached please find the following applications for consideration for changes to U.S. numbered routes:

- US 59 in Webb County
- BU 59-Z in Webb County
- IH 69 in Harris County
- IH 69-C in Hidalgo County
- IH 69-E in Nueces County
- IH 69-W in Webb County

If you have any questions, please contact Esther Marie Colvin, Program Specialist, Transportation Planning and Programming Division at (512) 486-5041.

Sincerely,

James Bass  
Interim Executive Director

Attachments

cc: Marc D. Williams, P.E., Director of Planning, TxDOT  
James W. Koch, P.E., Director, Transportation Planning and Programming Division, TxDOT  
Esther Marie Colvin, Transportation Planning and Programming Division, TxDOT



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

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

- Elimination of a U.S. (**Interstate**) Route
- 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

IH 69

**AASHTO Use Only**

Action taken by SCOH:

Between Interstate Highway 69E terminus in Robstown, TX and 0.4 mile south of Farm-to-Market Road 892

The following states or states are involved:  
Texas

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- **\*\*“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:** April 14, 2014

**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.)

Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended, has identified U.S. 77 from the Rio Grande River to U.S. 59 in Victoria, Texas as part of the High Priority Corridor 18 system on the National Highway System (NHS). According to Section 1105(e)(5) of ISTEA, as amended, segments of U.S. 77 on the High Priority Corridor 18 system may be designated as Interstate Highway 69 East (IH 69E) at such time it is determined that a segment meets the Interstate design standards approved under Section 109(b) of Title 23, United States Code and connects to or is planned to connect to an existing Interstate System segment by July 1, 2037.

In compliance with the requirements of Section 1105(e)(5), as amended, and 23 CFR 470, Appendix B to Subpart A of Part 470, the Texas Department of Transportation (TxDOT) has conducted a study of a 1.6-mile, four-lane divided segment of U.S. 77 in Nueces County, Texas to determine if it meets the Interstate designation criteria. The northern terminus of the segment is located at the existing IH 69-E terminus in Robstown, Texas (Texas Reference Marker 667.6). The southern terminus is located 0.4 mile south of FM 892 (Texas Reference Marker 670.1).

The study has determined that this segment of U.S. 77 has been undergoing construction to upgrade it to meet current Interstate design standards as established by AASHTO in *A Policy on Design Standards-Interstate System, 5<sup>th</sup> Edition* (2005). The last section of construction is scheduled to be completed in November 2014. It has been confirmed that the construction plans to upgrade this segment of U.S. 77 meet current Interstate design standards. Also, it has been validated that there have been no change orders during construction that would require deviation from the Interstate standards. Therefore, in accordance with the enacted Congressional legislation and referenced Federal Highway Administration (FHWA) regulations, TxDOT is making the request to designate and sign this segment of U.S. 77 as IH 69-E.

Finally, TxDOT is currently coordinating with FHWA to process a request to add this segment of U.S. 77 to the IH 69 system in Texas and to designate it as IH 69-E. It is therefore proposed that this 1.6-mile segment of U.S. 77 in Nueces County be recognized as part of the Interstate system as IH 69-E.

Date facility available to traffic Existing facility currently open to traffic

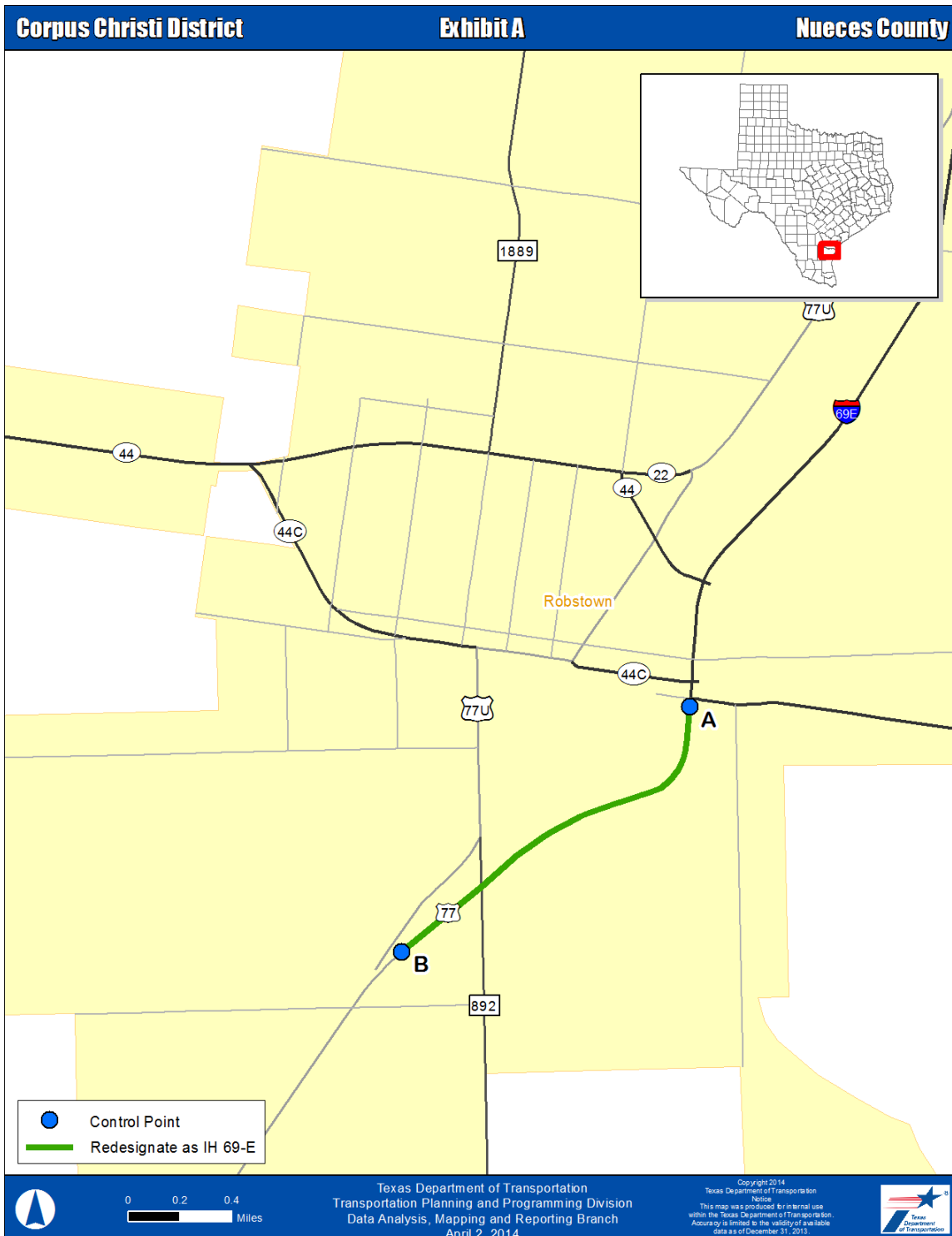
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The proposed action will designate a segment of U.S. 77 from the existing IH 69-E terminus in Robstown, Texas to 0.4 mile south of FM 892 in Nueces County.

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 [usroutes@ashto.org](mailto:usroutes@ashto.org) or [mvitale@ashto.org](mailto:mvitale@ashto.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, as shown on the map on page 3, is 21,000 as compared to 48,000 for the year 2012 for all other Interstate 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 April 26, 2012 as follows: (Copy excerpt from minutes.)

In accordance with Appendix B to 23 CFR Part 470, Subpart A, and the policies of the Federal Highway Administration and the American Association of State Highway and Transportation Officials (AASHTO), state departments of transportation must coordinate changes to the Interstate System with AASHTO by submitting an application for recognition of new Interstate route segments to the Special Committee on US Route Numbering.

The Texas Department of Transportation (department) proposes to designate several new segments of highways in Texas as INTERSTATE HIGHWAY 69 (I-69) in the next 2 years.

This minute order authorizes the department to petition the AASHTO Special Committee on US Route Numbering to recognize highways that comply with federal regulations and are of sufficient length to provide substantial service to the traveling public as I-69 in Texas.

IT IS THEREFORE ORDERED by the commission that the department is authorized to submit applications to the AASHTO Special Committee on US Route Numbering requesting the recognition of I-69 along various existing routes through Texas as those route segments become eligible for inclusion on the Interstate System.

IT IS UNDERSTOOD that following approval of the applications by the AASHTO Special Committee on US Route Numbering, the commission will designate such route segments as I-69 by minute order.

Minute Order Number # 113100

## 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				
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree		Length						
0	A	H	E	21,000	None	None	None	None	None				
	0.0 mi			YR 2012									
	B												
	1.6 mi												
20													
40													
60													
80													
100													
120													
140													
160													

Attach additional sheet here if necessary

Contact Information:

**Name:** Esther Marie Colvin

**Telephone Number:** 512-486-5041

**Email Address:** esther.colvin@txdot.gov

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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:**

Route will begin at the existing IH 69E terminus at SH 44

Route will extend 1.6 miles to the south

Existing facility is a 4-lane divided, controlled access route

Route will travel north to south

Robstown is the focal point city

Route will extend 1.6 miles

Route will end 0.4 mile south of FM 892