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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 35 and 0.6 mile west of Farm-to-Market Road 1472

The following states or states are involved:
Texas

- ****“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

- ***Bike Routes:** [this form is not applicable for US Bicycle Route System](#)

From: Al.Alonzi@dot.gov [<mailto:Al.Alonzi@dot.gov>]
Sent: Wednesday, March 26, 2014 8:49 PM
To: John Barton; Marc Williams; Russell Zapalac
Subject: I-69W

John/Russell/Marc-

Upon further review and discussion with Chief Counsel, FHWA is willing and able to approve a request by TxDOT for the designation of U.S. 59 as I-69 West between George West and Laredo. Thanks.

Al

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), has identified U.S. 59 from Laredo, Texas, through Houston, Texas to the vicinity of Texarkana, Texas as part of the High Priority Corridor 20 system on the National Highway System (NHS). According to Section 1105(e)(5) of ISTEA, as amended, segments of U.S. 59 on the High Priority Corridor 20 system may be designated as part of the Interstate Highway (IH) 69 system 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 1.4-mile, four- to five-lane, access-controlled segment of U.S. 59 (formerly State Loop (SL) 20) in Laredo, Texas to determine if it meets the Interstate designation criteria. The northern terminus of the segment is located at the northbound IH 35 direct connector access ramp gore point on U.S. 59 (Texas Reference Marker 420.8). The southern terminus of the segment is located 0.6 mile west of FM 1472 (Texas Reference Marker 419.4) where the highway then transitions into the World Trade Bridge International Border crossing complex. This 1.4-mile segment is part of the 10.9-mile segment of former SL 20 to be designated as U.S. 59 for which an accompanying American Association of State Highway and Transportation Officials (AASHTO) Interstate application has been submitted to AASHTO's Special Committee on U.S. Route Numbering for consideration at their spring 2014 meeting.

The study has determined that this U.S. 59 segment meets current Interstate design standards as established by AASHTO in *A Policy on Design Standards-Interstate System, 5th Edition* (2005). The study has also confirmed that this U.S. 59 segment connects to existing Interstate System segment IH 35. In addition, it has been determined that IH 35 and the connection to the International Border crossing complex would function as logical termini for this proposed new Interstate segment. Furthermore, by providing direct connectivity between an existing Interstate highway and a major International Border crossing complex, this proposed 1.4-mile Interstate segment is of sufficient length to provide substantial service to the traveling public with travel destinations between Mexico and the United States. 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. 59 as part of the IH 69 system.

Finally, TxDOT is currently coordinating with FHWA to process a request to add this segment of U.S. 59 to the IH 69 system in Texas and to designate it as Interstate Highway 69 West (IH 69-W). The IH 69-W designation is being requested based on the following rationale:

- This segment of U.S. 59 is part of National IH 69 Section of Independent Utility (SIU) 30, U.S. 59 Laredo Connector, as established within the IH-69 (Corridor 18) Special Environmental Study - Sections of Independent Utility (1999). SIU 30 is the southernmost segment of High Priority Corridor 20, extending from Laredo to the junction of U.S. 59 and U.S. 281 in George West, Texas and is intended to function as a connecting route (e.g., spur) to the IH 69 Corridor.
- According to the IH 69 system naming convention established in Section 1211 of the Transportation Equity Act for the 21st Century (TEA-21) Restoration Act (PL 105-178), which amended Sections 1105(c) and 1105(e)(5) of ISTEA, the section of U.S. 281 extending south of George West and the section of U.S. 59 extending north of George West to U.S. 77 in Victoria (SIUs 24, 25, and 26) are to be designated as IH 69-C at such time it is determined that a segment of SIUs 24, 25, and 26 meets the above-referenced legislative criteria and FHWA regulations. Likewise, U.S. 77 south of Victoria (SIUs 21, 22, and 23) is to be designated as IH 69-E.
- As such, this segment of U.S. 59 would be part of the third and most western leg of the IH 69 system, along with IH 69-C and IH 69-E, that is intended to serve the major population centers and international border crossings in

South Texas. Consequently, the designation of this segment of U.S. 59 as IH 69-W would maintain continuity in the naming convention already established for the IH 69 system in South Texas with the 2013 designations of IH 69-E and IH 69-C. Also, such a designation would be intuitive thereby meeting a driver's expectation and the already expressed expectations of the population centers in South Texas.

- With the 2013 designation of a segment of U.S. 59 as IH 369 in Texarkana, it has been demonstrated that there is latitude in interpreting the intended naming convention protocols of Section 1105(e)(5) of ISTEA, as amended, when establishing a route number on the IH 69 system. The application of such latitude in designating this segment of U.S. 59 as IH 69-W would be reasonable, intuitive, and consistent with the intent of Section 1105(e)(5) of ISTEA, as amended.

TxDOT has coordinated with FHWA on its concurrence for the IH 69-W route number to be consistent with the existing two legs of the IH 69 System in South Texas (i.e., IH 69-E and IH 69-C). It is therefore proposed that this 1.4-mile segment of U.S. 59 in Laredo be recognized as IH 69-W.

Date facility available to traffic Existing facility currently open to traffic

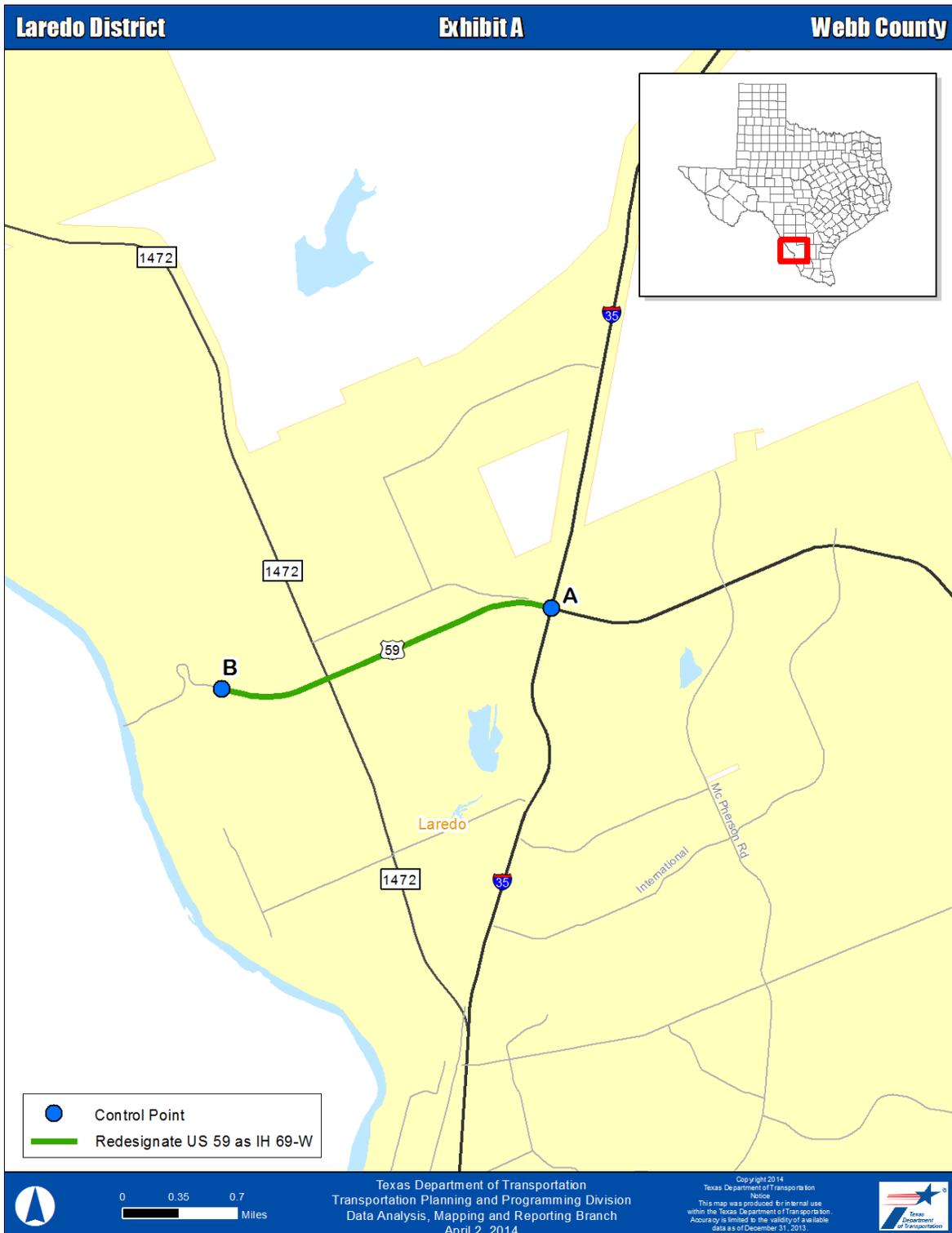
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? The proposed action will designate a segment of U.S. 59 as IH 69-W from IH 35 to 0.6 mile west of FM 1472 in Laredo, Texas.

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 or 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.)

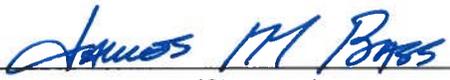


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 37,000 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.

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.

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		Percent		Percent									
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length	
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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

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 gore point of the northbound IH 35 direct connector

Route will extend 1.4 miles to the south

Existing facility is a 4- to 5-lane divided, access-controlled route

Route will travel north to south

Laredo is the focal point city

Route will extend 1.4 miles

Route will end 0.6 mile west of FM 1472