

**SPECIAL COMMITTEE ON U.S. ROUTE NUMBERING SPRING 2015 REPORT TO THE
STANDING COMMITTEE ON HIGHWAYS
May 14, 2015**

The Special Committee on U.S. Route Numbering met on May 13, 2015, in Cheyenne, WY. Present were the following members:

Gregory C Johnson (Chair), Michigan Department of Transportation
 Mark McConnell, Mississippi Department of Transportation
 John A. Barton, Texas Department of Transportation (called in by conference phone)
 Richard M Tetreault, Vermont Agency of Transportation

The meeting convened at 5:10 PM with several guests present: Joe Garvey (Agile Assets), Cory Pope (UT), Del McOmie (WY), Rob Effinger (AASHTO), Blake Rindusbacher (ITD), Mark Gieske (MN), Virginia Sullivan (Adventure Cycling), Jim Sayer (Adventure Cycling), John Sepp (Decision Lens), and Jim McDonnell (AASHTO), Paul Degges (TN).

Since John Barton, TX is no longer a SCOH member he is therefore no longer eligible to serve on the Special Committee. Del McOmie, WY has indicated his willingness to volunteer and serve as the Region 4 representative. His nomination and appointment will only be official with the approval of his CEO and appointment by the AASHTO President. Mr. McOmie's appointment will be announced at the appropriate time.

The meeting adjourned at 6:00 PM.

Respectfully submitted by:
 Marty Vitale, Secretary USRN

USRN Received 26 applications from 13 States and approved the following (some with conditions)
 16 U. S. Routes
 6 Interstate Routes
 4 U.S. Bicycle Routes

State	Route Number	Description	Decision
ARKANSAS	U.S. 412 - establish as a spur	The route begins at the junction of US 49 in Paragould, Arkansas and travels along the eastern edge of the city limits of Paragould on a two-lane undivided roadway on new location. The route travels in an east to north direction in AR with the focal city being Paragould, AR. The route is 5.32 miles long and ends at the junction with US 412 in Paragould, AR.	Affirmative with the condition that the route be labeled as U.S. 412 By-pass: 4
ARKANSAS	U.S. 412 - Relocation	The route begins north of the City of Hindsville, Arkansas and travels along the eastern city limits on a four-lane divided roadway on a new location heading in a west to east direction in AR. The focal city is Hindsville, AR, 2.10 miles long and ends southeast of the City of Hindsville, AR.	Affirmative: 4
ARKANSAS	U.S. 412 - Recognition of a Business Route	The route begins north of the City of Hindsville, AR and travels through the City of Hindsville on a two-lane, undivided roadway north-south direction in Arkansas. The focal city is Hindsville, Arkansas, 2.83 miles long and ends south of Hindsville.	Affirmative: 4
ARKANSAS	U.S. 412 -	The route begins west of Huntsville, Arkansas,	Affirmative: 4

State	Route Number	Description	Decision
	Relocation	travels north of the city limits of Huntsville and is currently a two-lane undivided roadway on a new location traveling in a west-east direction in Arkansas. The focal city is Huntsville, AR, is 3.81 miles long and ends east of Huntsville.	
ARKANSAS	U.S. 412 - Recognition of a Business Route	The route begins west of the City of Huntsville, Arkansas and travels through the city on a two-lane undivided roadway except in downtown Huntsville where the route is a two-lane divided roadway. The focal city is Huntsville, is 5.75 miles long and ends northeast of the city of Huntsville, AR.	Affirmative: 4
COLORADO	U.S. 6 - Elimination	US 6D begins at MP 92.00 at the intersection with SH 13. It travels 18.857 miles easterly into and through the Towns of Rifle, Silt and New Castle, CO, over an existing pathway. US 6D ends at MP 110.806, where it rejoins I-70 at MP 109.002.	Affirmative: 4 Route US 6 is eliminated.
IDAHO	USBR 10 - Establishment	Establishment of a new U.S. Bicycle Route that connects Montana and Washington.	Affirmative: 4
KENTUCKY	US 60 - Relocation	The route begins at existing US 60 east of Owensboro. It will extend west to existing US 60 near KY 54 in Owensboro. It is traveling over new 4-lane, divided construction. The route continues in a southwesterly direction. The focal city is Owensboro, KY. The new section of the route covers about 5 miles. The route ends at existing US 60 near KY 54 in Owensboro.	Affirmative: 4
KENTUCKY	US 127 - Relocation	The route begins at the junction with US 127X (Business) north of Albany. The route extends south to the junction with US 127X south of Albany near the Tennessee State line. The route travels along the Albany Bypass. The route will head in a southerly direction. The focal city point is Albany. The total number of miles over the entire US 127 designation will be approximately 210 miles. The route will end at the Tennessee state line.	Affirmative: 4
KENTUCKY	US 127X - Recognition of a Business Route	The route begins at the junction with US 127 north of Albany. The route extends south through Albany, via Water Street and Washington Street to the junction with US 127 Connector (including the one-way couplet: Cross Street to Water Street.) The route travels along old US 127 through the city of Albany. The route will head in a southerly direction. Albany is the focal city point. The total number of miles over the entire US 127X designation will be approximately 6 miles. The route will end at the US 127 Connector south of Albany.	Affirmative With Condition: 4 that the route is labeled US 127 Business (the "X" cannot be used on the sign)
KENTUCKY	I-69 - Establishment of an Interstate Route	The route begins at the interchange of existing I-69 and the Wendell H. Ford Western Kentucky Parkway near Nortonville. The route extends north via Edward T. Breathitt Pennyrile Parkway to the city of Henderson, Kentucky. The route travels along an	Affirmative: 4

State	Route Number	Description	Decision
		existing Kentucky Parkway (Edward T. Breathitt Pennyrile Parkway, 4+ lanes, limited access). The route will head in an northerly direction. Nortonville, via Madisonville, to Henderson. The total number of miles over the entire I-69 designation will be approximately 42. The route will end at the interchange with Kentucky highway KY 425 just south of Henderson.	
KENTUCKY	I-69 - Establishment of an Interstate route	The route begins at the interchange of the Julian M. Carroll Purchase Parkway and KY 166 near Fulton. The route extends northeast via the Julian M. Carroll Purchase Parkway to the interchange with I-24. The route travels along an existing Kentucky Parkway (Julian M. Carroll Purchase Parkway, 4+ lanes, limited access). The route will head in an northeasterly direction. Fulton, Mayfield, via Benton, south of Calvert City. The total number of miles over the entire I-69 designation will be approximately 50. The route will end at the interchange with I-24 just south of Calvert City.	Affirmative: 4
MICHIGAN	US 10 - Establishment of US route	US 10 car-ferry route running roughly east-west across Lake Michigan for approximately 59 miles connecting US 10 in Ludington, MI and US 10 in Manitowoc, WI.	Affirmative: 4
MINNESOTA	USBR 45 - Realignment of an existing U.S. Bicycle Route	The USBR 45 connects Itasca State Park and the Minnesota/Iowa border. This bicycle route is in 12 segments described in the attached logs.	Affirmative: 4
MISSISSIPPI	I-22 - Establishment of an Interstate Route	The Mississippi portion of future Interstate 22, identified as current route US 78, is currently designated as a Principal Arterial facility. The roadway extends from the junction of future Interstate I-269 (Control Point 2) in Desoto County, Mississippi southeasterly for 106.7 miles to the Alabama State Line. The roadway, intersects MS 4 (Control Point 3) in Holly Springs, MS, then with MS 30 in New Albany, Mississippi (control point 4), continues through Tupelo, MS where it intersects with US 45 (control point 5), and ends at the Alabama State Line (control point 6). The entire portion of roadway meets interstate standards.	Affirmative: 4
NEBRASKA	US 77 - Relocation of a U.S. Route	This route begins at the Junction of US-77 with N-902 and N-109. Control Point (CP), log mile (LM) 95.05. This route bypasses the city of Wahoo on the north and west side along a new alignment to the junction of US-77 with N-92. CP2, LM 92.33. From CP 1, LM 95.05 to CP2, LM 92.33, this 4-lane facility travels on a new alignment. From CP 1, LM 95.05 the route travels in a westerly direction then southerly direction to CP 2, LM 92.33. The focal point is Wahoo Bypass and total miles is 3.35 miles. This route ends at the Junction of US-77 with N-92. CP2, LM 92.33	Affirmative with Condition: 4 If U.S. 77 does not get finalized by the city/county it can be assigned as a state road "SR" but not a "U.S." Route. If NE

State	Route Number	Description	Decision
			wants to assign it as a U.S. route, the state must re-apply.
NORTH CAROLINA	I-485 - Extension of an Interstate Route (may have been approved already in 1996)	<p>The route begins north of Charlotte in Mecklenburg County at the existing interchange of I-77 and I-485. The route is going clockwise toward the existing I-85 and I-485 interchange. The route is travelling along a multi-lane fully access controlled facility along new alignment (access only at interchanges). The route is travelling south and east (clockwise). The focal point is the City of Charlotte. This route will cover approximately 6.7 miles. The route ends north of Charlotte in Mecklenburg County at the interchange of I-85 and existing I-485 (completing the entire loop of I-485 around Charlotte).</p> <p>Cover letter applies to all NC applications.</p> <p>PLEASE NOTE: http://route.transportation.org/Documents/1996-USRN_Cmte.pdf see page 16 and also the attached 1996 NC I-485 application. FHWA's Kevin Adderly wrote: <i>Was the I-485 (NC) segment covered by the October 1996 approval? I only know this because I am working on this segment and had to look up the history. From what I can decipher the western portion of the Charlotte Loop was approved in October 1996 and the eastern portion of the Charlotte Loop was approved in June 1988. The numbering of this particular segment seems to have already been approved as I-485, based on the description of the 1996 approval. I wanted to double check with you to see if FHWA needs to reply on this one. Let me know if you have any questions. Thank</i></p>	Affirmative: 4
NORTH CAROLINA	US-17 - Relocation of a U.S. Route	<p>The route begins west of Wilmington in Brunswick County at the existing interchange of US 17/US 74/US 421/NC 133 and US 17 Business/US 76/US 421. The route follows the existing alignment of US 76, SR 1409 (Military Cutoff Road), and US 17 Business through the City of Wilmington in New Hanover County and a small portion of Brunswick County. The route is travelling along existing arterial facilities that vary from 4 to 6 lanes. The route is a divided facility via a center turn lane or a median. The route is travelling north and east. The focal point is the City of Wilmington. This route will cover approximately 15.6 miles. The route ends northeast of Wilmington in New Hanover County at the interchange of existing US 17/NC 140 and US 17 Business (Market Street).</p>	Affirmative: 4

State	Route Number	Description	Decision
NORTH CAROLINA	US-17 Business - Elimination of a U.S. Route	<p>Segments A & B The route proposed for elimination begins west of Wilmington in Brunswick County at the existing interchange of US 17/US 74/US 421/NC 133 and existing US 17 Business/US 76/US 421. The route follows the existing alignment of US 76 west of Wilmington in Brunswick and New Hanover Counties. The route is travelling along an existing access controlled four-lane median divided facility. The route is travelling south and east. The focal point is the City of Wilmington. This route covers approximately 1.46 miles. The route ends in the City of Wilmington in New Hanover County at the intersections of existing US 17 Business (3rd Street) and US 76 (Wooster Street/Dawson Street).</p> <p>Segment C The route proposed for elimination begins at the existing intersection of US 17 Business and SR 1409 (Military Cutoff Road).The route follows Market Street northeast of Wilmington. The route is travelling along a five-lane arterial with a two-way left-turn lane. The route is travelling north and east. The focal point is the City of Wilmington. This route covers approximately 3.75 miles. The route ends northeast of Wilmington, at the interchange of existing US 17 (see concurrent application).</p>	Affirmative: 4
PENNSYLVANIA	US 202 BUS - Recognition of a Business on US Route	<p>The proposed business route will diverge from the new <i>U.S. Route 202 Parkway</i> in Montgomery Township, Montgomery County. It will follow the former alignment of U.S. Route 202 along DeKalb Pike / Bethlehem Pike (PA 309) / Doylestown Road / Butler Avenue / Doylestown Bypass (PA 611). The corridor provides a connection between Montgomeryville and Doylestown Township. It traverses Montgomery Township, New Britain Township, Chalfont Borough, New Britain Township and Doylestown Township. The DeKalb Pike portion (approx. 1.4 miles) is primarily a 5 lane facility with both commercial activity and residential connections. The Bethlehem Pike (PA 309) portion is (approx. 0.9 miles) is primarily a 5 lane facility through a heavily commercialized area. The Doylestown Road / Butler Avenue (approx. 6.7 miles) is a two-lane facility, with turning lanes scattered throughout the corridor, primarily at intersections and commercial establishments. The Doylestown Bypass (PA 611) portion (approx. 1 mile) is limited access expressway connecting back to the US 202 interchange. This route is exactly the former US Route 202 prior to completion of the US Route 202 Parkway. The current alignment is south to north. Will begin in Montgomeryville, which is a highly commercialized area of Montgomery Township and then proceed through the boroughs of</p>	Affirmative: 4

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		Chalfont and New Britain and end near Doylestown Borough in Bucks County. The route is approximately 10 miles. The business route would end as it returns via Doylestown Bypass (PA 611) to its interchange with <i>U.S. Route 202 Parkway</i> in Doylestown Township, near Doylestown Borough in Bucks County.	
TEXAS	I-169 - Establishment of an Interstate route	The route will begin at IH 69E/US 77/US 83 in Brownsville, TX and extends 1.5 miles to the east on a four-lane divided existing facility controlled access route. The route travels west to east in Brownsville and ends at Old Alice Road. I-169 is 1.5 miles long.	Affirmative: 4
TEXAS	US 87 - Relocation of a U.S. Route	For this petition, this route will begin at the existing intersection of US 87 and I-20 north of Big Spring; then head westward, concurrent with I-20; then travel along a new location from the western terminus of the concurrent location with I-20 southward and eastward to a location near Mitchell Road. For this petition, the total number of miles the route will cover is 10.6 miles, and the focal point city is Big Spring.	Affirmative: 4
TEXAS	US 87 (BU) - Recognition of a Business Route	For this petition, BU 87 will begin from I-20 north of Big Spring, head southward, and end at a location near Mitchell Road. The focal point city is Big Spring and the total number of miles this route will cover is 5.5 miles.	Affirmative: 4
UTAH	USBR 70 - Establishment of a new U.S. Bicycle Route	Route connects Nevada and Colorado.	Affirmative: 4
UTAH	USBR 79 - Establishment of a new U.S. Bicycle Route	Route connects Nevada and Colorado.	Affirmative: 4
TENNESSEE	SR – 840	The route begins at Interstate 40 Exit 176 and continues southeast of I-40 Exit 176 in Dickson Co. along SR 840 and terminates at its intersection with I-40 Exit 235 in Wilson Co. on an existing roadway in an east direction with the focal point being Dickson, Hickman, Williamson, Rutherford and Wilson Counties and the cities of Fairview, Thompson’s Station, Murfreesboro, Smyrna and Lebanon. The route will cover 77.28 miles (rural other principle arterial – 68.279 miles; Urban freeway or Expressway – 9.001 miles) and ends at I-40 in Wilson County.	Affirmative with condition: 4 Tennessee must resubmit the application with the proper designation to Establish I-840 as it should be assigned.