

**SPECIAL COMMITTEE ON US ROUTE NUMBERING
REPORT TO THE STANDING COMMITTEE ON HIGHWAYS
SEPTEMBER 25, 2015
ACTION ITEM**

Officers:

Chair Mark McConnell, MS, Region 2
Members: Richard Tetreault, VT, Region 1
 Mark Van Port Fleet, MI, Region 3
 VACANT Region 4
 Marty Vitale, AASHTO, Secretary

Mark McConnell, MS called the Special Committee on U.S. Routing to order on September 24, 2015, at 5:20 PM in Chicago, Illinois to discuss 24 applications sent to AASHTO for review and approval from 15 member departments applications. The applications consisted of 15 U.S. routes, one Interstate route, and eight U.S. Bicycle routes. Twenty-one routes were approved, three with conditions. The following decisions by the Special Committee are presented to SCOH for approval and presentation to the AASHTO Board of Directors.

Also presented at the USRN meeting was the affirmative decision made by FHWA on July 22, 2015, regarding Tennessee's establishment of State Route 840 as Interstate 840 (I-840) from I-40 east of Nashville (Exit #176) to I-40 west of Nashville (Exit #235). AASHTO approved the route, since there is no objection by FHWA.

Marty Vitale discussed the possibility of having all the USRN historical records scanned, archived and made available to the public on the web. Records date back as far as the 1920s.

The Region 4 seat on the Special Committee is vacant and Chair McConnell will ask region 4 SCOH members to step forward so an appoint can be made and approved by the AASHTO President.

The meeting adjourned at 5:40 PM.

Respectfully submitted by
 Marty Vitale, AASHTO
 USRN Secretary

| MEMBER DOT | ROUTE | DESCRIPTION | DECISION |
|------------|---|---|----------|
| 1. Alabama | Alabama - US 82 Relocation | Route begins on existing U S 82 at Milepost 88.307 in Centreville, Alabama. It is going to a new location from Milepost 88.307 thence Northwest to end at milepost 83.521. This is a New Alignment traveling Northwest to Centreville, Alabama for 4.786 miles. Route ends on existing U S 82 at Milepost 83.521. | APPROVED |
| 2. Alabama | Alabama - US 411 Relocation | This Route begins on existing US 411 at Milepost 526.770 Back/226.686 Ahead Northeast of Gadsden, Alabama towards a New location from Milepost 526.770 Back/226.686 Ahead thence Southwest to end at Milepost 219.70 Back/519.170 Ahead over a New alignment traveling Southwest to Gadsden, Alabama for 7.695 miles. Route ends on existing US 411 at Milepost 219.170 Back/519.170 Ahead. | APPROVED |
| 3. Arizona | Arizona - USBR 90 Establish | This is to establish a new U.S. Bicycle Route that connects state border to state border. States involved are New Mexico, Arizona and California. | APPROVED |

| MEMBER DOT | ROUTE | DESCRIPTION | DECISION |
|-------------|--|---|----------|
| 4. Arkansas | Arkansas - US 70 (Hot Springs) Relocate | The route begins at the junction with US Highway 270 near the southeast city limits of Hot Springs, AR. The route travels outside the eastern city limits of Hot Springs, AR toward U.S. Highway 70 east of Hot Springs, AR. This route is a four-lane divided roadway on a new location and travels in a south-north direction in Arkansas with the focal city being Hot Springs, AR and is 2.95 miles long. The route ends at the junction of U.S. Highway 70 east of Hot Springs, AR. | APPROVED |
| 5. Arkansas | Arkansas - US Bus 70 (Hot Springs) Recognition of Business Route | The route begins at the junction with US 270 near the west city limits of Hot Springs, AR and travels through the city of Hot Springs, AR toward US Highway 70 east of Hot Springs, AR. The majority of the route is a four-lane undivided roadway except in downtown Hot Springs, AR where the route is a four-lane divided roadway traveling in a west-east direction in Arkansas with the focal city being Hot Springs, AR and is 10.01 miles long. The route ends at the junction with US Highway 70 east of Hot Springs, AR. | APPROVED |
| 6. Arkansas | Arkansas - US 270 (Hot Springs) | The route begins at the junction with the proposed designation of US Highway 270B near the west city limits of Hot Springs, AR and travels through the southern portion of Hot Springs, AR toward the junction of proposed US Highway 70 and US Highway 270. The route is a four-lane divided roadway on a new location traveling west-east direction in AR with the focal city being Hot Springs, AR. The route is 9.09 miles long and ends at the junction of proposed U.S. Highway 70 and US Highway 270. | APPROVED |
| 7. Arkansas | Arkansas - US 270 Business Route Recognition (Hot Springs) | The route begins at the junction with the proposed designation of US Highway 270 near the west city limits of Hot Springs, Arkansas and travels through the city of Hot Springs, AR toward the junction of proposed US high 70 and US Highway 270. The route is a four-lane roadway on an existing location and travels in a west-east direction in Arkansas. The focal city is Hot Springs, AR and the route is 6.31 miles long ending at the junction of proposed US Highway 70 and US Highway 270. | APPROVED |

| MEMBER DOT | ROUTE | DESCRIPTION | DECISION |
|-------------|--|--|----------|
| 8. Arkansas | Arkansas - US 270 (Malvern, AR) Relocation | The route begins at Log Mile 99 off Interstate 30 near Rockport, Arkansas and travels east toward US High 67 near Perla, AR. The route is a two-lane undivided roadway on a new location traveling in a north-south direction in Arkansas. The focal city is Malvern, AR and the route is 4.40 miles long ending at the junction with US Highway 67 near Perla, AR. | APPROVED |
| 9. Arkansas | Arkansas - US 270 Business (Malvern, AR) Recognition of a Business Route | The route begins at Log Mile 98 off Interstate 30 in the city limits of Malvern, Arkansas and travels through the City of Malvern, AR toward US Highway 67 on four-lane roadway on an existing location in a north-south direction in Arkansas. The focal city is Malvern, AR and the route is 2.60 miles long and ends at the junction with US Highway 67 in Malvern, AR. | APPROVED |
| 10. Georgia | Georgia - USBR 21 (Establish) | This new USBR route connects Georgia/Tennessee Border at Chattanooga, TN and Atlanta, Georgia (route terminus). It involves Georgia with the concurrence from Tennessee DOT. | APPROVED |
| 11. Indiana | Indiana - USBR 35 (Establish) | The new USBR 35 connects Michigan and Kentucky. It involves Michigan, Indiana and Kentucky. There is a letter of concurrence from Kentucky Transportation Cabinet. | APPROVED |
| 12. Indiana | Indiana - USBR 36 (Establish) | The establishment of USBR 36 connects Michigan and Illinois and involves Michigan, Indiana and Illinois. | APPROVED |
| 13. Indiana | Indiana - USBR 50 (Establish) | The establishment of USBR 50 in Indiana connects Ohio and Illinois and involves Illinois, Indiana and Ohio. | APPROVED |
| 14. Iowa | Iowa - US 71 (Elimination) | Existing US 71 begins at the Jct. of US 71/IA 196, traversing west, through the city of Lake View, to the Jct. of existing US 71 (proposed IA 471) and IA 175, approximately 9.87 miles, then north through the city of Early, to the Jct. of existing US 71 (proposed IA 471) and US 20, approximately 11.07 miles. | APPROVED |
| 15. Iowa | Iowa - US 71 Relocation | Relocation of US 71, in Sac County, beginning at the existing junction of US 71/IA 196, and 330th Street, traversing north along existing IA 196 for approximately 9.32 miles to the junction with relocated US 20, then traversing west along US 20 approximately 10.46 miles, ending at the junction of US 71, just north of the City of Early. | APPROVED |

| MEMBER DOT | ROUTE | DESCRIPTION | DECISION |
|---------------|---|---|----------|
| 16. Kansas | Kansas - USBR 76 Establish | The establishment of new USBR 76 in Kansas connects state borders of Colorado and Missouri. | APPROVED |
| 17. Louisiana | Louisiana - US 371 Extension | The extension begins at the current terminus of US 371, at the junction with routes US 84 and LA 1 in the town of Armistead. The route travels west over new construction over open land and then along existing LA 177. The facility travels over a newly renovated LA 177 and new construction consisting of 2-lane asphalt road with shoulders. The main direction of the extension is west. The town of Armistead, Louisiana is the focal point. The new route extension will have an additional length of 6.5 miles. The extension ends at the junction with I-49 and LA 177; located west of Armistead, LA. | APPROVED |
| 18. Minnesota | Minnesota - US 169 Business route Recognition | <p>Where does the route begin? - At the interchange of CR 69 and US169</p> <p>Where is it going? The road follows CR101 through historic downtown Shakopee, to the intersection of CR101 and US169 Interchange</p> <p>What type of facility is it traveling over? The road is a 4 lane highway</p> <p>Explain the direction (north, east, south, and west) West & Southwest or Northeast & East</p> <p>Name the focal point city or cities Shakopee, MN</p> <p>Total number of miles the route will cover 8.5 miles (per google maps)</p> <p>Where does it end? Interchange of US169 and CR101</p> | APPROVED |

| MEMBER DOT | ROUTE | DESCRIPTION | DECISION |
|--------------------|---|--|---|
| 19. Mississippi | Mississippi - I 269 Establish | <p>The Mississippi portion of future Interstate 269, identified as State Route 304, is currently designated as a Principal Arterial facility. The roadway extends northeasterly from the junction of Interstate I-55/I-69/SR 304 (Control Point 1) in DeSoto County, Mississippi for 25.933 miles to the Mississippi/Tennessee State Line in Marshall County. As the route traverses northeastward it intersects the following major roadways: Getwell Road in DeSoto County (Control Point 2), Craft Road in DeSoto County (Control Point 3), State Route 305 in DeSoto County (Control Point 4), US Highway 78/Interstate 22 on the DeSoto County/ Marshall County Line (Control Point 5), State Route 309 in Marshall County (Control Point 6), State Route 302 in Marshall County (Control Point 7) and ends at the Mississippi/Tennessee State Line (Control Point 8). The entire portion of roadway will meet interstate standards upon completion of construction.</p> <p>Letter from FHWA dated July 22, 2015 conditionally approves the interstate route upon the approval of AASHTO.</p> | APPROVED WITH CONDITION <i>Similar to FHWA condition regarding completion of the work.</i> |
| 20. North Carolina | North Carolina - US 70 Bypass Establishment | <p>The route begins west of Goldsboro, at existing US 70. The route is going generally east, as a bypass of the City of Goldsboro. The route is travelling along a multi-lane fully access controlled facility generally along new alignment. The route is generally travelling east, around the north side of Goldsboro. The focal point is the City of Goldsboro. This route will cover approximately 19.6 miles. The route ends southeast of Goldsboro, at existing US 70.</p> | APPROVED |
| 21. Ohio | Ohio - USBR 50 A (Establish) | <p>Establishment of new USBR 50 A connects to USBR 50 that is said to be existing. This application is for an alternate route and involves the state of Ohio only.</p> <p>The application does not stipulate any action for "alternate" routes. This may be questionable.</p> | APPROVED |

| MEMBER DOT | ROUTE | DESCRIPTION | DECISION |
|--------------|---|---|----------|
| 22. Oklahoma | Oklahoma - US 70 Relocation | New route of US 70 that begins west of Durant at existing US 70 route located approximately 2.2 miles northwest of US 69 Junction where new route crosses over US 69, and extends southeast on a new concrete 4-lanes divide highway for 8.78 miles around Durant to and ending at existing US 70 route east of Durant and located approximately 4.02 miles from Junction of SH 78 where new route crosses over SH 78.8. | APPROVED |
| 23. Vermont | Vermont - USBR 7 Establish | The establishment of USBR 7 connects Canada and Massachusetts and involves both Vermont and Massachusetts. A letter of concurrence from MassDOT accompanies the application. | APPROVED |
| 24. Wyoming | Wyoming - US 85 Relocation | US-85 enters the State of Wyoming, from Colorado, south of the City of Cheyenne (Wyoming's state capital). It then heads northerly, paralleling Wyoming's eastern border, for about 260 miles, where it then enters the State of South Dakota. US-85 is predominately a rural two-lane highway functioning as a principal arterial. It is part of the federal National Highway System. At approximately milepost 92.6, US-85 enters the City of Torrington. At milepost 93.15, it crosses a major railroad. And at milepost 93.20 it intersects US-26 (milepost 48.3). Heading east from this intersection, both US-26 and 85 then overlap for approximately 9.85 miles, where US-85 then separates and turns north again. The relocation starts at approximately milepost 92.7, on existing US-85 (0.45 miles before the railroad crossing). It proceeds northeasterly, going "over" the railroad, where it again intersects US-26 (at milepost 48.7). The new piece of road adds about 0.34 miles to US-85 and 0.35 miles to the US-26/85 overlap, for a total distance of 0.69 miles to US-85. | APPROVED |