

May 25, 2016 Des Moines, IA
M. Vitale

Special Committee on U. S. Route Numbering
May 24, 2016
Waterloo
Des Moines, Iowa
Meeting Minutes

Call to Order at 5:15 PM by chair Mark McConnell, MS.

In attendance.

- Region 1 – Richard Tetreault, Vermont AOT
- Region 2 – Mark McConnell, Mississippi DOT (Chair)
- Region 3 – Mark Van Port Fleet, Michigan DOT
- Region 4 – Joshua Laipply, Colorado DOT

District of Columbia, Iowa, Arkansas, Adventure Cycling.

Order of the Day: Ballot Number: USRN-16-01 (action-below attachment)

Fifteen states submitted applications. They included 18 U.S. Routes, 5 Interstate Routes, and 5 Bicycle Routes.

28 applications receive
23 approved
3 approved conditionally
2 denied

Discussion – Purpose and Policy on U.S. Bicycle Routes – Ginny Sullivan will send purpose and policy that was adopted in 2009 by the AASHTO Board of Directors.

Under FAQs for planners, the way numbering should be applied is detailed:

<https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/faqs-for-planners/>

The purpose and policy statement lives on this page:

<https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/implementation-resources/>

And the direct link is:

<http://www.adventurecycling.org/default/assets/File/USBRSAASHTOPurposePolicyStatement.pdf>

Adjourn at 6:19 PM

Respectfully submitted by Marty Vitale, Secretary for the Special Committee on U.S. Route Numbering,
May 25, 2016.

**AASHTO SPRING 2016 ROUTE NUMBERING APPLICATIONS
BALLOT RESULTS**

| State | Route | Description | Decision | Comments |
|-----------------|-----------------------------------|--|------------------|-----------------|
| Alabama | U.S. 431 Relocation | Route begins on existing US 431 at Milepost 232.892 Back / 234.574 Ahead in Anniston, Alabama. New location from Milepost 232.892 Back / 234.574 Ahead thence East/South/East to end at Milepost 221.328. New Alignment. South/East. Anniston, Alabama. 11.564 miles. Route ends on existing US 431 at Milepost 221.328 Southeast of Anniston, Alabama. | 4 Affirmative | |
| Arkansas | U.S. 79 Bearden Relocation | The route begins at the junction with U.S. Highway 79 Business near the western city limits of Bearden, Arkansas. The route travels along the northern city limits of Bearden, Arkansas toward U.S. Highway 79 Business east of the City of Bearden, Arkansas. The route is a four-lane divided roadway on new location. The route travels in a southwest-northeast direction in Arkansas. The focal city is Bearden, Arkansas. The route is 3.85 miles long. This segment of the route ends at the junction of U.S. Highway 79 Business east of the City of Bearden, Arkansas | 4 Affirmative | |
| Arkansas | U.S. 79 Thornton Relocation | The route begins at the junction with U.S. Highway 79 Business within the City of Thornton, Arkansas. The route travels outside the northern city limits of Thornton, Arkansas toward U.S. Highway 79 Business. The route is a four-lane divided roadway on new location. The route travels in a southwest-northeast direction in Arkansas. The focal city is Thornton, Arkansas. The route is 2.08 miles long. This segment of the route ends at the junction of U.S. Highway 79 Business east of the City of Thornton, Arkansas. | 4 Affirmative | |

| State | Route | Description | Decision | Comments |
|----------|--|---|---------------|----------|
| Arkansas | U.S. 79 Fordyce Relocation | The route begins at the junction with U.S. Highway 79 Business west of the City of Fordyce, Arkansas. The route travels through the northwestern city limits of Fordyce, Arkansas toward U.S. Highway 167. The route is a four-lane divided roadway on new location. The route travels in a southwest-northeast direction in Arkansas. The focal city is Fordyce, Arkansas. The route is 2.59 miles long. This segment of the route ends at the junction with U.S. Highway 167 and U.S. Highway 79 Business within the City of Fordyce, Arkansas. | 4 Affirmative | |
| Arkansas | U.S. 79 Bus @ Bearden - Recognition of a Business Route | The route begins at the junction with U.S. Highway 79 near the western city limits of Bearden, Arkansas. The route travels through the City of Bearden, Arkansas and joins U.S. Highway 79 east of the City of Bearden, Arkansas. The route is a two-lane undivided roadway on existing location. The route travels in a southwest to northeast direction in Arkansas. The focal city is Bearden, Arkansas. The route is 3.51 miles long. The route ends at the junction of U.S. Highway 79 east of the City of Bearden, Arkansas. | 4 Affirmative | |
| Arkansas | U.S. 79 Bus @ Thornton - Recognition of a Business Route on U.S. Route | The route begins at the junction with U.S. Highway 79 in the City of Thornton, Arkansas. The route travels through the City of Thornton, Arkansas and joins U.S. Highway 79 northeast of the City of Thornton, Arkansas. The route is a two-lane undivided roadway on existing location. The route travels in a south-north direction in Arkansas. The focal city is Thornton, Arkansas. The route is 2.06 miles long. The route ends at the junction of U.S. Highway 79 northeast of the City of Thornton, Arkansas. | 4 Affirmative | |

| State | Route | Description | Decision | Comments |
|-------------|--|---|------------------|----------|
| Arkansas | U.S. 79 Bus @ Fordyce- Recognition of a Business Route on U.S. Route | The route begins at the junction with U.S. Highway 79 west of the City of Fordyce, Arkansas. The route travels through the City of Fordyce, Arkansas and joins U.S. Highway 167. The route is a two-lane undivided roadway on existing location. The route travels in a west-east direction in Arkansas. The focal city is Fordyce, Arkansas. The route is 3.30 miles long. The route ends at the junction of U.S. Highway 79 and U.S. Highway 167 within the City of Fordyce, Arkansas. The log serves all applications for U.S. 79 and U.S. 79 BUS | 4 Affirmative | |
| Arkansas | I-555 - Extension of an Interstate Route | The route begins at the junction of U.S. Highway 49 and Highway 18 in the City of Jonesboro, Arkansas. The route travels northwest within the City of Jonesboro, Arkansas and joins U.S. Highway 63 and Highway 91 in the City of Jonesboro, Arkansas. The route is a four-lane divided roadway built to Interstate standards on existing location. The route travels in a southeast-northwest direction in Arkansas. The focal city is Jonesboro, Arkansas. The route is 4.81 miles long. The route ends at the junction with U.S. Highway 63 and Highway 91 in the City of Jonesboro, Arkansas. | 4 Affirmative | |
| Connecticut | USBR 7 Establishment | Connect East Coast Greenway in Norwalk, CT and Massachusetts Boarder. | 4 Affirmative | |

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|---------|-----------------------------|---|------------------------------|---|
| Florida | US 441 Relocation | <p>US 441 currently traverses a two lane segment through historic downtown Lake City. The proposed bypass/realignment will relocate US 441 around Lake City, following the currently signed truck route. This relocation will allow the Local Government to take over ownership of the section of US 441 within their historic district and allow them flexibility to utilize grants for historic preservation. The new alignment of US 441 is proposed to travel north to US 90, turn west onto US 90, then turn north on US 41 to parallel the existing US 441 corridor. It will turn back east onto CR 100A to again adjoin the current US 441 corridor north of Lake City. The roadways proposed as the new alignment location have no known deficiencies. It should be noted, however, that two structures along US 41 have been improved with a concrete barrier between the travel lane and the pedestrian facility. This improvement reduced the paved shoulder to 2'9", narrower than the AASHTO 4' requirement for new structures. Finally, the Lake City and Columbia County officials support this realignment. The transfer of the segment within the historic district to the local government, and CR 100A to the state is contingent upon approval of this realignment request.</p> | 4 Affirmative with condition | USRN wants documentation where this was transferred from the City to the state. |
| Georgia | USBR 621 Establish new USBR | <p>Route Connects USBR 21 and City of Rome, Georgia. Please refer to the introduction above about the number. The state has not gotten back to me on giving this application a correction and making the number even. Received 4/22/2016: Thank you for being flexible. The route number can be amended to 621 for submission to the USRN Committee. Please let me know if you would like for me to update anything or provide any additional information.</p> | 4 Affirmative | |

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| Idaho | USBR 10 Realignment | Existing USBR 10 between Newport, Washington and Montana State Line. | 4 Affirmative | |
| Iowa | US 6 Relocation | Relocation of U.S. 6 in Council Bluffs, beginning at the existing junction of I-480/I-29/U.S.6, joining I-29 traversing south for approx. 2.2 miles to the junction with I-80, then east for approx. 2.33 miles to the IA 192 interchange, continuing east approx. 0.7 miles before leaving I-29 to join I-80, traversing northeast for approx. 4.71 miles, ending at the junction of I-80/U.S.6. | 4 Affirmative | Corrected error on decision 6/28/16 (MV) |
| Massachusetts | USBR 7 Establishment | Route connects Connecticut and Vermont. | 4 Affirmative | |
| Missouri | US 60 Business - Relocation | The route will proceed north from its new West Junction location and follow FR 253 (Future Missouri Route B) until it meets existing U.S. Business 60 (Center Street). U.S. Business 60 will then proceed east along existing US Business 60 (Center Street) through Rogersville, MO until it meets the location of existing Missouri Route B (Mill Street). U.S. Business 60 will continue easterly until it reaches the existing location of the East Junction of U.S. Business 60 with US 60 for a total length of 3.289 miles. Reason for Request: U.S. 60 is being upgraded from an expressway to a freeway in the immediate vicinity. The west end of U.S. Business 60 is currently an at-grade intersection. The west end of the existing route will be relocated to a new interchange that is currently under construction. | 4 Affirmative | |

| State | Route | Description | Decision | Comments |
|------------------------------|---|---|---|--|
| <p>North Carolina</p> | <p>I-36 I-42 Future Establishment</p> | <p>The route begins at existing I-40 in Garner. The route is going generally southeast, through Clayton, Smithfield, Selma, Goldsboro, Kinston, New Bern, and Havelock. The route is travelling along a multi-lane facility with varying levels of access control. The route is generally travelling southeast. The focal points are the Town of Garner, Town of Clayton, Town of Smithfield, Town of Selma, City of Goldsboro, City of Kinston, City of New Bern, City of Havelock and the Town of Morehead City. This route will cover approximately 136.6 miles. The route ends at the international multimodal Port of Morehead City. 8The attached letter from North Carolina addresses all five applications both U.S. and Interstate routes.</p> | <p>4 Affirmative with Condition</p> | <p>NC agreed to change the number to I-42. AASHTO will type in the change on the existing application. FHWA will be notified and then the application is required to be approved by FHWA.</p> <p>Pending FHWA Approval</p> |
| <p>North Carolina</p> | <p>US 70 Relocation</p> | <p>The route begins at existing US 70 west of Beaufort. The route is going generally north and east, with connectivity through the Town of Beaufort. The route is travelling along a multi-lane partial access controlled facility generally along new alignment. The route is generally travelling north and east, around the north side of Beaufort. The focal point is the Town of Beaufort. This route will cover approximately 3.2 miles. The route ends northeast of Beaufort, at existing US 70.</p> | <p>4 Affirmative</p> | |

| State | Route | Description | Decision | Comments |
|-----------------------|-----------------------|---|--|---|
| North Carolina | US 158 Relocation | The route begins in southwest Reidsville, at US 158/US 29 Business. The route is going generally south and east, before turning north. The route is travelling along a multi-lane partial access controlled facility and a fully access controlled freeway facility. The route is generally travelling east, around the south side of Reidsville. The focal point is the City of Reidsville. This route will cover approximately 7 miles. The route ends northeast of Reidsville, at existing US 29. | 4 Affirmative | |
| North Carolina | US 501 Relocation | The route begins in the City of Roxboro, at existing US 501. The route is going generally north and east. The route is travelling along a multi-lane partial access controlled new facility. The route is generally travelling north and east. The focal point is the City of Roxboro. This route will cover approximately 4.2 miles. The route ends north of Roxboro, at existing US 501. | 4: Affirmative | |
| North Carolina | I-89 I-87 (Future) | The route begins at existing I-440 in Raleigh. The route is going generally north and east, through Rocky Mount, Williamston, and Elizabeth City in North Carolina. The route is travelling along a multi-lane facility with varying levels of access control. The route is generally travelling north and east. The focal points are the City of Raleigh, the City of Rocky Mount, Town of Williamston, Town of Windsor, and City of Elizabeth City. This route will cover approximately 179.0 miles. The route ends north of Elizabeth City, at the North Carolina/Virginia state line. | 4 Affirmative with Conditions | NC agreed to change the number to I-87 . AASHTO will type in the change on the existing application. FHWA will be notified and then the application is required to be approved by FHWA. Pending FHWA Approval |

| State | Route | Description | Decision | Comments |
|------------------|--|--|---------------|---|
| Tennessee | I-269 Extension of Interstate | The route will begin at the northern terminus of I-269 at the Mississippi / Tennessee State line The route will extend I-269 to Interstate 40 in Memphis, Tennessee The existing facility is a 4 lane divided route with full access control The route will extend I-269 from south to north Memphis is the focal point city The route segment is 19.176 miles long. The route will end at existing Interstate 40 in Memphis | 4 Affirmative | |
| Texas | I-14 Establishment | Route will begin at the U.S. 190/Business 190 junction in Copperas Cove, Texas Route will extend 25 miles to the east Existing facility is a 4- to 6-lane divided, access controlled route. This route will travel from west to east Killeen, TX is the focal point city Route will extend 25 miles Route will end at IH 35 in Belton, TX | 4 Negative | USRN will work with Texas on the number of choice. The number is not acceptable. |
| Texas | US 83 Relocation and Extension of BU US 83 | For this petition, the route will begin at 1.7 miles east of FM 886 (El Faro Road). The route will travel west to east with La Joya and Piñetas as the focal point cities. The route covers 6.3 miles and will end at the intersection of existing Business U.S.83. | 4 Negative | Committee says that the next section should be a business route as well. Needs to be continuous business US 83. |
| Texas | US 287 Business Relocation | For this petition, the route will begin from the existing U.S. Highway 287 and will travel north to south with the city of Mansfield as the focal point city. The route covers 1.3 miles and will end at the intersection of the existing Business U.S. Highway 287. | 4 Affirmative | |
| Virginia | USBR 176 | Route Connects U.S. Bicycle Route 76 at Willis Church Rd and U.S. Bicycle Route 1 at 2nd St | 4 Affirmative | |

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|----------------------|--------------------------|---|------------------|----------|
| West Virginia | U.S. 33 Relocation | US 33 enters WV in Jackson County at the Ohio stateline near Ravenswood. The route traverses West Virginia through Jackson, Roane, Calhoun, Gilmer, Lewis, Upshur, Barbour, Randolph, and Pendleton Counties to the Virginia stateline. The road is a combination of 2-lane paved highway and 4-lane divided highway. US 33 runs in an Easterly direction through the towns of Ravenswood, Ripley, Reedyville, Spencer, Arnoldsburg, Glenville, Weston, Buckhannon, Elkins, Harman, and Franklin, WV. The entire length of US Route 33 in West Virginia is approximately 225 miles. | 4 Affirmative | |
| Wisconsin | U.S. 18 Relocation | The route begins at Meadowbrook Road and is going to the south of existing USH 18 on the Waukesha Bypass and it is traveling over an Existing roadway (Built to USH standards) and new alignment. The route's direction is South and East and the focal point is the City of Waukesha; it covers 9.7 miles and ends at Wolf Road. | 4 Affirmative | |
| Wisconsin | US 18 Temporary Location | This route begins at Interstate 94 (Mile Marker 297) and is going to the north of existing USH 18 an existing interstate and state trunk highways in a West and South direction. The focal point is the City of Waukesha; total number of miles the route will cover is 13 miles and ends at STH 83. | 4 Affirmative | |