

**SPECIAL COMMITTEE ON U.S. ROUTE NUMBERS AND INTERSTATE HIGHWAYS
REPORT FOR SCOH
AASHTO ANNUAL MEETING SEPTEMBER 29, 2007**

At its meeting September 28, 2007, the Highways Special Committee on U.S. Route Numbering met in room 102A, Midwest Airline Center at 7:00AM. Kevin Keith, MO the Region 3 representative, chaired for Don Vaughn, AL the Chair and Region 2 representative in his absence. Present were Kevin Keith, MO, Kenneth Sweeney, ME (Region 1), Cathy Nelson, OR (Region 4), Marty Vitale, AASHTO (Secretary), and Jim McDonnell, AASHTO.

The committee reviewed and balloted 32 applications from the various states listed. The committee approved 17 applications, conditionally approved 2 applications, disapproved 3 applications, one application was withdrawn, took no action on the six Virginia U.S. Bike Route applications, and one MS I-69 was provided for information only. Jim McDonnell was present to give an overview of what the non-motorized task is doing. Since the U.S. Bike Routes Task Force is presently developing a U.S. Bike Routes Corridors Plan, the Special Committee will revisit the application process for these routes at a future meeting.

All but the following were approved (see attachment for full list):

- **North Carolina I-795 Conditional Approval**: NC DOT give the Special Committee a letter from FHWA that the FHWA concurs that NC has satisfied and that all conditions have been met before AASHTO will fully approve I-795.
- **Minnesota US 12 and Minnesota US 212 Conditional Approval**: Needs confirmation (signature) from DOT Commissioner
- **Arkansas I-49 North and South Disapproved** – road is not yet under construction.
- **Missouri I-49 Disapproved** – road is not yet under construction.
- **Missouri I-49 Business Disapproved** – road is not yet under construction.
- **Mississippi I-69 Information Only**

Solicitation of letters of interest for NCHRP Project 20-7, Task 228 has been unsuccessful. The project to update the United States Numbered Highways 1989 Edition and to convert the data to an electronic format needs a consultant or contractor. It was suggested that a public/private partnership with a mapping company could be a solution.

Deadline dates will be strictly enforced on future applications.

Kevin Keith, MO
September 29, 2007

**SPECIAL COMMITTEE ON U.S. ROUTE NUMBERS AND INTERSTATE HIGHWAYS
DECISIONS FOR SCOH
AASHTO ANNUAL MEETING SEPTEMBER 28, 2007
MILWAUKEE, WISCONSIN**

State & Numbered Route	Description	Decision
Arkansas I-49 North	The Interstate 40 begins near Fort Smith, Arkansas going North to Missouri State Line traveling over new alignment and existing roadway traveling North to Fayetteville, Springdale, Rogers, Bentonville, and Bella Vista for 85.68 miles and ending at the Missouri State Line. (MO is submitting a coordinating application)	Disapproved – road is not yet under construction.
Arkansas I-49 South	The I-49 begins at the Louisiana State Line going to U.S. Highway 71 north of Texarkana over a new alignment and existing roadway traveling North to the city of Texarkana, Arkansas for 40.73 miles ending at U.S. Highway 71 north of Texarkana, AR.	Disapproved – road is not yet under construction.
Iowa US 34	Beginning at the intersection of present U.S. Route 34 and a new facility being constructed west of Fairfield, then easterly and southeasterly for 7.06 miles, then easterly and northeasterly over U.S. Route 34 for 2.96 miles to the intersection of present U.S. 34 east of Fairfield.	Approved
Iowa US Business 34	Beginning at the intersection of present U.S. Route 34 and an existing facility west of Fairfield, then easterly over the facility for 5.85 miles to the intersection of present U.S. Route 34 east of Fairfield.	Approved
Kansas US 54	This is a minor re-alignment of a portion of US-54 that falls between the junction of US-83 in Liberal, then southwest six miles to the Oklahoma State Line.	Approved
Kentucky US 127	The route begins from the junction with US 127X (Business) (formerly US 127) in Jamestown and then Bypassing Jamestown traveling over a new alignment South towards Jamestown for 3.544 miles and ends at the junction with US 127X (Business), southwest of Jamestown.	Approved
Kentucky US 127 Business	The route begins from the junction with US 127 traveling through Jamestown over an Existing roadway (formerly US 127) South to Jamestown for 3.290 miles ending at the junction with US 127, south of Jamestown	Approved

State & Numbered Route	Description	Decision
Kentucky US 231		Withdrawn by KY – sent in error
Kentucky US 68	Route begins at (Intersection or Mile Marker) intersection with US 68 in Bowling Green over existing US 231 in Bowling Green. It travels over an existing roadway west towards Bowling Green for 5.437 miles and ends at intersection with US 68/US 231 in Bowling Green.	Approved
Kentucky US 68 Alternate	The route begins at an intersection with US 68 in Bowling Green over existing US 68 in Bowling Green over an existing roadway west towards Bowling Green for 3.249 miles and ends at the intersection with US 68/US 231 in Bowling Green.	Approved
Minnesota US 12	The US 12 route begins 0.20 MI. E. OF CSAH 29 from the city of Medina to the city of Wayzata over a new traveling East and West near cities of Long Lake, Medina, Orono and Wayzata for 5.857 and ends 0.14 MI. W. OF CSAH 15	Conditional Approval: Needs confirmation (signature) from DOT Commissioner
Minnesota US 212	Proposed relocation of US Route 212 begins 0.75 Mile West of New CSAH 11 / TH 212 Interchange. The alignment travels easterly for approximately 1 mile before turning to the north. It travels northerly for approximately 1 mile before curving to the northeast. It travels in this general direction along the remainder of the alignment. The type of facility it travels over is 11.75 Miles of New Alignment / 3 Miles of Existing Roadway Northeast where it connects to City of Carver with Eden Prairie, through Chaska and Chanhassen for 15.35 miles ending at Valley View Road / TH 212 Interchange.	Conditional Approval: Needs confirmation (signature) from DOT Commissioner
Mississippi I-69	Mississippi I-69 New location from I-55 at Hernando westerly and southwesterly to old MS 304 east of MS 3. For Information Only - no approval necessary but should be noted for the record: The number (I-69) is established by law. There is no authority in FHWA, AASHTO, a State, or any other to disapprove or change the number unless the law is changed. Therefore, no application by the State is required. Mapmakers, GIS teams should note the addition.	Information Only – please make a note of this new location.
Missouri I-49	This roadway will begin at the Arkansas State Line and pick up where Arkansas's portion of I-49 ends at LM 0.00 in Missouri. This portion is locally known as the Bella Vista Bypass. Currently, both states are buying right-of-way for the construction of this last segment between Fort Smith, AR and Joplin, MO. Once this section is completed, it will connect Interstate 40 near Fort Smith, AR with Interstate 44 near Joplin, MO. It will be traveling over a fully controlled access freeway facility. It is a recently completed relocated four-lane of US 71 traveling from North to South. In Missouri, this segment ends near Joplin, MO. Other cities of notable interest in Missouri are Neosho, Anderson & Pineville. Length is 39.80 miles. This route will intersect Interstate 44 at exit 11 near Joplin, MO.	Disapproved – road is not yet under construction.

State & Numbered Route	Description	Decision
Missouri I-49 Business	This roadway will begin at the Arkansas State Line and pick up where Arkansas's portion of I-49 ends at LM 0.00 in Missouri. This portion is locally known as the Bella Vista Bypass. Currently, both states are buying right-of-way for the construction of this last segment between Fort Smith, AR and Joplin, MO. Once this section is completed, it will connect Interstate 40 near Fort Smith, AR with Interstate 44 near Joplin, MO. It will be traveling over a fully controlled access freeway facility. It is a recently completed relocated four-lane of US 71 traveling from North to South. In Missouri, this segment ends near Joplin, MO. Other cities of notable interest in Missouri are Neosho, Anderson & Pineville. Length is 39.80 miles. This route will intersect Interstate 44 at exit 11 near Joplin, MO.	Disapproved – road is not yet under construction.
Nebraska US 34	The relocation of U.S. 34 is on a new alignment on the northwest edge of York, Nebraska. This relocation begins at reference post 271+67 on U.S. 34 northwest of York and proceeds northeast ending at reference post 274+06 north of York for a length of 1.94 miles. U.S. 34 runs concurrent with U.S. 81 for 1.4 miles from reference post 271+86 on U.S. 34 to reference post 273+26 on U.S. 34.	Approved
Nebraska US 81	The relocation of U.S. 81 is on a new alignment on the west edge of York, Nebraska. This relocation begins at reference post 59+75 on U.S. 81 south of York and proceeds northwest, north, and then northeast ending at reference post 64+35 north of York for a length of 5.31 miles. U.S. 81 runs concurrent with U.S. 34 for 1.4 miles from reference post 63+35 on U.S. 81 to reference post 64+04 on U.S. 81.	Approved
North Carolina I-795	FHWA-NC transmittal of the March 13 NC DOT requests for Interstate designation of a portion of U.S. 117 and for its spur numbering as I-795.	Conditional Approval: NC DOT give the Special Committee a letter from FHWA that the FHWA concurs that NC has satisfied and that all conditions have been met before AASHTO will fully approve I-795.
North Carolina US 74		Approved
North Carolina US 74 Alternate		Approved
Ohio US 50	The route begins at a straight line distance 4.40 miles from the Athens County line along US Route 50, at a point east of the Little Hocking Interchange in Washington County, OH. The corridor extends easterly through the modified Porterfield Interchange, then southerly to become the approach roadway of the Blennerhassett Island Bridge over the Ohio River near Parkersburg, West Virginia.	Approved

State & Numbered Route	Description	Decision
Pennsylvania US 224	The route begins at the Intersection with PA 18 going through the City of New Castle and traveling over an existing roadway west to New Castle for 10 miles (See log) ending at the State line.	Approved
Texas US 277	The new location of US 277 begins at the intersection of State Highway Spur 357. The new location travels west and north around the business district of the city of Goree, and then terminates at a point 9.5 mile east of the Goree city limit, a distance of approximately 3 miles.	Approved
Texas US 277 Business	<p>The new location of US 277 begins at the intersection of BU 277-P. The new location travels north and east around the business district of the city of Munday over a new location, and then terminates at the intersection of the new location of BU 277-P, a distance of approximately 1.5 miles.</p> <p>BU 277-P begins at the intersection of the new location of US 277. The route travels north and east through the business district of the city of Munday over former location of US 277 then terminates at the intersection of the new location of US 277, a distance of approximately 1.9 miles.</p>	Approved
Texas US 82	The new location of US 82 begins 0.77 mile west of the existing north intersection with US 83. The new location travels south and east around the community of Guthrie, and then terminates at the existing south intersection with US 83, a distance of approximately 2 miles.	Approved
Virginia US Bike Route 1	1. In Arlington County, Fairfax County, and Alexandria removing the designation from Route 400 (George Washington Memorial Parkway) to the parallel route of the Mt. Vernon Trail to provide a better bicycling environment. And in Fairfax County to bypass Fort Belvoir which is closed to civilians.	No Action: The USRN took no action on the VA USBR applications pending the outcome of the work of the U.S. Bike Routes Task Force, which is developing a U.S. Bike Routes Corridors Plan
Virginia US Bike Route 1	2. In Fairfax County to bypass a closed bridge.	No Action: The USRN took no action on the VA USBR applications pending the outcome of the work of the U.S. Bike Routes Task Force, which is developing a U.S. Bike Routes Corridors Plan
Virginia US Bike Route 1	2. In Fairfax County to bypass a closed bridge.	No Action: The USRN took no action on the VA USBR applications pending the outcome of the work of the U.S. Bike Routes Task Force, which is developing a U.S. Bike Routes Corridors Plan

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Virginia US Bike Route 1	3. In the Town of Occoquan to eliminate riding opposing traffic on one-way streets.	No Action: The USRN took no action on the VA USBR applications pending the outcome of the work of the U.S. Bike Routes Task Force, which is developing a U.S. Bike Routes Corridors Plan
Virginia US Bike Route 1	4. In Prince William County to accommodate a widening project that altered route numbers.	No Action: The USRN took no action on the VA USBR applications pending the outcome of the work of the U.S. Bike Routes Task Force, which is developing a U.S. Bike Routes Corridors Plan
Virginia US Bike Route 1	5. Create a Scenic U.S. Bicycle Route 1 in Fairfax County and the City of Alexandria.	No Action: The USRN took no action on the VA USBR applications pending the outcome of the work of the U.S. Bike Routes Task Force, which is developing a U.S. Bike Routes Corridors Plan
Virginia US Bike Route 1	6. Create an Alternate U.S. Bicycle Route in Fairfax County, Prince William County and the Town of Occoquan.	No Action: The USRN took no action on the VA USBR applications pending the outcome of the work of the U.S. Bike Routes Task Force, which is developing a U.S. Bike Routes Corridors Plan
West Virginia US 50	The US route begins at the West Virginia / Ohio State Line traveling through Parkersburg, West Virginia over a new Alignment east towards the city of Parkersburg totaling about 9.8 miles ending at the US 50 / I-77 Interchange.	Approved