

**SPECIAL COMMITTEE ON US ROUTE NUMBERING
REPORT TO SCOH ON MAY 3, 2013 MEETING
EXECUTIVE BOARDROOM, OMNI HOTEL, PROVIDENCE, RHODE ISLAND**

Present:

Chair: Ken Sweeney, ME – Region 1

Members:

- Mark McConnell, MS – Region 2
- Gregory Johnson, MI - Region 3
- Cathy Nelson, OR - Region 4 (by teleconference)
- Marty Vitale, AASHTO, Secretary

Guest: John Barton, Texas; Jinwoo Park, AASHTO (Korea Engineering Fellow); and Jim McDonnell, AASHTO

The meeting convened at 4:05PM. (Ken Sweeney, ME, Chair). There was an introduction of the members and guests.

The secretary, Marty Vitale, AASHTO presented the [New Corridor Plan](#) for the USBRS as an information item in the USRN meeting that can be found at <http://www.adventurecycling.org/default/assets/file/USBR/USBRSCorridorMap.pdf>.

The special committee reviewed the electronic ballot RN-13-01 and made final its final decisions on 25 applications from 12 member departments. All were approved except three interstate applications were approved with the condition that they receive FHWA approval.

- North Carolina: Future I-495
- North Carolina: I-495
- ~~Washington: I-90 (Business)~~ This should not have been listed. Interstate Business Routes are not part of the Interstate System and do not require FHWA approval.

Three applications (Texas: I-2 in Cameron/Hidalgo counties, I-69E in Nueces County and I-69E in Willacy/Cameron counties) were denied since they were not in compliance with the AASHTO Policy HO2¹ *Establishment of a Marking system of the Routes Comprising the National System of Interstate and Defense Highways* (Retained from August 10, 1973), item 3 that states that “No new divided numbers (such as I-35W and I-35E, etc.) shall be adopted. Existing divided Interstate numbers shall be eliminated as rapidly as the State Highway department and the Standing committee on Highways can reach agreement with reference thereto.”

(Please note: SCOH approved all three Texas Interstate Routes with the condition that they are approved by FHWA. Therefore, all applications submitted to the Special Committee on U.S. Route Numbering are approved since SCOH overruled the Special Committee decision and the SCOH decision was accepted by the AASHTO Board of Directors on May 7, 2013.)

Arizona Temporary Route Change, US-89, was noted for the record as a necessary emergency.

New Business involved the upcoming retirement of two members. The Chair, Ken Sweeney, ME, retires on June 21, 2013 and Region 4 Member, Cathy Nelson, OR retires on June 1, 2013. The Committee Secretary will seek to fill these vacancies.

The next meeting of the Special Committee will be in Denver, Colorado at the AASHTO **2013 Annual Meeting**, Thursday, October 17 - Monday, October 21 Sheraton Downtown Denver, Denver CO)

The meeting adjourned at 5:30PM.

Respectfully submitted by
Marty Vitale, Secretary, May 4, 2013

Ballot RN-13-01 RESULTS (FINAL May 3, 2013)

Member Department	Route Number	Description	Decision
Arkansas	US 82	Begins at existing Hwy 82 near Lake Village at Log Mile 4.72 and travels east over the Mississippi River to Greenville, MS. The route is a four-lane undivided roadway on a new location and travels in an east-west direction through Lake Village, AR and Greenville, MS and is 2.47 miles long ending at existing Hwy 82 at Greenville, MS.	Approved
Illinois	US 41 S Lake Shore Dr.	Existing intersection of Harbor Ave. and Ewing Ave.(existing US Route 41) in Chicago, IL Bypass Peoria, IL and realigned through Creve Coeur and East Peoria, IL Existing alignment of Avenue O and newly constructed pavement North Chicago, IL 2.1 miles Intersection of 79th St. and South Shore Dr. (existing US Route 41)	Approved
Kansas	US 50	The route change begins at Garden City KS logmile 381 From Garden City, Control point #1 at AASHTO logmile 380 to west to U.S. 83 control point #2, thence west to Deerfield KS, control point #3. The improved section of U.S. 50 is four lane divided with a combination of at grade intersections and grade separated interchanges. : The prevailing direction at the change location of U.S. 50 is east/west, with the AASHTO Logmiles accumulating from east to west. : Garden City, Holcomb, Deerfield Total number of miles the route will cover: The route change covers about 8 miles. The route change ends between Garden City and Deerfield at AASHTO logmile 389.	Approved

Member Department	Route Number	Description	Decision
Kansas	US 54	<p>The route change on U.S. 54 begins at AASHTO log mile 220, between Kingman KS and Cunningham KS.</p> <p>The route goes between Kingman and Pratt KS, bypassing Cunningham KS.</p> <p>The route from AASHTO log mile 208 to 239 includes 2 lane undivided and four lane divided facilities with at grade intersections as well as grade separated interchanges. The changed route is a 4 lane divided facility with grade separated interchange access to Cunningham KS.</p> <p>: The prevailing direction of U.S. 54 in the vicinity of the route change is East/West, with the AASHTO log miles accumulating from East to West.</p> <p>Cunningham, Pratt, Kingman</p> <p>Total number of miles the route will cover:</p> <p>The changed route covers approximately ten miles.</p> <p>The changed route ends at AASHTO route log mile 230 between Cunningham and Pratt, KS.</p>	Approved
Kansas	US 59	<p>The route change begins at AASHTO log mile 59.</p> <p>The route goes between Lawrence and I-35 near Ottawa KS.</p> <p>The improved route is an access controlled 4 lane divided facility.</p> <p>The prevailing direction in the changed area is north/south, with the AASHTO miles accumulating from North to South.</p> <p>Lawrence, Baldwin City, Ottawa</p> <p>Total number of miles the route will cover:</p> <p>The route change covers 11 miles.</p> <p>The route change ends at AASHTO log mile 70 between U.S. 56 and I-35, south of the boundary between Douglas County and Franklin County.</p>	Approved

Member Department	Route Number	Description	Decision
Kansas	US 77	<p>The Change to U.S. 77 begins at AASHTO log mile 23 including the at grade junction of U.S. 77 with Kansas Route 9. U.S. 77 goes from Marysville to Blue Rapids.</p> <p>The changed facility is 2 lane undivided, including a new bridge over the Big Blue River, and improved at grade intersection with Kansas Highway K-9 including turn lanes on U.S. 77. the Prevailing direction of U.S. 77 is North/South, the prevailing direction of the changed section is northeast/southwest. Blue Rapids, Marysville</p> <p>Total number of miles the route will cover: The changed route is 1 mile long. The changed portion of U.S. 77 ends at the east city limit of Blue Rapids KS.</p>	Approved
Kansas	US 166	<p>The route change begins at AASHTO logmile 55 at the interchange with U.S. 169 The route goes from Edna KS to Coffeyville KS.</p> <p>The facility includes divided and undivided sections of 4 lane highway including a grade separated interchange at the junction of U.S.166 and U.S. 169</p> <p>The prevailing direction of travel for this section of U.S. 166 is east/west. The miles are given using AASHTO Logmiles for Kansas which accumulate from east to west. : Coffeyville, KS</p> <p>Total number of miles the route will cover: The route change covers about 1 mile The route change ends at the city limit of Coffeyville, at AASHTO logmile 56.</p>	Approved
Kansas	US 169	<p>The route change begins at AASHTO logmile 163.</p> <p>From junction with U.S. 160 to Coffeyville Kansas.</p> <p>This is a four lane divided facility. The prevailing direction of the change to U.S. 169 is in the north/south direction. : Liberty, Coffeyville.</p> <p>Total number of miles the route will cover: The route change is approximately 4.7 miles.</p> <p>The project ends just south of the Interchange with U.S. 166 at AASHTO logmile 168.</p>	Approved

Member Department	Route Number	Description	Decision
Kentucky	US 60	<p>The route begins on existing US 60 west of Ledbetter in Livingston County.</p> <p>US 60 continues across the Tennessee River, crosses the Livingston/McCracken County line, and intersects with US 62 southeast of Paducah in McCracken County.</p> <p>The facility is a new bridge and approaches over the Tennessee River.</p> <p>The direction is southwest for the new structure. Ledbetter and Paducah are the focal points.</p> <p>The length of the new route (bridge structure and connector) is about 1.4 miles. US 60 covers about 489 miles across Kentucky.</p> <p>The route ends at the intersection with US 62 southeast of Paducah.</p>	Approved
Kentucky	USBRS 76	Route Connects VIRGINIA STATE LINE And ILLINOIS STATE LINE	Approved
Minnesota	USBRS 45	Route Connects USBR 45 in Elk River, Minnesota And USBR 45 in Hastings, MN and Wisconsin border	Approved
Missouri	USBRS 76	Route Connects USBR Illinois and Kansas	Approved
North Carolina	I-495 (future)-	<p>The route begins at the I-540 interchange (exit 26) in Wake County.</p> <p>The route is going north and east along existing US 64 in Wake, Franklin, and Nash counties.</p> <p>The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.</p> <p>The route is going north and east.</p> <p>The focal point cities along the route are Zebulon and Rocky Mount.</p> <p>The route will cover approximately 40.1 miles.</p> <p>The route ends at the I-95 interchange (exit 138) in Rocky Mount (Nash County).</p>	Conditional Approval - Needs FHWA Approval
North Carolina	I-495	<p>The route begins at the I-440, US 64 Business interchange (exit 14) in Raleigh (Wake County).</p> <p>The route is going south and east along existing US 64 in Wake County.</p> <p>The route is traveling along an existing alignment, which is a multi-lane divided full control access facility.</p> <p>The route is going south and east.</p> <p>The focal point city is Raleigh.</p> <p>The route will cover approximately 4.1 miles.</p> <p>The route ends at the I-540 interchange (exit 26) in Wake County.</p>	Conditional Approval - Needs FHWA Approval

Member Department	Route Number	Description	Decision
North Carolina	US 421 Business	<p>The route begins in southeast Sanford in Lee County at the intersection of existing/relocated US 421.</p> <p>The route is going along the former alignment of US 421 to existing US 421 northwest of Sanford in Lee County.</p> <p>The route is traveling on an "other" principal arterial on an existing alignment that is primarily either a four lane or five lane (with two-way left turn lanes) undivided facility through Sanford (for approximately 5 miles), and a multi-lane divided facility with partial access control northwest of Sanford (approximately 4.4 miles).</p> <p>The route is traveling north and west.</p> <p>The focal point city is Sanford.</p> <p>The route will cover approximately ten (10) miles.</p> <p>The route ends northwest of Sanford in Lee County at the intersection with existing US 421 where it reconnects with the existing/relocated US 421.</p>	Approved
North Carolina	US 421	<p>The route begins in southeast Sanford in Lee County at the intersection of existing US 421/proposed US 421 Business.</p> <p>The route is going north and west to existing US 421/proposed US 421 Business northwest of Sanford in Lee County.</p> <p>The route is traveling along a multi-lane divided controlled access facility on a new alignment.</p> <p>The route is going north and west to existing US 421/proposed US 421 Business.</p> <p>The focal point city is Sanford.</p> <p>The route will cover approximately 10.7 miles.</p> <p>The route ends northwest of Sanford in Lee County at the intersection of existing US 421/proposed US 421 Business where it reconnects with existing US 421.</p>	Approved
North Dakota	US 85	<p>The North Dakota Department of Transportation is proposing to extend US 85 beginning at the intersection of US 85 and US 2 three miles west of Williston, ND. The route will travel in a general north/south direction until it reaches 141st Ave NW. It will travel along 141st Ave NW for approximately one mile then travel northwest until it reaches 142nd Ave NW. The route will travel over 142nd Ave NW in a general north/south direction until it reaches 56th St NW. It will travel along 56th St NW in an east/west direction for one mile then change to a northeasterly direction to the intersection of 140th Ave NW and 57th St NW. The route will then travel along 57th St NW for approximately four miles in a general east/west direction until it ends at the intersection with US 2 north of Williston. The extension of US 85 will cover a total of thirteen miles.</p>	Approved

Member Department	Route Number	Description	Decision
Ohio	US 24	<p>The route will begin at existing US24 bypass on the west side of the City of Defiance.</p> <p>This section will travel to the existing 4 lane divided section of US24 located on the west side of the City of Toledo.</p> <p>The facility it will be traveling over is new construction on a new alignment.</p> <p>Direction of travel will be east.</p> <p>Cities traveled through are Defiance, Napoleon, Waterville and Toledo.</p> <p>For this update the total miles are 43.20. Total miles of entire route in Ohio are 83.32.</p> <p>For this update the ending point connects with the current 4 lane divided alignment of US24 on the west side of the City of Toledo. US24 in Ohio begins and ends at the Indiana and Michigan state line.</p>	Approved
South Carolina	US 21 Business	<p>Milepoint 0.00 @ US 21</p> <p>Running westerly, northerly thence northeasterly to US 21 Existing North Rock Hill 6.78 Milepoint 6.78 @ US 21</p>	Approved
Texas	Interstate Route-2	<p>The route will begin at approximately 0.5 mile west of the US 83/Showers Road junction in Palmview, TX and run eastward approximately 46.8 miles. This existing facility is a four to six-lane divided, controlled access route and travels west to east through the cities of Mission, McAllen, Pharr, and Harlingen. The route will extend 46.8 miles and will end at the junction of US 77 (IH 69E designation pending) in Harlingen, TX.</p>	Disapproved - not in compliance with the AASHTO Policy HO2 ¹
Texas	Interstate Route 69E (Nu.)	<p>Route will begin at IH 37 in Corpus Christi, then run southward to its terminus at SH 44, the existing facility is a four-lane divided Interstate System route concurrent with US 77. The route travels south to north with Corpus Christi and Robstown as focal points. The route will extend approximately 6.2 miles terminating at SH 44 in Robstown.</p>	Disapproved - not in compliance with the AASHTO Policy HO21
Texas	Interstate Route 69E (Willacy)	<p>The proposed route will begin approximately 0.6 mile north of the US 77/CR 3690 junction north of Raymondville and travel southward to its terminus in Brownsville. The route will extend approximately 53.3 miles along an existing four-lane divided, controlled access facility; it will travel south to north and traverse three focal points: Raymondville, Harlingen, and Brownsville. The route will terminate approximately 0.1 mile north of the US 77/University Blvd. intersection in Brownsville, TX.</p>	Disapproved - not in compliance with the AASHTO Policy HO21

Member Department	Route Number	Description	Decision
Texas	US 67/377	Route will begin at IH 37 in Corpus Christi, then run southward to its terminus at SH 44, the existing facility is a four-lane divided Interstate System route concurrent with US 77. The route travels south to north with Corpus Christi and Robstown as focal points. The route will extend approximately 6.2 miles terminating at SH 44 in Robstown.	Approved
Texas	US 67 Business	The designation will begin approximately 1.6 miles northeast of FM 219 in Erath County, it will run southwestward through the city of Dublin and terminate approximately 1.8 miles northeast of the Comanche County line. The route will travel north to south along an existing two-lane facility currently designated as US 67/377, a distance of approximately 4.8 miles.	Approved
Washington	Interstate Route 90 (Business)	The route begins at I-90 Exit 285. The route heads east along the Appleway Blvd/East Sprague Avenue one-way couplet to University Road, then east on East Sprague Avenue, then northeasterly on Appleway Avenue, then north on Barker Road. Existing roadway East. Spokane Valley, Washington Total number of miles the route will cover: 8.21 The route ends at I-90 Exit 293	Conditional Approval - Needs FHWA Approval Approved - Interstate Business Routes are not part of the Interstate System and do not require FHWA approval.