

## Report to SCOH May 19, 2012

### May 18, 2012 Meeting, Traverse City, Michigan Meeting Minutes



#### Special Committee Members:

Region 1 - Ken Sweeney, ME (Chair)

Region 2 - Mark McConnell, MS

Region 3 - Greg Johnson, MI

Region 4 - Cathy Nelson, OR-absent

Guests:

Dan Grasser, WI

Rory Rhinesmith, WI

Jerry Irons, Adventure Cycling

Kevin Adderly, FHWA connected with the meeting via teleconferencing

Paul VanDenbosch, South-Haven.com

The Special Committee on U.S. Route Numbering and U.S. Bicycle Route System convened at 7:02 AM. in Michigan Room D. Jerry Irons from Adventure Cycling presented for Virginia Sullivan since she was absent. The newest member, Mark McConnell, MS (Region 2) was introduced as were all those present.

The minutes from the October 13, 2011 meeting were presented in the meeting package but were actually approved by SCOH in Detroit, MI on October 15, 2011.

The committee approved all the member department applications as listed below.

- **16** applications-Affirmative (full approval for all US and USBRS applications)
- **3** Interstate applications-Affirmative with Comment (conditional approval-requirements needed to complete the application process): Alabama (2) and Texas (1) both conditions are to obtain FHWA letters of approval

States submitting applications: 12

Number of Applications Total: 19

Number of U.S. Routes (12)/Interstate Routes (3): 15

Number of U.S. Bicycle Routes: 4

Chun Ho Yeom presented the U.S. Route Number Database project regard its operation and maintenance. Discussion was made about beginning a database for the U.S. Bicycle Route System.

The USRN discussed the Interstate 55 through Wisconsin that connects with I-55 in Illinois. It was decided that the committee Secretary, M. Vitale, will coordinate with Wisconsin in sending a letter to Illinois and copying FHWA on the need for I-55 and to support the value of I-55. It is Wisconsin's intent to get this process completed by the AASHTO Annual Meeting 2012 in Pittsburgh, PA.

Greg Johnson, MI and Jerry Irons, Adventure Cycling announced the ribbon cutting for the new USBR 35 in Michigan. This USBRS application is approved by USRN on May 18, 2012. A Media Alert will be given after SCOH's decision to approve this report and the application on May 19, 2012.

There was an issue brought up about mapping of the bicycle routes. It was suggested by Chair Ken Sweeney, ME (Region 1) that the task force reporting to the Highways Subcommittee on Traffic Engineering should submit an NCHRP 20-7 problem statement in order to obtain funds to research the files that date back to 1976 or earlier. Maps regarding the approved routes before the USBRS number system became official. Sam Sharma, AASHTO Liaison for SCOTE will be contacted to generate this process.

The next meeting is in November 2012 in Pittsburgh, PA. The day and time will be announced when it is determined. The committee requests an evening meeting.

The meeting adjourned at 7:55 AM. Respectfully submitted by

Marty Vitale

Secretary, Special Committee on USRN & USBRS

**Ballot Number:** RN-12-01 and RN-12-01A  
**Ballot Name:** Member Department Applications for U.S. Routes and U.S. Bicycle Routes



State	Route	Description	Decision
Alabama	Future I-222 (Establish)	Intersection of proposed Future Interstate 222 begins at the intersection of proposed Future Interstate 422 in Brookside, AL and is heading from the junction of proposed Future I-422 in Brookside, AL southerly to the junction of I-22 northwest of Birmingham, AL. This is a new alignment that will cover 2.26 miles and ends at the intersection of I-22 northwest of Birmingham, AL. <a href="#">USRN Application Future 222 9-27-2011.pdf</a>	<b>2 Affirmative with Condition: Need FHWA Approval Letter</b>  <b>2 Affirmative</b>
Alabama	Future I-422 (Establish)	Future Interstate 422 begins at the intersection of I-59 northeast of Trussville, AL and is going from the junction of I-59 northeast of Trussville westerly and southerly along a new Birmingham north beltline alignment to the junction of I-59 and terminus of 459 in Bessemer. It is traveling over a new alignment and covers 51.04 miles. The route ends at intersection of I-59 and the terminus of I-459 in Bessemer. <a href="#">USRN Application Future I - 422 9-27-11.pdf</a>	<b>2 Affirmative with Condition: Need FHWA Approval Letter</b>  <b>2 Affirmative</b>
Colorado	U.S. 160 (elimination)	The portion of US 160 within the town of Bayfield no longer functions as a US Highway and abandoning this portion is in the best interest of Colorado taxpayers. US 160E begins at US 160A MP 101.386. It travels 2.242 miles easterly into and through the Town of Bayfield, CO, over an existing pathway. US 160E ends at US 160A MP 103.624. <a href="#">US160Application.pdf</a>	<b>4 Affirmative</b>
Colorado	US 350 (relocation)	US 350 begins at milepost 72.576 at the intersection with Grant Ave beginning at the town of Trinidad and ends at US 50 over an existing pathway nor to the city of La Junta for a total of 24 miles and ends at US 50 in La Junta. <a href="#">US350Application.pdf</a>	<b>4 Affirmative</b>
Illinois	US 45 Bypass (eliminate)	The existing designation of Bypass US Route 45 is being removed since the jurisdiction of a portion of the roadway carrying the designation has been transferred to Norris City and is no longer under State jurisdiction. Begins at US Route 45 south of Norris City, IL. Through the Central Business District of Norris City, IL traveling over an Existing alignment Northeast, West. Focal Point: Norris City, IL. Number of miles: 2.3 miles. End: US Route 45 in Norris City, IL <a href="#">Signature Letter - Bypass US 45 - Norris City.pdf</a> <a href="#">Bypass US 45 - Norris City.pdf</a> <a href="#">Bypass US 45 - Norris City app.pdf</a>	<b>4 Affirmative</b>

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State	Route	Description	Decision
<b>Indiana</b>	U.S. 24 (relocation)	<p>The new alignment of U.S. 24 begins at Log Mile 0.00 at the Indiana/Ohio State Line approximately 0.56 miles below the existing U.S. 24 in Allen County, Indiana. From the Ohio State Line the road travels westerly through the State of Indiana and providing access to Fort Wayne, Huntington, Wabash, Peru and Logansport all slightly bypasses the old alignment due to improved roads in the last 15 years. East of I-469, U.S. 24 will be traveling over a new alignment, west of I-469 it will travel over existing Interstates. As defined by the AASHTO log, U.S. 24 travels from east to west. Beginning at the Ohio State Line, the existing segment of U.S. 24 would be rerouted over a new alignment traveling westerly past the intersection of State Road 101 to the junction of Interstate 469. Then U.S. 24 travels north and west on I-469 to I-69, then southerly to the existing junction of U.S. 24 to Huntington. The City of Woodburn, the City of New Haven and the City of Fort Wayne, Indiana are the focal point cities for the section in reference of this request. ~166 Total Miles. This segment of U.S. 24 that is proposed to be rerouted over a new alignment and is approximately 11 miles long. The new rerouted portion of U.S. 24 travels over I-469 and I-69 for a length of 23 miles. Log Mile 166 at the Indiana/Illinois State Line ending in Newton County in Indiana. For this request, new road construction for U.S. 24 terminates at the I-469 interchange on the northeast side of the City of Fort Wayne.</p> <p><a href="#">AASHTOUSRN_US24_APR2012.pdf</a></p>	<b>4 Affirmative</b>
<b>Michigan</b>	USBRS 35 (establish)	<p>This new USBRS 35 connects Indiana and Canada. The route begins on I-75, connection Sault Ste Marie, Canada with Sault Ste Marie, Michigan, USA and exits Michigan on Lakeside Rd (City of New Buffalo/Berrien County Road Commission) to Indiana. The total mileage is 505.5 miles. Attached is a letter of support from Indiana.</p> <p><a href="#">USBRS 35 Application - COMPLETE.pdf</a>  <a href="#">Final support letter - INDOT.pdf</a></p>	<b>4 Affirmative</b>
<b>Minnesota</b>	US 63 (relocation)	<p>US 63 begins at the intersection with U.S. 52 located in southern Rochester. The route travels north on U.S. 52 approximately 10 miles to the intersection with C.S.A.H. 14. The route follows C.S.A.H. 14 in an easterly direction for 4 miles to the intersection with U.S. 63. It travels over an existing roadway north, then east to City of Rochester covering 14 miles and ends at the intersection of U.S. 63 and C.S.A.H. 14, north of the City of Rochester</p> <p><a href="#">MN US 63 Turnback AASHTO US 63 COMPLETE.pdf</a></p> <p><b>USRN Region 4 Comment:</b> Minnesota acknowledges geometric deficiencies will be corrected when roadway reconstructed -- would be helpful to have deficiencies identified to determine if new roadway is close enough to standard to be appropriately converted to a US route.</p>	<b>4 Affirmative</b> <b>See Comment</b>
<b>Minnesota</b>	USBRS 45 (establish)	<p>USBRS 45 begins at the Iowa state border and ends in Hastings, MN (it will intersect with proposed USBRS 30 corridor). The total number of miles for this USBRS segment is 148.1 miles.</p> <p><a href="#">USBRSApplication-2012 April--MnDOT version.pdf</a></p>	<b>4 Affirmative</b>

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**Ballot Name:** Member Department Applications for U.S. Routes and U.S. Bicycle Routes

State	Route	Description	Decision
<b>Missouri</b>	US 63 (relocation)	<p>The route will begin south of Moberly, MO at Route NN in Renick, MO and will continue southward to Columbia, MO. The two northbound lanes will travel on new alignment along existing US 63 traveling south and will end south of MO Route 22/Route F at East Benson Road for a length of 7.83 miles. The focal point city is Moberly, MO.</p> <p><a href="#">AASHT App - Relocation of U.S. 63 - Randolph &amp; Boo...</a> <a href="#">AASHTO Spring 2012 - MO Submittal Ltr with signatu...</a> <a href="#">AASHTO_Map.zip</a></p>	<b>4 Affirmative</b>
<b>Nevada</b>	US 395 (relocate)	<p>The route begins in Washoe Valley at the Bowers Mansion Interchange and goes north to the Mt. Rose Interchange. The facility it is traveling over is a new construction of full controlled access interstate heading north and connects the State's capitol Carson City to the City of Reno. It covers 9.85 miles and ends at the Mt. Rose Interchange in Reno.</p> <p><a href="#">AASHTO-App_Relocation US395.pdf</a></p>	<b>4 Affirmative</b>
<b>Nevada</b>	US 395A (establish)	<p>The new route begins at Patriot Blvd. in Reno and goes south along S. Virginia St., SR430 and SR429 to through Pleasant and Washoe Valleys to the Eastlake Interchange ramps 1 and 2. It travels over an existing partial control access facility south to Reno, Pleasant Valley, Washoe Valley and Carson City for a total of 18.417 miles and ends at ramps 1 &amp; 2 of the Eastlake Interchange (IR580/US395) in Washoe Valley.</p> <p><a href="#">US395A-AASHTO APPLICATION.pdf</a></p>	<b>4 Affirmative</b>
<b>New York</b>	US 219 (relocation)	<p>Within New York State, US Route 219 is a north-south route which covers 69.25 miles which begins at Interstate 90, in the Town of West Seneca, and travels to the New York-Pennsylvania State Line in the Town of Carrollton. US Route 219 begins as a freeway section which covers 24 miles, and travels through the Towns of West Seneca, Orchard Park, Boston, Concord, and the Village of Springville. It then follows conventional roadways for a distance of 30 miles, and travels through the Village of Springville, the Towns of Concord, Ashford, Ellicottville, the Village of Ellicottville, the Town of Great Valley, the Village of Ellicottville, and the City of Salamanca. It then follows a freeway section for 8.75 miles, which is an overlap with Interstate 86, through the City of Salamanca and the Cattaraugus Indian Reservation. It then follows conventional roadways for a distance of 6.5 miles, and travels through the Cattaraugus Indian Reservation, the Town of Carrollton, and the Village of Limestone.</p> <p>The proposed relocation of US Route 219 continues the freeway section which previously ended in the Village of Springville, for a distance of 3.8 miles through the Village of Springville, The Town of Concord, and the Town of Ashford, and then covers a 0.3 mile section of conventional roadway prior to reconnecting with the original US Route 219, in the Town of Ashford.</p> <p><a href="#">US Route 219 Application.pdf</a></p>	<b>4 Affirmative</b>

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<b>North Carolina</b>	USBRS 1 (realignment #1)	<p>A new alignment to the existing USBR #1 in Wake County (Raleigh/Cary) is proposed to avoid heavy volumes of traffic and the designation of limited access roadways in the area of the expanded Raleigh/Durham International Airport (RDU). The route instead will traverse roads away from RDU and through William B. Umstead State Park. The proposed route leads away from the original route northeast of the park, in Raleigh, and has a terminus southwest of the park in the town of Cary. This realignment to the route is for 13.7 miles.</p> <p><a href="#">USBRS Electronic Application Form-WakeCo.pdf</a></p> <p><b>USRN Region 4 Comment:</b> Would be helpful to include level of local involvement in decision-making for change (DOTs doing a good job of detailing local involvement in applications to initiate routes). Letter states all rules and guidelines followed -- but since we are in the infancy of designating US bike routes, would be useful to continue to articulate process in applications for changes.</p>	<p><b>4 Affirmative</b></p> <p><b>See Comment</b></p>
<b>North Carolina</b>	USBRS 1 (realignment #2)	<p>A second alignment is proposed for the route in Scotland County (Laurinburg). A decision was made to realign the route due to a conflict with I-74/US-74. This new change connects the route directly to the City of Laurinburg before exiting into South Carolina. This realignment to the route is 9.7 miles.</p> <p><a href="#">USBRS Electronic Application Form_Scotland.pdf</a></p>	<b>4 Affirmative</b>
<b>Oklahoma</b>	US 287 (relocate)	<p>New route US 287 begins southeast of Boise City at existing US 287 route approximately 0.85 mile south of US 412 Junction, where new route crosses over US 412, and extends northeast on a new concrete two lanes highway for 3.61 miles and ending at existing US 287 route northeast of Boise City and 0.61 mile northeast of US 385 Junction.</p> <p><a href="#">Oklahoma US 287 complete.pdf</a></p>	<b>4 Affirmative</b>
<b>Texas</b>	I-69 (extension)	<p>Route will begin at IH 610 North in Houston. Route will extend 35 miles to the north. Existing facility is a six to ten-lane divided, controlled access route. Route will travel south to north. Houston, Humble, and Splendora are the three focal points. Route will extend 35 miles</p> <p>Route will end at the junction of U.S. 59 and Fostoria Road just north of the Liberty County line. AASHTO has included some background correspondence regarding this interstate route. A letter notifying FHWA headquarters that AASHTO has received the application is forthcoming.</p> <p><a href="#">IH 69 2012 AASHTO Application.pdf</a> <a href="#">RE_I-69 Designations.pdf</a> <a href="#">Various_IH69_AASHTOapps_MO_Final.pdf</a> <a href="#">IH69_MOpage.pdf</a></p>	<p><b>2 Affirmative with Condition: Need FHWA Approval Letter</b></p> <p><b>2 Affirmative</b></p>
<b>Texas</b>	US 377 (establish)	<p>The proposed route will begin approximately 1.4 miles north of SH 171, it will run southwestward around central Cresson and terminate approximately 1.1 miles south of SH 171. The route will travel north to south along a four-lane facility on a new location, a distance of approximately 2.8 miles.</p> <p><a href="#">US 377 2012 AASHTO Application.pdf</a></p>	<b>4 Affirmative</b>

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State	Route	Description	Decision
Texas	US 377 Business (recognition)	<p>The proposed route will begin approximately 1.4 miles north of SH 171, it will run southwestward through the city of Cresson and terminate approximately 1.1 miles south of SH 171. The route will travel north to south along an existing five-lane facility, a distance of approximately 2.5 miles.</p> <p><a href="#">BU377_2012_AASHTO_Application.pdf</a></p>	<b>4 Affirmative</b>