



US Route Numbering Report to the Standing Committee on Highways
 Thursday, May 20, 2010 Natchez, Mississippi

Members:

- Chair Don Vaughn, AL (Region 2)
- Ken Sweeney, ME (Region 1)
- Kevin Keith, MO (Region 3)
- Cathy Nelson, OR (Region 4)
- Marty Vitale, AASHTO (Secretary)

Guest: Michael McGough, Consultant

REPORT

The Special Committee on U.S. Route Numbering convened at 7:00 AM at the Natchez Convention Center. The committee considered 31 applications from 10 states. Actions of the committee are:

State	Proposed Route Change	Description	USRN Decision
Alabama	AL US Alt 331	The route begins at mile marker/post MP 24.445 and from there at the junction of US 331 North of Opp, Alabama southerly to MP 19.451 at the junction of US 84/US 331 south of Opp, Alabama. It is traveling over an existing pathway south near Opp, AL for 4.994 miles and ends at MP 19.451.	Approved
Alabama	AL US ALT 84	The route begins at mile marker/post MP 150.639 at the junction of US 84/US 331 northeast of Opp, Alabama to MP 144.923 at junction of US 84 west of Opp, AL. It travels over an existing pathway south/southwest of Opp, AL for 5.716 miles and ends at MP 144.923.	Approved
Colorado	CO US 50	The route begins at mile Marker 91.878 (existing US 50) traveling from junction of proposed US 550 in Montrose, along San Juan Avenue to junction of existing US 50 (Main Street) east for 1.680 miles and ends at mile marker 93.558 (existing US 50)	Approved
Colorado	CO US 550	Route begins at mile marker 129.257 (junction of CO 90) and travels north from junction of existing US 50 and State Route 90, along Townsend Avenue to junction of existing US 50 and proposed US 50, in Montrose. The length of this route is .953 miles and ends at mile marker 130.210 (junction of US 50)	Approved
Iowa	IA US61 Bus Rte	US 61 Business Route begins at the junction of US61 and I-280 and travels east on West River Drive to the east junction of US67 then north along Brady Street to its junction with I-80. Length is 14.16 miles.	Approved
Iowa	IA US61 Rte	US61 begins at the junction of US 61 and I280 traveling north on I280 to Jct with I80 then east on I80 to Jct with existing US61 on existing interstate going north then east to the city of Davenport for about 12 miles and ends at the jct of I80 and existing US61.	Approved

State	Proposed Route Change	Description	USRN Decision
Indiana	IN I-69	I-69 begins at I64 at I-164/PR-69 (mile marker 20.81) to US 231 on a new alignment going north and south near the city of Evansville, Indiana for approximately 67.07 miles (1.77 miles is already open to traffic and total corridor is to be completed in 2012) and ends at US 231 (mile marker 87.93).A letter has been sent to FHWA HQ for their decision. SM2010, IN Letter to FHWA on I-69	Conditional as Future I-69 pending FHWA approval letter
Kentucky	KY GarrardUS27	The route begins on existing US 27 near the intersection with KY 1845. US 27 continues and intersects with Ky 152, KY 753, KY 1355 and then intersects with existing US 27, 1/2 mile south of the intersection with KY 34 on a new alignment with the direction of travel being south near Lancaster, KY for 5.748 miles and ends at the intersection with US 27, 1/2 mile south of intersection with KY 34.	Approved
Kentucky	KY Carter US 60	The route begins on existing US 60 near Counts Crossroads and continues and intersects with KY 3298 and KY 1025 and then intersects with existing US 60 in Olive Hill on a new alignment west near the city of Olive Hill for 1.761 miles. The route ends at the intersection with existing US 60 near the intersection with KY 1025 in Olive Hill.	Approved
Kentucky	KY Owensboro US 60B	The route begins where US 60 currently intersects the Owensboro Bypass (US60B) on the east side of Owensboro. The Owensboro Bypass will be designated as US 60 and the US 60B designation will be removed. US. 60 will head in a westerly direction along the Bypass, south Owensboro. US 60 will be routed over an existing pathway, the Owensboro Bypass (presently designated as US 60B), a four-lane, median-divided, access-controlled facility. The route will head in a general westerly direction. The focal point city is Owensboro, KY. The re-designated portion of US 60 will travel along the Owensboro Bypass a distance of 10.212 miles. The route will rejoin the current US 60 alignment on the west side of Owensboro.	Approved
Kentucky	KY Owensboro US60	The route begins where US 60 currently intersects the Owensboro Bypass (US60B) on the east side of Owensboro. The Owensboro Bypass will be designated as US 60 instead of US 60B; thus, US 60 will head in a westerly direction along the Bypass, south of Owensboro. US 60 will be routed over an existing pathway, the Owensboro Bypass (Presently designated as US 60B) a four-lane, median-divided, access-controlled facility. The route will head in a general westerly direction near Owensboro, KY for 10.212 miles. The route will rejoin the current US 60 alignment on the west side of Owensboro.	Approved

State	Proposed Route Change	Description	USRN Decision
Kentucky	KY US 62	The route begins on existing US 62 near the intersection with KY 453 northwest of Grand Rivers. US 62 continues across the Tennessee River near the Kentucky Lake Dam and crosses the Livingston County/Marshall County line and intersects with existing US 62 and US 641 at the Kentucky Dam Village State Resort Park. It is a new bridge and approaches over the Tennessee River near the Kentucky Lake Dam in a southwest direction for the new section. The focal points are Grand Rivers and Kentucky Dam Village State Resort Park near Gilbertsville for 2.269 miles. The route ends at the intersection with US 641 near Kentucky Dam Village State Resort Park.	Approved
Kentucky	KY Jessamine US 68	The route begins on existing US 68 near the intersection with KY 1980 then intersects with KY 3375, KY 169 (twice), and then KY 29 and then intersects with existing US 68 west of Nicholasville near the intersection with southbound KY 29 on a new alignment south near Nicholasville for 6.019 miles and ends at the intersection with existing US 68 near the intersection with southbound KY 29 near Nicholasville.	Approved
Kentucky	KY Lincoln Rockcastle US150	The route begins on existing US 150 at the intersection with KY 461, west of Mt. Vernon. US 150 continues and intersects with KY 2108, KY 1250, KY 70, KY 1229, KY 3245, KY 39, KY 643, and KY 1369 and then intersects with existing US 150, west of Crab Orchard all on a new alignment traveling northwest near Crab Orchard, Brodhead, and Mt. Vernon for 6.770 miles. The route ends at the intersection with existing US 150 at the intersection with KY 1369 near Crab Orchard.	Approved
Kentucky	KY Owensboro US431	The route will begin at US 60 (currently US 60 Bypass) in south Owensboro continuing along the existing US 431 route to the Tennessee State Line on an existing pathway - new begin point south within the city of Owensboro removing approximately 3.3 miles and ends at the Tennessee State Line.	Approved
Kentucky	KY Morgan US 460	The route begins on existing US 460 near the intersection with KY 203 and continues and intersects with KY 946 on a new alignment traveling west to Mize and Ezel for 1.464 miles ending near the intersection with KY 772.	Approved
Missouri	MO US-40 to I-64	The routing begins at the interchange at I-70 in St. Charles County, to connect to the existing I-64 that begins at I-270 to the east on an existing pathway, US 40/61 traveling east where it begins in Wentzville, travels through Lake St. Louis, O'Fallon, Dardenne Prairie, Weldon Spring, Chesterfield, Town and Country for approximately 25 miles and ends at the interchange of I-270, St. Louis County.	Approval pending FHWA approval letter
Missouri	MO US-60	Carter Co Project begins just east of Route DD, Shannon County part of the east/west corridor upgrade from 2-lane to 4-lane divided highway facility connecting Joplin to Poplar Bluff primarily along existing alignment, some slight re-alignment in an east direction towards Freemont and Van Buren for approximately 10.2 miles and ends just west of Route C, Carter County.	Approved

State	Proposed Route Change	Description	USRN Decision
North Carolina	NC US 17 Bus Recognize	The route begins at the intersection with SR 1149 and relocated US 17. The route travels northward across the Tar River into Washington, North Carolina on an existing Alignment North towards Washington and Chocowinity, North Carolina for 6.02 miles and ends as it rejoins US 17 approximately 1.56 miles north of US 264 along the old alignment of US 17.	Approved
North Carolina	NC US 17 Relocate	The route begins at the intersection of SR 1149 and existing US 17. The route travels northward across the Tar River into Washington, North Carolina and is it traveling over a new alignment North to Washington and Chocowinity, North Carolina 5.60 miles. The route ends as it rejoins the existing alignment of US 17 approximately 0.70 mile north of US 264 along the new alignment of US 17	Approved
North Carolina	NC Craven Co US 70 Bus Eliminate	The route begins at the intersection of US 17 and US 70 west of downtown New Bern. The route travels east through New Bern on an existing alignment East to New Bern, North Carolina for 3.89 Miles and the route ends south of New Bern at US 17/70 – NC 55.	Approved
North Carolina	NC Iredell Co US 70 Relocate	The realignment begins approximately 0.59 mile east of the intersection of SR 2318 and the original alignment of US 70. The route is traveling eastward towards Salisbury, North Carolina on New alignment East to Statesville, North Carolina. The length of the realignment is 3.81 miles. The relocated route terminates at the end of the US 70 realignment, approximately 0.76 mile east of SR 2362.	Approved
North Carolina	NC Stanly Co US 52 Bus Recognize	The route begins at the intersection where the new US 52 alignment ends and NC 24/27 intersects with US 52. The route is traveling over the existing alignment of US 52 in order to maintain the connection with the proposed beginning of the new alignment for US 52 on an existing alignment East to Albemarle, North Carolina for 0.26 Mile. The route ends at the current end of US 52 Business and the intersection of NC 24/27/73.	Approved
North Carolina	NC Stanly Co US 52 Relocate	The new alignment begins approximately 0.68 mile north of the intersection of SR 1785 and US 52. The route travels along a new alignment northward towards Albemarle until it intersects with the original alignment of US 52 on a new alignment North to Albemarle, North Carolina for 2.86 Miles. The route ends at the intersection where the new US 52 alignment ends and NC 24/27 intersects with US 52.	Approved
Ohio	OH US 24	US 24 begins at mile marker 0.0 at the Indiana State Line to west side of the City of Defiance on new alignment east to the Village of Antwerp, Village of Cecil and the City of Defiance for 22.97 miles ending in the City of Defiance.	HOLD – pending application from adjoining state (Indiana)

State	Proposed Route Change	Description	USRN Decision
Oregon	OR US20	The route begins at mile point 263.9 The intersection of NE 3rd Street with NE Greenwood Avenue. This is also the end of the McKenzie-Bend Highway. It is also the beginning of the Central Oregon Highway (US20) and going through Bend, Oregon on an existing pathway nor to Bend, Oregon for 1.3 miles and ends at route mile point 265.1. Southbound exit from the McKenzie-Bend Highway (US20) (NE 3rd Street) to division Street.	Approved
Oregon	OR US97	The route begins at southbound exit from the Dalles-California Hwy. (US97) to NE 3rd Street at mile point 133.4 through Bend, Oregon on a new alignment south to Bend, Oregon for 6.1 miles and ends at northbound exit from the Dalles-California Hwy. (US97) to SE 3rd Street at mile point 139.5.	Approved
Oregon	OR US97Bus	Route begins at mile point 133.4 southbound exit from the Dalles-California Hwy. (US97) to NE 3rd Street through Bend, Oregon on an existing pathway south through Bend, Oregon for 6 miles and ends at route mile point 139.5. Northbound exit from the Dalles-California Hwy.	Approved
Texas	TX US 271 Relocation	Route US 271 begins at US 67 going southward and southeastward and is traveling over a new alignment south near Mount Pleasant, Texas approximately 3.9 and it ends at the intersection with US 271/BU 271-E (old location of US 271, approximately 1.3 miles north of FM 3417.	Approved
Texas	TX US 271 Recognition of a Business	Route on U.S. Route The route begins at SH 49 and current southern terminus of BU 271 traveling southward on an existing roadway - former location of US 271 in a south direction to Mount Pleasant, Texas for approximately 2.3 and ending at an intersection with new location of US 271 south of Mount Pleasant, approximately 1.3 miles north of FM 3417.	Approved
Texas	TX US 380	Route begins at mile marker 0.321 east of intersection with County Road 1063 southwestward on new location on a new alignment south (this segment) to Greenville, Texas for 0.8 miles and ends at 0.479 mile west of intersection with US69.	Conditional approval to be signed when open to traffic

It was also discussed that USRN information was posted on-line in December 2009 and that it is important for states to ensure accuracy. Information can be accessed through the AASHTO Route Numbering Website. Marty Vitale, committee Secretary will email SCOH members and state contacts requesting this review.

The committee wishes to thank Marty Vitale for her hard work and support of the work of this committee.

Submitted by D.W. Vaughn, Chair (Alabama)

May 20, 2010