

**AASHTO Special Committee on U. S. Route Numbering (USRN)
 Report to the Standing Committee on Highways (SCOH) – May 4, 2011
 Decision and Meeting Minutes
 May 2, 2011 – Las Vegas, Nevada**

Members:

Chair Don Vaughn, AL (Region 2)
 Ken Sweeney, ME (Region 1)
 Greg Johnson, MI (Region 3)
 Cathy Nelson, OR (Region 4)
 Secretary Marty Vitale, AASHTO

The Special Committee on U.S. Route Numbering (USRN) convened on Monday, May 2, 2011 at 6:30 PM Pacific Time in the Paris Hotel and Conference Center, Las Vegas, Nevada. Don Vaughn, AL the committee chair was absent and Ken Sweeney, ME region one member chaired the meeting. Also present were members Cathy Nelson, OR; Greg Johnson, MI; Marty Vitale, AASHTO, Ginny Sullivan Adventure Bicycle Association, Richard Moeur, AZ USBRS Task Force chair and other guest. The special committee approved the minutes from the October 29, 2010 meeting. The bicycle route for Alaska that was approved at the last meeting has met the conditions and is now fully approved by the special committee. The committee considered 33 applications from 16 states. Actions of the AASHTO Highways Special Committee on U. S. Route Numbering are as follows:

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
IOWA	Relocation of US 61	Begins just south of Junction with IA 2 at Co Rd X23. Traversing north then east around the city of Fort Madison. New alignment. North, then east. Fort Madison. Approximately 7.78 miles. Ends just south of 190th Street (Co Road J50) at the junction with existing alignment of U.S. 61.	Conditional approval – opens to traffic prior to signing
IOWA	Recognition of Business Route US 61	East along IA 2 in Fort Madison to Jct of IA 2 then north. Along the existing alignment of Old U.S. 61. East then north. Fort Madison. Approximately 9.09 miles. Just north of the 190th St (Co Rd J50) Interchange and the Jct of Relocated U.S. 61.	Conditional approval – opens to traffic prior to signing
ALABAMA	Relocation of US 29	Route begins on existing US 29/31 at Milepost 559.181 Back / 59.112 Ahead east of Flomaton, Alabama. New Location from Milepost 559.181 Back / 59.112, thence West to end at Milepost 557.736 / 57.736 Back New Alignment West Flomaton, Alabama 1.344 Miles Route ends on existing US 29/31 at Milepost 557.736 Ahead / 57.736 Back	Approved
ALABAMA	Relocation of US 31	Route begins on existing US 29/31 at Milepost 559.181 Back / 59.112 Ahead east of Flomaton, Alabama. New location from Milepost 559.181 Back / 59.112, thence West to end at Milepost 557.736 / 57.736 Back	Approved

ALABAMA	Relocation of US 80	1. Route begins east of Montgomery at the junction of existing US 80 and Alabama Route 126 - Milepost 150.417 ahead and 148.932 back. 2. Route travels on Alabama 126 east of Montgomery to the junction of Interstate 85, thence westerly on Interstate 85 to the junction of Eastern Bypass (existing US 80/US 231) in Montgomery. 3. Route is traveling over existing roadway. 4. Direction of travel is North and West. 5. Montgomery 6. Length of route is 9.639 miles. 7. Route ends on existing Interstate 85 at junction of Eastern Bypass (existing US 80/US231) - MP 139.293 in Montgomery	Approved
DELAWARE	Elimination US 301	Maryland / Delaware state line US 40 in Glasgow. The existing alignment will remain as today- there are no new crossings involved in the elimination of existing US route 301 The existing US 301 route generally travels north-south The existing route passes west of Middletown, Delaware Removal of the US 301 designation from the Maryland / Delaware state line to Glasgow is approximately 15 miles US 40 in Glasgow	Conditional approval – With condition that US 301 open to traffic before elimination of old route
DELAWARE	US 301 Relocation	At the Maryland / Delaware state line SR 1, just south of the C&D Canal Relocated US 301 will travel over local roadways and State Routes North, North-east The relocated route passes west of Middletown, Delaware 11.7 miles SR 1, just south of the C&D Canal	Conditional approval – With condition that US 301 open to traffic before elimination of old route
ILLINOIS	Elimination of Business Route US 51	Through the Central Business District of Decatur, IL Existing alignment North Decatur, IL 10.8 miles US Route 51 and Interstate 72 on the north side of Decatur, IL	Approved

<p>INDIANA</p>	<p>Relocation of U.S. Route 31</p>	<p>The new alignment of U.S. 31 begins at Log Mile 0.00 at the Indiana/Michigan State Line in St. Joseph County, Indiana. The section in reference of this request begins at U.S. 35 North Junction in Howard County. From the Michigan State Line the road travels southerly through the State of Indiana and providing access to South Bend, Lapaz, Plymouth, Peru, Kokomo, Indianapolis, Columbus, Seymour, Crothersville and Jeffersonville until it reaches the Kentucky State Line. East of the Old U.S. 31 existing pathway, U.S. 31 will be traveling over a new alignment, south and north of the Kokomo Bypass realignment it will travel over existing interstates. Give the direction of travel: As defined by the AASHTO log, U.S. 31 travels from north to south, beginning at the Michigan State Line to the Kentucky State Line. =Beginning at Log Mile 90, the existing segment of U.S. 31 would be rerouted over a new alignment traveling southeasterly past the intersection of U.S. 35 to the junction of CR West 550 North at Log Mile 102. The City of Kokomo, Indiana is the focal point for the section in reference of this request. Length of route in miles: This segment of U.S. 31 that is proposed to be rerouted over a new alignment is approximately 13 miles long, increasing the total length of U.S. 31 to approximately 269 miles from approximately 266 miles previously. Log Mile 269 at the Indiana/Kentucky State Line. For this request, new road construction for the U.S. 31 Bypass Freeway terminates at the County Road West 550 North interchange in Tipton County below the south side of the City of Kokomo.</p>	<p>Conditional approval – with condition that it is open to traffic prior to signing</p>
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<p>INDIANA</p>	<p>Relocation of a U.S. 231</p>	<p>U.S. 231 begins at Log Mile 0.00 at the junction of U.S. 41 south of St. John in Lake County, Indiana. The section in reference of this request, the new alignment of U.S. 231 begins at the junction of Interstate 64 in Spencer County. From U.S. 41 south of St. John, the road travels southerly through the State of Indiana and providing access to St. John, Crown Point, Hebron, Demotte, Rensselaer, Remington, Wolcott, Lafayette-West Lafayette, Crawfordsville, Greencastle, Cloverdale, Spencer, Worthington, Bloomfield, Crane Naval Weapons Depot, Loogootee, Jasper, Huntingburg, Dale, Gentryville, Chrisney, and Rockport until it reaches the Ohio River/Kentucky State Line. East of the Old U.S. 231 existing pathway, U.S. 231 will be traveling over a new alignment, south and north of the U.S. 231 Spencer Corridor realignment it will travel over existing roads. As defined by the AASHTO log, U.S. 231 travels from north to south, beginning at the junction of U.S. 41 south of St. John in Lake County, Indiana to the Ohio River/Kentucky State Line. Beginning at Log Mile 264, the existing segment of U.S. 231 would be rerouted over a new alignment traveling southwesterly from the intersection of Interstate 64 past the Town of Dale to the west and bypassing the Towns of Gentryville and Chrisney to the east until it reaches the junction of State Road 66 at Log Mile 285. The Towns of Dale, Gentryville, Santa Claus, Chrisney and Rockport in Spencer County, Indiana are the focal points for the section in reference of this request. This segment of U.S. 231 that is proposed to be rerouted over a new alignment is approximately 21 miles long, decreasing the total length of U.S. 231 to approximately 285 miles from approximately 297 miles previously. Log Mile 285 at the Indiana/Ohio River/Kentucky State Line. For this request, new road construction for the U.S. 231 Bypass expressway terminates at the State Road 66 interchange east of the City of Rockport in Spencer County.</p>	<p>Conditional approval – with condition that it is open to traffic prior to signing</p>
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KENTUCKY	Establishment of U.S. Route 68	Where does the route begin? (Intersection or Mile Marker) the junction with US 69 near KY 740 at the east urban limits of Glasgow Describe where it is going? northwest via Glasgow What type of facility is it traveling over? (New alignment or over an existing pathway) begins on new alignment then continues on existing KY 3160 Give the direction of travel(north, east, south, and west) north west Name the focal point city or cities in Glasgow Length of route in miles. 5.444 Where does it end? (Terminal intersection or mile marker) the junction with US 68 near the west urban limits in Glasgow.	Conditional approval – with condition that it is open to traffic prior to signing
KENTUCKY	Recognition of a U.S. Business Route on U.S. 68	Begins at the junction with US 60 at the east urban limits of Glasgow Going through downtown Glasgow Route is traveling over existing alignment Direction is west Name the focal point city is Glasgow Length of route in miles. 4.6 miles Ends at intersection with US 68 in Glasgow	Conditional approval – with condition that it is open to traffic prior to signing
MAINE	Establish new US Bicycle Route USBR 1	Route connects Calais, Maine at the Canadian Border and Kittery, Maine at the Memorial Bridge crossing of the Piscataqua River, which is the New Hampshire Border of Maine.	Approved
MAINE	Establishment of new U.S. Bicycle Route USBR 1A	Route connects to proposed USBR1 between Bucksport and Brunswick, Maine providing a coastal alternative to USBR 1 along the mid-coast section of the state. Both the inland "river" route and the "coastal" route are well established routes that offer numerous attractions and destinations and as such deserve national designation.	Approved
MICHIGAN	Elimination of Business US 12 (Niles, MI)	Business US 12 in Niles, MI, between US 12 west of Niles and US 12 south of Niles is being eliminated. The entire business route was within Michigan. The total length of Business US 12 was 5.44 miles, 2.29 miles of which was dual signed with state route M-51. A portion of the business route was turned back to local jurisdiction in March 2010. The portions remaining under state jurisdiction will now be signed as state routes M-51 and M-139.	Approved
MICHIGAN	Establishment of a new U.S. Bicycle Route 20	Proposed U.S. Bicycle Route 20 connects Michigan and Canada. Wisconsin is also involved.	Approved

NEW HAMPSHIRE	Establish new U.S. Bicycle Route 1	Route connects Kittery, Maine at the Memorial Bridge crossing of the Piscataqua River, which is the New Hampshire Border with Maine to Salisbury, Massachusetts at State Route 286.	Approved
NORTH CAROLINA	Relocation of U.S. 17	The route begins south and west of New Bern in Jones County at the intersection of existing US 17/proposed US 17 Business. The route is going north and east to existing US 70, then south and east to existing US 17/proposed US 17 Business in New Bern in Craven County. The route is traveling along a four-lane divided freeway on a new alignment to US 70 (section "A") then along an existing principal arterial (existing US 70, sections "B" and "C"). The route is going north and east to existing US 70 then south and east to its end. The focal point city is New Bern. The route will cover approximately 10.1 miles. The route ends in New Bern in Craven County at the interchange with existing US 70/proposed US 17 Business where it reconnects with existing US 17.	Conditional approval – with condition that it is open to traffic prior to signing
NORTH CAROLINA	Recognition of US 17 Business	The route begins south and west of New Bern in Jones County at the intersection of existing/relocated US 17. The route is going along the former alignment of US 17 in Jones County to existing US 17/70 in New Bern in Craven County The route is traveling on a two lane undivided principal arterial on an existing alignment (all sections). The route is traveling north and east. The focal point cities are River Bend and New Bern. The route will cover approximately 6.7 miles. The route ends in New Bern in Craven County at the interchange with existing US 70 where it reconnects with the existing/relocated US 17.	Conditional approval – with condition that it is open to traffic prior to signing

<p>NORTH CAROLINA</p>	<p>Relocation of U.S. Route 311</p>	<p>The route begins southeast of Archdale in Randolph County at the intersection of existing US 311 and state secondary road SR 1928 (Cedar Square Road). The route is going from the existing alignment of US 311 in Randolph County to Interstate 85 Business, US 29/70, in High Point in Guilford County. The route is traveling over a two lane divided (proposed) principal arterial on a new alignment for the first 0.3 mile (section "A"), then on a four-lane divided freeway on a new alignment to its end (sections "B", "C", and "D"). The route is traveling north and west. The focal point cities are Archdale and High Point. The route will cover approximately 7.7 miles. The route ends in High Point in Guilford County at the interchange with Interstate 85 Business, US 29/70, where it reconnects with the existing alignment of US 311.</p>	<p>Approved</p>
<p>SOUTH CAROLINA</p>	<p>Relocation of U.S. Route 21</p>	<p>Where does the route begin? US 21 Business MM 17.35 Where is it going? Running Southerly then Easterly to existing US 21 What type of facility is it traveling over? Existing facility Explain the direction (north, east, south, and west) South Name the focal point city or cities Beaufort and Port Royal Total number of miles the route will cover 8.09 miles Where does it end? MM 25.44 Begin your description here: US 21 relocation is an existing facility in the Cities of Beaufort and Port Royal, Beaufort County. This facility is comprised of 8.09 miles of existing roadway running from US 21 Business Southerly to US 21. This segment follows a Southerly path and is between Mile points 17.35 and 25.44 on US 21.</p>	<p>Approved</p>
<p>SOUTH CAROLINA</p>	<p>Extension of U.S. Route 21 Business</p>	<p>Where does the route begin? US 21 MM 3.26 Where is it going? Running Westerly to US 21 What type of facility is it traveling over? Existing Facility Explain the direction (north, east, south, and west) Westerly Name the focal point city or cities Beaufort Total number of miles the route will cover 2.14 miles Where does it end? US 21 MM 5.40 Begin your description here: US 21 Business is an existing facility in the City of Beaufort, Beaufort County. This facility is comprised of 2.14 miles of new location running from</p>	<p>Approved</p>

SOUTH CAROLINA	Establishment of Interstate I-520	Where does the route begin? Georgia State Line Where is it going? Running Easterly to I-20 What type of facility is it traveling over? New Facility Explain the direction (north, east, south, and west) East Name the focal point city or cities North Augusta Total number of miles the route will cover 7.99 miles Where does it end? I-20 I-520 is a new Interstate facility in North Augusta in Aiken County. This facility is comprised of 7.99 miles of new roadway running from the Georgia State Line Easterly to I-20. This segment follows an East-West path and is between Mile points 15.62 and 23.61 on I-520. AASHTO Letter to FHWA dated April 6, 2011	Approved
TENNESSEE	Relocation of U.S. Route 421	In Tennessee, the proposed route begins at the Virginia/Tennessee State Line, on USRN 11E and USRN 19. This route is the Tennessee portion of a proposed relocation of USRN 421 in both Tennessee and Virginia. The route runs along a five lane city section involving USRN 11E, USRN 19, Tennessee SR 1 and Tennessee SR 34, all within the city of Bristol. The direction of travel is south along USRN 11E/USRN 19, and SR 1; and east on SR 34, ending at Martin Luther King Jr. Blvd. for a total distance of 0.53 miles.	Approved
TEXAS	Relocation of U.S. Route 79 Business	The route begins at US 79 south of Taylor *Link between eastern and southern US 79 *Redesignated on existing facility *South *City of Taylor/Williamson County *Route length is 2.7 miles * Route ends at US 79 south of Taylor.	Approved
TEXAS	Elimination of US 87 Business	Route begins at US 82 in the City of Lubbock. The route provided a link between US 82 and US 84. BU 87 was an existing facility. Direction of travel is south. Route located within the City of Lubbock. Segment removed was 3.9 miles in length. The route ended at US 84 in the City of Lubbock.	Approved

TEXAS	Recognition of a Business Route on US 190 Business	Route begins 1.0 miles south of the FM 3117 and US 190 junction. The business route provides access to the Town of Heidenheimer. Facility travels over the old US 190 location. Travels southeasterly direction. Focal cities are Temple and Heidenheimer. Route covers approximately 2.4 miles. Route ends at US 190 approximately 0.7 mile south of the US 190 and FM 436 junction.	Approved
TEXAS	Relocation of a U.S Route 287 Business	The route begins at 5th Street and 4th Street one-way pair at Houston and Commerce Streets. The route links State Spur 280 to I-35W. It travels over an existing roadway. Direction of travel is south. City of Fort Worth is the focal city. Project relocation is approximately 2.4 miles in length. The segment ends at I-35W and existing U.S. 287 Business.	Approved
TEXAS	Relocation of a U.S. Route 380 Business	The route begins 0.8 mile west of the US 380/FM 36 junction. Provides access to the Floyd Community. Travels over an existing facility. Direction of travel is east. Focal points are Floyd, west of Greenville, Texas. 1.8 miles in length. The route ends 1.0 mile west of FM 36.	Approved
VIRGINIA	Relocation of U.S. 421	In Virginia, the proposed route relocation begins at the Virginia/Tennessee State Line and continues 0.07 miles North on Commonwealth Avenue at the intersection of Goode Street where it connects with the existing route. In Tennessee, the proposed route begins at the Virginia/Tennessee State Line, on USRN 11E and USRN 19. This route is the Tennessee portion of a proposed relocation of USRN 421 in both Tennessee and Virginia. The route runs along a five lane city section involving USRN 11E, USRN 19, Tennessee SR 1, and Tennessee SR 34, all within the city of Bristol, Tennessee. The direction of travel is south along USRN 11E/USRN 19, and State Route 1; and east on State Route 34, ending at Martin Luther King Jr. Blvd., for a total distance of 0.53 miles.	Approved
VIRGINIA	Realignment of an existing U.S. Bicycle Route USBR 1	Route connects USBR 1 throughout the state of Virginia. See map and detailed log for description. There are 274 miles of USBR 1 within Virginia.	Approved
VIRGINIA	Realignment of an existing U.S. Bicycle Route USBR 76	Route connects existing US Bicycle Route USBR 76 from west to east.	Approved

WISCONSIN	Relocation of a U.S. Route 18	The route begins at Wisconsin Street and travels west of the existing US 18 over an existing pathway and new alignment south and east. The focal point city is Prairie du Chien. The length of this route is 2.62 miles and ends at Marquette Street.	Conditional approval – with condition that it is open to traffic prior to signing
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Respectfully submitted by

Marty Vitale

USRN Secretary

May 4, 2011