

**AASHTO Special Committee on U. S. Route Numbering (USRN)  
Report to the Standing Committee on Highways (SCOH) – October 15, 2011  
Decision and Meeting Minutes  
October 13, 2011 – Detroit, Michigan**

**Members:**

Chair Don Vaughn, AL (Region 2) Absent  
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 Thursday, October 13, 2011 at 4:21 PM Eastern Time in the Marriott Renaissance Hotel and Conference Center, Detroit, Michigan. 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, Five members from Wisconsin DOT and one South Carolina DOT member were present at the meeting and asked for an overview of what the committee does and the process. Marty Vitale, AASHTO gave a brief orientation of the application process. It was suggested that this overview be included in the new SCOH member orientation given in the spring. The committee considered 27 applications from nine states. All applications were approved with eleven approved with conditions. The meeting adjourned at 4:50 PM. Actions of the AASHTO Highways Special Committee on U. S. Route Numbering are as follows:

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
INDIANA	<b>US 31</b> <a href="#">IN_US31SoBend.pdf</a>	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 the junction of U.S. 20 in South Bend, St. Joseph County. From the Michigan State Line the road travels southerly through the State of Indiana and providing access to South Bend, La Paz, 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 Bypass realignment it will travel over existing interstates. 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 12, the existing segment of U.S. 31 would be rerouted over a new alignment traveling southeasterly bypassing the Towns of Lakeville and La Paz to the junction of U.S. 30 at Log Mile 27. The Cities of South Bend and Plymouth, Indiana are the focal points for the section in reference of this request. The total length of the South Bend to Plymouth corridor is 20 miles long. The segment of U.S. 31 that is proposed to be rerouted over a new alignment is approximately 15 miles long. Log Mile 269 at the Indiana/Kentucky State Line in Clark County, Indiana. For this request, new road construction for the U.S. 31 Bypass Freeway terminates at just northeast of the U.S. 30 interchange in the City of Plymouth in Marshall County.	<b>Affirmative With Condition -</b> Conditional Approval until route is complete and open to traffic in 2014

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
INDIANA	<b>US 136</b> <a href="#">IN_US136INDY.pdf</a>	<p>U.S. 136 begins at Log Mile 0.00 at the junction of U.S. 136 and I-465 on the west side of Indianapolis in Marion County, Indiana. The new route begins point will be I-465 at the newly constructed I-465/I-74/U.S. 136 interchange. U.S. 136 travels westerly over a mostly two lane road from the west side of Indianapolis westerly to the City of Crawfordsville and then on west to the Indiana/Illinois State Line. West of the I-465 existing pathway, U.S. 136 will be traveling over existing pathway. As defined by the AASHTO log, U.S. 136 travels from east to west, beginning at the junction of U.S. 136 and I-465 on the west side of Indianapolis, U.S. 136 travels westerly through the State of Indiana, traversing Marion, Hendricks, Montgomery and Fountain Counties until it reaches the Illinois State Line. The Town of Speedway and the City of Indianapolis in Marion County, Indiana are the focal points for the section in reference of this request. As a result of the new I-465/I-74/U.S. 136 interchange, U.S. 136 may be eliminated between Crawfordsville Road and I-465, reducing the total mileage of U.S. 136 by 0.34 miles. The total length of the route between Indianapolis and the Illinois State Line is 75 miles. Log Mile 75 at the Indiana/Illinois State Line.</p>	<p><b>Affirmative With Condition -</b>  Conditional approval until interchange at US-136 and I-465 is complete and open to traffic in July 2012.</p>

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
INDIANA	<b>US 231</b> <a href="#">AASHTOUSRN US 231 LafayetteSep01 2011001.pdf</a>	<p><b>U.S. 231</b> 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 U.S. 52 at Log Mile 88 in Tippecanoe 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. The new U.S. 231 begins northwest of West Lafayette at U.S. 52 and travels 5.5 miles south to join existing U.S. 231 just north of the Wabash River. West of the Old U.S. 231 existing pathway, U.S. 231 will be traveling over a new alignment, north and south of the U.S. 231 Lafayette Corridor realignment in Tippecanoe County 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 88, the existing segment of U.S. 231 would be rerouted over a new alignment traveling southeasterly from the existing U.S. 231 and bypassing the Cities of West Lafayette and Lafayette to the east until it reaches the junction of U.S. 52/S.R. 25 at Log Mile 94. The Cities of West Lafayette and Lafayette in Tippecanoe 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 6.9 miles long. 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 Log Mile 94</p>	<p><b>Affirmative With Condition -</b>  Conditional approval until new alignment segment of routes is complete and open to traffic in 2012.</p>

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
INDIANA	<b>U.S. 52</b> <a href="#">US 52 AASHTO.pdf</a>	<p><b>U.S. 52</b> begins at Log Mile 0.00 at the Indiana/Ohio State Line as a Travel-Over on I-74 in Dearborn County, Indiana. The section in reference of this request, the new alignment of U.S. 52 begins at the junction of U.S. 25 at Log Mile 152 in Tippecanoe County. The Cities of West Lafayette and Lafayette in Tippecanoe County, Indiana are the focal points for the section in reference of this request. As defined by the AASHTO log, U.S. 52 travels from east to west, beginning at the Indiana/Ohio State Line, traveling over I-74 westward through the State of Indiana until it travels over U.S. 24 in Benton County to the Illinois State Line. The rerouted U.S. 52 will begin and travel over approximately 6.9 miles of new and existing U.S. 231 and then over State Road 25 easterly for 3.52 miles before joining back with U.S. 52 south of Lafayette. The reroute of U.S. 52 over S.R. 25 and the new U.S. 231 totals approximately 10.4 miles. Log Mile 203 in Benton County at the Indiana/Illinois State Line. For this request, new road construction for the U.S. 52 Reroute terminates at Log Mile 165.</p>	<b>Approved</b>
KANSAS	<b>US 81 BUSINESS</b> <a href="#">KS_US81BUS.pdf</a>	<p>This segment of US-81 Business begins northeast of Lindsborg where it leaves its parent I-135 /US-81, then proceeds southwesterly and southerly through Lindsborg, and then easterly where it rejoins I-135/US-81 and ends. It is a 2-lane highway approximately 8 miles in length. The portion of the road from the north junction of I-135/US-81 then southwesterly and southerly to Lindsborg, will remain as a state numbered highway. The remainder of the route south and east of Lindsborg will revert to a local public road.</p>	<b>Approved</b>
KENTUCKY	<b>I-69</b> <a href="#">KY_I69.pdf</a>	<p>The route begins at the interchange of I-24 and the Julian M. Carroll Purchase Parkway near Gilbertsville. It joins I-24 and runs concurrently. The route runs concurrently with I-24 and extends east/northeast via I-24 and the Wendell H. Ford Western Kentucky Parkway. The route travels along an existing interstate facility (I-24, 4+ lanes) and a Kentucky Parkway (Wendell H. Ford Western Kentucky Parkway, 4+ lanes). The route will head in an easterly to northeasterly direction. Gilbertsville, Calvert City, Eddyville, Princeton, Dawson Springs, Nortonville The total number of miles over the entire I-69 designation will be approximately 55 (about 17 miles over I-24 and 38 miles on the Western Kentucky Parkway). The route will end at the interchange with the Edward T. Breathitt Pennyryle Parkway near Nortonville</p>	<b>Approved</b>
LOUISIANA	<b>US 79</b> <a href="#">LA_US79.pdf</a>	<p>Route begins at S. Jct. US 79 S. of Homer, LA traveling north along new location to LAS 2 and east along LA 2 to Jct. US 79. The route travels 3.89 miles of new alignment and 1.33 miles over LA 2 north and east to the town of Homer for 5.22 miles and ends at N Jct. US 79 N. of Homer, LA.</p>	<b>Approved</b>

STATE	ROUTE CHANGE	DESCRIPTION	USRN DECISION
MAINE	US 1A <a href="#">ME_Rt 1A Bangor.pdf</a>	This is a city route classified as an "other principal arterial" that carries US Route 1A plus State Route 9 in a flat downtown area. It had some challenging corner radii for truck traffic and a decision was made to move the traffic flow up one block with some intersection improvements. That has been done and the flow is smoother along an adjacent principal arterial and a reclassified/rebuilt local road. The previous path now has a STOP sign and has become the less travelled route and reclassified as a local road. Comparatively, the length is almost identical or about 0.14 miles	<b>Approved</b>
MISSOURI	US 67 BUTLER CO <a href="#">1 of 16 Relocation of US 67 - Butler County.pdf</a> <a href="#">MoDOT's Submittal Ltr.pdf</a>	The route begins 2.0 miles south of Route M in Poplar Bluff, Missouri continuing north/south to Corning, Arkansas traveling on new alignment, parallel to existing pathway through the cities of Poplar Bluff and Doniphan, Missouri and ending 1.0 mile south of the new U.S. 160/ U.S. 158 interchange for a length of 4.275 miles. reason for Request: This relocation is necessary in order to improve the overall safety of the mentioned segment, the existing route Possess heavy through traffic mixed with many access points.	<b>Affirmative With Condition -</b> Conditional approval until route is complete and open to traffic in 2013.
MISSOURI	US 160, BUTLER CO <a href="#">2 of 16 Extension of US 160 - Butler County .pdf</a>	The route begins in Doniphan at the current intersections of U.S. 67 and U.S. 160/U.S. 158 in Ripley County continuing east/west to Harviell in Butler County traveling over existing pathway, the focal point cities are Doniphan and Poplar Bluff and ending at the new interchange of U.S. 67 and U.S. 160 for a total of 0.262 miles. Reason for Request: The segment of U.S. 160 is being extended to the new U.S. 67 interchange.	<b>Affirmative With Condition -</b> Conditional approval until new alignment of US-67 is approved, complete and open to traffic in 2013.
MISSOURI	US 67 <a href="#">3 of 16 Relocation of US 67- Madison, Wayne &amp; But...</a>	The route begins 0.5 miles south of Route E in Fredericktown in Madison County continuing north/south through Wayne County to Poplar Bluff in Butler County traveling on new alignment running parallel to existing pathway; the cities affected are Fredericktown, Cherokee Pass, Greenville, and Old Greenville ending 2.0 miles south of Route F in Poplar Bluff.	<b>Affirmative With Condition -</b> Conditional approval until route is complete and open to traffic in fall 2011
MISSOURI	US BUS 67 - WAYNE COUNTY <a href="#">4 of 16 Recognition of US BUS 67 - Wayne County.p...</a>	Route begins at new US Route 67 (Point 1) towards Greenville over old Route 67 from Point 1 to Point 2 (2.317 miles) North/South with the focal point city of Greenville and Old Greenville (2.317 miles) and ends at new US 67 (Point 4).	<b>Affirmative With Condition -</b> Conditional approval until new alignment of US-67 is approved, complete and open to traffic in fall 2011.
MISSOURI	RELOCATION OF US 63 - ADAIR COUNTY <a href="#">5 of 16 Relocation of US 63 - Adair Co.pdf</a>	Route begins at Route 11 West south of Kirksville, MO at log mile 31.79 along existing route 63 south ( <i>MO did not mention type of facility</i> ) to Kirksville for 4.74 miles and ends at 1.1 mile south of Route KK at Millard, MO at log mile 36.23.	<b>Approved</b>

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MISSOURI	<b>RELOCATION OF US 63 - MACON COUNTY</b> <a href="#">6 of 16 Relocation of US 63 - Macon County.pdf</a>	Route begins at 0.5 mile north of Rte. DD along existing route 63 south ( <i>did not specify type of facility</i> ) south to Macon for 3.892 miles and ends 100' south of HBC Road.	<b>Approved</b>
MISSOURI	<b>RELOCATION OF US 63 - RANDOLPH COUNTY</b> <a href="#">7 of 16 Relocation of US 63 - Randolph County.pdf</a>	Begin north of Moberly city limits southward toward Renick, MO on new alignment along U.S. 63 south to Moberly for 10.235 miles ending south of Renick City limits.	<b>Approved</b>
MISSOURI	<b>ESTABLISH I-49 - VARIOUS COUNTIES</b>  <i>Note: There are several items that pertain to I-49 for the entire group of the Missouri applications.</i>  Attachment(s): <a href="#">8 of 16 Establishment of I-49 - Various Counties.... FHWA Letter - AASHTO MO I-49.pdf</a> <a href="#">FHWA-MO &amp; MoDOT Agreement - US Rt. 71 Designated I... Letter to Arkansas Informing of I-49 Intent.pdf</a> <a href="#">Letter to Louisiana Informing of I-49 Intent.pdf</a>	The reroute will begin at the Arkansas State Line in McDonald County (Mile Marker 0) to I-435 in Jackson County. The route will travel over existing 4-lane divided highway. This is a north/south route. There are two main focal point cities. The northern end is Kansas City, Missouri and towards the southern end is Joplin, Missouri. The route is approximately 184 miles and ends at I-435 Interchange in Jackson County (Mile Marker 184).	<b>Affirmative With Condition -</b> Conditional approval until route is complete and open to traffic in December 2012. Pending FHWA approval.
MISSOURI	<b>RECOGNITION OF BUS LOOP I-49 - BUTLER, MO</b>  <a href="#">9 of 16 Recognition of BUS Loop I-49 - Butler, MO...</a>	The route begins south of Butler, MO at the MO 52 exit. The route goes through Butler, Mo over existing US Business Route 72. Through town between Mo 52 and Route H is a 3-lane section with curb the remaining sections are 2-lane roadways with aggregate shoulders. It travels North to Butler, Missouri for 6.11 miles. The route ends north or Butler, MO at the routes D and F Interchange.	<b>Affirmative With Condition -</b> Conditional approval until I-49 is approved, complete and open to traffic in December 2012. Pending FHWA approval.

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MISSOURI	<b>RECOGNITION OF BUS LOOP I-49 - JOPLIN, MO</b> <a href="#">_10 of 16 Recognition of BUS Loop I-49 - Joplin, M...</a>	The route begins near Tipton Ford, Mo and continues north through Joplin to Carthage, MO). It travels over a 4-land road with center dual turning lane and 4-lane divided highway. The route is currently signed as Business Route 71. It is 22.53 miles and ends at the intersection of US 71 and MO 171 at Carthage, MO.	<b>Affirmative With Condition -</b> Conditional approval until I-49 is approved, complete and open to traffic in December 2012. Pending FHWA approval.
MISSOURI	<b>RECOGNITION OF BUS LOOP I-49 - NEOSHO, MO</b> <a href="#">_11 of 16 Recognition of BUS Loop I-49 - Neosho, M...</a>	The route begins at the north junction of US 71 and MO 86. The route goes through the city of Neosho. Through most of the town there is a 4-lane road with a center turn lane. Between MO 59 and US 71 the road is a rural 2-lane highway. The route travels south to Neosho, Missouri for 9.74 miles and ends at the interchange of US 71 and Route AA.	<b>Affirmative With Condition -</b> Conditional approval until I-49 is approved, complete and open to traffic in December 2012.
MISSOURI	<b>RECOGNITION OF BUS LOOP I-49 - NEVADA, MO</b> <a href="#">_12 of 16 Recognition of BUS Loop I-49 - Nevada, M...</a>	The route begins at the interchange of US 71 and Route K. The route goes west into Nevada until coming to the west junction of US 54 and Loop 49 then proceeds north through town until reaching the northern junction of US 71. The road consists of two main sections the first is a 4-lane road with a center turn lane. The section north of US 54 is a 4-lane curb and gutter section with no center turn lane. The route travels North to Nevada, Missouri for 2.93 miles and ends at the northern junction of US 71 at the on and off ramps.	<b>Affirmative With Condition -</b> Conditional approval until I-49 is approved, complete and open to traffic in December 2012.
MISSOURI	<b>US BUSINESS 71 ELIMINATION - BUTLER, MO</b> <a href="#">_13 of 16 Elimination of US BUS 71 - Butler, MO.pd...</a>	The route begins at the MO route 52 exit south of Butler, MO and continues north through Butler to the US 71/Route D on-ramp north of Butler. It travels over a 2-lane road and ends north of Butler at the Routes D and F Interchange. The route is 6.11 miles.	<b>Approved</b>
MISSOURI	<b>US BUSINESS 71 ELIMINATION - JOPLIN, MO</b> <a href="#">_14 of 16 Elimination of US BUS 71 - Joplin, MO.pd...</a>	The route begins near Tipton Ford, MO south of Joplin, MO and continues north through Joplin to Carthage, MO. It travels over a 4-lane road with center dual turning lane and a 4-lane divided highway. The route is currently signed as Business Route 71. The total length of the route is 22.53 miles and ends at the intersection of US 71 and MO 171 at Cathage, MO.	<b>Approved</b>
MISSOURI	<b>US BUSINESS 71 ELIMINATION - NEOSHO, MO</b> <a href="#">_15 of 16 Elimination of US BUS 71 - Neosho, MO.pd...</a>	The route begins at the north junction of US 71 continuing east and south through Neosho, MO. In town the route intersects US 60 and travels along MO 59 to the south junction and travels west to the interchange of US 71 and Route AA where it ends. Business Loop I-49 would follow the same route currently marked as Business Route 71. The total number of miles is 9.74 miles.	<b>Approved</b>

<b>STATE</b>	<b>ROUTE CHANGE</b>	<b>DESCRIPTION</b>	<b>USRN DECISION</b>
<b>MISSOURI</b>	<b>US BUSINESS 71 ELIMINATION - NEVADA, MO</b> <a href="#">_16 of 16 limination of US BUS 71 - Nevada, MO.pdf...</a>	The route begins at the exit of US 71 and Route K southeast of Nevada, MO and continues west and north to the US 71 exit north of Nevada. It travels over a 4-lane road with center dual turning lane and a 4-lane road with no center turning lane. The route is currently know as US Business Route 71. It is 2.93 miles and ends at the northern junction of US 71 at the on and off ramps.	<b>Approved</b>
<b>NORTH CAROLINA</b>	<b>US 701 BUSINESS</b> <a href="#">NC_US 701 Bus.pdf</a>	The route begins north and east of NC 130 (Love Mill Road) in Whiteville in Columbus County at the intersection of existing US 701 (J.K. Powell Boulevard) and the new alignment of proposed US 701Business. The route is going south and east along a new alignment to existing US 701 Business (Madison Street) in Whiteville in Columbus County. The route is traveling along a two-lane undivided arterial on a new alignment to existing US 701 Business. The route is going south and east to existing US 701 Business (Madison Street). The focal point city is Whiteville. The route will cover approximately 0.11 mile. The route ends in Whiteville in Columbus County at the intersection with existing US 701 Business (Madison Street) where it reconnects with existing US 701 Business	<b>Approved</b>
<b>OREGON</b>	<b>US 199:</b> <a href="#">OR_US199.pdf</a>	Route begins from the East Grants Pass Interchange on Interstate 5 through southeast Grants Pass on the existing Grants Pass Parkway westerly 2.75 miles to the existing US Route 199 at its intersection with Oregon Route 99 and Oregon Route 238.	<b>Approved</b>
<b>TEXAS</b>	<b>I-69</b> <a href="#">TX_I69.pdf</a>	Route will begin at IH 37 in Corpus Christi and the route will end in Robstown. The existing facility is a four-lane divided, controlled access route. I-49 will travel south to north with Corpus Christi and Robstown as the two focal points. The route will extend approximately 6.2 miles and will end at SH 44 in Robstown.	<b>Approved</b>

Respectfully submitted by Marty Vitale, Secretary, Special Committee on U. S. Route Numbering and U.S. Bicycle Route System, October 15, 2011