

Special Committee on U.S. Route Numbering

Friday, May 4, 2007

Reg. 1 - K Sweeney, ME
Reg. 2 - D Vaughn, AL
Reg. 3 - K Keith, MO
Reg. 4 - M Behrens, TX, Chair

Secretary: Marty Vitale, AASHTO Staff

At its meeting on May 4, 2007, with all members present the Special Committee on U.S. Route Numbering approved 17 applications for establishment or modifications to U.S. route numbers.

The committee approved one conditional for Pennsylvania/New Jersey on the re-numbering of Interstate Routes I-95 and I-195 between I-276 (PA Turnpike) and the PA/NJ state line. This conditional approval is for the purpose of documenting to the file (record) that this project will be approved when the construction is complete at a later date. At the appropriate time states will send a new application for final approval.

The committee disapproved one application from North Carolina to establish an interstate route because the proposed route does not meet the AASHTO requirements for interstates because interstates must begin and end on or at another interstate.

Reported by Kevin Keith, MO to SCOH on May 5, 2007

AGENDA ITEMS

State	Description	Vote												
Connecticut	Relocation of U.S. Route 7 Relocation begins south of the New Milford Town line at approximately mile marker 46. Route will run west of present location. U.S. 202 will have sole designation of the current location. The route travels over a new alignment of approximately 2.3 miles going north/south near Brookfield. The new alignment will rejoin the current alignment at the Jct. of U. S. 202 at approximately mile marker 48.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Florida	Relocation of a U.S. Route 331 The route begins at the Alabama state line and realignment begins north of Freeport, FL traveling south past Freeport to U.S. 98. Realignment ends at SR 20. The Realignment is traveling over a new alignment south through DeFuniak Springs and Freeport (where it realigns). The route length is 49 miles, realignment length is 5.057 miles. The route and ends at U.S. 98 and realignment ends at SR 20.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Georgia	Establishment of a U.S. Alternate Route 29 Beginning at the interchange of present U.S. Route 29 west of the city of College Park, and then extending westerly along South Fulton Parkway and southerly along State Route 154 for 13.44 miles to its junction with present U.S. 29 in the city of Palmetto.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Iowa	Recognition of a Business Route on U.S. Route 34 in Ottumwa in Wapello County Beginning at the intersection of present U.S. Route 34 and Quincy Avenue on an existing facility in Ottumwa, then southerly over the facility for 0.61 mile to the intersection of present Business Route U.S. 34 and Albia Road in Ottumwa.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table> <p>Old Bus.? 34 east of the New Bus. 34?</p>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Comment Responses:
What happens to the

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Iowa	Relocation of U.S. 63 at Ottumwa in Wapello County Beginning at the intersection of present South Junction of U. S. route 63 and West Junction of U.S. 34 in Ottumwa and a new facility being constructed in Ottumwa, then easterly and northeasterly over the facility for 2.19 miles, then northerly and northwesterly over the facility for 6.59 miles to the intersection of present North Junction of U.S. Route 63 and Iowa 149 north of Ottumwa.	<table border="1"> <thead> <tr> <th data-bbox="836 233 1097 285">Response</th> <th data-bbox="1097 233 1195 285">Count</th> <th data-bbox="1195 233 1317 285">Percent</th> </tr> </thead> <tbody> <tr> <td data-bbox="836 285 1097 327">Approve</td> <td data-bbox="1097 285 1195 327">4</td> <td data-bbox="1195 285 1317 327">100.0%</td> </tr> <tr> <td data-bbox="836 327 1097 369">Disapprove</td> <td data-bbox="1097 327 1195 369">0</td> <td data-bbox="1195 327 1317 369">0.0%</td> </tr> <tr> <td data-bbox="836 369 1097 411">Conditional Approval</td> <td data-bbox="1097 369 1195 411">0</td> <td data-bbox="1195 369 1317 411">0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Iowa	Recognition of a Business Route on U.S. 63 in Ottumwa in Wapello County Beginning at the intersection of present South Junction of U.S. Route 63 and West Junction of U. S. Route 34 in Ottumwa and an existing facility, then northwesterly and northerly over the facility for 7.07 miles to the intersection of present North Junction of U.S. 63 and Iowa 149 north of Ottumwa.	<table border="1"> <thead> <tr> <th data-bbox="836 653 1097 705">Response</th> <th data-bbox="1097 653 1195 705">Count</th> <th data-bbox="1195 653 1317 705">Percent</th> </tr> </thead> <tbody> <tr> <td data-bbox="836 705 1097 747">Approve</td> <td data-bbox="1097 705 1195 747">4</td> <td data-bbox="1195 705 1317 747">100.0%</td> </tr> <tr> <td data-bbox="836 747 1097 789">Disapprove</td> <td data-bbox="1097 747 1195 789">0</td> <td data-bbox="1195 747 1317 789">0.0%</td> </tr> <tr> <td data-bbox="836 789 1097 831">Conditional Approval</td> <td data-bbox="1097 789 1195 831">0</td> <td data-bbox="1195 789 1317 831">0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Kentucky	Elimination of U.S. Route US 431X From the junction with KY 3519 in north Russellville to the junction with US 79 in Russellville, eliminate US 431X and renumber as KY 3519	<table border="1"> <thead> <tr> <th data-bbox="836 1003 1097 1056">Response</th> <th data-bbox="1097 1003 1195 1056">Count</th> <th data-bbox="1195 1003 1317 1056">Percent</th> </tr> </thead> <tbody> <tr> <td data-bbox="836 1056 1097 1098">Approve</td> <td data-bbox="1097 1056 1195 1098">4</td> <td data-bbox="1195 1056 1317 1098">100.0%</td> </tr> <tr> <td data-bbox="836 1098 1097 1140">Disapprove</td> <td data-bbox="1097 1098 1195 1140">0</td> <td data-bbox="1195 1098 1317 1140">0.0%</td> </tr> <tr> <td data-bbox="836 1140 1097 1182">Conditional Approval</td> <td data-bbox="1097 1140 1195 1182">0</td> <td data-bbox="1195 1140 1317 1182">0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Kentucky	Relocation of US Route 431 From the junction with KY 3240 (formerly US 79) in Russellville extending westerly to the junction with US 79 in Russellville. US 431 to be routed over existing US 79.	<table border="1"> <thead> <tr> <th data-bbox="836 1213 1097 1266">Response</th> <th data-bbox="1097 1213 1195 1266">Count</th> <th data-bbox="1195 1213 1317 1266">Percent</th> </tr> </thead> <tbody> <tr> <td data-bbox="836 1266 1097 1308">Approve</td> <td data-bbox="1097 1266 1195 1308">4</td> <td data-bbox="1195 1266 1317 1308">100.0%</td> </tr> <tr> <td data-bbox="836 1308 1097 1350">Disapprove</td> <td data-bbox="1097 1308 1195 1350">0</td> <td data-bbox="1195 1308 1317 1350">0.0%</td> </tr> <tr> <td data-bbox="836 1350 1097 1392">Conditional Approval</td> <td data-bbox="1097 1350 1195 1392">0</td> <td data-bbox="1195 1350 1317 1392">0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Kentucky	Relocation of US Route 79 From the junction with US 68X in Russellville extending westerly to the junction with US 431 in Russellville. A portion of US 79 will be renumbered as a KY route and another portion will be renumbered as US 431. US 79 will now begin at the junction with US 431 in west Russellville.	<table border="1"> <thead> <tr> <th data-bbox="836 1455 1097 1507">Response</th> <th data-bbox="1097 1455 1195 1507">Count</th> <th data-bbox="1195 1455 1317 1507">Percent</th> </tr> </thead> <tbody> <tr> <td data-bbox="836 1507 1097 1549">Approve</td> <td data-bbox="1097 1507 1195 1549">4</td> <td data-bbox="1195 1507 1317 1549">100.0%</td> </tr> <tr> <td data-bbox="836 1549 1097 1591">Disapprove</td> <td data-bbox="1097 1549 1195 1591">0</td> <td data-bbox="1195 1549 1317 1591">0.0%</td> </tr> <tr> <td data-bbox="836 1591 1097 1633">Conditional Approval</td> <td data-bbox="1097 1591 1195 1633">0</td> <td data-bbox="1195 1591 1317 1633">0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Maine	Relocation/Extension of US Route 1A On the northern end, US Route 1A will be extended from its current terminus at Franklin Arterial/Marginal Way to its new terminus at I-295 Exit 7. The existing section along Marginal Way up to Plowman St. will be removed along with the section along I-295 across Tukey's Bridge to its current terminus. On the southerly end, US Route 1A will be extended along the new Portland Connector to I-295 Exit 5.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Maine	Relocation of US Route 1 Over 5 miles of US route 1 Northbound and Southbound will be relocated to coincide with existing I-295 from Exit 4 in South Portland to Exit 8 Northbound in Portland before it reconnects to existing US Route 1. Reduction in total travel is a distance by 1.17 miles.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Missouri	Elimination of US Route 160The old terminus originated at the intersection of US 67 and US 60 as a major crossing. The new terminus location of US 160 in Butler County is at the junction of US 67 and MO 158 in Poplar Bluff area. The location of the new terminus of US 160 going west will be less confusing for travelers.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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North Carolina	Extension of US Route 1 Business In Moore County US 1 from a point 1.30 miles south of NC 690 (intersection with new alignment) travels northward 7.60 miles to the Lee County line is deleted and becomes US 1 Business. In Lee County US 1 is deleted and becomes US 1Business from the Moore County line northward 1.65 miles to the intersection with SR 1182. SR 1182 is deleted and becomes US 1 Business southeastward from a point .15 miles northwest of the where SR 1182 intersects the new alignment of US 1 and the existing alignment of US 1 as it continues northward.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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North Carolina	Relocation of US Route 1 In County Moore the US Route 1 begins at a new intersection with the existing US 1, a point 1.04 miles south of NC 690 (along new alignment) northward 7.68 miles to the Lee County line. In County Lee beginning at the Moore County line northward 1.66 miles to the intersection of the existing alignment of US 1 and SR 1182.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>1</td> <td>25.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>1</td> <td>25.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	1	25.0%	Conditional Approval	1	25.0%
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North Carolina	Establishment of Interstate Route I-795 At the Junction in S. Wilson the proposed I 795 begins at the junction I-95 and joins US 265, US 117; it leaves US 265 and US 117 Alt. then crosses US 301 and ends at Goldsboro at junction US 70 and leaves US 117. From M. Vitale: I have drafted a letter for John Horsley's signature (page 10) to send to the FHWA Washington, DC Headquarters Office for review and consideration. I did not think the FHWA NC Division Office (page 9) would be acceptable, although they indicated conditions to be met by the NC DOT. On Friday, April 20, I received an email message from Frank Clark, HEPI-20 (page 11). I've written to NC that this application is premature but unless they officially withdraw it, I will send it to the committee for an official AASHTO decision.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Disapprove</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table> <p><u>Comment Responses:</u> This route does not meet the requirements of AASHTO requirements for interstates. It must begin and end on or at another interstate.</p> <p>Decision: The committee disapproved the application from North Carolina to establish an interstate route because the proposed route does not meet the AASHTO requirements for interstates because interstates must begin and end on or at another interstate.</p>	Response	Count	Percent	Approve	0	0.0%	Disapprove	4	100.0%	Conditional Approval	0	0.0%
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Ohio	Relocation of US Route 42 US 42 realignment begins at SR 161 (post 1) and continues west of its original alignment at Plain City for .75 miles where ends and rejoins the existing route 42 (post 2).	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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Pennsylvania	Relocation of US Route 202 The relocation of US Route 202 is south of the original route. The new location begins at Welsh Ro (SR 63) and continues east through Montgomery Township and crossing County Line Road into Warrington Township crossing Bristol Road through Doylestown Township then south easterly ending at the at the Doylestown Bypass SR 611 for 8.3 total .miles. The old location will not be designate as a US route but will maintain its original street names.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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South Carolina	Relocation of US Route 301 The relocation of US Route 301 over a new facility begins at SR 588 south US 52 in Florence and continues northwesterly for 7.51 miles where it intersects with US 76 east of Florence.	<table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Approve</td> <td>4</td> <td>100.0%</td> </tr> <tr> <td>Disapprove</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Conditional Approval</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table>	Response	Count	Percent	Approve	4	100.0%	Disapprove	0	0.0%	Conditional Approval	0	0.0%
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