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Special Committee on U. S. Route Numbering
Louisville, Kentucky
Report to SCOH - May 29, 2014

The meeting was called to order by Mark McConnell, MS at 5:10 PM in the Jockey Club Room at the Downtown Marriott Hotel in Louisville, KY. Present were Region 1 – Richard Tetreault, Vermont AOT; Region 2 – Mark McConnell, Mississippi DOT; Region 4 – John Barton, Texas DOT (called in on the telephone to participate); and Secretary Marty Vitale, AASHTO. Region 3 – Greg Johnson, Michigan DOT (Chair) had an excused absence. Also present were Jim McDonnell, AASHTO; Jinwoo Park, AASHTO Fellow; Mark Marek, TX; and John Terry, NV.

The prominent order of the day was the ballot USRN-14-01 (attached). All 33 applications from 17 member departments were approved. Ten applications were approved with conditions to be met. Those conditions are noted on the attached results.

A discussion followed for the need for clarification of HO1 and HO2. The intent is that HO2 is to be read in conjunction with HO1, which prescribes the procedures to be used on all highway route numbering matters. It was the consensus of the committee to look into the matter further.

Preparation for presenting historical information in on the Special Committee and application procedures will be discussed more in depth by the USRN for the AASHTO Annual Meeting and 100th Anniversary

There was no new business. The next meeting will be in Charlotte, NC, November 21, 2014. The meeting adjourned at 6:15 PM.

Respectfully submitted by
Marty Vitale, USRN Secretary
May 29, 2014

Results of the USRN Applications for Spring 2014 Meeting
Special Committee on U.S. Route Numbering,

Listed below and attached are the FHWA Interstate **approvals** for previous Interstate applications:

- **Arkansas:** Re-designation of 1-540 from 1-40 to U.S. 62 as 1-49, and Designation of U.S. 71 from U.S. 62 to U.S. 71 Business as 1-49 (file is bennet.pdf)
- **Illinois/Missouri:** I-70 Interchange into downtown St. Louis to the reconstructed Tri-Level Interchange in Illinois, distance ~3.7 miles (file MO-IL I-70 DESIGNATION FINAL APPROVAL LETTER 2-3-14.pdf)
- **North Carolina:** U.S. Route 64 from I-440 to I-95 and I-440 to I-540 to be added to the Interstate System as "Future I-495." (file FHWA Interstate Approvals for NC.pdf)

Item No.	Member DOT	Request	Description	Decision
1	Alabama	Relocation of a U.S. 278	Route begins on existing US 278 at Milepost 74.228 Back/74.576 Ahead Northwest of Cullman, Alabama. New location from Milepost 74.228 Back/74.576 Ahead thence West to end at Milepost 72.641. New alignment traveling West to Cullman, Alabama for 1.587 miles. Route ends on existing US 278 at Milepost 72.641. USRNApplication US 278 2-26-14.pdf	CONDITIONALLY APPROVED Need to know disposition of existing route
2	Alabama	Relocation of a U.S. 331	Route begins on existing US 331 at Milepost 584.813 Back/84.765 Ahead south of Montgomery, Alabama. New location from Milepost 584.813 Back/84.765 Ahead thence south to end at Milepost 583.713 Ahead/83.713 Back. New alignment traveling South through Montgomery, Alabama for 1.100 miles. Route ends on existing US 331 at Milepost 583.73 Ahead/83.713 Back. USRN Application US 331 2-26-14.pdf	APPROVED
3	Arkansas	Recognition of a Business Route - U.S. 49B	The route begins one mile north of the city limits of Brookland, AR and travels through the city of Brookland. It is a two-lane, undivided roadway on an existing location traveling in a north-south direction in Arkansas. The focal city is Brookland, Arkansas and the route is 3.66 miles long and ends in the city of Brookland. US Hwy 49 through Brookland - redesignate as US Hw...	APPROVED
4	Arkansas	Relocation of U.S. 49	The route begins one mile north of the city limits of Brookland, Arkansas and travels through Brookland on a four-lane undivided roadway on a new location. The route travels north-south direction in AR with the focal city of Brookland. The route is 3.53 miles long and ends in Brookland, AR. US Hwy 49 through Brookland - relocate.pdf	APPROVED

Item No.	Member DOT	Request	Description	Decision
5	Arkansas	Recognition of Business Route U.S. 63B	<p>The route begins at the northern City Limits of Bono, Arkansas. The route travels through the City of Bono, Arkansas. The route is a two-lane, undivided roadway on existing location. The route travels in a north-south direction in Arkansas. The focal city is Bono, Arkansas. The route is 2.72 miles long. The route ends at the south City Limits of Bono, Arkansas.</p> <p>US Hwy 63 through Bono - redesignate as US Hwy 63...</p>	APPROVED
6	Arkansas	Relocation of U.S. 63	<p>The route begins at the northern City Limits of Bono, Arkansas. The route travels along the western edge of the City Limits of Bono, Arkansas. The route is a four-lane undivided roadway on new location. The route travels in a north-south direction in Arkansas. The focal city is Bono, Arkansas. The route is 3.01 miles long. The route ends at the southern City Limits of Bono, Arkansas</p> <p>US Hwy 63 through Bono - relocate.pdf</p>	APPROVED
7	Arkansas	Recognition of a Business Route U.S. 167B	<p>The route begins south of Sheridan, Arkansas. The route travels through the City of Sheridan, Arkansas. The route is a two-lane, undivided roadway on existing location. The route travels in a south-north direction in Arkansas. The focal city is Sheridan, Arkansas. The route is 6.87 miles long. The route ends north of Sheridan, Arkansas.</p> <p>US Hwy 167 through Sheridan - redesignate as US Hw...</p>	APPROVED
8	Arkansas	Relocation of U.S. 167	<p>The route begins one mile south of Sheridan, Arkansas. The route travels along the western side of the City Limits of Sheridan, Arkansas. The route is a four-lane divided roadway on new location. The route travels in a south-north direction in Arkansas. The focal city is Sheridan, Arkansas. The route is 8.26 miles long. The route ends one mile north of Sheridan, Arkansas.</p> <p>US Hwy 167 through Sheridan - relocate.pdf</p>	APPROVED
9	District of Columbia (Washington, DC):	Establish USBR 50	<p>Establish USBR 50 from the C&O Canal Trail at the Maryland Board to the C&O Canal Trail ending in Georgetown at Water Street, NW. This USBR is 3.6 miles traveling in a southeast direction.</p> <p>DC_USB50_Application.pdf</p>	APPROVED

Item No.	Member DOT	Request	Description	Decision
10	Illinois	Establish USBR 37	<p>The route begins at Kenosha County at the Wisconsin State Line traveling south, east and southeast, west, southeast, east and south ending at USBR 36 in the City of Chicago and totals 57.4 miles.</p> <p>USBRSApplication37.pdf</p>	APPROVED
11	Illinois	Establish USBR 36	<p>Route begins in the city of Chicago traveling south and then southeast then east ending at the Indiana State Line. Total miles are 15.2.</p> <p>USBRSApplication36.pdf</p>	APPROVED
12	Louisiana	Extension of I-49	<p>The route begins at mile point 206.880 at the intersection of the I-220 Interchange. The route travels north to the Louisiana/Arkansas State Line and continues north to Texarkana, Arkansas. The route travels over the new alignment to I-220 in Shreveport where the urban extension from the existing I-49 in Shreveport will be constructed in the future. The route travels in a south to north direction. The focal cities are Shreveport and Texarkana, Arkansas with smaller rural communities such as Hosston and Rodessa. The route is 36.07 miles and ends at the Louisiana/Arkansas state line at mile point 243.13.</p> <p>USInterstRtNum LA I49.pdf</p>	APPROVED
13	Maryland	Elimination of I-70	<p>In Maryland, this route begins at the Pennsylvania state line. It currently ends at a road end and park and ride in Baltimore City. It travels on a two-way dual carriageway-type highway. The predominant direction of this route is east. The main cities along this route are Hagerstown and Frederick. The mileage after de-designation will be approximately 112 miles. It will end at I-695, the Baltimore Beltway as a result of the de-designation.</p> <p>AASHTO Route Numbering Application I70 April 2014....</p>	APPROVED
14	Massachusetts	Establishment of a new U.S. Bicycle Route (segment) USBR 1	<p>This bicycle route connects New Hampshire and Rhode Island and is 20 miles. Details appear on the application.</p> <p>USBRS1 2-sided signed application.pdf</p>	APPROVED

Item No.	Member DOT	Request	Description	Decision
15	Minnesota	Relocation of U.S. 14	<p>Begins at the intersection with Interstate 35 near southern Owatonna. The route travels west on a new highway bypassing the cities of Owatonna, Waseca and Janesville and then continuing westerly to the Waseca and Blue Earth county line. New 4 lane divided highway traveling west, then north, then west again Name of focal point city or cities Cites of Owatonna, Waseca and Janesville Total number of miles the route will cover 29.385 miles Ends at the Waseca and Blue Earth County Line</p> <p>AASHTOappUS 14.pdf</p>	<p>CONDITIONALLY APPROVED</p> <p>Log Required</p>
16	Nebraska	Relocation of US 34	<p>This route begins at the Junction of US-34 & N-66. Control Point (CP) 1, Log Mile (LM) 378.99. This route extends north along existing US-75 to CP 3, LM384.88 and then extends easterly along a new alignment to CP 4, LM 387.78. Type of facility - From CP 1, LM 378.99 to CP 2, LM 379.57 this route travels over the existing alignment of US-75 on the existing 2-lane facility. From CP2, LM 379.57 to CP 3, LM 384.88 this route travels over the existing alignment of US-75 on a new 4-lane facility. From CP3, LM 384.88 this route extends in an easterly direction over a new alignment to CP 4, LM 387.78 on a new 4-lane facility. Direction: From CP 1, LM 378.99 to CP 3, LM 384.88 this route travels in a northerly direction and from CP 3, LM 384.88 this route turns in an easterly and travels to CP 4, LM 387.78. Name the focal point city or cities: Plattsmouth to Bellevue. Total number of miles the route will cover. 8.79 miles. Ends at CP 4, LM 387.78 (Missouri River)</p> <p>NE US 34 AASHTO.pdf</p>	<p>APPROVED</p>

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17	New York	Establishment of I-99	<p>The route begins at the New York / Pennsylvania border in the Town of Lindley, Steuben County, New York. It proceeds in a generally northern direction 12.6 miles to its terminus at the I-86 interchange in the Town of Erwin, in the vicinity of the City of Corning. The facility is a grade-separated, four lane highway with full control of access, constructed to interstate standards. The southern 6 miles running from the state border north is new construction. The remaining 6.6 miles is existing highway that has been brought up to interstate standards. The highway runs from south to north a total of 12.6 miles. The focal point city is the City of Corning, Steuben County, New York at the northern terminus of the route. The route is a total of 12.6 miles in length. The end is at an interchange with Interstate 86, in the vicinity of the City of Corning, Steuben County, New York.</p> <p>AASHTO Application for I99 4 9 14.pdf</p>	<p>CONDITIONALLY APPROVED</p> <p>FHWA APPROVAL NEEDED</p>
18	North Carolina	Relocation of U.S. 401	<p>The route begins southwest of Rolesville in Wake County just north of SR 2225 (Louisbury Road) and the intersection of existing US 401/proposed US 401 Business. The route is going north and east. The route is traveling along a limited controlled multi-lane divided facility on a new alignment (access only at intersections). The route is going north and east to existing US 401/proposed US 401 Business. The focal point is Town of Rolesville. The route will cover approximately 4.9 miles. The route ends northeast of Rolesville in Wake County at the intersection of existing US 401/proposed US 401 Business, south of NC 96 where it reconnects with existing US 401.</p> <p>US 401.pdf</p>	<p>APPROVED</p>
19	North Carolina	Recognition of U.S. 401 Business	<p>The route begins southwest of Rolesville in Wake County just north of SR 225 (Louisbury Road) and the intersection of existing US 401/proposed US 401 Business. It is going north and east traveling along a two-lane undivided facility with no access control. It travels north and east with the focal point of the Town of Rolesville. The route will cover approximately 4.7 miles and ends northeast of Rolesville in Wake County at the intersection of existing US 401 where it reconnects with the proposed re-designated US 401, south of NC 96.</p> <p>US 401BUS.PDF</p>	<p>APPROVED</p>

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20	North Dakota	Relocation of U.S. 85	<p>The North Dakota Department of Transportation is proposing to relocate US 85. The new route will leave the current alignment 1 mile south of Alexander, ND. The route will travel in a general northwesterly direction for 1.2 mile until it crosses the Lonesome Creek. It will travel north approximately 1 mile then turn in a northeasterly direction for 1.2 miles until it rejoins the current alignment of US 85 north of Alexander, ND. The relocation of US 85 will cover a total of 3.409 miles.</p> <p>US85 ND Relocation Alexander.pdf</p>	APPROVED
21	North Dakota	Addition of US 85 Business	<p>The proposed US 85 Business Route is currently a portion of existing US 85 through the town of Alexander, ND, that will begin approximately ¾ miles south of town where it intersects with US 85. The US 85 Business Route will travel northward from its begin point through the town of Alexander until it ends approximately 1 ½ miles north of the city limits where it re-intersects with US 85. The total length of US 85 Business Route through Alexander will be 2.902 miles.</p> <p>US85 ND Business Addition Alexander.pdf</p>	APPROVED
22	North Dakota	Relocation of U.S. Route 85 (Watford City, ND)	<p>The North Dakota Department of Transportation is proposing to relocate US 85. The new route will leave the current alignment 3 miles south of Watford City, ND. The route will travel in a general north direction for 2 miles until it reaches the center of Section 36 T150N R99W. It will travel west approximately 2 miles and then turn in a northerly direction near 12th Ave NW. The route will travel northwest for 2.250 miles until it rejoins the current alignment of US 85 west of Watford City, ND. The relocation of US 85 will cover a total of 6.250 miles.</p> <p>US85 ND Relocation WatfordCity.pdf</p>	APPROVED
23	North Dakota	Recognition of US 85 Business Route	<p>The proposed US 85 Business Route is currently a portion of existing US 85 through the town of Watford City, ND, that will begin approximately 2 1/2 miles south of town where it intersects with US 85. The US 85 Business Route will travel northward from its begin point, into the town of Watford City, before turning west about 200 feet north of the 3rd Street intersection. The US 85 Business Route will then continue westerly for just over 3 1/2 miles until it ends at the re-intersect with US 85. The total length of US 85 Business Route through Watford City will be 6.309 miles.</p> <p>US85 ND Business Addition WatfordCity.pdf</p>	APPROVED

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24	Ohio	Establish USBR 50	<p>This USBR 50 will travel from California to Washington, DC. In Ohio USBR 50 runs from Paint Road in Preble County at the Indiana border through 12 counties. The route passes over to West Virginia on the Market Street Bridge in Jefferson County.</p> <p>USBR 50 Signed Application final.pdf</p>	APPROVED
25	Tennessee	Relocation of U.S. Route 70/11	<p>The proposed relocation of US 70/11 is entirely within Knox County and the City of Knoxville, TN. The proposed route begins at the intersection of Kingston Pike/Cumberland Avenue and Neyland Drive/S Concord Street (SR 158). The proposed route would turn south onto Neyland Drive (SR 158) and follow Neyland Drive to the east. Eastbound traffic on Neyland Drive would continue from the intersection of Kingston Pike and Neyland Drive for 2.8 miles. Eastbound traffic would then follow the ramp toward James White Pky/Hall of Fame Drive/Hill Ave/Riverside Drive for 0.3 miles arriving at the intersection of James White Pkwy and Hall of Fame Drive. Eastbound traffic would then turn north (left) to follow Hall of Fame Drive for 0.9 miles to the intersection of Hall of Fame Drive and Magnolia Avenue. Turning east places eastbound traffic back onto the existing alignment of US 70/11. Beginning at the intersection of Magnolia Avenue (existing US70/11) and Hall of Fame Drive, westbound traffic would turn south (left) to follow Hall of Fame Drive (SR33) for 0.9 miles. Westbound traffic would turn west (right) onto the ramp for Neyland Drive and proceed 3.1 miles along Neyland Drive (SR 158) to the intersection of Kingston Pike/Cumberland Avenue and Neyland Drive/S Concord Street (SR 158). Turning to the west (left) will allow traffic to continue on the existing US 70/11 alignment. Neyland Drive (SR 158) is a 4 lane urban arterial with left-turn lanes at major intersections. Hall of Fame Drive (SR 33) is a 4 lane urban arterial with left-turn lanes at major intersections. The total mileage of the new eastbound segment will be 4.0 miles. The new westbound segment covers 3.9 miles.</p> <p>TDOT USRNapp US70 2014.pdf</p>	<p>CONDITIONALLY APPROVED</p> <p>Log Required</p>

Item No.	Member DOT	Request	Description	Decision
26	Texas	Extension of I-69 (Harris County)	Route will begin at IH 610 North in Houston, Texas. Route will extend 11.9 miles to the south through Houston, Texas. Existing facility is a 6- to 10-lane divided, controlled access route. Route will travel north to south. Houston is the focal point city. Route will extend 11.9 miles. Route will end at IH 610 West in Houston, Texas I-69 Harris County.pdf	CONDITIONALLY APPROVED FHWA APPROVAL NEEDED
27	Texas	Extension of I-69-C (Hidalgo County)	Route will begin at the existing 0.5 mile north of the U.S. 281/FM 490 junction. Route will extend 4.5 miles to the south. Existing facility is a 4-lane divided, controlled access route. Route will travel north to south. Edinburg is the focal point city. Route will extend 4.5 miles. Route will end at the existing IH 69C terminus in Edinburg I-69 C Hidalgo County.pdf	CONDITIONALLY APPROVED FHWA APPROVAL NEEDED
28	Texas	Extension of I-69-E (Nueces County)	Route will begin at the existing IH 69E terminus at SH 44. Route will extend 1.6 miles to the south. Existing facility is a 4-lane divided, controlled access route. Route will travel north to south. Robstown is the focal point city. Route will extend 1.6 miles. Route will end 0.4 mile south of FM 892 I-69-E Nueces County.pdf	CONDITIONALLY APPROVED FHWA APPROVAL NEEDED
29	Texas	Extension of I-69-W (Webb County)	Route will begin at the gore point of the northbound IH 35 direct connector. Route will extend 1.4 miles to the south. Existing facility is a 4- to 5-lane divided, access-controlled route. Route will travel north to south. Laredo is the focal point city. Route will extend 1.4 miles. Route will end 0.6 mile west of FM 1472 I-69-W Webb County.pdf	CONDITIONALLY APPROVED FHWA APPROVAL NEEDED
30	Texas	Relocation of US 59 (Webb County)	The proposed route will begin from the entrance to the World Trade Bridge (approximately 0.6 mile west of FM 1472) and terminate at the junction of SL 20 and US 59 in Laredo. US-59 Webb County.pdf	CONDITIONALLY APPROVED FHWA APPROVAL NEEDED
31	Texas	Recognition of a Business Route US 59 Business (Webb County)	The proposed route will begin from the junction of SL 20 and US 59 and terminate at the southern terminus of US 59 in Laredo. US-59-Z Business Webb County.pdf	APPROVED

Item No.	Member DOT	Request	Description	Decision
32	Washington State	Establish USBR 10	<p>This route traverses 416 miles across the northern tier of Washington through Skagit, Okanogan, Ferry, Stevens, and Pend Oreille counties, and through 18 cities and towns. It also travels through challenging terrain in the state, including WA highest mountain pass, Sherman Pass, and connects to the west of Canada via the Washington State Ferry Marine Highway System.</p> <p>USBR10 WSDOT Application Spring2014.pdf</p>	APPROVED
33	Nevada	Establish	<p>This application is to request the name Interstate 11 be added to the official list of Interstate routes and for certain portions of existing roadways and future roadway planned in Nevada be designated as "Future Interstate 11. The following locations would be designated as the future Interstate 11 in Nevada: Existing US Route 93 from the Nevada/Arizona State line to the interchange with State Route 172. Then, a new route to be constructed to Interstate standards around Boulder City (referred to as the Boulder City Bypass), starting at the US93/SR 172 interchange, travelling southwesterly around Boulder City and terminating with the connection of the new route to existing route IR 515/US93/US95 at the Foothill grade separation in Henderson, NV. The route would then continue northerly along the existing IR 515/US93/US95 alignment and terminate at the interchange of these routes with Interstate 215.</p> <p>I-11 Application</p>	<p>CONDITIONALLY APPROVED</p> <p>FHWA APPROVAL NEEDED</p>