



SCOH Report

From

Special Committee on U.S. Route Numbering Annual Meeting

Friday, November 16, 2012

Meeting Minutes

The Special Committee on U.S. Route Numbering and U.S. Bicycle Route Systems (USRN) convened at 6:32 PM at the David L. Lawrence Convention Center, Pittsburgh, PA. Present were Ken Sweeney, ME (Chair), Greg Johnson, MI, Mark McConnell, MS, Cathy Nelson, OR and Marty Vitale, AASHTO (Secretary). Also present were members of AASHTO from Wisconsin.

The committee discussed the enclosed letter received on November 15 at 4:00PM from FHWA's Shari Schafflein, Director, Office of Human Environment that addressed 11 interstate route applications from several member departments. It was unanimously decided by the committee to send a letter to each member department (Alabama, Illinois, Indiana, Maryland, Minnesota, Texas, and Wisconsin) informing them that although, AASHTO USRN conditionally approves their applications they must first satisfy the FHWA conditions described in the letter and that FHWA makes the ultimate decisions on all interstate routes.

This report contains the results to the ballot titled *RN-12-02 Special Committee on U.S. Route Numbering Annual Meeting Ballot*. The USRN reviewed all applications prior to meeting on November 15 to discuss and reconcile their decisions. The committee received 23 applications from 12 states.

One application was disapproved, 12 approved, and 10 approved with conditions.

TEXAS	Establishment of Interstate Route (#TBD)	Route will begin at 0.5 mile west of the U.S. 83/Showers Road junction in Palmview, TX. Route will extend 46.8 miles to the east. Existing facility is a four-lane to six-lane divided, controlled access route. Route will travel west to east. Mission, McAllen, Pharr, and Harlingen are four focal point cities. Route will extend 46.8 miles. Route will end at the junction of U.S. 77 in Harlingen, TX.	Disapproved Application incomplete without an interstate number and Texas needs to provide a map showing that interstate routes are interconnected.
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DOT	Route	Description	Decision
ALABAMA	Establishment Interstate I-22	Route begins at intersection of I-65 at mile marker 96.22 in Birmingham, AL westerly to the Mississippi State Line over an existing Future I-22/US 78 west to Jasper, AL for a total of 96.22 miles and ending at MI State Line at mile marker 0.00. A letter is included from John R. Cooper, AL Transportation Director to Mark D. Bartlett FHWA Montgomery, AL dated September 5, 2012. A letter is being sent to FHWA headquarters from AASHTO informing FHWA of the application. This is in accordance with MAP-21: Section 1104 - NHS.	Conditional Approval Mississippi needs to submit an application. Pending FHWA approval from Victor Mendez, FHWA Administrator
ARIZONA	Establishment US Truck Routed 95 (category added by Arizona)	A new US 95 Truck Route [sic] is proposed to be established in San Luis, Arizona, extending from an intersection with US 95 south and east along existing streets 0.5 mile to the Port of Entry at the international boundary. AASHTO's policy does not include U.S. truck routes. See AASHTO Policy Statements: Purpose & Policy Statement HO1 and Purpose & Policy Statement HO2 (Retention of HO1). The FHWA contact on the subject of truck and freight is Ed Strocko 202-366-2997 Ed.Strocko@dot.gov and for AASHTO Leo Penne 202-624-5800 lpenne@ashto.org.	Approved
ARIZONA	Relocation of U.S. 93	US 93 is requested to be relocated over a new alignment, from the north side of Wickenburg, AZ 1.2 miles to the south to a new junction and terminus with US 60 on the east side of Wickenburg, AZ.	Approved
ARIZONA	Relocation of U.S. 93	US 93 will be relocated from its old alignment through the City of Kingman onto existing Interstate 40 4.2 miles from Exit 48 on the west side of Kingman north and east to Exit 53 on the east side of Kingman.	Approved
ARIZONA	Relocation of US 180	US 180 will be relocated from its old alignment down I-40 onto County Club Rd heading north and then west on old route 66 to the intersection of Santa Fe Ave. and Humphrey's St.	Approved
ARIZONA	Elimination of US 89	The portion of US 89 to be eliminated begins at the Country Club Dr. and I-40 interchange in Flagstaff and ends 0.5 miles to the north at the intersection of County Club Dr. and Route 66. The intersection of County Club Dr. and Route 66 (I-40 Business, US 180) will be the new terminus of US 89.	Approved

DOT	Route	Description	Decision
ILLINOIS	Establishment of I-41	Begins at the Wisconsin/Illinois state border following USH 41/IH-94 to the USH 41/IH-94 interchange south of Russell Road/County Highway 19. Travels over an existing Interstate and US Highways Southerly covering 0.9 and ends at the USH 41/IH-94 interchange. IH-41 is proposed to follow USH 41/IH-94 from the Wisconsin/Illinois state border south to the USH 41/IH-94 interchange. No letter included showing the member department has contacted FHWA. AASHTO to prepare information letter to FHWA headquarters and copying Illinois. South of Russell Road/County Highway 19.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
INDIANA	Extension of I-69	(Intersection or Mile Marker) Currently, the I-69 route begins at the I-64/ I-164 interchange (Mile Marker 21) in Gibson County, Indiana. The new alignment of Interstate 69 Section 4 begins at the end of I-69 Section 3 near the U.S. 231 interchange (Mile Marker 87) in Greene County. Describe where it is going? From the City of Evansville the road travels northerly through the State of Indiana to the City of Indianapolis and providing access to Bloomington. From U.S. 231 north of the Crane Naval Surface Warfare Center to S.R. 37 southwest of Bloomington, Indiana. I-69 Section 4 will be traveling over a new alignment. Give the direction of travel: Beginning at the U.S. 231 interchange (Mile Marker 87), the existing segment of I-69 would be routed over a new alignment traveling northerly and easterly past the intersection of State Road 45 (Mile Marker 98) to the Greene/Monroe County Line interchange (Mile Marker 104). Then I-69 Section 4 travels north and east to the new interchange at State Road 37 (Mile Marker 114) southwest of Bloomington, Indiana. Name the focal point city or cities: The City of Bloomington, Indiana is the focal point city for the section in reference of this request. Length of route in miles: This segment of I-69 Section 4 that is proposed to be routed over a new alignment is approximately 26.7 miles long. The total corridor length at the completion of I-69 Section 4 will be approximately 93.77 miles. For this request, new road construction for I-69 terminates at the juncture of S.R. 37 (mile marker 114) on the southwest side of the City of Bloomington. No letter provided from the member department that FHWA has been contacted about this change. AASHTO will send a letter of information to FHWA and copy Indiana.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
IOWA	Relocation of U.S. 20	Route begins at Junction with existing U.S. 20, approximately 1 mile west of US71. From its junction with existing U.S. 20, traversing east through Sac County, continuing east through Calhoun County to its junction with Iowa 4. This is a New Alignment traveling East covering Approximately 26.1 miles. The route ends at Junction with existing U.S. 20 and Iowa 4.	Approved

DOT	Route	Description	Decision
MARYLAND	Relocation of I-370	Interstate Route 370 begins at the point where Sam Eig Highway (a Montgomery County-maintained route) ends, and travels easterly to a point where Maryland Route 200, the Intercounty Connector begins. It is a two-way divided highway. The total distance of this interstate highway is 2.54 miles. The focal point city is Rockville, Maryland.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
MICHIGAN	Recognition of a Business Route on U.S. 131	The MDOT Control Section 78012 begins at mile 0.0 at the US-131/US-12 intersection in Saint Joseph County, Michigan. The beginning of US-131BR (South Tie In, CS 78012 MP 1.47) will begin approximately 0.63 miles north of Dickinson Road. From the beginning north of Dickinson Road the road travels northerly through the village of Constantine, Michigan until it rejoins existing US-131 south of Garber Road in Saint Joseph, County. The road will be primarily traveling over the existing US-131 alignment. The north and south tie in intersections with US-131 will be new construction. US-131 travels from south to north beginning north of Dickinson Road and ending south of Garber Road. The Village of Constantine is the focal point for the section in reference of this request. The total length of this segment of re-designated existing alignment is 4.04 miles. The end of US-131BR (North Tie In, CS 78012 MP 5.51) will end approximately 0.74 miles south of Garber Road.	Approved
MICHIGAN	Relocation of U.S. 131	The new alignment of US-131 begins at mile 0.0 approximately 0.63 miles north of Dickinson Road in Saint Joseph County, Michigan. From the beginning north of Dickinson Road the road travels northerly to the west of the village of Constantine, Michigan until it rejoins existing US-131 south of Garber Road in Saint Joseph, County. The road will be traveling over a new alignment. US-131 travels from north to south beginning north of Dickinson Road and ending south of Garber Road. The Village of Constantine is the focal point for the section in reference of this request. The total length of this segment of new alignment is 4.201 miles. The new alignment of US-131 ends at mile 4.201 approximately 0.73 miles south of Garber Road in Saint Joseph County, Michigan.	Approved

DOT	Route	Description	Decision
MINNESOTA	Recognition of Business Route I-35	The route will begin at the intersection of I-35 and County State Aid Highway 7 to the intersection with County State Aid Highway 61 and thence northerly along County State Aid Highway 61, parallel to I-35, to the intersection with County State Aid Highway 11. Thence the business route extends westerly along County State Aid Highway 11 and terminates at the intersection of I-35 and County State Aid Highway 11 (Exit 171). The route will travel south to north through the business district of Pine City, a distance of approximately 3 miles	Approved New I-35 "business loop" meets MUTCD Section 2D.11 and needs to be a M1-2 green sign as a business loop off the Interstate.
MINNESOTA	Establishment of USBRS 45 (aka Mississippi River Trail)	The route begins at the E Entrance Road at the southeast entrance of Itasca State Park to Cass Lake: 60.2 miles Cass Lake to Brainerd via Heartland and Paul Bunyan State Trails: 83.5 miles Cass Lake to Brainerd East Route: 177.2 miles Brainerd to Sauk Rapids: 66.7 miles West Side of Mississippi River: 3.7 miles East Side of Mississippi River: 5 miles St. Cloud to Elk River: 40.9 miles	Approved
NORTH CAROLINA	Extension of U.S. 311	The route begins at the intersection of NC 14 south of Eden in Rockingham County in North Carolina. The North Carolina portion of the route is going north and east along portions of existing North Carolina routes (NC 14, NC 700, and NC 770) south, in, and northeast of Eden in Rockingham County. The North Carolina portion of the route is traveling along an arterial on an existing alignment, which is primarily a five-lane undivided cross-section with a two-way left turn lane in Eden, and primarily a two-lane undivided cross-section in the northeastern part of Eden to the Virginia state line. The route is going north and east. The focal point city along the North Carolina portion is Eden. The route will cover approximately 9.78 miles in North Carolina. The North Carolina portion of the route ends at the Virginia state line in Rockingham County	Approved
TEXAS	Extension of I-69	Route will begin at IH 610 West in Houston. Route will extend 28.4 miles to the south. Existing facility is a four-lane to twelve-lane divided, controlled access route. Route will travel north to south. Houston, Sugarland, and Rosenberg are the three focal points. Route will extend 28.4 miles. Route will end 0.16 mile north of the intersection of US 59 and SS 529	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
TEXAS	Extension of I-69	Route will begin at 0.6 mile north of the U.S. 77 / CR 3690 junction north of Raymondville, TX. Route will extend 53.3 miles to the south. Existing facility is a four-lane divided, controlled access route. Route will travel south to north. Raymondville, Harlingen, and Brownsville are the three focal points. Route will extend 53.3 miles. Route will end 0.1 mile north of the U.S. 77 / University Boulevard intersection in Brownsville, TX.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator

DOT	Route	Description	Decision
TEXAS	Establishment of I-69C	Route will begin at 0.5 mile north of the U.S. 281/FM 2812 junction. Route will extend 13.5 miles to the south. Existing facility is a four-lane divided, controlled access route. Route will travel south to north. Edinburg and Pharr are the two focal points. Route will extend 13.5 miles. Route will end at the junction of U.S. 83.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
TEXAS	Establishment of I-369	Route will begin at IH 30 in Texarkana. Route will extend 3.5 miles to the south. Existing facility is a four-lane divided, controlled access route. Route will travel south to north. Texarkana is the focal point city. Route will extend 3.5 miles. Route will end at the junction of U.S. 59 and SL 151.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator
TEXAS	Establishment of Interstate Route (#TBD)	Route will begin at 0.5 mile west of the U.S. 83/Showers Road junction in Palmview, TX. Route will extend 46.8 miles to the east. Existing facility is a four-lane to six-lane divided, controlled access route. Route will travel west to east. Mission, McAllen, Pharr, and Harlingen are four focal point cities. Route will extend 46.8 miles. Route will end at the junction of U.S. 77 in Harlingen, TX.	Disapproved Application incomplete without an interstate number and Texas needs to provide a map showing that interstate routes are interconnected.
VIRGINIA	Extension of U.S. 311	The route begins at the North Carolina state line in Pittsylvania County. The Virginia portion of the route is going north and east along the extent of existing Route 863 in Virginia in Pittsylvania County. The Virginia portion of the route is traveling along an existing alignment which is primarily a two lane undivided cross section from the NC state line to U.S. 58 Business just west of Danville, VA. The route is going north and east. The focal point city is Danville, VA. The route will cover approximately 7.63 miles in Virginia. The VA portion ends at the intersection of U.S. 58 Business just west of Danville, VA.	Approved
WISCONSIN	Establishment of I-41	The route begins at US 41/I-43 Interchange in Green Bay. It follows US 41 south to the US 41/US 45 split in the northwest part of Milwaukee, and then following US 45, I-894, and I-94/US-41 to the Wisconsin/Illinois state border. It travels over an existing Interstate and US Highways southerly to Green Bay, Appleton, Oshkosh, Fond du Lac, and Milwaukee a total of 171.5 miles and ends at the Wisconsin/Illinois state border. I-41 is proposed to follow US 41 from the US 41/I-43 Interchange in Green Bay south to the US 41/US 45 split near Richfield then follow US 45 to the Zoon Interchange (I-94/I-894, then follow I-894 to the Mitchell Interchange (I-94/I-894) and then follow US 41/I-94 south to the Wisconsin/Illinois state border.	Conditional Approval Pending FHWA approval from Victor Mendez, FHWA Administrator

DOT	Route	Description	Decision
WISCONSIN	Relocation of US 41	The route begins at US 41/US 45 Interchange and follows US 45 and IH-894 from the USH 41/USH 45 interchange to the IH-94/IH-894 interchange (Mitchell Interchange) over an existing interstate and US highways southerly and easterly at Milwaukee for 17.6 miles and ends at IH-94/IH-894 interchange (Mitchell Interchange). USH 41 is proposed to be relocated to follow USH 45 from the USH 41/USH 45 interchange between Milwaukee and Menominee Falls to the Zoo Interchange (IH-94/IH-894), then follow IH-894 from the Zoo Interchange (IH-94/IH-894) to the IH 94/IH-894 interchange (Mitchell Interchange).	Conditional Approval Contingent upon the Approval of I-41 or pending FHWA approval of I-41 (entry 23)