

**SPECIAL COMMITTEE ON US ROUTE NUMBERING  
MEETING MINUTES FOR OCTOBER 17, 2013  
AND REPORT TO SCOH OCTOBER 18, 2013  
SHERATON DOWNTOWN DENVER, DENVER, COLORADO**

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The meeting of the Special Committee on U.S. Route Numbering convened at 5:40PM in Denver, Colorado. Present were the **Chair**: Greg Johnson, MI – Region 3, **Members**: Rich Tetreault, VT - Region 1, Mark McConnell, MS – Region 2, John Barton, TX - Region 4, Marty Vitale, AASHTO, Secretary, Jim McDonnell, Program Director for Engineering and Korean Engineering Fellow, Jinwoo Park. Guests from Kansas, Illinois and Minnesota were also in attendance.

FHWA Actions on Past Interstate Requests that were approved by the USRN were presented and conditions were lifted.

<b>FHWA Approval Date</b>	<b>Interstate Route</b>	<b>State</b>	<b>Start</b>	<b>End</b>	<b>AASHTO Approval Date</b>
07-31-13	785	NC	US 70	I-40	Fall 1997
07-31-13	86	NY	SR 532	NY/PA State Line	Spring 1998
07-31-13	69E	TX	US 77	I-37	Spring 2013
08-07-13	370	MD	Sam Eig Hwy	Inter-County Connector	Fall 2012

Decisions by the Special Committee (copy attached) were finalized for 17 applications from 10 member departments approved and the following with conditions. Approved with conditions are:

- **Arkansas** – I-49 (future) Establishment: FHWA Approval
- **Illinois** – I-70 Relocation: FHWA Approval
- **Indiana** – I-69 Establishment: FHWA Approval
- **Indiana** – I-164 Elimination: FHWA Approval
- **Missouri** – I-44 Extension: FHWA Approval
- **Missouri** – I-70 Relocation: FHWA Approval

Withdrawn is North Dakota – US-85 Relocation (Alexander) and US-85 Relocation ((Watford City).

The USRN continuance of the database and the scanning project were discussed and AASHTO is actively working on both projects. A presentation at the next AASHTO annual meeting will be offered to SCOH on US Route Numbering procedures and its history.

The next meeting will be at the AASHTO 2014 Spring Meeting in Louisville, Kentucky in late May. The Chair, Greg Johnson will not be present and Mark McConnell, MS (Region 2) will preside as chair.

The USRN meeting adjourned at 6:20PM.

Respectfully submitted by  
Marty Vitale, AASHTO  
Secretary for the Special Committee on U.S. Route Numbering

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State	Route Number	Description	USRN Decision
Arkansas	I-49 (future) Establishment	The route begins at the Louisiana State Line and travels north to the Missouri State Line over existing interstate-type facilities. It will also travel over future new location facilities. The route travels in a south to north direction. The local cities along the route are Doddridge, Texarkana, Fort Smith, Fayetteville, Springdale, Rogers and Bentonville, Arkansas. The route is 135 miles long in Arkansas and ends at the Missouri State Line. Item No. 3694 - Arkansas - US 64 - Relocation of a U.S. (Interstate) Route. The route begins 2 miles west of Vilonia, Arkansas. The route travels south of Vilonia, Arkansas. The route is a four-lane, divided roadway on new location. The route travels in a west-east direction in Arkansas. The focal city is Vilonia, Arkansas. The route is 9.66 miles long. The route ends 1 mile east of Vilonia, Arkansas.	4-Affirmative with Condition (FHWA approval)
Arkansas	US 64B Recognition of a Business Route	The route begins 2 miles west of Vilonia, Arkansas. The route travels through the City of Vilonia, Arkansas. The route is a two-lane, undivided roadway on existing location. The route travels in a west-east direction in Arkansas. The focal city is Vilonia, Arkansas. The route is 8.37 miles long. The route ends 1 mile east of Vilonia, Arkansas.	4-Affirmative
Arkansas	US-67 Relocation	The new location route in this application begins at Arkansas State Highway 18 in Newport. It travels north to U.S. Highway 63 in Walnut Ridge/Hoxie. The route is being constructed on new location to Interstate standards. The route travels in a south-north direction in Arkansas. The focal points of this application are Newport, Walnut Ridge, and Hoxie, Arkansas. This new location section is 34.14 miles long. The route ends at U.S. Highway 63 in Walnut Ridge/Hoxie.	4-Affirmative
Florida	US-1 – Relocation	Begins at Intersection of SR 5/ Brickell Ave and SR 9A/I-95 (Where the I-95 gore meets SR 5) to the portion of US-1 is being rerouted through the existing I-95 corridor to the SR 970/Downtown Distributor within the City of Miami traveling over an Existing Pathway North/South through the City of Miami and the route will cover 2.515 centerline miles ending at Intersection of SR 970/ Downtown Distributor and SE 2nd Avenue.	4-Affirmative
Florida	US-41- Extension	Route begins at Intersection of SR 90 /SE 8th Street and Brickell Ave. This portion of US-41 extends from SE 8th St north along the existing Brickell Avenue Corridor up to the intersection of US-1/SR 5/ Biscayne Blvd Way. It will no longer be concurrent with US 1, which is being relocated. Traveling over an Existing Pathway going North/South To the City of Miami. Total number of miles the route will cover 0.333 centerline miles and ends at Intersection of Brickell Ave and US-1/SR 5/ Biscayne Blvd Way	4-Affirmative

<b>State</b>	<b>Route Number</b>	<b>Description</b>	<b>USRN Decision</b>
Illinois	I-70 Relocation	The route begins at the Missouri-Illinois state line along the alignment of the new Interstate 70 Mississippi River Bridge Connecting to existing Interstate 55/70 west of the IL 203 interchange with existing I-55/70 in Madison, IL New Interstate 70 alignment traveling in an Easterly direction to St. Clair County in IL for 3.7 miles (MO and IL); 2.9 miles (IL only) and ends West of the IL 203 interchange with existing I-55/70 in Madison, IL	4-Affirmative with Condition (FHWA approval)
Indiana	I-69 Establishment	The section in reference of this request begins at the interchange of I-64/I-69 in Gibson County, Indiana and goes from I-64/I-69 to US 41. I-69 will be traveling over an existing facility traveling southerly over an existing facility, formerly designated I-164, to the south side of the city of Evansville and then westerly to the interchange at US 41. The City of Evansville, IN is the focal point city. This segment of I-69 that is proposed to be renamed, re-signed and routed over an existing facility is approximately 20.70 miles long and terminates at the interchange of US 41 on the south side of the city of Evansville.	4-Affirmative with Condition (FHWA approval)
Indiana	I-164 Elimination	Currently, the I-164 route begins at the I-64/I-69 interchange in Gibson County, Indiana. From I-64/I-69 to U.S. 41. I-164 currently travels over an existing facility. Beginning at the I-64/I-69 interchange, the existing segment of I-164 travels southerly to the south side of the City of Evansville and then westerly to the interchange at U.S. 41. The City of Evansville, Indiana is the focal point city for the section in reference of this request. The overall route length of I-164 is 21.39 miles. The segment of I-164 that is proposed to be eliminated, renamed and resigned as I-69 over an existing facility is approximately 20.70 miles long. For this request, the existing facility to be eliminated for I-164 terminates at the interchange of U.S. 41 on the south side of the City of Evansville.	4-Affirmative with Condition (FHWA Approval)
Kansas	US-40 Relocation	The route change begins at AASHTO log mile 44. The route goes through Lawrence, KS from US 59 to West Lawrence. The proposed route is partially access controlled, multi-lane, undivided, with curb and gutter for the part in town, and shoulders for the part bypassing town. The prevailing direction in the proposed area is east/west, with AASHTO miles accumulating from East to West to Lawrence, KS. The route will cover 10 miles. The proposed route change ends at AASHTO log mile 54, at the West City Limit of Lawrence KS, at the center of the interchange of US40 with Kansas State Highway 10.	4-Affirmative
Kansas	US-40B Elimination	Route US 40 begins East of Russell, KS through the City of Russell, KS traveling over mostly Two Lane, Undivided, with multiple at-grade intersections. The part that rides US81 is four lanes divided, partially access controlled. The prevailing direction is from East/West, with AASHTO miles accumulating from East to West. The focal point city is Russell, KS and is 6 miles in length. The route ends at US 40 South of Russell, KS	4-Affirmative

<b>State</b>	<b>Route Number</b>	<b>Description</b>	<b>USRN Decision</b>
Kentucky	US-62 Relocation	The route begins on the north side of Cynthiana in Harrison County, Kentucky. It continues along the newly constructed bypass to a junction with existing US 62 and US 27. The new bypass is a four-lane facility that travels southwest from the north side of Cynthiana to the south side of Cynthiana. The facility is approximately 3.5 miles long and ends on the south side of Cynthiana at the junction with existing US 62 and US 27.	4-Affirmative
Maryland	USBR-50 Establish	The new bicycle route will begin at the Maryland entry of the C&O Canal Towpath traveling northwesterly for 180 miles and ends at Canal Place in Cumberland, MD. The path becomes Great Allegheny Passage at Canal Place and travels 20 miles northwesterly and ends at the Pennsylvania state line. The application is signed and approved by James T. Smith, Jr. He is the Secretary of the Maryland Department of Transportation.	4-Affirmative
Missouri	I-44 Extension	The state of Missouri is extending Interstate 44 in St. Louis City, beginning at the existing Interstate 55/44 ramp termini at Lafayette Avenue and Truman Parkway. The extension will proceed in a northerly direction, ending at the Interstate 70 ramp termini coming from the new Mississippi River Bridge (with the extension ending just north of the Madison Street exit). The interstate 44 extension will be approximately 2.9 miles long and follows along the existing alignments of Interstates 55 and 70.	4-Affirmative with Condition (FHWA approval).
Missouri	I-70 Relocation	The route will begin at the existing Interstate 55/44 ramp termini at Lafayette Avenue and Truman Parkway. The extension will proceed traveling northerly over existing alignments of Interstates 55 and 70 through the City of St. Louis continuing to the Interstate 70 ramp termini coming from the new Mississippi River Bridge, with the extension ending just north of the Madison Street exit for a length of 2.9 miles.	4-Affirmative with Condition (FHWA approval).
North Dakota	US-85 Relocation (Alexander)	Withdrawn	
North Dakota	US-85 Relocation (Watford City)	Withdrawn	
Tennessee	USBR-23 Establish	Establish a bicycle route from Alabama to Kentucky. TOTAL MILES of USBR 23; USBR 23 SPURS: 172.63 miles.	4-Affirmative

10-18-2013