



AASHTO 2019 ANNUAL MEETING

October 5th to 9th, St. Louis, Missouri. Welcome to the Gateway City!

Special Committee on U. S. Route Numbering

St Louis, Missouri – Landmark 5

Saturday October 5, 2019 – 1:00 P.M (CDT)

Conference Call- Tel 1-888-585-9008, Conf. Room No. 191-374-518

Agenda

1. Call to Order Emanuel Banks, AR
2. Roll Call and Introductions Emanuel Banks, AR
 - Region 1 – William Cass, New Hampshire DOT
 - Region 2 – Emanuel Banks, Arkansas DOT (Chair)
 - Region 3 – Burt Morey, Kansas DOT
 - Region 4 – Joshua Laipply, Colorado DOT
3. Order of the Day: Ballot Number: USRN-19-02 (action)
 - a) Ballot Results: *Attachment 1*
4. New Business
5. Next Meeting
6. Adjourn

AASHTO ANNUAL MEETING 2019 ROUTE NUMBERING APPLICATIONS

Ballot Items	Decision	Comments 1	Comments 2
<p>Item No. 1 - State: Arkansas Route: US 79 Clarendon Action: Relocation of a U.S. Route Between Prairie County Line Southwest of Clarendon and U.S. Highway 79 Business in Southeast Clarendon Description: The Arkansas Department of Transportation has constructed a new two-lane undivided facility south of the former U.S. Highway 79 between the Prairie County Line in Arkansas and the City of Clarendon, Arkansas. This request is to relocate U.S. Highway 79 to the new location. A separate application is being submitted to redesignate a portion of U.S. Highway 79, through the City of Clarendon, as U.S. Highway 79 Business.</p>	Affirmative		
<p>Item No. 2 - State: Arkansas Route: US 79 Business Clarendon Action: Recognition of a Business Route Between U.S. Highway 79 in the City of Clarendon and U.S. Highway 79 Business in the City of Clarendon Description: The Arkansas Department of Transportation has constructed a new two-lane undivided facility south of the former U.S. Highway 79 between the Prairie County Line in Arkansas and the City of Clarendon, Arkansas. This request is to redesignate a portion of U.S. Highway 79 in the City of Clarendon, Arkansas as U.S. Highway 79 Business. A separate application is being submitted to designate the new alignment as U.S. Highway 79.</p>	Affirmative		

<p>Item No. 3 - State: Florida Route: US 1</p> <p>Action: Relocation of Existing US 1 north of I-95 and Existing US 1 south of I-95</p> <p>Description: The current location of US 1 within Jacksonville, Florida traverses along I-95 for approximately one mile. In January of 2013, FDOT began to replace a series of overpasses that carry traffic over Hendricks, Kings and Montana Avenues along 2.3 miles of I-95 near downtown Jacksonville in Duval County, Florida; in the area of the US-1 co-location. The intent of this project, known as the "Overland Bridge project", is to improve traffic flow along the I-95 corridor south of the Fuller Warren bridge. I-95 has now been widened and parallel roadways improved/constructed. These parallel facilities will remain and provide additional capacity for traffic between the Fuller Warren bridge and north of Emerson Street by carrying US-1 traffic along this stretch so it no longer is co-located on the I-95 corridor.</p>	<p>Affirmative with Condition</p>	<p>Page 2: Provide date open to traffic. Page 2: No explanation needed since the response to the first question was "No". Page 3: Map is confusing; doesn't show where U.S. route connects back to an existing U.S. route. Looks like spur routes will be created on the Northbound end and Southbound end. Page 6: Traffic ADT is not provided, should have a value. Point to point was not included with the application.</p>	
<p>Item No. 4 - State: Florida Route: US 90</p> <p>Action: Relocation of Existing US 90 north of I-95 and Existing US 90 south of I-95</p> <p>Description: The current location of US-90 within Jacksonville, Florida traverses along I-95 for approximately one mile. In January of 2013, FDOT began to replace a series of overpasses that carry traffic over Hendricks, Kings and Montana Avenues along 2.3 miles of I-95 near downtown Jacksonville in Duval County, Florida; in the area of the US-90 co-location. The intent of this project, known as the "Overland Bridge project", is to improve traffic flow along the I-95 corridor south of the Fuller Warren bridge. I-95 has now been widened and parallel roadways improved/constructed. These parallel facilities will remain and provide additional capacity for traffic between the Fuller Warren bridge and north of Emerson Street by carrying US-90 traffic along this stretch so it no longer is co-located on the I-95 corridor.</p>	<p>Affirmative with Condition</p>	<p>Page 2: Provide date open to traffic. Page 2: No explanation needed since the response to the first question was "No". Page 3: Map is confusing; doesn't show where U.S. route connects back to an existing U.S. route. Looks like spur routes will be created on the Northbound end and Southbound end. Page 6: Traffic ADT is not provided, should have a value. Point to point was not included with the application.</p>	

<p>Item No. 5 - State: Iowa Route: I-880</p> <p>Action: Establishment of an Interstate Route between I-29/I-680 North Interchange in Pottawattamie County and I-80/I-680 Interchange in Pottawattamie County.</p> <p>Description: This request pertains to the establishment of Interstate 880, and the removal of the Interstate 680 route designations from the I-29 and I-680 North Interchange to the I-680 and I-80 Interchange in Pottawattamie County. This new Interstate route is being established to help avoid routing confusion during flooding events that have occurred recently in this area.</p>	Affirmative	Page 2: Provide separate application to eliminate I-680. Point to point was not included with the application	Ok with change, but curious as to why? Presumably it is potential confusion similar I-680 designation around Omaha but would help to have the reasoning better explained.
<p>Item No. 6 - State: Iowa Route: I-29 Council Bluffs</p> <p>Action: Relocation of a U.S. Interstate Route Between U.S. 275/IA 92 Interchange in Council Bluffs and Nebraska Avenue Interchange in Council Bluffs</p> <p>Description: This request pertains to the relocation of Interstate 29, in the city of Council Bluffs.</p> <p>Construction of a new dual divided configuration in Council Bluffs has separated I-80 and I-29 through traffic. I-29 is now located on the outside lanes of this new configuration, which act as the local lanes for Council Bluffs and I-29 through traffic of this new configuration. This new dual divided alignment will expedite I-29 freight traffic through the Council Bluffs area with the separation of local and I-80 freight traffic.</p>	Affirmative		
<p>Item No. 7 - State: Iowa Route: I-80 Council Bluffs</p> <p>Action: Relocation of a U.S. Interstate Route Between I-80/I-29 West Systems Interchange in Council Bluffs and Madison Avenue Interchange in Council Bluffs.</p> <p>Description: This request pertains to the relocation of Interstate 80, in the city of Council Bluffs.</p> <p>Construction of a new dual divided configuration in Council Bluffs has separated I-80 and I-29 through traffic. I-80 is now located on the inside lanes of this new configuration, which act as the express lanes of this new configuration. This new alignment will expedite I-80 freight traffic flow through the Council Bluffs area with the separation of local and I-29 through traffic.</p>	Affirmative		

<p>Item No. 8 - State: Iowa Route: U.S 6 Action: Relocation of a U.S. Route Between Nebraska Avenue Interchange in Council Bluffs and Madison Ave. Interchange in Council Bluffs Description: This request pertains to the relocation of U.S. 6, in the city of Council Bluffs. Construction of a new dual divided configuration in Council Bluffs has separated I-80 and I-29 through traffic. U.S. 6 through traffic is now carried on the inside I-80 express lanes of this new configuration from the I-80/I-29 West Systems Interchange to the I-80/I-29 East Systems Interchange. This new dual divided alignment will expedite U.S. 6 freight traffic through the Council Bluffs area with the separation of local and through traffic.</p>	Affirmative		
<p>Item No. 9 - State: Maine Route: USBR 501 Action: Establishment of a new U.S. Bicycle Route Connects: USBR-1 in Bangor, Maine and Fort Kent International Bridge connecting to Clair, New Brunswick (Mile Marker 0 for US Route 1) Description: Extend Maine's bicycle route system to it's northern most border with Canada. This route takes riders throughout picturesque northern Maine to the starUend of US Motor Route 1 in Fort Kent, Maine where there is an international bridge crossing to Clair, New Brunswick. The route then extends another 30.5 miles to the town of Allagash, Maine and the very edge of Maine Allagash Wilderness Area.</p>	Affirmative		
<p>Item No. 10 - State: Minnesota Route: U.S 14 Action: Relocation of a U.S. Route Between 1.3 miles W of City of Nicollet and 0.5 mile SE of City of Nicollet Description: US 14 was previously a 2-lane, confined corridor that passed through the City of Nicollet, MN, which posed issues for mobility and safety of commercial and commuter traffic. The construction of the Nicollet Bypass has allowed for an improved, preferable route for US 14 through Nicollet that can now accommodate higher mobility for through traffic along this route. The route is now a less confined, 4-lane corridor from the west side of Nicollet and running east. Additional 4-lane expansion is planned for the corridor from this bypass to the west to create a consistent four-lane facility.</p>	Affirmative	A second application should be submitted to remove the existing U.S. 14. Show existing U.S. 14 on sketch map.	assuming old US14 ceases to exist

<p>Item No. 11 - State: North Carolina Route: U.S 17 BUS Maysville</p> <p>Action: Recognition of a Business Route Between US 17 in Onslow County and US 17 in Jones County</p> <p>Description: This application is to recognize US 17 Business between US 17 south of Maysville and US 17 north of Maysville in Jones County. The proposed route is a combination of two-lane and three-lane undivided sections, running along the existing alignment of US 17 that passes through the central business district of Maysville. The length of the proposed route is 4.03 miles. This application is in conjunction with the proposed relocation of US 17 to a new facility on a new alignment.</p>	Affirmative	Point to point was not included with the application	
<p>Item No. 12 - State: North Carolina Route: U.S 17 BUS Pollocksville</p> <p>Action: Recognition of a Business Route Between US 17 in Jones County and Existing US 17 Business in Jones County</p> <p>Description: This application is to recognize US 17 Business between US 17 south of Pollocksville and existing US 17 Business in Jones County. The proposed route is a combination of two-lane and three-lane undivided sections, running along the existing alignment of US 17 that passes through the central business district of Pollocksville. The length of the proposed route is 7.40 miles. This application is in conjunction with the proposed relocation of US 17 to a new facility on a new alignment.</p>	Affirmative	Point to point was not included with the application	
<p>Item No. 13 - State: North Carolina Route: U.S 17 Maysville</p> <p>Action: Relocation of a U.S. Route Between US 17/Proposed US 17 Business in Onslow County and US 17/Proposed US 17 Business in Jones County</p> <p>Description: This application is to relocate US 17 along a new facility on a new alignment with higher design standards and will function as the through movement. The new alignment is proposed to be a four-lane, divided arterial with full control of access. The length of the proposed route is 3.69 miles. This route is expected to improve mobility and capacity in the area by removing through traffic from downtown Maysville. This application is in conjunction with the proposed recognition of US 17 Business along the existing section of US 17.</p>	Affirmative	Point to point was not included with the application	

<p>Item No. 14 - State: North Carolina Route: U.S 17 Pollocksville</p> <p>Action: Relocation of a U.S. Route Between US 17/Proposed US 17 Business in Jones County and US 17 in Jones County Description: This application is to relocate US 17 along a new facility on a new alignment with higher design standards and will function as the through movement. The new alignment is proposed to be a four-lane, divided arterial with a combination of full and partial control of access. The length of the proposed route is 7.74 miles. This route is expected to improve mobility and capacity in the area by removing through traffic from downtown Pollocksville. This application is in conjunction with the proposed recognition of US 17 Business along the existing section of US 17.</p>	Affirmative	Point to point was not included with the application.	
<p>Item No. 15 - State: North Carolina Route: U.S 70</p> <p>Action: Relocation of a U.S. Route Between US 29/US 70 in Davidson County and US 29/US 70/US 220 in Guilford County Description: Currently, a portion of US 70 is routed along sections of I-40, I-85, US 29, and US 220 in Davidson, Randolph, and Guilford Counties. The proposed relocated section of US 70 will be concurrent with portions of NC 68, SR 1541/SR 2254 (Wendover Avenue), and US 220 in Guilford County. All the proposed routing will be on the National Highway System. It will provide another US route through the municipalities of Thomasville, High Point, and Greensboro to better serve these communities, serve as a numbered diversion route, aid in incident management, provide single route continuity, and simplify the freeway signing system. The proposed relocated routing of US 70 would provide an alternate primary availability to other parts of the county as well as diverting traffic from concurrent interstate routes. Both the Greensboro Urban Area and High Point Metropolitan Planning Organizations provided resolutions of support for this proposed relocation of US 70.</p>	Affirmative with Condition	<p>Point to point was not included with the application.</p> <p>Ok with new routing. Exiting route could have been more clearly shown for reference but OK</p>	<p>It seems to go against rule #10 of the numbering system: Any proposal that would exploit the prestige of the U.S. numbered highway system to direct traffic over routes that are not the shortest and best available between major control points on the system, especially when it appears to be for the purpose of benefiting businesses located along such a proposed route, shall constitute reason for denying any application to make such an addition to the system. If the above rule is no longer in effect due to the presence of the Interstate route in the area, then vote would change to Affirmative. I will yield to the experience of fellow committee members</p>

<p>Item No. 16 - State: Oklahoma Route: U.S 70 BUS Hugo Action: Elimination of a U.S. Business Route Between US 70 and US 70 Description: To eliminate highway traffic going through the center of Hugo, OK and instead use the existing US-70/US-271 as a bypass around town. The route US-70B is currently on will retain it's functional classification and turn into Urban Functionally Classified city street.</p>	Affirmative	Point to point was not included with the application	
<p>Item No. 17 - State: Oklahoma Route: U.S 271 BUS Hugo Action: Elimination of a U.S. Business Route Between US 70 and US 70 Description: To eliminate highway traffic going through the center of Hugo, OK and instead use the existing US-70/US-271 as a bypass around town. The route US-271 B is currently on will retain it's functional classification and turn into Urban Functionally Classified city street.</p>	Affirmative	Point to point was not included with the application	
<p>Item No. 18 - State: Texas Route: I-69-E Nueces County Action: Extension of a U.S Interstate Route Between the existing IH 69E southern terminus and the new limits of access control approximately 0.6 mile south of FM 2826. Description: Route will begin at the current IH 69E southern terminus in Nueces County, Texas, located 0.4 mile south of FM 892 Route will extend 3.3 miles to the south Existing facility is a four-lane divided, controlled access route. Route will travel north to south Robstown, TX is the focal point city Route is 3.3 miles long Route will end approximately 0.6 mile south of FM 2826</p>	Affirmative	Page 7: Route description should be in a single space paragraph format.	Ok - the intermittent nature of the I-69-E awkward, but recognize the bigger plan and intent.
<p>Item No. 19 - State: West Virginia Route: USBR 50 Action: Establishment of a new U.S. Bicycle Route or segment Description: Route Connects USBR 50 in Ohio and USBR 50 in Pennsylvania. West Virginia is the only State that is applying for designation in cooperation with Ohio and Pennsylvania as well as the other States involved in the designation of USBR 50.</p>	Affirmative		

<p>Item No. 20 - State: WisconsinRoute: US BUS 51 Action: Elimination of a U.S. Business Route Between 1-39 and Village of Whiting north limit. Description: Beginning at the existing I-39/STH 54/US Bus 51 interchange; thence northerly 5.32 miles along existing US Bus 51 to the northern limit of the Village of Whiting; all within Portage County, Wisconsin.</p>	<p>Affirmative</p>	<p>Page 4: Traffic ADT is not provided. Page 7: Route description should be in a single space paragraph format. Point to point was not included with the application</p>	<p>approved - helpful explanation</p>
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