

REPORT OF THE SPECIAL COMMITTEE ON ROUTE NUMBERING
TO THE EXECUTIVE COMMITTEE
JUNE 7, 1989
TRAVERSE CITY, MICHIGAN

The Special Committee on U.S. Route Numbering consisting of Hal Rives, Georgia, Chairman; Leno Menghini, Wyoming; Harold Monroney, Illinois; Robert Johnson, Massachusetts; and Donna Tamburelli, AASHTO, met on June 6, 1989. The Committee considered 45 applications for changes to the U.S. and Interstate Numbered Systems. No applications were received for changes to the U.S. Bicycle Numbered System.

Thirty applications were approved as submitted.

- o The application from Indiana for the establishment of I-469 was approved subject to FHWA concurrence. However, action was withheld on the relocation of U.S. Routes 24, 27, 30 and 33. The Committee requests that Indiana resubmit individual applications for each of these U.S. route changes.
- o Action was withheld on the resubmitted applications from Minnesota for the relocation of U.S. Route 169 and the extension of U.S. Route 212. The Committee requests that these applications be resubmitted with further clarification.
- o The application from North Carolina for the elimination of U.S. Route 117 Business was denied. The Committee stated that it would be more appropriate to retain this route as a Business Route.

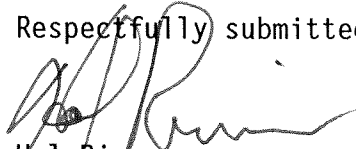
The Committee agreed to approve the application from North Carolina for the establishment of U.S. Route 117 Alternate with the condition that the Route be designated a Business Route rather than an Alternate Route as the application was originally submitted.

The application from North Carolina for the establishment of U.S. Route 264 Alternate was also approved as long as the route is designated as a Business Route rather than an Alternate Route as was originally submitted.

- o Action was withheld on the application from South Dakota for the recognition of U.S. Route 16 Bypass. The Committee requests that the application be resubmitted to clarify the routing of U.S. Route 16 through Rapid City.
- o The Committee needs additional information on the horizontal and vertical curvature from Louisiana and Arkansas on their applications for the establishment of U.S. Route 425. The Committee requests that these applications be resubmitted with this additional information.
- o The applications from Maryland and West Virginia were approved subject to FHWA approval.

The Committee agreed that future requests for route numbering applications will call attention to the need for more clearer and complete applications with the latest map available showing the route change.

Respectfully submitted,



Hal Rives
Chairman

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
444 North Capitol Street, N.W., Suite 225
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ROUTE NUMBERING COMMITTEE AGENDA
June 6, 1989
Traverse City, Michigan

ALABAMA

Elimination of I-210
APPROVED

Eliminate the I-210 designation from the intersection with I-65 in Prichard and the present terminus at the intersection with I-10 in Mobile.

Establishment of I-165
APPROVED

Establishment of I-165 over route presently designated as I-210 between I-65 in Prichard and Beauregard Street in Mobile.

Relocation of U.S. Route 31
APPROVED

Beginning at the intersection of present U.S. Route 31 and a new facility in Birmingham then northerly over the facility for 1.5 miles to the intersection of present U.S. Route 31.

Relocation of U.S. Route 280
APPROVED

Beginning at the present terminus of U.S. Route 280 and the intersection of U.S. Route 31 in Birmingham, then northeasterly over U.S. Route 31 for 2 miles to the intersection of a new facility, then northerly over the facility (proposed U.S. Route 31) for 1.5 miles to the intersection of I-59.

CALIFORNIA

Recognition of U.S. Route 395
Business
APPROVED

Beginning at the intersection of U.S. Route 395 and State Route 178 at Inyokern, then easterly over S.R. 178 to the intersection of China Lake Boulevard at Ridgecrest, then southerly and southwesterly over China Lake Boulevard and South China Lake Boulevard to the intersection of U.S. Route 395 south of Ridgecrest.

INDIANA (continued)

Relocation of U.S. Route 24
ACTION WITHHELD

Beginning at the intersection of present U.S. Route 24 and a new facility to be constructed near New Haven, then southwest over the new facility for approximately 21.3 miles to the intersection of I-69, then northerly over I-69 for approximately 4.5 miles to the intersection of present U.S. Route 24 west of Fort Wayne.

Relocation of U.S. Route 27
ACTION WITHHELD

Beginning at the intersection of present U.S. Route 27 and State Route 3 north of Fort Wayne, then northerly over S.R. 3 to the intersection of present U.S. Route 27.

Relocation of U.S. Route 30
ACTION WITHHELD

Beginning at the intersection of present U.S. Route 30 and a new facility being constructed near New Haven, then northerly over the new facility for approximately 11.9 miles to the intersection of I-69, then westerly over I-69 for approximately 6 miles to the intersection of present U.S. Route 30 in northwest Fort Wayne.

Relocation of U.S. Route 33
ACTION WITHHELD

Beginning at the intersection of present U.S. Route 33 and a new facility being constructed southeast of Fort Wayne, then westerly over the new facility for approximately 11.7 miles to the intersection of I-69, then northerly over I-69 for approximately 11.7 miles to the intersection of present U.S. Route 33 in northwest Fort Wayne.

MARYLAND

Redesignation of I-68
as I-595
APPROVED

Redesignate as I-595 presently designated I-68 from the intersection of I-95 northeast of Washington, D.C. to the terminus at Annapolis.

NORTH CAROLINA (continued)

NORTH CAROLINA

Relocation of U.S. Route 117
APPROVED

Beginning at the intersection of present U.S. Route 117 and a new facility southwest of Goldsboro, then southerly over the new facility for 7.31 miles to the intersection of present U.S. Route 117 at Mount Olive.

Elimination of U.S. Route 117
Business
DENIED

Eliminate the U.S. Route 117 Business designation between the intersection with U.S. Route 117 at Mount Olive and the intersection with U.S. Route 117 at Calypso.

Establishment of U.S. Route
117 Alternate
APPROVED AS A BUSINESS ROUTE

Beginning at the intersection of present U.S. Route 117 and the proposed relocation of U.S. Route 117 southwest of Goldsboro, then southerly over present U.S. Route 117 to the intersection of present U.S. Route 117 Business at Mount Olive, then southerly over U.S. Route 117 Business to the intersection of present U.S. Route 117 at Calypso.

Relocation of U.S. Route 70
APPROVED

Beginning at the intersection of present U.S. Route 70 and a new facility at Statesville, then southeasterly over the facility for 3.79 miles to the intersection of present U.S. Route 70.

Establishment of U.S. Route
264 Alternate
APPROVED AS A BUSINESS ROUTE

Beginning at the intersection of U.S. Route 264 and State Route 91 at Wilson, then easterly and southeasterly over S.R. 91 for 15.09 miles to the intersection of U.S. Route 264 at Farmville.

OKLAHOMA

Relocation of U.S. Route 169
APPROVED

Beginning at the intersection of present U.S. Route 169 and a new facility at Owasso, then northerly over the facility for 6.49 miles to the intersection of present U.S. Route 169 at the northeast edge of Collinsville.

KENTUCKY/TENNESSEE

Redesignation of U.S. 45
Bypass as U.S. Route 45
APPROVED

Redesignate present U.S 45 Bypass between the intersection with U.S. Route 45 at Fulton, Kentucky and the intersection with U.S. Route 45W at the Tennessee State Line as U.S. Route 45. Also redesignate present U.S. Route 45W/51 between the Kentucky State Line and the intersection with present U.S. 51 Bypass at Union City, Tennessee as U.S. Route 45. Eliminate present U.S. Route 45 and 45W between these points.

Redesignation of U.S. 51
Bypass as U.S. Route 51
APPROVED

Redesignate present U.S. 51 Bypass between the intersection with U.S. Route 51 at Clinton, Kentucky and the intersection with U.S. Route 51 in South Fulton, Tennessee as U.S. Route 51. Eliminate present U.S. Route 51 between these points.

Relocation of U.S. Route 45E
APPROVED

Beginning at intersection of present U.S. Route 45E and State Route 22 near Martin, Tennessee, then northwesterly over S.R. 22 to the intersection of proposed U.S. Route 45 at Union City, Tennessee.

Elimination of U.S. Route 45W
APPROVED

Eliminate U.S. Route 45W from the intersection with proposed U.S. Route 45 at Union City, Tennessee and the present intersection with U.S. Route 45 at Fulton, Kentucky.

MARYLAND/WEST VIRGINIA

Redesignation of U.S. Route 48
as I-68
APPROVED SUBJECT TO FHWA
CONCURRENCE

Redesignate as I-68 presently designated U.S. Route 48 from the intersection with I-79 southwest of Morgantown, West Virginia to the intersection with I-70 at Hancock, Maryland.

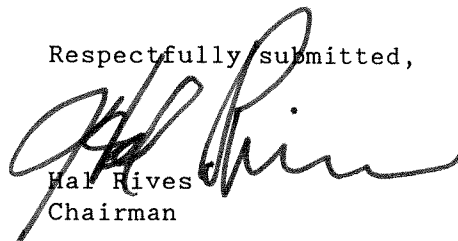
REPORT OF THE SPECIAL COMMITTEE ON ROUTE NUMBERING
TO THE EXECUTIVE COMMITTEE
OCTOBER 7, 1989
ATLANTA, GEORGIA

The Special Committee on U.S. Route Numbering consisting of Hal Rives, Georgia, Chairman; Leno Menghini, Wyoming; Ralph Wehner, Illinois; Robert Johnson, Massachusetts; and Donna Tamburelli, AASHTO, met on October 6, 1989. The Committee considered 20 applications for changes to the U.S. and Interstate Numbered Systems. No applications were received for changes to the U.S. Bicycle Numbered System.

Eighteen applications were approved as submitted.

- o The applications from North Carolina for the establishment of U.S. Route 117 Alternate and the establishment of U.S. Route 264 Alternate were disapproved. Both of these applications were resubmittals. After reviewing the route definition for an Alternate route, the Committee decided that these routes do not fit the Alternate route criteria.

Respectfully submitted,



Hal Rives
Chairman

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
444 N. Capitol Street, N.W., Suite 225
Washington, D.C. 20001

ROUTE NUMBERING AGENDA
October 6, 1989
Atlanta, Georgia

GEORGIA

Relocation of U.S. Route 278

APPROVED

Beginning at the intersection of present U.S. Route 278 and a new facility being constructed east of Dallas, then westerly over the new facility for 6 miles to the intersection of present U.S. Route 278 west of Dallas.

Recognition of U.S. Route 278 Bypass

APPROVED

Beginning at the intersection of U.S. Route 278 and State Route 80 east of Warrenton, then southerly over S.R. 80 to the intersection of State Route 16, then westerly over S.R. 16 to the intersection of U.S. Route 278 west of Warrenton.

MICHIGAN

Relocation of I-69

APPROVED

Beginning at the intersection of present I-69 and a new facility being constructed at Charlotte, then northeasterly over the facility for 74.2 miles to the intersection of I-96 at Lansing.

Relocation of U.S. Route 31

APPROVED

Beginning at the intersection of present U.S. Route 31 and a new facility west of Niles, then northerly over the new facility to the intersection of present U.S. Route 31 east of Benton Harbor.

NORTH CAROLINA

Elimination of U.S. Route 117 Business

APPROVED

Eliminate the U.S. Route 117 Business designation between the intersection with U.S. Route 117 southwest of Goldsboro and the intersection with U.S. Route 117 at Calypso.

NORTH CAROLINA (continued...)

Establishment of U.S. Route 117
Alternate
RESUBMITTAL

DISAPPROVED

Beginning at the intersection of present U.S. Route 117 and U.S. Route 117 Business southwest of Goldsboro, then southerly over U.S. Route 117 Business for 12.69 miles to the intersection of present U.S. Route 117 at Calypso.

Elimination of U.S. Route 264
Business

APPROVED

Eliminate the U.S. Route 264 Business designation between the intersection with U.S. Route 264 at Wilson and the intersection with U.S. Route 264 at Farmville.

Establishment of U.S. Route 264
Alternate
RESUBMITTAL

DISAPPROVED

Beginning at the intersection of U.S. Route 264 and U.S. Route 264 Business at Wilson, then easterly and southeasterly over U.S. Route 264 Business for 15.09 miles to the intersection of U.S. Route 264 at Farmville.

Relocation of U.S. Route 70 and
Recognition of U.S. Route 70
Business

APPROVED

Beginning at the intersection of present U.S. Route 70 and I-40 southeast of Garner, then northerly over I-40 for 4.31 miles to the intersection of U.S. Route 70 east of Raleigh. Redesignate present U.S. Route 70 between these points as U.S. Route 70 Business.

SOUTH CAROLINA

Establishment of I-526

APPROVED

Beginning at the intersection of I-26 and an existing facility in North Charleston, then southerly over the facility to the intersection of State Route 7 south of North Charleston.

SOUTH DAKOTA

Recognition of U.S. Route 16
Bypass
RESUBMITTAL

APPROVED

Beginning at the intersection of U.S. Route 16 and an existing facility just south of Rapid City, then easterly over the facility to the intersection of State Route 79, then northerly over S.R. 79 and S.R. 439 to the intersection of I-90 Business, then northeasterly over I-90 Business to the intersection of I-90 just north of Rapid City.

VIRGINIA

Relocation of U.S. Route 501 and
Recognition of U.S. Route 501
Business

APPROVED

Beginning at the present intersection of U.S. Route 501 and State Route 291 in Lynchburg, then southerly over S.R. 291 to the intersection of U.S. Route 460, then easterly over U.S. Route 460 to the intersection of present U.S. Route 501 east of Lynchburg. Redesignate present U.S. Route 501 between these points as U.S. Route 501 Business.

Elimination of U.S. Route 501
Alternate

APPROVED

Eliminate the U.S. Route 501 Alternate designation between the intersections with present U.S. Route 501 in the city of Lynchburg.

ARIZONA/NEW MEXICO

Elimination of U.S. Route 80

APPROVED

Eliminate the U.S. Route 80 designation from the intersection with I-10 in the city of Benson, Arizona and the intersection with State Route 48 in the city of Anthony, New Mexico.

ARKANSAS/LOUISIANA

Establishment of U.S. Route 425
RESUBMITTAL

APPROVED

Beginning at the intersection of U.S. Route 65 and State Route 81 at Pine Bluff, Arkansas, then southerly over S.R. 81 for 88.27 miles to the intersection of State Route 139 at the Louisiana State Line, then southerly over S.R. 139 for 17 miles to the intersection of U.S. Route 165 at Bastrop, Louisiana.

ADDENDUM

Route Numbering Committee Agenda
October 6, 1989
Atlanta, Georgia

IOWA

Relocation of U.S. Route 151

APPROVED

Beginning at the intersection of present U.S. Route 151 and State Route 12 northeast of Cedar Rapids, then southerly over S.R. 13 to the intersection of U.S. Route 30, then westerly over U.S. Route 30 to the intersection of I-380 south of Cedar Rapids.