


REPORT OF THE SPECIAL COMMITTEE ON U.S. ROUTE NUMBERING
TO THE
EXECUTIVE COMMITTEE
JUNE 4, 1990
WILMINGTON, DELAWARE

The Special Committee on U.S. Route Numbering consisting of Leno Menghini, Wyoming, Chairman; John Tabb, Mississippi; Ralph Wehner, Illinois; and Donna Tamburelli, AASHTO, met on June 2, 1990. Alden Small, Maine, was unable to attend the meeting but provided the Committee with his completed rating forms for each of the applications.

The Committee considered 16 applications for changes to the U.S. and Interstate Numbered System. Twelve were approved as submitted.

- o The application from Pennsylvania for the extension of U.S. Route 222 was disapproved. The Committee believes that this route is not the shortest or best available route between major control points on the system, and therefore, does not adhere to the policies established under AASHTO's "Purpose and Policy Statement for U.S. Numbered Highways." Also, this route could not qualify as a Business Route according to the Special Route definition of a Business Route under AASHTO's Purpose and Policy Statement.
- 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 more information given on the design standards of the proposed U.S. Route 169.
- o After discussing Hawaii's application for the establishment of Interstate Route H-1A with Hawaii's Chief Engineer, Tetsuo Harano, the Committee decided to withhold action on the application until further review could be made by Hawaii and the Federal Highway Administration.

Respectfully submitted,


Leno Menghini, Chairman

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
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ROUTE NUMBERING COMMITTEE AGENDA

June 2, 1990

Wilmington, Delaware

ALABAMA

Elimination of U.S. Route 331
APPROVED

Eliminate the U.S. Route 331 designation between the intersection with U.S. Route 108 and the intersection with U.S. Route 82 in Montgomery.

Relocation of U.S. Route 411
APPROVED

Beginning at the intersection of present U.S. Route 411 and a new facility west of Centre, then easterly over the new facility for 4.55 miles to the intersection of present U.S. Route 411 east of Centre.

Recognition of U.S. Route 411 Business
APPROVED

Designate present U.S. Route 411 between the points described above as U.S. Route 411 Business.

GEORGIA

Relocation of U.S. Route 278 and the Recognition of U.S. Route 278 Business
APPROVED

Beginning at the intersection of present U.S. Route 278 and a facility being constructed southeast of Rockmart, then northwesterly over the new facility for 6.4 miles to the intersection of present U.S. Route 278 west of Rockmart. Designate present U.S. Route 278 as U.S. Route 278 Business beginning at the intersection of the proposed relocation of U.S. Route 278 and State Route 6, then southerly over S.R. 6 to the intersection of present U.S. Route 278 then westerly over U.S. Route 278 to the intersection of the proposed relocation of U.S. Route 278.

ILLINOIS

Relocation of U.S. Route 51
APPROVED

Beginning at the intersection of present U.S. Route 51 and I-55 north of Bloomington, then easterly over I-55 to I-55/74, then southerly over I-55/74 to the intersection of I-74 then easterly over I-74 to the intersection of present U.S. Route 51 south of Bloomington.

Recognition of U.S. Route 51 Business
APPROVED

Designate present U.S. Route 51 between the points described above as U.S. Route 51 Business.

NEBRASKA

Relocation of U.S. Route 75
APPROVED

Beginning at the intersection of present U.S. Route 75 and a new facility being constructed northwest of Nebraska City, then southeasterly over the new facility for 4.6 miles to the intersection of present U.S. Route 75 south of Nebraska City.

NORTH CAROLINA

Relocation of U.S. Route 74
APPROVED

Beginning at the intersection of present U.S. Route 74 and I-277 in Charlotte, then southeasterly over I-277 for 1.30 miles to the intersection of present U.S. Route 74 in Charlotte.

Relocation of U.S. Route 70
APPROVED

Beginning at the intersection of present U.S. Route 70 and a new facility being constructed east of Clayton, then easterly over the new facility for 11.54 miles to the intersection of present U.S. Route 70 west of Princeton.

Recognition of U.S. Route 70 Business
APPROVED

Designate present U.S. Route 70 between the points described above as U.S. Route 70 Business.

Elimination of U.S. Route 70 Alternate
APPROVED

Eliminate the U.S. Route 70 Alternate designation between the intersection with U.S. Route 70 east of Clayton and the intersection with U.S. Route 70 at Princeton.

PENNSYLVANIA

Extension of U.S. Route 222
DISAPPROVED

Beginning at the present terminus of U.S. Route 222 at the intersection of State Route 309 east of Allentown, then northeasterly over an existing facility for 5.1 miles to the intersection of State Route 145 in Allentown.

ADDENDUM

Route Numbering Committee Agenda
June 2, 1990
Wilmington, Delaware

MINNESOTA

Elimination of U.S. Route 61
APPROVED

Eliminate the U.S. Route 61 designation between the Canadian border and the intersection with I-35 south of Duluth.

Relocation of U.S. Route 169
RESUBMITTAL
WITHHELD ACTION

Beginning at the intersection of present U.S. Route 169 and State Route 18 in Osseo, then southerly over S.R. 18 to the intersection of I-494 east of Eden Prairie, then westerly over I-494 to the intersection of present U.S. Route 169.

Extension of U.S. Route 212
RESUBMITTAL
WITHHELD ACTION

Beginning at the present terminus of U.S. Route 212 at the intersection of I-494 east of Eden Prairie, then northeasterly over an existing facility for 3 miles to the intersection of U.S. Route 169 west of Edina.

HAWAII

Establishment of Interstate
H-1A
WITHHELD ACTION

Beginning at the intersection of Interstate H-1 and the Moanalua Freeway (FAP 78), then southeasterly over the Moanalua Freeway for 4.1 miles to the intersection of Interstate H-1 near Fort Shafter.

REPORT OF THE SPECIAL COMMITTEE ON U.S. ROUTE NUMBERING
TO THE EXECUTIVE COMMITTEE
DECEMBER 8, 1990
PHOENIX, ARIZONA

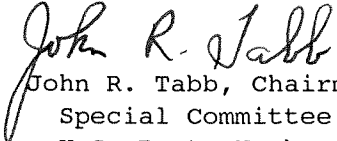
The Special Committee on U.S. Route Numbering met in Phoenix, Arizona on Friday, December 7, 1990. In attendance were: John Tabb, Mississippi, Chairman; Ralph Wehner, Illinois; Ray Zink, North Dakota; and Donna Tamburelli, AASHTO, Secretary. Alden Small, Maine, was unable to attend the meeting, but submitted his rating forms to the Committee for the meeting.

Forty-two applications were considered by the Committee. Thirty-eight were approved as submitted.

The disposition on the four remaining applications is as follows:

- o The application from Hawaii for the establishment of Interstate H-101, was approved as H-201 instead of H-101 as submitted. Because this route constitutes a loop, the Committee felt that a three-digit number beginning with an even digit was more suitable. The Federal Highway Administration has concurred with this request.
- o The application from Illinois for the establishment of Interstate Route 37 was deferred until Illinois receives approval from the Federal Highway Administration for the proposed Interstate route. The Committee also suggested assigning a three-digit number to the route when the application is resubmitted.
- o Action was withheld on the application from Minnesota for the relocation of U.S. Route 169. The Committee suggests that Minnesota resubmit the application when the Shakopee Bypass is completed.
- o The Committee withheld action on the application from Ohio on the relocation of U.S. Route 50 because the affected route involves another state. The AASHTO Policy on U.S. Numbered Highways states that "in case a proposed change in or addition to the U.S. numbered system involves two or more States, the proposal shall be given official consideration only when all affected State Highway Departments have filed applications to cover the complete proposal." The committee recommends that Ohio resubmit the application with a companion application from West Virginia.

Respectfully submitted,


John R. Tabb, Chairman
Special Committee on
U.S. Route Numbering

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
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Washington, D.C. 20001

ROUTE NUMBERING COMMITTEE AGENDA
December 7, 1990
Phoenix, Arizona

ALABAMA

Relocation of U.S. Route 280
APPROVED

Beginning at the intersection of present U.S. Route 280 and a newly constructed facility in Dadeville, then easterly over the new facility to the intersection of present U.S. Route 280.

Relocation of U.S. Route 78
APPROVED

Beginning at the intersection of present U.S. Route 78 and a newly constructed facility south of Hamilton, then northwesterly over the new facility to the intersection of present U.S. Route 78.

Relocation of U.S. Route 84
APPROVED

Beginning at the intersection of present U.S. Route 84 and State Route 166 near Elba, then westerly over S.R. 166 to the intersection of present U.S. Route 84 in Elba.

GEORGIA

Relocation of U.S. Route 23
APPROVED

Beginning at the intersection of present U.S. Route 23 and a new facility under construction north of Clarkesville, then southwesterly over the new facility to the intersection of present U.S. Route 23 north of Demorest.

Relocation of U.S. Route 123
APPROVED

Beginning at the intersection of present U.S. Route 123 and a new facility under construction southwest of Toccoa, then northwesterly over the new facility to the intersection of present U.S. Route 23 east of Clarkesville.

GEORGIA (continued)

Relocation of U.S. Route 441
APPROVED

Beginning at the intersection of present U.S. Route 441 and a new facility under construction northeast of Clarkesville, then southwesterly over the new facility to the intersection of present U.S. Route 441 southeast of Demorest.

Extension of U.S. Route 441
Business
APPROVED

Beginning at the present terminus of U.S. Route 441 Business at the intersection of present U.S. Route 23/441 southeast of Demorest, then northeasterly over present U.S. Route 23/441 to the intersection of the proposed relocation of U.S. Route 441 northeast of Clarkesville.

Relocation of U.S. Route 17
Alternate
APPROVED

Beginning at the intersection of present U.S. Route 17 Alternate and a new facility being constructed in northeast Savannah, then southerly over the new facility to the intersection of Interstate Route 16 in Savannah, then westerly over I-16 to the present intersection of U.S. Route 17 Alternate in southwest Savannah.

Relocation of U.S. Route 129
and Recognition of U.S. Route
129 Business
APPROVED

Beginning at the intersection of present U.S. Route 129 and a new facility in north Gainesville, then southwesterly over the facility to the intersection of present U.S. Route 129 in south Gainesville. Redesignate present U.S. Route 129 between these points as U.S. Route 129 Business.

Relocation of U.S. Route 441
APPROVED

Beginning at the intersection of present U.S. Route 441 and a new facility being constructed northeast of Commerce, then southerly over the facility to the intersection of present U.S. Route 441 south of Commerce.

GEORGIA (continued)

Relocation of U.S. Route 19
and Recognition of U.S. Route
19 Business

APPROVED

Beginning at the intersection of
present U.S. Route 19 and a newly
constructed facility north of
Dahlonega, then southerly over the
facility to the intersection of
present U.S. Route 19 in Dahlonega.
Redesignate present U.S. Route 19
between these points as U.S. Route
19 Business.

HAWAII

Establishment of Interstate
H-101

RESUBMITTAL

APPROVED AS H-201

Beginning at the intersection of
Interstate H-1 and the Moanalua
Freeway (FAP 78), then southeasterly
over the Moanalua Freeway for 4.1
miles to the intersection of
Interstate H-1 near Fort Shafter.

ILLINOIS

Establishment of I-37

DEFERRED

Establishment of Interstate Route 37
over route presently designated as
State Route 121 between Interstate
Route 74 southeast of Peoria and
Interstate Route 55 northwest of
Lincoln.

KANSAS

Relocation of U.S. Route 36

APPROVED

Beginning at the intersection of
present U.S. Route 36 and a new
facility being constructed near
Highland, then easterly over the new
facility to the intersection of
present U.S. Route 36 near Troy.

Relocation of U.S. Route 69

APPROVED

Beginning at the intersection of
present U.S. Route 69 and a new
facility near Pleasanton, then
southerly over the new facility to
the intersection of present U.S.
Route 69 south of Pleasanton.

MINNESOTA

Relocation of U.S. Route 169
RESUBMITTAL
ACTION WITHHELD

Beginning at the intersection of present U.S. Route 169 and State Route 18 in Osseo, then southerly over S.R. 18 to the intersection of Interstate Route 494 east of Eden Prairie, then westerly over I-494 to the intersection of present U.S. Route 169.

Extension of U.S. Route 212
RESUBMITTAL
APPROVED

Beginning at the present terminus of U.S. Route 212 at the intersection of Interstate Route 494 east of Eden Prairie, then northeasterly over an existing facility for 3 miles to the intersection of present U.S. Route 169 west of Edina.

MISSOURI

Relocation of U.S. Route 54
and Recognition of U.S. Route
54 Business
APPROVED

Beginning at the intersection of present U.S. Route 54 and a new facility being constructed in Mexico City, then northeasterly over the new facility to the intersection of present U.S. Route 54. Redesignate present U.S. Route 54 between these points as U.S. Route 54 Business.

NORTH CAROLINA

Extension of I-40
APPROVED

Beginning at the present terminus of Interstate Route 40 and a newly constructed facility south of Raleigh, then southeasterly over the new facility for 61.40 miles to the intersection of U.S. Route 117 near Wallace.

Relocation of U.S. Route 70
APPROVED

Beginning at the intersection of present U.S. Route 70 and U.S. Route 70 East in Marion, then southerly and easterly over U.S. Route 70 East for .27 miles to the intersection of present U.S. Route 70.

Relocation of U.S. Route 221
APPROVED

Beginning at the intersection of present U.S. Route 221 and a new facility being constructed south of Marion, then northwesterly over the new facility for 6.08 miles to the intersection of present U.S. Route 221 north of Marion.

NORTH CAROLINA (continued)

Recognition of U.S. Route 221
Business
APPROVED

Designate present U.S. Route 221
between the points described above
as U.S. Route 221 Business.

Relocation of U.S. Route 321
APPROVED

Beginning at the intersection of
present U.S. Route 321 and a new
facility in Dallas, then northerly
over the new facility for 7.10 miles
to the intersection of present U.S.
Route 321 north of High Shoals.

Relocation of U.S. Route 421
APPROVED

Beginning at the intersection of
present U.S. Route 421 and a new
facility being constructed north of
Staley, then southeasterly over the
new facility for 11.71 miles to the
intersection of present U.S. Route
421 south of Siler City.

Relocation of U.S. Route 601
APPROVED

Beginning at the intersection of
present U.S. Route 601 and an
existing facility in Mocksville,
then southerly over the facility for
1.50 miles to the intersection of
present U.S. Route 601.

Relocation of U.S. Route 64
APPROVED

Beginning at the intersection of
present U.S. Route 64 and an
existing facility in Mocksville,
then southerly over the facility for
1.13 miles to the intersection of
present U.S. Route 64.

OKLAHOMA

Recognition of U.S. Route 69
Business
APPROVED

Beginning at the intersection of
U.S. Route 69 and Broadway Street in
Checotah, then southerly over
Broadway Street for 3.03 miles to
the intersection of Interstate Route
40, then westerly over I-40 for .85
miles to the intersection of present
U.S. Route 69.

PENNSYLVANIA

Relocation of U.S. Route 15
APPROVED

Beginning at the intersection of present U.S. Route 15 and a newly constructed facility in Williamsport, then northerly over the new facility for 4.5 miles to the intersection of present U.S. Route 115.

Relocation of U.S. Route 219
APPROVED

Beginning at the intersection of present U.S. Route 219 and a new facility being constructed west of Ebensburg, then northerly over the new facility to the intersection of present U.S. Route 219 south of Carrolltown.

SOUTH CAROLINA

Relocation of U.S. Route 25/178/221 and Recognition of U.S. Route 25/178 Business
APPROVED

Beginning at the intersection of present U.S. Route 25/178 and U.S. Route 25/178 Bypass north of Greenwood, then southeasterly over U.S. Route 25/178 Bypass to the intersection of U.S. Route 25/178/221 Bypass east of Greenwood, then southerly over U.S. Route 25/178/221 Bypass to the intersection of present U.S. Route 25/178/221 south of Greenwood. Redesignate present U.S. Route 25/178 and present U.S. Route 25/178/221 between these points as U.S. Route 25/178 Business.

Elimination of U.S. Route 25/178/221 Bypass
APPROVED

Eliminate the U.S. Route 25/178 Bypass and U.S. Route 25/178/221 Bypass designations between the intersections with present U.S. Route 25/278 and U.S. Route 25/278/221 east of Greenwood.

Relocation of U.S. Route 178 and Recognition of U.S. Route 178 Business
APPROVED

Beginning at the intersection of present U.S. Route 178 and U.S. Route 178 Bypass north of Orangeburg, then southeasterly over U.S. Route 178 Bypass to the intersection of present U.S. Route 178 south of Orangeburg. Redesignate present U.S. Route 178 between these points as U.S. Route 178 Business.

SOUTH CAROLINA (continued)

Elimination of U.S. Route 178
Bypass
APPROVED

Eliminate the U.S. Route 178 Bypass designation between the intersections with present U.S. Route 178 in the city of Orangeburg.

Relocation of U.S. Route 321
and Recognition of U.S. Route
321 Business
APPROVED

Beginning at the intersection of present U.S. Route 321 and U.S. Route 321 Bypass northeast of Chester, then southeasterly over U.S. Route 321 Bypass to the intersection of present U.S. Route 321 southeast of Chester. Redesignate present U.S. Route 321 between these points as U.S. Route 321 Business.

Elimination of U.S. Route 321
Bypass
APPROVED

Eliminate the U.S. Route 321 Bypass designation between the intersections with present U.S. Route 321 in the city of Chester.

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

Beginning at the intersection of present U.S. Route 501 and an existing facility north of Marion, then southerly over the facility to the intersection of present U.S. Route 501 south of Marion. Redesignate present U.S. Route 501 between these points as U.S. Route 501 Business.

UTAH

Relocation of U.S. Route 189
APPROVED

Beginning at the intersection of present U.S. Route 189 and U.S. Route 40 at Heber City, then northerly over U.S. Route 40 to the Intersection of Interstate Route 80 at Silver Creek Junction, then northeasterly over I-80 to the intersection of present U.S. Route 189 at Echo Junction.

ADDENDUM

Route Numbering Committee Agenda
December 7, 1990
Phoenix, Arizona

OHIO

Relocation of U.S. Route 50
ACTION WITHHELD

Beginning at the intersection of present U.S. Route 50 and an existing facility at the West Virginia State Line, then northwesterly over the facility for .14 mile to the intersection of State Route 618, then northerly over S.R. 618 for .74 mile to the intersection of present U.S. Route 50 in Belpre.

Relocation of U.S. Route 20
APPROVED

Beginning at the intersection of present U.S. Route 20 and State Route 57 in Elyria, then southerly over S.R. 57 for 3.24 miles to the intersection of State Route 10, then southwesterly over S.R. 10 for 3.54 miles to the intersection of present U.S. Route 20 south of Elyria.

Relocation of U.S. Route 33
APPROVED

Beginning at the intersection of present U.S. Route 33 and a new facility west of Marysville, then southeasterly over the facility for 8.20 miles to the intersection of present U.S. Route 33 in Marysville.

Relocation of U.S. Route 36
APPROVED

Beginning at the intersection of present U.S. Route 36 and U.S. Route 33 west of Marysville, then southerly over U.S. Route 33 for .267 mile to the intersection of present U.S. Route 36.

Relocation of U.S. Route 35
APPROVED

Beginning at the intersection of present U.S. Route 35 and a new facility northwest of Jackson, then southeasterly over the facility for 4.77 miles to the intersection of present U.S. Route 35 in east Jackson.