

REPORT OF THE SPECIAL COMMITTEE ON U.S. ROUTE NUMBERING
TO THE EXECUTIVE COMMITTEE
JUNE 10, 1991
LAKE LANIER ISLANDS, GEORGIA

The Special Committee on U.S. Route Numbering met in Lake Lanier Islands, Georgia on June 9, 1991. 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.

Twenty-four applications were considered by the Committee. Twenty-two were approved as submitted.

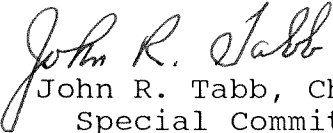
The disposition of the two remaining applications is as follows:

- o The application from Illinois for the establishment of Interstate Route 155 was approved subject to the completion of the Interstate Route.
- o The application from Illinois for the establishment of Interstate Route 172 was approved subject to FHWA concurrence and completion of the Interstate Route.

The Committee received applications from the Illinois DOT for the elimination of Interstate Route 280, the establishment of Interstate Route 174, and the relocation of Interstate Routes 74 and 80 between Rock Island/Moline, Illinois and Davenport/Bettendorf, Iowa.

Since these changes also involve the Iowa DOT, AASHTO contacted them for their submittal. They stated they would not be submitting companion applications. Therefore, the Committee was unable to consider the applications from Illinois at the meeting.

Respectfully submitted,


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

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

ROUTE NUMBERING COMMITTEE AGENDA
June 9, 1991
Lake Lanier Islands, Georgia

IOWA

Relocation of U.S. Route 20
APPROVED

Beginning at the intersection of present U.S. Route 20 and a newly constructed facility west of Webster City, then westerly over the new facility for 19.70 miles to the intersection of present U.S. Route 20 in Moorland.

KANSAS

Relocation of U.S. Route 73
APPROVED

Beginning at the intersection of present U.S. Route 73 and a new facility near Lowemont, then southeasterly over U.S. Route 73 for 73 miles to the intersection of present U.S. Route 20 southwest of Leavenworth.

Relocation of U.S. Route 75
APPROVED

Beginning at the intersection of present U.S. Route 75 and a new facility south of Yates Center, then southerly over the new facility for 181 miles to the intersection of present U.S. Route 75 in Altoona.

Elimination of U.S. Route 77
Business
APPROVED

Eliminate the U.S. Route 77 Business designation between the intersections with present U.S. Route 77 in North Herington and South Herington.

NORTH CAROLINA

Establishment of I-440
APPROVED

Beginning at the intersection of Interstate Route 40 and Interstate Route 40 Business northwest of Raleigh then clockwise over Interstate Route 40 Business, U.S. Route 70, and U.S. Route 64 (Raleigh Beltline) for 25.05 miles back to the intersection of Interstate Route 40.

NORTH CAROLINA (continued)

Elimination of I-40 Business
APPROVED

Eliminate the Interstate Route 40 Business designation between the intersections with present Interstate Route 40 south of Cary and U.S. Route 70 Business north of Garner.

Elimination of U.S. Route 70 Business
APPROVED

Eliminate the U.S. 70 Business designation between the intersections with present Interstate Route 40 Business north of Garner and Interstate Route 40 south of Garner.

Relocation of U.S. Route 64
APPROVED

Beginning at the intersection of present U.S. Route 64 and Interstate Route 40 Business south of Cary, then easterly over Interstate Route 40 Business to the intersection of an existing facility, then southeasterly over the facility to the intersection of present U.S. Route 64 near Wilders Grove.

Relocation of U.S. Route 70
APPROVED

Beginning at the intersection of present U.S. Route 70 and U.S. Route 70 Business south of Garner, then northerly over U.S. Route 70 Business to the intersection of an existing facility, then northeasterly over the facility to the intersection of present U.S. Route 70 north of Raleigh.

Relocation of U.S. Route 401
APPROVED

Beginning at the intersection of present U.S. Route 401 and an existing facility northwest of Garner, then northeasterly over the facility for 5.59 miles to the intersection of present U.S. Route 401 in west Raleigh.

Elimination of U.S. Route 29 Alternate
APPROVED

Eliminate the U.S. Route 29 Alternate designation between the intersections with present U.S. Route 29 in Highpoint and Greensboro.

NORTH CAROLINA (continued)

Elimination of U.S. Route 70
Alternate
APPROVED

Eliminate the U.S. Route 70
Alternate designation between the
intersections with present U.S.
Route 70 in Highpoint and
Greensboro.

Relocation of U.S. Route 17
APPROVED

Beginning at the intersection of
present U.S. Route 17 and a new
facility being constructed in
Shalotte, then westerly over the
new facility for 4.81 miles to the
intersection of present U.S. Route
17.

Recognition of U.S. Route 17
Business
APPROVED

Redesignate present U.S. Route 17
between the above points as U.S.
Route 17 Business.

Relocation of U.S. Route 221
APPROVED

Beginning at the intersection of
present U.S. Route 221 and a new
facility being constructed in
Linville, then northerly over the
new facility for 1.89 miles to the
intersection of present U.S. Route
221.

PENNSYLVANIA

Extension of I-476
APPROVED

Beginning at the present terminus of
Interstate Route 476 and a new
facility being constructed in west
Conshohocken then southerly over the
facility to the intersection of
Interstate Route 95 west of the city
of Philadelphia.

TEXAS

Elimination of U.S. Route 81
APPROVED

Eliminate the U.S. Route 81
designation between the
intersections with present
Interstate Route 35W northeast of
Fort Worth and Interstate Route 35
in Laredo.

VIRGINIA

Relocation of U.S. Route 23
and Recognition of U.S. Route
23 Business
APPROVED

Beginning at the intersection of
present U.S. Route 23 and a new
facility east of Norton, then
southwesterly over the facility for
10 miles to the intersection of
present U.S. Route 23 in Big Stone
Gap. Redesignate present U.S. Route
23 between these points as U.S.
Route 23 Business.

VIRGINIA (continued)

Relocation of U.S. Route 58
Alternate
APPROVED

Beginning at the intersection of present U.S. Route 58 Alternate and a new facility east of Norton, then southwesterly over the facility for 11 miles to the intersection of present U.S. Route 58 Alternate in Big Stone Gap.

WEST VIRGINIA

Relocation of U.S. Route 340
APPROVED

Beginning at the intersection of present U.S. Route 340 and an existing facility (Charles Town Bypass), then northeasterly over the facility to the intersection of present U.S. Route 340 in Charles Town.

D.C./MARYLAND/VIRGINIA

Extension of I-495
APPROVED

Beginning at the present terminus of Interstate Route 495 at the intersection of Interstate Route 95 in College Park, Maryland, then southerly and westerly over Interstate Route 95 to the intersection of Interstate Route 395 in Springfield, Virginia.

ADDENDUM

Route Numbering Committee Agenda
June 9, 1991
Lake Lanier Islands, Georgia

ILLINOIS

Establishment of I-155

RESUBMITTAL

**APPROVED - SUBJECT TO
COMPLETION OF THE INTERSTATE
ROUTE**

Establishment of Interstate Route 155 over route presently designated as State Route 121 between Interstate Route 74 southeast of Peoria and Interstate Route 55 northwest of Lincoln.

Relocation of U.S. Route 36

APPROVED

Beginning at the intersection of present U.S. Route 36 and a newly constructed facility west of Springfield, then westerly over the new facility to the intersection of present U.S. Route 36 south of Quincy.

Establishment of I-172

**APPROVED - SUBJECT TO FHWA
APPROVAL AND COMPLETION OF THE
INTERSTATE ROUTE**

Establishment of Interstate Route 172 over route presently designated as I-55 west of Springfield, then easterly over proposed U.S. Route 36 to the intersection of State Route 336 near East Hannibal.

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AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

HAL RIVES, President
Commissioner
Georgia Department
of Transportation



FRANCIS B. FRANCOIS
Executive Director

AASHTO Special Committee
on U.S. Route Numbering
Report to the
Executive Committee
October 12, 1991

The AASHTO Special Committee on U.S. Route Numbering met in Milwaukee, Wisconsin, on Friday, October 11, 1991. Those in attendance were: John Tabb, Mississippi, Chairman; Alden Small, Maine; Ralph Wehner, Illinois; Ray Zink, North Dakota; and Donna Tamburelli of the AASHTO staff.

The Committee considered 20 applications from 13 states. All applications were approved as submitted, with the exception of the following:

1. The joint application from Indiana and Michigan for the elimination of U.S. Route 27 was disapproved. The Committee agreed that the request as submitted does not conform with Item 6 of AASHTO's policy statement on the "Establishment and Development of U.S. Numbered Highways," which states, "The Executive Committee shall encourage the State Highway Departments in the development of continuous State route numbers extending into two or more states..."
2. Action was deferred on the applications from Arizona for the elimination of U.S. Route 89, the relocation of U.S. Route 89 Alternate, the Elimination of U.S. Route 89 Business, and the extension of U.S. Route 93. The Committee was unable to consider these changes based on the information submitted. The Committee suggests that Arizona DOT resubmit the applications with more concise information on each route change, and colored area maps showing the proposed addition or change in the route. The Committee also suggests that they consider the motoring public when changing the route numbers.

The application for the relocation of U.S. Route 60 in Arizona was also deferred. The Committee is concerned with the deficiencies on the route. The Committee requests further information on these deficiencies, specifically how they would affect the capacity of the roadway, and how and when the deficiencies will be corrected.

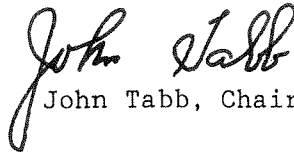
The Committee members then discussed the current process used to solicit the states for any proposed route numbering changes. The Committee concurred that some of the submissions from the member departments were not in conformance

with the specifications contained in the letter and the instructions outlined on the application form.

In order for the Special Committee on U.S. Route Numbering and the Executive Committee to give prompt and proper consideration to each and every request made by a member department, the Committee members strongly urge that each route numbering request conform to the specific criteria contained in the letter and on the application form, specifically, six original applications should be submitted for each change, and colored area maps indicating the proposed alteration in the system should be included. Also, explanations and reasons for the request should be concise and pertinent, and comprehensive information on any deficiencies should be listed.

The Committee members agreed that any applications that do not conform to the criteria will be promptly returned to the member department requesting the change.

Respectfully submitted,

A handwritten signature in cursive script that reads "John Tabb". The signature is written in dark ink and is positioned above the printed name.

John Tabb, Chairman

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

ROUTE NUMBERING COMMITTEE AGENDA
October 11, 1991
Milwaukee, Wisconsin

ALABAMA

Relocation of U.S. Route 431

APPROVED

Beginning at the intersection of present U.S. Route 431 and a new facility southeast of Opelika, then northerly over the facility for 1.72 miles to the intersection of present U.S. Route 431 east of Opelika.

GEORGIA

Relocation of U.S. Route 27
and Recognition of U.S. Route
27 Business

APPROVED

Beginning at the intersection of present U.S. Route 27 and State Route 744 north of Cedartown, then southerly over S.R. 744 for 5.2 miles to the intersection of present U.S. Route 27 south of Cedartown. Redesignate present U.S. Route 27 between these points as U.S. Route 27 Business.

Relocation of U.S. Route 278

APPROVED

Beginning at the intersection of present U.S. Route 278 and State Route 744 east of Cedartown, then southwesterly over S.R. 744 for 4.6 miles to the intersection of present U.S. Route 278 west of Cedartown.

Relocation of U.S. Route 76
and Recognition of U.S. Route
76 Business

APPROVED

Beginning at the intersection of present U.S. Route 76 and State Route 52 north of Dalton, then southeasterly over S.R. 52 for 3.5 miles to the intersection of present U.S. Route 76 east of Dalton. Redesignate present U.S. Route 76 between these points as U.S. Route 76 Business.

Recognition of U.S. Route
129/441 Bypass

APPROVED

Beginning at the intersection of present U.S. Route 129/441 and State Route 24 northeast of Madison, then southerly over the S.R. 24 for 5.4 miles to the intersection of present U.S. Route 129/441 south of Madison.

GEORGIA (continued)

Relocation of U.S. Route
129/441 and Recognition of
U.S. Route 129/441 Business

APPROVED

Beginning at the intersection of
present U.S. Route 129/441 and a
facility being constructed north of
Eatonton, then southerly over the
facility for 4.9 miles to the
intersection of U.S. Route 441, then
southerly over U.S. Route 441 for
0.2 miles to the intersection of
present U.S. Route 129/441 south of
Eatonton. Redesignate present U.S.
Route 129/441 between these points
as U.S. Route 129/441 Business.

Relocation of U.S. Route 319

APPROVED

Beginning at the intersection of
present U.S. Route 319 and State
Route 107 east of Fitzgerald, then
southerly over S.R. 107 for 1.7
miles to the intersection of present
U.S. Route 319 south of Fitzgerald.

MONTANA

Relocation of U.S. Route 93

APPROVED

Beginning at the intersection of
present U.S. Route 93 and Reserve
Street south of Missoula, then
northerly over Reserve Street to the
intersection of I-90 north of
Missoula, then westerly over I-90 to
the intersection of present U.S.
Route 93 northwest of Missoula.

NEBRASKA

Relocation of U.S. Route 77

APPROVED

Beginning at the intersection of
present U.S. Route 77 and I-80
northeast of Lincoln, then
southwesterly over I-80 to the
intersection of an existing facility
west of Lincoln, then southerly over
the new facility to the intersection
of present U.S. Route 77 southwest
of Lincoln.

PENNSYLVANIA

Elimination of U.S. Route 422

APPROVED

Eliminate the U.S. Route 422
designation between the intersection
with present U.S. Route 219 west of
Ebensburg and the intersection with
U.S. Route 22 in Ebensburg.

TENNESSEE

Relocation U.S. Route 321

APPROVED

Beginning at the intersection of present U.S. Route 321 and State Route 381 in Johnson City, then southeasterly over the S.R. 381 to the intersection of State Route 67, then northeasterly over S.R. 67 to the intersection of present U.S. Route 321 in Elizabethton.

INDIANA/MICHIGAN

Elimination of U.S. Route 27

DISAPPROVED

Eliminate the U.S. Route 27 designation from the intersection with I-69 north of Fort Wayne, Indiana and the intersection with I-69 north of Lansing, Michigan.

MISSOURI/KANSAS

Relocation of U.S. Route 169

APPROVED

Beginning at the intersection of present U.S. Route 169 and the Broadway Extension in Kansas City, Missouri, then southerly over the Broadway Extension to the intersection of I-70, then westerly and southerly over I-70 to the intersection of present U.S. Route 169 in Kansas City, Kansas.

NEW MEXICO/TEXAS

Elimination of U.S. Route 80

APPROVED

Eliminate the U.S. Route 80 designation between the intersection with State Route 48 in the city of Anthony, New Mexico, to the intersection with I-30 in Dallas, Texas

ADDENDUM NO. 1

Route Numbering Committee Agenda
October 11, 1991
Milwaukee, Wisconsin

TEXAS

Elimination of U.S. Route 180

APPROVED

Eliminate the U.S. Route 180 designation between the intersection with I-20 in the city of Hudson Oaks and the intersection with I-30 in Fort Worth.

ADDENDUM NO. 2

Route Numbering Committee Agenda
October 11, 1991
Milwaukee, Wisconsin

ARIZONA

Elimination of U.S. Route 89	Eliminate the U.S. Route 89 designation between the intersection with I-40 east of Flagstaff and the intersection at the International Border.
ACTION DEFERRED	
Relocation of U.S. Route 89 Alternate	Beginning at the intersection of present U.S. Route 89 Alternate and I-17 north of Sedona, then northerly over I-17 to the intersection of present U.S. Route 89 Alternate in Flagstaff.
ACTION DEFERRED	
Elimination of U.S. Route 89 Business	Eliminate the U.S. Route 89 Business designation between the intersections with old U.S. Route 89 in the city of Florence.
ACTION DEFERRED	
Extension of U.S. Route 93	Beginning at the present terminus of U.S. Route 93 at the intersection of U.S. Route 89 west of Wickenburg then southerly over old U.S. Route 89 for 5.95 miles to the intersection of U.S. Route 60 south of Wickenburg.
ACTION DEFERRED	
Relocation of U.S. Route 60	Beginning at the intersection of present U.S. Route 60 and I-17 in Phoenix, then southerly and easterly over I-17 to the intersection of I-10, then southeasterly over I-10 to the intersection of State Route 360, then easterly over S.R. 360 to the intersection of present U.S. Route 60 in Apache Junction.
ACTION DEFERRED	

Revised 9/25/91