

Report of the Special Committee on U.S. Route Numbering
to the
Standing Committee on Highways
Sunday, April 10, 1994
Pittsburgh, Pennsylvania

The Special Committee on U.S. Route Numbering met on Saturday, April 9, 1994. Members in attendance included: Ralph Wehner, Illinois; Ray Zink, North Dakota; and Donna Tamburelli, AASHTO Staff. Alden Small, Maine, was absent, but provided the Special Committee with his dispositions of the applications. Ron Hill, Nevada, substituted for Chairman Garth Dull.

The Special Committee considered 21 applications from 14 member departments. All applications considered were approved with the exception of the following:

- o The three applications from Iowa for the relocation of U.S. Routes 52, 61 and 151 were disapproved. The Committee requested that the state resubmit the applications and provide more appropriate maps for the three routes.

- o The joint application from Arkansas and Louisiana was approved with the condition that the route begin at the intersection of U.S. Route 71 at DeQueen, Arkansas, rather than at the Arkansas/Oklahoma State Line, and subject to a review of the suggested route number by the Special Committee.

Respectfully submitted by the
AASHTO 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
Saturday, April 9, 1994
Pittsburgh, Pennsylvania

SHOWING ACTION TAKEN - REVISED 6/10/94

DELAWARE

Relocation of U.S. Route 301

APPROVED

Beginning at the intersection of present U.S. Route 301 and a newly constructed facility south of Frogtown Crossing, then northeasterly over the new facility for 0.70 mile to the intersection of present U.S. Route 301.

ILLINOIS

Relocation of U.S. Route 67

APPROVED

Beginning at the intersection of present U.S. Route 67 and Front Street in the city of Alton, then southeasterly over Front Street to the intersection of a newly constructed facility, then southwesterly over the new facility to the intersection of present U.S. Route 67.

IOWA

Relocation of U.S. Route 52

DISAPPROVED

Beginning at the intersection of present U.S. Route 52 and a newly constructed facility in Dubuque, then southerly over the new facility for 1.46 miles to the intersection of present U.S. Route 52.

Relocation of U.S. Route 61

DISAPPROVED

Beginning at the intersection of present U.S. Route 61 and a newly constructed facility in Dubuque, then southwesterly over the new facility for 1.93 miles to the intersection of present U.S. Route 61.

Relocation of U.S. Route 151

DISAPPROVED

Beginning at the intersection of present U.S. Route 51 and a newly constructed facility in Dubuque, then southwesterly over the new facility for 1.93 miles to the intersection of present U.S. Route 151.

KANSAS

Relocation of U.S. Route 166

APPROVED

Recognition of U.S. Route 166
Business

APPROVED

Beginning at the intersection of present U.S. Route 166 and a new facility being constructed south of Sedan, then northwesterly over the new facility for 5 miles to the intersection of present U.S. Route 166 west of Sedan.

Redesignate present U.S. Route 166 between the above points as U.S. Route 166 Business.

MARYLAND

Recognition of U.S. Route 13
Business

APPROVED

Beginning at the intersection of present U.S. Route 13 and Market Street north of Pocomoke City, then southeasterly over Market Street for 2 miles to the intersection of present U.S. Route 13 south of Pocomoke City.

MINNESOTA

Relocation of U.S. Route 52

APPROVED

Beginning at the intersection of present U.S. Route 52 and a new facility being constructed south of St. Paul, then northerly over the new facility to the intersection of U.S. Route 12/Interstate Route 94, then westerly over U.S. Route 12/I-94 to the intersection of Interstate Route 94, then northerly over I-94 to the intersection of present U.S. Route 52 in Minneapolis.

Relocation of U.S. Route 59

APPROVED

Beginning at the intersection of present U.S. Route 59 and U.S. Route 52/Interstate Route 94 in Fergus Falls, then northerly over U.S. Route 52/I-94 to the intersection of present U.S. Route 59.

MISSOURI

Establishment of Interstate
Business Route 55

RESUBMITTAL

APPROVED

Beginning at the intersection of Interstate Route 55 and U.S. Route 61 north of Jackson, then southwesterly over U.S. Route 61 for 4.10 miles to the intersection of State Route 34/U.S. Route 61, then southeasterly over S.R. 34/U.S. Route 61 for 4.12 miles to the intersection of Interstate Route 55 south of Jackson.

OKLAHOMA

Extension of U.S. Route 169

APPROVED

Beginning at the present terminus of U.S. Route 169 at the intersection of Interstate Route 44 and a newly constructed facility in Tulsa, then southerly and westerly over the new facility for 9.10 miles to the intersection of newly constructed Creek Turnpike and U.S. Route 64.

Relocation of U.S. Route 64

APPROVED

Beginning at the intersection of present U.S. Route 64 and State Route 51 in Tulsa, then southeasterly over S.R. 51 for 1.67 miles to the intersection of proposed extension of U.S. Route 169, then southerly and westerly over proposed extension of U.S. Route 169 for 6.06 miles to the intersection of present U.S. Route 64.

PENNSYLVANIA

Relocation of U.S. Route 220

APPROVED

Beginning at the intersection of present U.S. Route 220 and a new facility being constructed in Altoona, then southerly over the new facility for 11.7 miles to the intersection of present U.S. Route 220.

Relocation of U.S. Route 422

APPROVED

Beginning at the intersection of present U.S. Route 422 and a new facility being constructed south of Indiana, then northwesterly over the new facility for 5.3 miles to the intersection of present U.S. Route 422.

PUERTO RICO

Extension of PRI-2

APPROVED

Beginning at the present terminus of PRI-2 at the intersection of PR-2 in Mayaguez, then southeasterly over PR-2 for 44.52 miles to the intersection of proposed PR-52 in western Ponce.

WEST VIRGINIA

Relocation of U.S. Routes 33
and 250

APPROVED

(U.S. Route 33) Beginning at the intersection of present U.S. Route 33 and a new facility being constructed east of Buckhannon, then southeasterly over the new facility for 15.6 miles to the intersection of present U.S. Route 33/250 west of Elkins. (U.S. Route 250) Beginning at the intersection of present U.S. Route 250 and a new facility being constructed north of Norton, then southeasterly over the new facility for 3.2 miles to the intersection of present U.S. Route 33/250 west of Elkins.

OKLAHOMA/NEW MEXICO

Extension of U.S. Route 412

APPROVED

Beginning at the present terminus of U.S. Route 412 at the intersection of U.S. Routes 183/270 in Woodward, Oklahoma, then northwesterly over U.S. Routes 183/270 for 15.91 miles to the intersection of U.S. Route 270 south of Harper, then northwesterly and westerly over U.S. Route 270 for 53.17 miles to the intersection of State Route 3 southwest of Beaver, then easterly and northeasterly over S.R. 3 for 54.91 miles to the intersection of U.S. Route 64 at Guymon, then northerly and westerly over U.S. Route 64 for 55.37 miles to the intersection of U.S. Routes 56/64 west of Boise City, then southwesterly over U.S. Routes 56/64 for 51.58 miles to the intersection of U.S. Route 56 at Clayton, New Mexico, then easterly over U.S. Route 56 for 83 miles to the intersection of Interstate Route 25 in Springer, New Mexico.

ARKANSAS/LOUISIANA

Establishment of a U.S. Route
371

APPROVED - Route to begin at
intersection of U.S. Route 71
at DeQueen, Arkansas; and
number to be reviewed by
Special Committee

**NOTE: THE SPECIAL COMMITTEE
DETERMINED THAT U.S. ROUTE 371
IS THE MOST APPROPRIATE NUMBER
FOR THIS NEW ROUTE**

Beginning at the intersection of
U.S. Route 70 at the
Arkansas/Oklahoma State Line, then
easterly over U.S. Route 70 for 8.64
miles to the intersection of U.S.
Route 71 at DeQueen, then easterly
and southerly over U.S. Route 71 for
13.39 miles to the intersection of
State Route 24 at Lockesburg, then
easterly and southeasterly over S.R.
24 for 82.91 miles to the
intersection of State Route 19 at
Prescott, then southerly over S.R.
19 for 17.21 miles to the
intersection of State Route 4 at
Rosston, then easterly over S.R. 4
for .88 mile to the intersection of
State Route 19 north of Willisville,
then southerly over S.R. 19 for
16.94 miles to the intersection of
State Route 93 at Waldo, then
easterly over S.R. 93 for .96 mile
to the intersection of State Route
19 west of McNeil, then southerly
over S.R. 19 for 4.08 miles to the
intersection of U.S. Route 82
Business west of Magnolia, then
southerly over U.S. Route 82
Business for 2.20 miles to the
intersection of State Route 132
north of Macedonia, then
southwesterly and southerly over
S.R. 132 for 25.10 miles to the
intersection of State Route 7 at the
Louisiana State Line, then southerly
over S.R. 7 for 30.7 miles to the
intersection of U.S. Route 80 at
Minden, then easterly over U.S.
Route 80 for .6 mile to the
intersection of Interstate Route 20
at Dixie Inn, then easterly over I-
20 for 2.6 miles to the intersection
of State Route 7 south of Minden,
then southerly over S.R. 7 for 39.1
miles to the intersection of U.S.
Route 71 at Edgefield, then
southerly over U.S. Route 71 for 1.5
miles to the intersection of State
Route 179 at Coushatta, then
Southwesterly over S.R. 179 for .9
mile to the intersection of U. S.
Route 84, then southwesterly over
U.S. Route 84 for 2.3 miles to the
intersection of a planned facility
at Armistead, then southwesterly
over the planned facility for 5.0
miles to the intersection of
Interstate Route 49 south of Evelyn,
Louisiana.

Special Committee on U.S. Route Numbering
To the
Standing Committee on Highways
November 12, 1994

The AASHTO Special Committee on U.S. Route Numbering met on Friday, November 11 in Albuquerque, New Mexico. Members in attendance included Garth Dull, Nevada, Chairman; Allan Abbott, Nebraska, Alden Small, Maine; Ray Zink, North Dakota; and Donna Tamburelli, AASHTO Staff.

1. The members considered 35 applications from 16 member departments. All applications were approved as submitted with the exception of the application from the Pennsylvania Department of Transportation for the extension of Interstate Route 476.

The members disapproved the application from Pennsylvania because of concerns about the number recommended by the state, the substandard design conditions of the proposed route, and the fact that the proposed extension does not yet have the approval of the Federal Highway Administration.

2. At the request of a member department, the Special Committee discussed AASHTO's policy requirement that says "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 Special Committee agreed that the policy requirement should continue in effect in order to maintain the continuity of the U.S. Numbered Highway System.

Submitted by,

Garth Dull
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
Friday, November 11, 1994
Albuquerque, New Mexico

SHOWING ACTION TAKEN

ALABAMA

Relocation of U.S. Route 84

APPROVED

Beginning at the intersection of present U.S. Route 84 and State Route 100 north of Andalusia, then westerly over S.R. 100 for 3.38 miles to the intersection of present U.S. Route 84.

Relocation of U.S. Route 29

APPROVED

Beginning at the intersection of present U.S. Route 29 and State Route 100 north of Andalusia, then westerly and southerly over S.R. 100 for 4 miles to the intersection of present U.S. Route 29.

GEORGIA

Relocation of U.S. Route 27 and Recognition of U.S. Route 27 Business (Attapulcus)

APPROVED

Beginning at the intersection of present U.S. Route 27 and State Route 83 north of Attapulcus, then southeasterly over S.R. 83 for 3.3 miles to the intersection of present U.S. Route 83 southeast of Attapulcus.

Redesignate present U.S. Route 27 between the above points as U.S. Route 27 Business.

Relocation of U.S. Route 27 and Recognition of U.S. Route 27 Business (Cuthbert)

APPROVED

Beginning at the intersection of present U.S. Route 27 and a facility under construction north of Cuthbert, then southerly over the facility for 4.6 miles to the intersection of present U.S. Route 27 south of Cuthbert.

Redesignate present U.S. Route 27 between the above points as U.S. Route 27 Business.

GEORGIA (continued...)

Relocation of U.S. Routes 1/23
and Recognition of U.S. Routes
1/23 Business

APPROVED

Beginning at the intersection of
present U.S. Routes 1/23 and State
Route 896 northwest of Waycross,
then southerly over S.R. 896 for 4.2
miles to the intersection of U.S.
Route 82, then southerly and
easterly over U.S. Route 82 for 7.3
miles to the intersection of present
U.S. Routes 1/23 in Waycross.

Redesignate present U.S. Routes 1/23
between the above points as U.S.
Routes 1/23 Business.

Relocation of U.S. Route 27
and Recognition of U.S. Route
27 Business (Blakely)

APPROVED

Beginning at the intersection of
present U.S. Route 27 and a facility
under construction in north Blakely,
then southerly over the facility for
3.9 miles to the intersection of
present U.S. Route 27 in south
Blakely.

Redesignate present U.S. Route 27
between the above points as U.S.
Route 27 Business.

Relocation of U.S. Route 319
and Recognition of U.S. Route
319 Business

APPROVED

Beginning at the intersection of
present U.S. Route 319 and U.S.
Route 84 northwest of Thomasville,
then westerly over U.S. Route 84 for
4.2 miles to the intersection of an
existing facility, then southerly
over the facility for 3.8 miles to
the intersection of present U.S.
Route 319 southwest of Thomasville.

Redesignate present U.S. Route 319
between the above points as U.S.
Route 319 Business.

Relocation of U.S. Route 82
and Recognition of U.S. Route
82 Business

APPROVED

Beginning at the intersection of
present U.S. Route 82 and the Clarke
Avenue Extension east of Albany,
then westerly over the Clarke Avenue
extension for 5.3 miles to the
intersection of present U.S. Route
82 in Albany.

Redesignate present U.S. Route 82
between the above points as U.S.
Route 82 Business.

IOWA

Relocation of U.S. Route 52
RESUBMITTAL

APPROVED

Relocation of U.S. Route 61
RESUBMITTAL

APPROVED

Relocation of U.S. Route 151
RESUBMITTAL

APPROVED

Beginning at the intersection of present U.S. Route 52 and a newly constructed facility in Dubuque, then southerly over the facility for 1.46 miles to the intersection of present U.S. Route 52.

Beginning at the intersection of present U.S. Route 61 and a newly constructed facility in Dubuque, then westerly and southerly over the facility for 1.93 miles to the intersection of present U.S. Route 61.

Beginning at the intersection of present U.S. Route 151 and a newly constructed facility in Dubuque, then westerly and southerly over the facility for 1.93 miles to the intersection of present U.S. Route 151.

LOUISIANA

Relocation of U.S. Route 167

APPROVED

Recognition of U.S. Route 167
Business

APPROVED

Recognition of U.S. Route 71
Bypass

APPROVED

Beginning at the intersection of present U.S. Route 167 and Interstate Route 49 in Alexandria, then southerly over I-49 for 4.5 miles to the intersection of present U.S. Route 167.

Redesignate present U.S. Route 167 between the above points as U.S. Route 167 Business.

Beginning at the intersection of present U.S. Route 71 and Interstate Route 49 in Alexandria, then southerly over I-49 for 6.2 miles to the intersection of present U.S. Route 71.

MISSISSIPPI

Relocation of U.S. Route 45

APPROVED

Beginning at the intersection of present U.S. Route 45 and a new facility southwest of Meridian, then northwesterly over the facility for 13.5 miles to the intersection of present U.S. Route 45 northeast of Meridian.

NEBRASKA

Relocation of U.S. Route 75

APPROVED

Beginning at the intersection of present U.S. Route 75 and a newly constructed facility in south Omaha, then southerly over the facility for 7.2 miles to the intersection of present U.S. Route 75.

NORTH CAROLINA

Elimination of U.S. Route 64 Business

APPROVED

Eliminate the U.S. Route 64 Business designation between the intersection with U.S. Route 64 in Tarboro and the intersection with U.S. Route 64 in Princeville.

Relocation of U.S. Route 74

APPROVED

Beginning at the intersection of present U.S. Route 74 and Interstate Route 40 southwest of Asheville, then easterly over I-40 for 1.58 miles to the intersection Interstate Route 26, then southeasterly over I-26 for 36.03 miles to the intersection of a newly constructed facility, then northeasterly over the facility for 20.31 miles to the intersection of present U.S. Route 74 south of Forest City.

Establishment of U.S. Route 74 Alternate

APPROVED

Redesignate present U.S. Route 74 between the above points as U.S. Route 74 Alternate.

Relocation of U.S. Route 158

APPROVED

Beginning at the intersection of present U.S. Route 158 and a newly constructed facility west of Murfreesboro, then easterly over the facility for 4.74 miles to the intersection of present U.S. Route 158 east of Murfreesboro.

Recognition of U.S. Route 158 Business

APPROVED

Redesignate present U.S. Route 158 between the above points as U.S. Route 158 Business.

Relocation of U.S. Route 258

APPROVED

Beginning at the intersection of present U.S. Route 258 and a newly constructed facility west of Murfreesboro, then easterly and northerly over the new facility for 4.2 miles to the intersection of present U.S. Route 258 east of Murfreesboro.

NORTH CAROLINA (continued...)

Relocation of U.S. Route 264

APPROVED

Beginning at the intersection of present U.S. Route 264 and a newly constructed facility west of Greenville, then northerly and southeasterly over the new facility for 7.72 miles to the intersection of present U.S. Route 264 north of Greenville.

Relocation of U.S. Route 601

APPROVED

Beginning at the intersection of present U.S. Route 601 and Dixie Street in Mt. Airy, then northerly over Dixie Street for .05 miles to the intersection of W. Pine Street, then easterly over W. Pine Street for .08 miles to the intersection of present U.S. Route 601 South, then easterly over U.S. Route 601 South for .10 miles to the intersection of present U.S. Route 601.

OHIO

Relocation of U.S. Route 30
(Upper Sandusky)

APPROVED

Beginning at the intersection of present U.S. Route 30 and U.S. Route 23 east of Upper Sandusky, then northwesterly and westerly over U.S. Route 23 for 4.24 miles to the intersection of a newly constructed facility, then southwestward over the facility for 2.19 miles to the intersection of present U.S. Route 30 west of Upper Sandusky.

Relocation of U.S. Route 30
(East Liverpool)

APPROVED

Beginning at the intersection of present U.S. Route 30 and a newly constructed facility in East Liverpool, then northwesterly over the facility for .87 miles to the intersection of present U.S. Route 30.

Relocation of U.S. Route 127

APPROVED

Beginning at the intersection of present U.S. Route 127 and Fourth Street in Hamilton, then southerly over Fourth Street for .47 miles to the intersection of a newly constructed facility, then southerly over the facility for .74 miles to the intersection of present U.S. Route 127.

OHIO (continued...)

Elimination of U.S. Route 127
Alternate

APPROVED

Eliminate the U.S. Route 127
Alternate designation between the
intersections with present U.S.
Route 127 in Hamilton.

OKLAHOMA

Relocation of U.S. Route 412

APPROVED

Beginning at the intersection of
present U.S. Route 412 and a newly
constructed facility southeast of
Chouteau, then southwesterly over
the facility for 2.79 miles to the
intersection of present U.S. Route
412 south of Chouteau.

PENNSYLVANIA

Extension of Interstate Route
476

DISAPPROVED

Beginning at the present terminus of
Interstate Route 476 at the
intersection of Interstate Route 276
and State Route 9 (Pennsylvania
Turnpike, Northeast Extension) north
of Philadelphia, then northerly over
S.R. 9 to the intersection of
Interstate Route 81 in Dickson City.

UTAH

Relocation of U.S. Route 6

APPROVED

Beginning at the intersection of
present U.S. Route 6 and State Route
214 in Moark Junction, then
northwesterly over S.R. 214 for 4.98
miles to the intersection of
Interstate Route 15, then
southwesterly over I-15 for 12.83
miles to the intersection of present
U.S. Route 6 in Santaquin.

WEST VIRGINIA

Relocation of U.S. Route 119

APPROVED

Beginning at the intersection of
present U.S. Route 119 and a new
facility being constructed south of
Holden, then northerly over the new
facility for 11.5 miles to the
intersection of present U.S. Route
119 in Godby Heights.

WISCONSIN

Re-establishment of U.S. Route
10

APPROVED

Beginning at the present terminus of
U.S. Route 10 at the intersection of
U.S. Route 151 and an existing
facility, then southerly, easterly
and northeasterly over the facility
for 1.38 miles to the Manitowoc
Ferry Dock.

GEORGIA/SOUTH CAROLINA

Elimination of U.S. Route 17
Alternate and Relocation of
U.S. Route 17

APPROVED

(Elimination) Eliminate the U.S. Route 17 Alternate designation between the intersection with U.S. Route 17 in Pocotaligo, South Carolina and the intersection with U.S. Route 17 in Savannah, Georgia.

(Relocation) Beginning at the intersection of present U.S. Route 17 and U.S. Route 17 Alternate in South Hardeville, South Carolina, then southerly over U.S. Route 17 Alternate to the intersection of Interstate Route 16 in Savannah, Georgia, then southwesterly over I-16 to the intersection of present U.S. Route 17 east of Garden City, Georgia.

KANSAS/MISSOURI

Establishment of U.S. Route
400

APPROVED

Beginning at the intersection of Interstate Route 44 and U.S. Route 166 south of Joplin, Missouri, then northeasterly over U.S. Route 166 to the intersection of U.S. Route 69 Alternate at Baxter Springs, Kansas, then northerly over U.S. Route 69 Alternate to the intersection of U.S. Route 69 at Galena, then northerly over U.S. Route 69 to the intersection of U.S. Route 160 at Pittsburg, then westerly over U.S. Route 160 to the intersection of a newly constructed facility west of Parsons, then westerly and northwesterly over the new facility to the intersection of State Route 96 northwest of Fredonia, then westerly over S.R. 96 to the intersection of U.S. Route 54 south of El Dorado, then westerly over U.S. Route 54 to the intersection of State Route 154 west of Greensburg, then westerly and northwesterly over S.R. 154 to the intersection of U.S. Routes 56/283, at Dodge City, then northerly over U.S. Routes 56/283 to the intersection of U.S. Route 50 Business north of Dodge City, then westerly and southerly over U.S. Route 50 Business to the intersection of U.S. Route 50 west of Dodge City, then westerly over U.S. Route 50 to the intersection of U.S. Route 83 in Garden City.