



American Association of
State Highway and
Transportation Officials

Wm. G. Burnett, P.E., President
Executive Director
Texas Department
of Transportation

Francis B. Francois
Executive Director

June 5, 1996

NOTICE TO ALL MAPMAKERS:

In a memorandum dated May 29, 1996, you were forwarded a listing of the actions taken by the AASHTO Special Committee on U.S. Route Numbering and approved by the AASHTO Standing Committee on Highways on April 21, 1996. An error existed in that listing in the description for the Kansas/Colorado extension of U.S. Route 400.

The correct description should read as follows:

Beginning at the present terminus of U.S. Route 400 at the intersection of U.S. Route 83 and U.S. Route 50 in Garden City, Kansas, then westerly over U.S. Route 50 for 86 miles to the intersection of U.S. Route 385 in Granada, Colorado.

I apologize for any inconvenience this might cause. If you have any questions on these actions, please contact me at (202) 624-5800.

Sincerely,

Donna Tamburelli, Secretary
Special Committee on U.S.
Route Numbering

DT:me
Attachment

Report of the Special Committee
on U.S. Route Numbering
to the
Standing Committee on Highways

April 21, 1996
San Antonio, Texas

The Special Committee on U.S. Route Numbering met on April 19, 1996, at the Menger Hotel in San Antonio, Texas. Members present at the meeting included Chair Raymond Zink, North Dakota; Alan Abbott, Nebraska; Leon Kenison, New Hampshire; and Secretary Donna Tamburelli, AASHTO. Duly appointed representatives of Special Committee members included: Buddy Weller, South Carolina, for B.K. Jones. David Hensing of the AASHTO staff was also in attendance.

1. The Special Committee first considered 33 applications from sixteen states, and approved 29 of the applications as submitted.

Action on the remaining four applications was as follows:

The application from North Carolina for the establishment of Interstate Route 540 was approved, subject to FHWA approval and with the condition that portions of the route that become future parts of the Interstate System only be referred to as "Future I-540."

No action was taken by the Special Committee on the applications from North Carolina for the establishment of Interstate Route 74 and the establishment of Interstate Route 73, since AASHTO policy on route numbering 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." Both of the Interstate route changes submitted by North Carolina involve the states of Virginia and South Carolina.

The application from North Carolina for the establishment of Interstate Route 74 Temporary was disapproved. The members of the Special Committee suggested that the proposed route be signed "To I-74."

2. The members next discussed the issue of the numbering of the routes designated by the U.S. Congress as a future part of the Interstate System under Section 332(a)(2) of the NHS Designation Act of 1995.

Chairman Zink stated that AASHTO's Special Committee on U.S. Route Numbering does not currently have a process in place to deal with route numbers mandated in legislation. He then offered to prepare a draft paper on the subject for review by the Special Committee members, taking into consideration FHWA's position on the subject, and the fact that it is important that the information on the route numbers in the legislation be incorporated into the official AASHTO route numbering records and also be related to the many different mapmakers.

3. The members then turned to a draft paper prepared by the FHWA titled "Highway Signs for the National Highway System." Mr. Hensing, AASHTO, informed the members that the draft paper was prepared under Section 359(b) of the National Highway System Designation Act of 1995, which directs the Secretary of Transportation to conduct a study to determine the cost, need, and efficacy of establishing a highway sign for identifying routes on the National Highway System. The section also specifies that the Secretary shall make a determination concerning whether to identify National Highway System route numbers. He further informed the members that the draft paper will be published in the Federal Register in May, 1996 as a Request for Information (RFI). He then suggested that a Committee of interested AASHTO members be formed, in which the Special Committee take part, to offer comments in response to the RFI.

After some discussion, the Special Committee members agreed that they would be interested in taking part in an AASHTO Committee to draft a response to the RFI when it is published in the Federal Register.

4. Chairman Zink then informed the members that a resolution on operational by-laws for the Special Committee on U.S. Route Numbering has been developed and is on the April 21 Agenda of the Standing Committee on Highways for their consideration. If the Standing Committee adopts the resolution, it will then be presented to the Executive Committee for approval. He reminded the members that he had faxed a copy of the resolution to each one of them on April 11.

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, April 19, 1996
San Antonio, Texas

SHOWING ACTION TAKEN

DELAWARE		Beginning at the intersection of present U.S. Route 13 and State Route 72 west of Wrangle Hill, then northeasterly over S.R. 72 for 0.25 mile to the intersection of State Route 1, then easterly over S.R. 1 for 2 miles to the intersection of present U.S. Route 13 in Tybouts Corner.
Relocation of U.S. Route 13		
APPROVED		
GEORGIA		Beginning at the intersection of present Interstate Route 85 and newly constructed facility in Atlanta, then northeasterly over the facility for 3.1 miles to the intersection of present Interstate Route 85.
Relocation of Interstate Route 85		
APPROVED		
ILLINOIS		Beginning at the intersection of present U.S. Route 24 and an existing facility (old U.S. Route 24) east of Washington, then westerly over the facility for 9.2 miles to the intersection of present U.S. Route 24 west of Washington.
Recognition of U.S. Route 24 Business		
APPROVED		
INDIANA		Beginning at the intersection of present U.S. Route 24 and Interstate Route 469 east of Fort Wayne, then southwesterly over I-469 for 20.63 miles to the intersection of Interstate Route 69, then northeasterly over I-69 for 5.51 miles to the intersection of present U.S. Route 24 southwest of Fort Wayne.
Relocation of U.S. Route 24		
RESUBMITTAL		
APPROVED		

INDIANA (continued...)

Relocation of U.S. Route 30
RESUBMITTAL

APPROVED

Beginning at the intersection of present U.S. Route 30 and Interstate Route 469 east of Fort Wayne, then northwesterly over I-469 for 11.27 miles to the intersection of Interstate Route 69, then southwesterly over I-69 for 5.74 miles to the intersection of present U.S. Route 30 north of Fort Wayne.

Relocation of U.S. Route 33
RESUBMITTAL

APPROVED

Beginning at the intersection of present U.S. Route 33 and Interstate Route 69 north of Fort Wayne, then southwesterly over I-69 for 12.69 miles to the intersection of Interstate Route 469, then easterly over I-469 for 11.44 miles to the intersection of present U.S. Route 30 southeast of Fort Wayne.

IOWA

Recognition of U.S. Route 20
Business

APPROVED

Beginning at the intersection of present U.S. Route 20 and a new facility west of Fort Dodge, then northeasterly, easterly and southerly over the facility for 12.89 miles to the intersection of present U.S. Route 20 west of Fort Dodge.

Recognition of U.S. Route 169
Business

APPROVED

Beginning at the intersection of present U.S. Route 169 and State Route 926 northwest of Fort Dodge, then northeasterly and westerly over S.R. 926 for 3.18 miles to the intersection of present U.S. Route 169.

Extension of U.S. Route 151

APPROVED

Beginning at the present terminus of U.S. Route 151 at the intersection of U.S. Route 30 and an existing facility south of Cedar Rapids, then southwesterly and southerly over the facility for 14.12 miles to the intersection of State Route 220, then southerly over S.R. 220 for 2.99 miles to the intersection of U.S. Route 6, then northwesterly over U.S. Route 6 for 1.93 miles to the intersection of an existing facility, then southerly over the facility for 5.65 miles to the intersection of Interstate Route 80 in Williamsburg.

IOWA (continued...)

Relocation of U.S. Route 63

APPROVED

Beginning at the intersection of present U.S. Route 63 and a new facility being constructed in Ottumwa, then northwesterly and northerly over the new facility for 22.54 miles to the intersection of present U.S. Route 63 in Oskaloosa.

KANSAS

Relocation of U.S. Route 169

APPROVED

Beginning at the intersection of present U.S. Route 169 and Interstate Route 435 south of Overland Park, then westerly over I-435 for 24 miles to the intersection of Interstate Route 35, then southwesterly over I-35 for 29 miles to the intersection of present U.S. Route 169 east of Olathe.

LOUISIANA

Relocation of U.S. Route 90

APPROVED

Beginning at the intersection of present U.S. Route 90 and a facility under construction southwest of Raceland, then westerly over the facility for 37.1 miles to the intersection of present U.S. Route 90 in Morgan City.

MINNESOTA

Relocation of U.S. Route 169
RESUBMITTAL

APPROVED

Beginning at the intersection of present U.S. Route 169 and a new facility in Champlin, then southerly over the new facility for 7.8 miles to the intersection of State Route 18 south of Osseo, then southerly over S.R. 18 for 15.6 miles to the intersection of a new facility north of Shakopee, then southerly and westerly over the new facility for 13.2 miles to the intersection of present U.S. Route 169 south of Shakopee.

MISSISSIPPI

Relocation of U.S. Route 98

APPROVED

Beginning at the intersection of present U.S. Route 98 and a new facility west of Lucedale, then southwesterly over the facility for 9.6 miles to the intersection of present U.S. Route 98 east of Lucedale.

MISSOURI

Relocation of U.S. Route 71

APPROVED

Beginning at the intersection of present U.S. Route 71 and U.S. Route 71 Alternate at Carthage, then southeasterly and southerly over U.S. Route 71 Alternate for 7.1 miles to the intersection of Interstate Route 44 at Fidelity, then westerly and southwesterly over I-44 for 14.9 miles to the intersection of a newly constructed facility at Duquesne, then southerly over the new facility for 21.1 miles to the intersection of present U.S. Route 71.

Recognition of U.S. Route 71 Business

APPROVED

Redesignate present U.S. Route 71 between the above points as U.S. Route 71 Business.

NORTH CAROLINA

Establishment of Interstate Route 540

APPROVED SUBJECT TO FHWA APPROVAL AND WITH THE CONDITION THAT PORTIONS OF THE ROUTE THAT BECOME FUTURE PARTS OF THE INTERSTATE SYSTEM ONLY BE REFERRED TO AS "FUTURE I-540."

Beginning at the intersection of State Route 55 and a new facility under construction in Triangle Park, then northeasterly, southeasterly, and southerly for 32 miles over the facility to the intersection of future U.S. Route 64 (the Knightdale Bypass) west of Knightdale.

First segment to be completed:
Beginning at the intersection of Interstate Route 40 and the new facility under construction near Triangle Park, then northeasterly over the facility for 4.60 miles to the intersection of Interstate Route 70 east of the Raleigh-Durham International Airport.

Relocation of U.S. Route 52

APPROVED

Beginning at the intersection of present U.S. Route 52 and a new facility northwest of Wadesboro, then southerly and southeasterly over the new facility for .63 mile to the intersection of present U.S. Route 52.

Relocation of U.S. Route 64

APPROVED

Beginning at the intersection of present U.S. Route 64 and a new facility in Taylorsville, then southeasterly over the new facility for 18.33 miles to the intersection of present U.S. Route 64 in Statesville.

NORTH CAROLINA (continued...)

Relocation of U.S. Route 74

APPROVED

Beginning at the intersection of present U.S. Route 74 and U.S. Route 17 in Wilmington, then northeasterly over U.S. Route 17 to the intersection of a new facility, then southeasterly over the new facility to the intersection of present U.S. Route 74.

Extension of U.S. Route 264

APPROVED

Beginning at the present terminus of U.S. Route 264 at the intersection of U.S. Route 64 in Zebulon, then northwesterly over U.S. 64 for 16.92 miles to the intersection of Interstate Route 440 in Raleigh.

Relocation of U.S. Route 421

APPROVED

Beginning at the intersection of present U.S. Route 421 and Interstate Route 40 Business in Kernersville, then southeasterly over I-40 Business for 3.45 miles to the intersection of Interstate Route 40 in Greensboro, then southeasterly over I-40 for 12.11 miles to the intersection of Interstate Route 40/Interstate Route 85 then southerly and northerly over I-40/I-85 for 1.88 miles to the intersection of present U.S. Route 421.

Relocation of U.S. Route 601

APPROVED

Beginning at the intersection of present U.S. Route 601 and Interstate Route 85 in China Grove, then southerly over I-85 for 10.49 miles to the intersection of present U.S. Route 601 in Concord.

PENNSYLVANIA

Recognition of U.S. Route 220 Business

APPROVED

Beginning at the intersection of present U.S. Route 220 and State Route 1001 northwest of Hollidaysburg, the northerly over S.R. 1001 to the intersection of present U.S. Route 220 east of Pinecroft.

VIRGINIA/NORTH CAROLINA

Relocation of U.S. Route 29

APPROVED

Beginning at the intersection of present U.S. Route 29 and a new facility being constructed north of Danville, then southerly and southwesterly over the facility for 16 miles to the intersection of present U.S. Route 29 in Pelham, North Carolina.

VIRGINIA/NORTH CAROLINA (continued...)

Recognition of U.S. Route 29
Business

Redesignate present U.S. Route 29
between the above points as U.S.
Route 29 Business.

APPROVED

Elimination of U.S. Route 29
Business

Eliminate the existing U.S. Route 29
Business designation between the
intersections with U.S. Route 29 in
Danville.

APPROVED

KANSAS/COLORADO

Extension of U.S. Route 400

Beginning at the present terminus of
U.S. Route 400 at the intersection
of U.S. Route 83 and U.S. Route 50
in Garden City, Kansas, then
westerly over U.S. Route 50 for 484
miles to the intersection of U.S.
Route 385 in Granada, Colorado.

APPROVED

OHIO/WEST VIRGINIA

Relocation of U.S. Route 22

Beginning at the intersection of
present U.S. Route 22 and a newly
constructed facility west of
Wintersville, Ohio, then easterly
over the facility for 9.11 miles,
then northeasterly over the facility
for 3.45 miles to the intersection
of present U.S. Route 22 in Weirton,
West Virginia.

APPROVED

Relocation of U.S. Route 50
RESUBMITTAL

Beginning at the intersection of
present U.S. Route 50 and State
Route 618 in Belpre, Ohio, then
southerly over S.R. 618 for .74 mile
to the intersection of a new
facility, then southeasterly over
the new facility for .14 miles to
the intersection of the
reconstructed Parkersburg-Belpre
Bridge, then southeasterly over the
Bridge for .43 mile to the
intersection of present U.S. Route
50 in Parkersburg, West Virginia.

APPROVED

ADDENDUM
ROUTE NUMBERING COMMITTEE AGENDA
Friday, April 19, 1996
San Antonio, Texas

Route Numbering Applications received under Section 332(a)(2)
of the National Highway System Designation Act of 1995

NORTH CAROLINA

Establishment of Interstate
Route 74

NO ACTION TAKEN

Beginning at the intersection of Interstate Route 77 at the Virginia State Line, then southerly over I-77 to the intersection of U.S. Route 52 south of Mount Airy, then southeasterly over U.S. Route 52 to the intersection of U.S. Route 311 in Winston-Salem, then easterly and southeasterly over U.S. Route 311 to the intersection of U.S. Route 220 in Randleman, then southerly over U.S. Route 220 to the intersection of U.S. Route 74 in Rockingham then southeasterly over U.S. Route 74 to the intersection of U.S. Route 76 in Whitehall, then westerly over U.S. Route 76 to the South Carolina State Line.

Establishment of Interstate
Route 74 Temporary

**DISAPPROVED - THE PROPOSED
ROUTE SHOULD BE SIGNED "TO I-
74."**

Beginning at the intersection of U.S. Route 52 and S.R. 1840 in Winston-Salem, then southerly over U.S. Route 52 for 11.22 miles to the intersection of Interstate Route 40.

Establishment of Interstate
Route 73

NO ACTION TAKEN

Beginning at the intersection of U.S. Route 220 at the Virginia State Line, then southerly over U.S. Route 220 to the intersection of State Route 68 northwest of Greensboro, then southerly over U.S. Route 68 to the intersection of Interstate Route 40 in Kernersville, then southeasterly over I-40 to the intersection of U.S. Route 220 in Greensboro, then southerly over U.S. Route 220 to the intersection of U.S. Route 1 in Rockingham, then southwesterly over U.S. Route 1 to the South Carolina State Line.

**Report of the Special Committee
on U.S. Route Numbering
to the
Standing Committee on Highways**

**October 5, 1996
Buffalo, New York**

The Special Committee on U.S. Route Numbering met on October 4, 1996 at the Hyatt Regency in Buffalo, New York. Members present at the meeting included Chair Ray Zink, North Dakota; Alan Abbott, Nebraska; B. K. Jones, South Carolina; Leon Kenison, New Hampshire; and Secretary Donna Tamburelli, AASHTO Staff. David Hensing and Ken Kobetsky of the AASHTO staff were also in attendance.

Route Numbering Applications

The Special Committee on U.S. Route Numbering first considered 21 applications from five states. Twenty of the applications were approved as submitted.

The application from Florida for the temporary relocation of U. S. Routes 92 and 98 Business and the permanent relocation of U.S. Routes 92 and 98 were disapproved. The members of the Special Committee requested that Florida resubmit the application when construction on the route is completed and to provide further clarification for the relocation of the Business Routes.

PPSA-96AM-1 - Proposed Amendment to Policy Statement HO1
Regarding Congressionally Designated Routes

The Special Committee next considered the proposed amendment to Policy Statement HO1 dealing with Congressionally designated routes, and unanimously voted to recommend to the Standing Committee on Highways that Option 1 be included in Policy Statement HO1.

NHS Route Marker Position Statement

The Special Committee then discussed the draft AASHTO response to the Federal Register Notice entitled "National Highway System Route Marker Study; Request for Comments; Notice."

The members agreed that marking the NHS with some type of trailblazer, as outlined in Option 3 of the Federal Register Notice, would be helpful in conveying the importance of the system, with the states having complete discretion on the use, frequency and location of the trailblazer. They also agreed that if it appears that the NHS will be identified with some type of trailblazer, they would participate in a group drawn from the

members of the Special Committee on U.S. Route Numbering and selected members of the Highway Subcommittee on Traffic Engineering to develop a policy on the marking of the NHS.

Additionally, the members of the Special Committee are opposed to Options 2, 4, 5 and 6 as contained in the Federal Register Notice. They also believe that Option 1 is not feasible since it is the "do-nothing" option.

A copy of the draft AASHTO response as amended and adopted by the Special Committee on U.S. Route Numbering is attached.

Report on Mail Ballots

The Special Committee considered and approved two route numbering applications by a mail ballot on July 25, 1996, and is duly reporting on them to the Standing Committee on Highways. They were as follows:

Virginia/North Carolina/South Carolina - Establishment of Interstate Route 73 and Establishment of Interstate Route 74

Ray Zink, 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
Friday, October 4, 1996
Buffalo, New York

SHOWING ACTION TAKEN

ALABAMA

Relocation of U.S. Route 31	Beginning at the intersection of present U.S. Route 31 and State Route 3 northwest of McKenzie, then southeasterly over S.R. 3 for 2.40 miles to the intersection of present U.S. Route 31 at McKenzie.
APPROVED	
Relocation of U.S. Route 84	Beginning at the intersection of present U.S. Route 84 and a new facility in Dothan, then northerly, westerly and southerly over the facility for 7.10 miles to the intersection of present U.S. Route 84.
APPROVED	
Recognition of a Business Route on U.S. Route 84	Redesignate present U.S. Route 84 between the above points as U.S. Route 84 Business.
APPROVED	
Relocation of U.S. Route 231	Beginning at the intersection of present U.S. Route 231 and a new facility in Dothan, then southerly and easterly over the facility for 4.90 miles to the intersection of present U.S. Route 231.
APPROVED	
Recognition of a Business Route on U.S. Route 231	Redesignate present U.S. Route 231 between the above points as U.S. Route 231 Business.
APPROVED	
Relocation of U.S. Route 431	Beginning at the intersection of present U.S. Route 431 and a new facility in Dothan, then southerly and westerly over the facility for 6.70 miles to the intersection of present U.S. Route 431.
APPROVED	

NORTH CAROLINA (continued...)

Recognition of a Business
Route on U.S. Route 431

APPROVED

Redesignate present U.S. Route 431
between the above points as U.S.
Route 431 Business.

FLORIDA

Relocation of U.S. Route 92
Business (Temporary)

DISAPPROVED

Beginning at the intersection of
present U.S. Route 92 Business and
U.S. Route 92, then westerly and
southerly over U.S. Route 92 to the
intersection of present U.S. Route
92 Business.

Relocation of U.S. Route 98
Business (Temporary)

DISAPPROVED

Beginning at the intersection of
present U.S. Route 98 Business and
U.S. Route 98, then northerly and
westerly over U.S. Route 98 to the
intersection of present U.S. Route
98 Business.

Relocation of U.S. Route 92
Business (Permanent)

DISAPPROVED

Beginning at the intersection of
present U.S. Route 92 and U.S. Route
98, then southerly over U.S. Route
98 to the intersection of State
Route 600, then westerly and
northwesterly over S.R. 600 to State
Route 33, then westerly over S.R. 33
to the intersection of State Route
700, then westerly over S.R. 700 to
the intersection of S.R. 563, then
westerly over S.R. 563 to the
intersection of State Route 539,
then southwesterly over S.R. 539 to
the intersection of present U.S.
Route 92 Business.

Relocation of U.S. Route 98
Business (Permanent)

DISAPPROVED

Beginning at the intersection of
present U.S. Route 98 Business and
State Route 600, then northwesterly
over S.R. 600 to the intersection of
State Route 33, then westerly over
S.R. 33 to the intersection of
present U.S. Route 98 Business.

IOWA

Recognition of a Business
Route on U.S. Route 18

APPROVED

Beginning at the intersection of
present U.S. Route 18 and State
Route 76 northeast of Marquette,
then southerly and westerly over
S.R. 76 for 4.23 miles to the
intersection of present U.S. Route
18 southwest of McGregor.

IOWA (continued...)

Recognition of a Business
Route on U.S. Route 34
(Ottumwa)

APPROVED

Beginning at the intersection of present U.S. Route 34 and an existing facility southeast of Ottumwa, then northwesterly, southwesterly and westerly over the facility for 4.82 miles to the intersection of present U.S. Route 34 west of Ottumwa.

Recognition of a Business
Route on U.S. Route 34
(Chariton)

APPROVED

Beginning at the intersection of present U.S. Route 34 and State Route 14 south of Chariton, then northerly, northeasterly, and northerly over S.R. 14 to the intersection of an existing facility, then westerly over the facility to the intersection of present U.S. Route 34 southeast of Chariton.

Recognition of a Business
Route on U.S. Route 34
(Glenwood)

APPROVED

Beginning at the intersection of present U.S. Route 34 and State Route 949 southeast of Glenwood, then northwesterly and westerly over S.R. 949 for 1.05 miles to the intersection of U.S. Route 275, then southwesterly and northwesterly over U.S. Route 275 for 2.64 miles to the intersection of present U.S. Route 34 south of Glenwood.

Recognition of a Business
Route on U.S. Route 61
(Muscatine)

APPROVED

Beginning at the intersection of present U.S. Route 61 and State Route 38 east of Muscatine, then southerly over S.R. 38 for 5.28 miles to the intersection of present U.S. Route 61 south of Muscatine.

Recognition of a Business
Route on U.S. Route 61
(Keokuk)

APPROVED

Beginning at the intersection of present U.S. Route 61 and U.S. Route 218 northeast of Keokuk, then southeasterly over U.S. Route 218 for 3.51 miles to the intersection of U.S. Route 136, then westerly over U.S. Route 136 for 2.43 miles to the intersection of present U.S. Route 61 southeast of Keokuk.

IOWA (continued...)

Recognition of a Business
Route on U.S. Route 71

APPROVED

Beginning at the intersection of present U.S. Route 71 and an existing facility east of Clarinda, then westerly and southerly over the facility for 2.55 miles to the intersection of present U.S. Route 71 southeast of Clarinda.

NORTH CAROLINA

Extension of Interstate Route
485

APPROVED

Beginning at the present terminus of Interstate Route 485 and a facility being constructed north of Charlotte, then southwesterly and southeasterly over the facility for 29.7 miles to the intersection of Interstate Route 77 south of Charlotte.

Relocation of U.S. Route 220
(Greensboro)

APPROVED

Beginning at the intersection of present U.S. Route 220 and Interstate Route 40/U.S. Route 421 south of Greensboro, then westerly over Interstate Route 40/U.S. Route 421 to the intersection of a newly constructed facility, then southerly over the facility to the intersection of present U.S. Route 220.

Relocation of U.S. Route 220
(Seagrove)

APPROVED

Beginning at the intersection of present U.S. Route 220 and a newly constructed facility north of Seagrove then southerly over the new facility for 12.44 miles to the intersection of present U.S. Route 220 south of Seagrove.

Extension of U.S. Route 220
Alternate

APPROVED

Extend U.S. Route 220 Alternate over present U.S. Route 220 between the points described above.

PENNSYLVANIA

Relocation of U.S. Route 6

APPROVED

Beginning at the intersection of present U.S. Route 6 and a facility being constructed in Mayfield, then northeasterly over the facility for 4.5 miles to the intersection of present U.S. Route 6 in Whites Crossing.

PENNSYLVANIA (continued...)

Recognition of a Business
Route on U.S. Route 6

APPROVED

Redesignate present U.S. Route 6
between the above points as U.S.
Route 6 Business.

MAIL BALLOT AGENDA
FOR THE
SPECIAL COMMITTEE ON U.S. ROUTE NUMBERING
July 25, 1996

Route Numbering Applications received under Section 332(a)(2)
of the National Highway System Designation Act of 1995

SHOWING ACTION TAKEN

VIRGINIA/NORTH CAROLINA/SOUTH
CAROLINA

Establishment of Interstate
Route 74

APPROVED

Beginning at the intersection of Interstate Route 81 and Interstate Route 77 east of Wytheville, Virginia, then southerly over I-77 to the intersection of U.S. Route 52 south of Mount Airy, North Carolina, then southeasterly over U.S. Route 52 to the intersection of U.S. Route 311 in Winston-Salem, then easterly and southeasterly over U.S. Route 311 to the intersection of U.S. Route 220 in Randleman, then southerly over U.S. Route 220 to the intersection of U.S. Route 74 in Rockingham then southeasterly over U.S. Route 74 to the intersection of a new facility to be constructed west of Whiteville, then southerly over the new facility to the intersection of U.S. Route 17 southwest of Wilmington, then southwesterly over U.S. Route 17 to the intersection of proposed Interstate Route 73 at a point yet to be determined in near Myrtle Beach, South Carolina.

Establishment of Interstate
Route 73

APPROVED

Beginning at the intersection of Interstate Route 81 and Interstate Route 581 north of Roanoke, Virginia, then southeasterly over I-581 to the intersection of U.S. Route 220, then southerly over U.S. Route 220 to the intersection of State Route 68 northwest of Greensboro, North Carolina, then southerly over U.S. Route 68 to the intersection of Interstate Route 40 north of High Point, then southeasterly over I-40 to the intersection of U.S. Route 220 in Greensboro, then southerly over U.S. Route 220 to the intersection of U.S. Route 1 in Rockingham, then

VIRGINIA/NORTH CAROLINA/SOUTH
CAROLINA (continued...)

southwesterly over U.S. Route 1 to the intersection of State Route 9 near Cheraw, South Carolina, then southerly over S.R. 9/38 to the intersection of U.S. Route 501 near Marion, then southerly over U.S. Route 501 to the intersection of U.S. Route 701 in Conway, then southwesterly over U.S. Route 701 to the intersection of U.S. Route 17 in Georgetown, then southerly over U.S. Route 17 to the terminal interchange of Interstate Route 26 in Charleston, South Carolina.