

REPORT OF THE SPECIAL COMMITTEE ON U.S. ROUTE NUMBERING
TO THE
STANDING COMMITTEE ON HIGHWAYS

Sunday, April 19, 1998

The Special Committee on U.S. Route Numbering met via telephone conference call on Wednesday, April 15, 1998. The following members participated: Ray Zink, North Dakota, Chairman; Larry Goode, North Carolina; Leon Kenison, New Hampshire; and Donna Tamburelli, Secretary, AASHTO staff. Allan Abbott, Nebraska, did not participate, however, he did submit his rating forms for each route numbering application.

The Special Committee considered 31 route numbering applications from nine states. All applications were approved as submitted on the agenda.

Ray Zink

Submitted by
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
April, 1998
Baltimore, Maryland

GEORGIA

Relocation of U.S. Route 27
(Louvale)

APPROVED

Beginning at the intersection of present U.S. Route 27 and a new facility being constructed north of Louvale, then southerly over the facility for 2.30 miles to the intersection of present U.S. Route 27 south of Louvale.

Relocation of U.S. Route 27
(Lumpkin)

APPROVED

Beginning at the intersection of present U.S. Route 27 and a new facility being constructed north of Lumpkin, then southeasterly and southwesterly over the facility for 2 miles to the intersection of present U.S. Route 27 south of Lumpkin.

Relocation of U.S. Route 441
(McIntyre)

APPROVED

Beginning at the intersection of present U.S. Route 441 and new facility being constructed in McIntyre, then southerly over the facility for 3.90 miles to the intersection of present U.S. Route 441 south of Irwinton.

Relocation of U.S. Route 441
(Homer)

APPROVED

Beginning at the intersection of present U.S. Route 441 and a new facility being constructed north of Homer, then southeasterly and southwesterly over the facility for 5.50 miles to the intersection of present U.S. Route 441 south of Homer.

Relocation of U.S. Route 441
(Baldwin)

APPROVED

Beginning at the intersection of present U.S. Route 441 and a new facility being constructed in Baldwin, then easterly and southeasterly over the facility for 7 miles to the intersection of present U.S. Route 441 southeast of Baldwin.

GEORGIA (continued...)

Relocation of U.S. Routes
129/441

APPROVED

Beginning at the intersection of present U.S. Routes 129/441 and U.S. Route 78 southeast of Athens, then southwesterly and westerly over U.S. Route 78 to the intersection of a new facility being constructed, then southerly over the facility for 1.05 miles to the intersection of present U.S. Routes 129/441 south of Athens.

Relocation of U.S. Route 19
(Thomaston)

APPROVED

Beginning at the intersection of present U.S. Route 19 and a new facility being constructed south of Thomaston, then southeasterly over the new facility for .8 miles to the intersection present U.S. Route 19 north of Butler.

Relocation of U.S. Route 19
and the Establishment of U.S.
Route 19 (Butler)

APPROVED

(Relocation) Beginning at the intersection of present U.S. Route 19 and an existing facility (Poplar Street) in Butler, then southerly over the facility to the intersection of a new facility being constructed, then southeasterly over the new facility to the intersection of present U.S. Route 19.
(Establishment) Establish as U.S. Route 19 the northbound one-way facility being constructed between the intersections with present U.S. Route 19 north of Butler and U.S. Route 19 in downtown Butler.

Relocation of U.S. Route 27
(Cedartown)

APPROVED

Beginning at the intersection of present U.S. Route 27 and a new facility being constructed south of Cedartown, then southeasterly over the facility for 1.5 miles to the intersection of present U.S. Route 27.

Relocation of U.S. Routes
129/341

APPROVED

Beginning at the intersection of present U.S. Routes 129/341 and a new facility being constructed northwest of Hawkinsville, then southeasterly over the facility for .1 miles to the intersection of present U.S. Routes 129/341.

GEORGIA (continued...)

Relocation of U.S. Routes
129/341 Business

APPROVED

Recognition of a Business
Route on U.S. Route 29

APPROVED

Beginning at the intersection of present U.S. Route 129/341 Business and a new facility being constructed northwest of Hawkinsville, then southwesterly over the facility for .1 miles to the intersection of U.S. Routes 129/341.

Beginning at the intersection of U.S. Route 29 and State Route 8 (old U.S. Route 29) east of Dacula, then easterly and southeasterly over S.R. 8 for 17.5 miles to the intersection of U.S. Route 29 southeast of Russell.

ILLINOIS

Relocation of U.S. Route 51

APPROVED

Beginning at the intersection of present U.S. Route 51 and Interstate Route 57 at Dongola, then southerly over I-57 for 24 miles to the intersection of present U.S. Route 51 north of Cairo.

Relocation of U.S. Route 45

APPROVED

Beginning at the intersection of present U.S. Route 45 and a reconstructed facility in Effingham, then northerly over the facility to the intersection of U.S. Route 40, then easterly over U.S. Route 40 to the intersection of present U.S. Route 45.

KANSAS

Relocation of U.S. Route 75
and Elimination of U.S. Route
75 Bypass

RESUBMITTAL

APPROVED

Beginning at the intersection of present U.S. Route 75 and an existing facility north of Topeka, then southerly over the facility for 2 miles to the intersection of Interstate Route 70 in northwest Topeka, then southwesterly over I-70 for 2 miles to the intersection of Interstate Route 470 in west Topeka, then southeasterly over I-470 for 6 miles to the intersection of a new facility in southwest Topeka, then southerly and southeasterly over the new facility for 5 miles to the intersection of present U.S. Route 75 south of Topeka.

Eliminate the existing U.S. 75 Bypass designation between the intersections with U.S. Route 75 in Topeka.

KANSAS (continued...)

Relocation of U.S. Route 77

APPROVED

Beginning at the intersection of present U.S. Route 77 and a newly constructed facility north of Arkansas City, then southerly over the facility for 2 miles to the intersection of U.S. Route 166, then southerly and westerly over U.S. Route 166 for 2 miles to the intersection of present U.S. Route 77 in Arkansas City.

Recognition of U.S. Route 77 Business

APPROVED

Redesignate present U.S. Route 77 between the above points as U.S. Route 77 Business.

Relocation of U.S. Route 166

APPROVED

Beginning at the intersection of present U.S. Route 166 and a newly constructed facility east of Arkansas City, then westerly over the facility for 3 miles to the intersection of the proposed relocation of U.S. Route 77, then southerly over the facility for 2 miles to the intersection of present U.S. Route 166 in Arkansas City.

Relocation of U.S. Route 160

APPROVED

Beginning at the intersection of present U.S. Route 160 and an existing facility in east Frontenac, then westerly over the facility to the intersection of U.S. Route 69, then southerly over U.S. Route 69 to the intersection of present U.S. Route 160 in Frontenac.

MISSOURI

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

APPROVED

Beginning at the intersection of present U.S. Route 71 and State Route 86 northwest of Neosho, then easterly over S.R. 86 for 1.25 miles to the intersection of State Route 175 (old U.S. Route 71), then southerly over S.R. 175 for 7.50 miles to the intersection of State Route AA, then westerly over S.R. AA for 1 mile to the intersection of present U.S. Route 71 southwest of Neosho. (NOTE: The new alignment for U.S. Route 71 was previously approved in April, 1997).

MISSOURI (continued...)

Elimination of U.S. Route 71
Alternate

APPROVED

Eliminate the existing U.S. Route 71 Alternate designation between the intersection with U.S. Route 71 in the city of Fidelity and the intersection with U.S. Route 71 in south Neosho.

NEW MEXICO

Elimination of a portion of
U.S. Route 550

APPROVED

Eliminate the existing U.S. Route 550 designation between the intersection with U.S. Route 64 in Farmington and the intersection with State Route 544 in Aztec.

Extension of U.S. Route 550

APPROVED

Beginning at the newly designated terminus of U.S. Route 550 at Aztec, then southerly over State Route 544 for 7.8 miles to the intersection of State Route 44 in Bloomfield, then southeasterly over S.R. 44 for 151.6 miles to the intersection of State Route 165 in Bernalillo.

NORTH CAROLINA

Relocation of U.S. Route 17
Business

APPROVED

Beginning at the intersection of present U.S. Route 17 Business and State Route 1204 (Queen Street) in Edenton, then easterly and northeasterly over S.R. 1204 for 4.24 miles to the intersection of present U.S. Route 17 Business.

Relocation of U.S. Route 64
Alternate

APPROVED

Beginning at the intersection of present U.S. Route 64 Alternate and State Route 33 in Princeville, then northwesterly over S.R. 33 to the intersection of U.S. Route 258, then southwesterly over U.S. Route 258 to the intersection of present U.S. Route 64 Alternate.

Elimination of U.S. Route 220
Business

APPROVED

Eliminate the present U.S. Route 220 Business designation between the intersection with U.S. Route 220 south of Stoneville and the intersection with U.S. Route 220 south of Price.

PENNSYLVANIA

Relocation of U.S. Route 219

APPROVED

Beginning at the intersection of present U.S. Route 219 and a new facility being constructed in Meyersdale (Meyersdale Bypass), then northeasterly over the facility for 5.7 miles to the intersection of present U.S. Route 219.

PENNSYLVANIA (continued...)

Recognition of a Business
Route on U.S. Route 220

APPROVED

Beginning at the intersection of
present U.S. Route 220 and an
existing facility (old U.S. Route
220) in Bald Eagle, then
southwesterly over the facility for
11 miles to the intersection of
present U.S. Route 220 in Pinecroft.

PUERTO RICO

Elimination of a portion of
PRI-1

APPROVED

Eliminate the PRI-1 designation
between the present terminus at
Ponce and the intersection with PR
52.

Extension of PRI-1

APPROVED

Beginning at the newly designated
terminus of PRI-1 in the southeast
of Ponce, then southerly and
easterly over PR 52 to the
intersection of PRI-2 in the
southwest of Ponce.

Relocation of PRI-2

APPROVED

Beginning at the intersection of
present PRI-2 and PR-22 in San Juan,
then westerly over PR-22 to the
intersection of present PRI-2 in
Arecibo.

Elimination of a portion of
PRI-3

APPROVED

Eliminate the PRI-3 designation
between the present terminus at
Ceiba and the intersection with PR
194 south of Fajardo.

Extension of PRI-3

APPROVED

Beginning at the newly designated
terminus of PRI-3 south of Fajardo,
then southerly over PR 53 to the
intersection of Gate "B" at the
Roosevelt Roads Naval Base.

WISCONSIN

Relocation of U.S. Route 51
(Minocqua)

APPROVED

Beginning at the intersection of
present U.S. Route 51 and an
existing facility (Chippewa Street)
in Minocqua, then easterly and
northeasterly over the facility for
0.4 miles to the intersection of
present U.S. Route 51

Relocation of U.S. Route 51
(Merrill)

APPROVED

Beginning at the intersection of
present U.S. Route 51 and a newly
constructed facility in Merrill,
then northerly over the facility for
9.1 miles to the intersection of
present U.S. Route 51 north of
Merrill.

**Report of the Special Committee on U.S. Route Numbering
To the
Standing Committee on Highways
Saturday, November 7, 1998
Boston, Massachusetts**

The members of the Special Committee on U.S. Route Numbering met on Friday, November 6. All members were in attendance as follows: Chairman Ray Zink, North Dakota; Allan Abbot, Nebraska; Larry Goode, North Carolina; Leon Kenison, New Hampshire; and Donna Tamburelli, Secretary, AASHTO Staff.

The Special Committee considered 16 applications from 14 States. All applications submitted were approved, except for the following:

1. The application from California for the elimination of Interstate Route 210 and the extension of Interstate Route 210 was deferred because there was some question as to whether the Federal Highway Administration had received a request from the State of California for system action.
2. The application from New Mexico was disapproved because the application was incomplete. The Committee requested that the State of New Mexico resubmit the application with the information on Page 5 completed.

Respectfully submitted,


Ray Zink, Chairman

ROUTE NUMBERING COMMITTEE AGENDA

November 6, 1998
Boston, Massachusetts

Showing Action Taken

California	
Elimination of Interstate Route 210	Eliminate the existing Interstate Route 210 designation between the intersection with Interstate Route 10 in Pomona and the intersection with State Route 30 in San Dimas.
Deferred Action	
Extension of Interstate Route 210	Beginning at the newly designated terminus of Interstate Route 210 at San Dimas, then easterly and southerly over State Route 30 for 42.5 miles to the intersection of Interstate Route 10 in Redlands.
Deferred Action	
Georgia	
Relocation of U.S. Route 19 (two locations)	(1) Beginning at the intersection of present U.S. Route 19 and a newly constructed facility, then southeasterly over the facility for .20 miles to the intersection of present U.S. Route 19 south of Thomaston.
Approved	
	(2) Beginning at the intersection of present U.S. Route 19 and a newly constructed facility, then northeasterly over the facility for .10 miles to the intersection of present U.S. Route 19 south of Thomaston.
Iowa	
Relocation of U.S. Route 18	Beginning at the intersection of present U.S. Route 18 and a new facility being constructed east of Rudd, then westerly over the facility for 24.08 miles to the intersection of Interstate Route 35, then northerly over I-35 for 3.30 miles to the intersection of present U.S. Route 18 south of Clear Lake.
Approved	

Iowa (continued...)

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

Approved

Beginning at the intersection of U.S. Route 18 (proposed relocation) and U.S. Route 65 in Mason City, then northerly over U.S. Route 65 for 2.92 miles to the intersection of old U.S. Route 18, then westerly over old U.S. Route 18 for 7.87 miles to the intersection of present U.S. Route 18 south of Clear Lake.

Recognition of a Business Route on U.S. Route 61

Approved

Beginning at the intersection of U.S. Route 61 and State Route 64 at Maquoketa, then easterly over S.R. 64 for .89 miles to the intersection of State Route 954, then southerly over S.R. 954 for 1.66 miles to the intersection of U.S. Route 61.

Kansas

Relocation of U.S. Routes 160/169

Approved

Beginning at the intersection of present U.S. Routes 160/169 and a newly constructed facility southwest of Neosho, then southerly over the new facility to the intersection of present U.S. Routes 160/169 in Cherryvale.

Maryland

Relocation of U.S. Route 1 and the Recognition of a Business Route on U.S. Route 1

Approved

Beginning at the intersection of present U.S. Route 1 and a new facility being constructed (Hickory Bypass) north of Hickory, then southwesterly over the new facility for 1.93 miles to the intersection of present U.S. Route 1.

Redesignate present U.S. Route 1 between the above points as U.S. Route 1 Business.

New Mexico

Relocation of U.S. Route 70

Disapproved

Beginning at the intersection of present U.S. Route 70 and an existing facility (Roswell West Relief Route) in Roswell, then northeasterly over the facility for 7.385 miles to the intersection of present U.S. Route 70 north of Roswell.

Relocation of U.S. Route 285

Disapproved

Beginning at the intersection of present U.S. Route 285 and an existing facility (Roswell West Relief Route) south of Roswell, then northwesterly and northeasterly over the facility for 12.294 miles to the intersection of present U.S. Route 285 north of Roswell.

Oklahoma

Relocation of U.S. Route 169

Approved

Beginning at the intersection of present U.S. Route 169 and a newly constructed facility east of Collinsville, then northeasterly over the facility for 2.79 miles to the intersection of present U.S. Route 169.

South Carolina

Relocation of U.S. Route 278 and the recognition of a Business Route on U.S. Route 278

Approved

Beginning at the intersection of present U.S. Route 278 and a newly constructed facility on northern Hilton Head Island, then southerly over the new facility for 5 miles to the intersection of present U.S. Route 278 on southern Hilton Head Island.

Redesignate present U.S. Route 278 between the above points as U.S. Route 278 Business.

Kentucky/West Virginia

Relocation U.S. Routes 52/119

Approved

Beginning at the intersection of present U.S. Routes 52/119 and a newly constructed facility north of Nolan, West Virginia, then southwesterly and southerly over the new facility for 4.66 miles to the intersection of newly established U.S. Route 52 at the Kentucky State Line, then southerly over U.S. Route 52 for .76 miles to the intersection of the newly constructed facility at the West Virginia State Line, then southerly over the facility for .82 miles to the intersection of newly established U.S. Route 52 at the Kentucky State Line, then southerly over U.S. Route 52 for .17 miles to the intersection of the newly constructed facility at the West Virginia State Line, then southerly and southeasterly over the facility for .97 miles to the intersection of present U.S. Routes 52/119 in Williamson, West Virginia.

**Route Numbering Applications received from States
for Routes Designated by Congress**

Louisiana

Extension of Interstate Route 49

**Approved - Refer to as
"Future I-49"**

Beginning at the present terminus of Interstate Route 49 and U.S. Route 167 in Lafayette, then southeasterly over U.S. Route 167 for 8.8 miles to the intersection of U.S. Route 90 north of St. Martinville, then southeasterly and northeasterly over U.S. Route 90 for 121.4 miles to the intersection of Interstate Route 310 west of New Orleans.

Pennsylvania

Establishment of Interstate Route 99

Approved

Beginning at the intersection of Interstate Route 76 and U.S. Route 220 in Bedford, then northerly over U.S. Route 220 for 51.2 miles to the intersection of State Route 350 south of Bald Eagle.

New York/Pennsylvania

Establishment of Interstate Route 86

**Approved - Refer to as
"Future I-86"**

Beginning at the intersection of Interstate Route 87 and New York State Route 17 in Harriman, New York, then northwesterly and westerly over New York S.R. 17 for 421.73 miles to the intersection of Pennsylvania State Route 17 at the Pennsylvania State Line, then westerly over Pennsylvania S.R. 17 for 8 miles to the intersection of Interstate Route 90 northeast of Erie, Pennsylvania.