

**Report of the Special Committee on U.S. Route Numbering
to the
Standing Committee on Highways
Tuesday, November 5, 2002**

The members of the Special Committee on Route Numbering held a conference call on Tuesday, November 5 to discuss and act upon the items listed on the attached Route Numbering Committee Agenda dated October 11, 2002.

The following members participated in the conference call: Paul Bowlin, Chair, Alabama; Kevin Keith, Missouri; Kenneth Sweeney, Maine; Larry Velasquez, New Mexico; and Donna Tamburelli of the AASHTO Staff. Chairman Bowlin noted a quorum for voting purposes.

The Committee considered 36 applications from 15 states. All applications were approved as submitted, with the exception of one application. The application from the Maine Department of Transportation for the relocation of Interstate Route 95, the elimination of Interstate Route 495, and the extension of Interstate Route 295, was approved as amended:

Redesignate the current portion of Interstate Route 95 between West Falmouth and Falmouth (the Falmouth Spur) as Interstate 495. (This will connect the proposed new routing of Interstate Route 95 at West Falmouth with the proposed new routing of Interstate Route 295 at Falmouth).

Submitted by,

Paul Bowlin, Alabama
Chair of the Special Committee
on Route Numbering

**ROUTE NUMBERING COMMITTEE AGENDA
FRIDAY, OCTOBER 11, 2002
ANCHORAGE, ALASKA**

Alabama Relocation of U.S. Route 90	Beginning at the intersection of present U.S. Route 90 and State Route 16 north of Mobile, then westerly over S.R. 16 for .70 miles to the intersection of present Interstate Route 165, then southerly over I-165 for 2.70 miles to the intersection of present U.S. Route 90 at Mobile.
Arkansas Extension of U.S. Route 425	Beginning at the present terminus of U.S. Route 425 and U.S. Route 65 east of Pine Bluff, then westerly and northwesterly over U.S. Route 65 for 2.70 miles to the intersection of Interstate Route 530 in Pine Bluff.
Florida Relocation of U.S. Route 19 Alternate	Beginning at the intersection of present U.S. Route 19 Alternate and an existing facility south of Clearwater, then northerly, westerly and northerly over the facility for 5.098 miles to the intersection of present U.S. Route 19 Alternate north of Clearwater
Indiana Renummer Interstate Route 465 as Interstate Route 865	Renummer existing Interstate Route 465 between its intersections with Interstate Route 65 and Interstate Route 465 north of Traders Point as Interstate Route 865.
Iowa Recognition of a Business Route on U.S. Route 75	Beginning at the intersection of present U.S. Route 75 and Interstate Route 29 south of Sioux City, then southerly over I-29 for 1.1 miles to the intersection of an existing facility (old U.S. Route 75), then easterly and northeasterly over the facility for 9.4 miles to the intersection of present U.S. Route 75 north of Sioux City.

Iowa (continued...)

Relocation of U.S. Route 218

Beginning at the intersection of present U.S. Route 218 and facility being constructed south of Mt. Pleasant, then northerly and northwesterly over the facility for 6.85 miles to the intersection of present U.S. Route 218 north of Mt. Pleasant.

Kansas

Relocation of U.S. Route 40

Beginning at the intersection of present U.S. Route 40 and a newly constructed facility in Topeka, then westerly and southerly over the facility to the intersection of present U.S. Route 40.

Kentucky

Relocation of U.S. Route 460

Beginning at the intersection of present U.S. Route 460 and a newly constructed facility at Denniston, then westerly over the facility for 2 miles to the intersection of present U.S. Route 460 at Mariba.

Relocation of U.S. Route 119

Beginning at the intersection of present U.S. Route 119 and a newly constructed facility at Huddy, then northwesterly over the facility for 2 miles to the intersection of present U.S. Route 199 at Canada.

Relocation of U.S. Route 127 (Owen County)

Beginning at the intersection of present U.S. Route 127 and a newly constructed facility south of Owenton, then southerly over the facility for 8 miles to the intersection of present U.S. Route 127 south of Monterey.

Recognition of a By-Pass Route on U.S. Route 127 (Mercer County)

Beginning at the intersection of present U.S. Route 127 and a newly constructed facility north of Harrodsburg, then southeasterly and southwesterly over the facility for 4.5 miles to the intersection of present U.S. Route 127 south of Harrodsburg.

Maine

Relocation of Interstate Route 95; Elimination of Interstate Route 495; and Extension of Interstate Route 295

(Relocation) Beginning at the intersection of present Interstate Route 95 and Interstate Route 495 northwest of Portland, then northerly and northeasterly over I-495 to the intersection of present U.S. Route 95 in Gardiner.

Maine (continued...)

(Elimination) Eliminate the present Interstate Route 495 designation between the above points.

New Mexico

Relocation of U.S. Route 54

(Extension) Beginning at the present terminus of Interstate Route 295 and Interstate Route 95 in Falmouth, then northeasterly over I-95 to the intersection of Interstate Route 95 in Gardiner.

Beginning at the intersection of present U.S. Route 54 and the Alamogordo Relief Route, then easterly and northerly over the facility for 5.401 miles to the intersection of present U.S. Route 54.

Relocation of U.S. Route 70

Beginning at the intersection of present U.S. Route 70 and the proposed relocation of U.S. Route 54, then southerly over U.S. Route 54 for .213 miles to the intersection of an the Alamogordo Relief Route, then easterly and northerly over the facility for 5.401 miles to the intersection of present U.S. Route 70.

Recognition of a Business Route on U.S. Route 54/U.S. Route 70

Redesignate present U.S. Route 54 and U.S. Route 70 between the above points as U.S. Route 54/U.S. Route 70 Business.

North Carolina

Relocation of U.S. Route 74

Beginning at the intersection of present U.S. Route 74 and a newly constructed facility northwest of Rockingham, then southerly and easterly over the facility for 16.77 miles to the intersection of present U.S. Route 74 southeast of Hamlet.

Recognition of a Business Route on U.S. Route 74

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

Relocation of U.S. Route 76

Beginning at the intersection of present U.S. Route 76 and an existing facility (Military Cutoff Road) north of Wilmington, then northerly over the facility to the intersection of U.S. Route 74, then southeasterly over U.S. Route 74 to the intersection of present U.S. Route 76 northeast of Wilmington.

North Carolina (continued...)

Establishment of a Temporary Route on U.S. Route 117 (Wilmington)

Beginning at the intersection of present U.S. Route 117 and North Carolina Route 132 north of Wilmington, then southerly over N.C. 132 for 10.2 miles to the intersection of State Route 1101, then westerly over S.R. 1101 for 4.32 miles to the intersection of

present State Route 1100 south of
Elimination of U.S. Route 117
(Wilmington)

Extension of U.S. Route 117
(Wilson)

Relocation of U.S. Route 264

Extension of U.S. Route 264
Alternate

Ohio

Relocation of U.S. Route 35

Wilmington.

Eliminate the U.S. Route 117 designation between its intersection with North Carolina Route 132 and its intersection with U.S. Route 421 in Wilmington.

Beginning at the present terminus of U.S. Route 117 and a facility under construction (proposed relocation of U.S. Route 264) southwest of Wilson, then northwesterly over the facility for 6.7 miles to the intersection of Interstate Route 95 west of Wilson.

Beginning at the intersection of present U.S. Route 264 and a facility under construction northwest of Wilson, then southeasterly and easterly over the facility for 14.2 miles to the intersection of present U.S. Route 264 southeast of Wilson.

Beginning at the present terminus of U.S. Route 264 Alternate and an existing facility (proposed relocation of U.S. Route 264) northwest of Wilson, then easterly, southeasterly, southerly, northeasterly and southeasterly over the facility for 11.7 miles to the intersection of U.S. Route 264 Alternate southeast of Wilson.

Beginning at the intersection of present U.S. Route 35 and a new facility west of Jamestown, then easterly over the facility for 4.91 miles to the intersection of present U.S. Route 35 southeast of Jamestown.

Ohio (continued...)

Relocation of U.S. Route 30
(Bluffton)

Beginning at the present intersection of U.S. Route 30 and a new facility southwest of Bluffton, then easterly over the facility for 7.9 miles to the intersection of present U.S. Route 30 west of Williamstown.

Relocation of U.S. Route 30
(Canton)

Beginning at the present intersection of U.S. Route 30 and a new facility in Canton, then easterly over the facility for 1.56 miles to the intersection of present U.S. Route 30 west of East Canton.

South Dakota

Relocation of U.S. Route 281

Beginning at the intersection of present U.S. Route 281 and newly constructed facility northwest of Aberdeen, then southerly over the new facility for 1.654 miles to the intersection of present U.S. Route 281 southwest of Aberdeen.

Relocation of U.S. Route 81

Beginning at the intersection of present U.S. Route 81 and Interstate Route 29 west of Victor, then southerly over I-29 for 53.5 miles to the intersection of present U.S. Route 81 west of South Shore.

Recognition of a By-Pass Route on
U.S. Route 14

Beginning at the intersection of present U.S. Route 14 and an existing facility east of Brookings, then northwesterly and westerly over the facility for 4.778 miles to the intersection of present U.S. Route 14 west of Brookings.

Recognition of a By-Pass Route on
U.S. Route 14/U.S. Route 83

Beginning at the intersection of present U.S. Route 14/U.S. Route 83 and an existing facility northeast of Pierre, then southerly and northwesterly over the facility for 4.816 miles to the intersection of present U.S. Route 14/U.S. Route 83 southwest of Pierre.

Recognition of a By-Pass Route on
U.S. Route 18

Beginning at the intersection of present U.S. Route 18 and an existing facility southeast of Hot Springs, then southwesterly and northwesterly over the facility for 1.853 miles to the intersection of present U.S. Route 18 southwest of Hot Springs.

Tennessee

Relocation of U.S. Route 11/U.S. Route 64

Beginning at the intersection of present U.S. Route 11/U.S. Route 64 and an existing facility in Chattanooga, then southerly and northwesterly over the facility for 4 miles to the intersection of present U.S. Route 11/U.S. Route 64.

Elimination of a portion of U.S. Route 76 and Extension of U.S. Route 76

(Elimination) Eliminate the existing U.S. Route 76 designation between the intersection with State Route 27 and the intersection with U.S. Route 11/U.S. Route 64 in Chattanooga.

(Extension) Beginning at the proposed new terminus of U.S. Route 76 and State Route 27 in Chattanooga, then northwesterly over S.R. 27 for one mile to the intersection of U.S. Route 127.

West Virginia

Relocation of U.S. Route 35

Beginning at the intersection of present U.S. Route 35 and a facility under construction in Henderson, then southerly over the facility for 34.6 miles to the intersection of Interstate Route 64, then easterly over I-64 for 2.9 miles to the intersection of present U.S. Route 35 in Scary.

Relocation of U.S. Route 250

Beginning at the intersection of present U.S. Route 250 and U.S. Route 219 near Elkins, then northerly over U.S. Route 219 for 1.7 miles to the intersection of a newly constructed facility, then westerly and southwesterly over the facility for 3.3 miles to the intersection of present U.S. Route 250 near Aggregates.

Virginia/West Virginia

Establishment of U.S. Route 48

APPROVED

Beginning at the intersection of Interstate Route 79 and U.S. Route 33 near Weston, West Virginia, then southeasterly over U.S. Route 33 for 28.37 miles to the intersection of U.S. Route 33/250, then southeasterly over U.S. Route 33/250 for 2.99 miles to the intersection of U.S. Route 250, then easterly over U.S. Route 250 for 3.47 miles to the intersection of U.S. Route 219. Then northerly over U.S. Route 219 for 28.38 miles to the intersection of a new facility being constructed, then northeasterly, southeasterly, and easterly over the new facility for 69.09 miles to the intersection of State Route 55 at the West Virginia/Virginia State Line, then southerly over S.R. 55 for 16 miles to the intersection of Interstate Route 81 near Strasburg, Virginia.