

**Report of the Special Committee on U.S. Route Numbering
to the
Standing Committee on Highways
Saturday, May 15, 2004
St. George, Utah**

The members of the Special Committee on Route Numbering met on Friday, May 14. The following members were present: Mike Behrens, Texas, Chair; Kevin Keith, Missouri; Larry Velasquez, New Mexico; and Donna Tamburelli of the AASHTO Staff. David Barnhardt, Maine, was the duly appointed representative for Ken Sweeney.

The Committee considered 24 applications from 13 states. All applications were approved as submitted, with the exception of the following:

1. The application from North Carolina for the relocation of Interstate Route 85 was approved conditionally based upon the concurrence of the Federal Highway Administration.
2. The application from Ohio for the establishment of Interstate Route 670 was approved conditionally based upon the concurrence of the Federal Highway Administration.
3. The application from Virginia for the relocation of U.S. Bike Route 1 was disapproved because the application does not include an explanation for the change. The members of the committee requested that Virginia resubmit the application with an explanation and reasons for the request.

Submitted by,

Mike Behrens, Texas DOT
Chair of the Special Committee on Route
Numbering



U.S. Department
of Transportation
Federal Highway
Administration

400 Seventh St., S.W.
Washington, D.C. 20590

May 24, 2004

Refer to: HEPI-1

Ms. Donna Tamburelli
American Association of State Highway
and Transportation Officials
444 North Capitol Street, NW.
Washington, DC 20001

Dear Ms. Tamburelli:

This is in response to your letter of May 11, 2004, to Federal Highway Administrator Mary Peters requesting comments on two State applications regarding numbering of Interstate highways. The following are our comments:

North Carolina Realign the numbering of I-85 to the newly constructed segment south of Greensboro from I-85 west of U.S. 202 easterly to approximately Exit 131 on I-40/I-85.

The Federal Highway Administration (FHWA) cannot concur in the numbering changes until it receives and approves a State request for approval of the underlying changes to the Interstate System.

Ohio Number as I-670 the constructed/reconstructed portions of I-670 from I-70 Valleyview easterly to I-270 in the Columbus area

The FHWA reaffirms this numbering. We approved the I-670 numbering west of I-71 on 2-7-1975 and east of I-71 on 12-19-1975.

If there are any questions regarding these comments, please contact Frank Clark at (202) 366-5006.

Sincerely yours,

Original Signed by Jill Hochman for:
Cynthia J. Burbank
Associate Administrator,
Planning, Environment and Realty



**American Association of State Highway and Transportation Officials
444 N. Capitol Street, N.W., Suite 249
Washington, D.C. 20001**

**Route Numbering Committee Agenda
May 14, 2004
St. George, Utah**

SHOWING ACTION TAKEN

Alabama Establishment of an Alternate U.S. Route 78 RESUBMITTAL APPROVED	Beginning at the intersection of present U.S. Route 78 and State Route 5 northwest of Graysville, then northwesterly over S.R. 5 for 26.9 miles to the intersection of present U.S. Route 27 northwest of Jasper.
Georgia Relocation of U.S. Route 78 APPROVED	Beginning at the intersection of present U.S. Route 78 and a new facility under construction southeast of Thomson, then northerly and northwesterly over the facility for 5.4 miles to the intersection of present U.S. Route 78 north of Thomson.
Relocation of U.S. Route 27 APPROVED	Beginning at the intersection of present U.S. Route 27 and a new facility under construction east of Summerville, then northerly and northwesterly over the facility for 5.4 miles to the intersection of present U.S. Route 27 north of Summerville.
Iowa Relocation of U.S. Route 34 (Mount Pleasant) APPROVED	Beginning at the intersection of present U.S. Route 34 and a new facility under construction west of Mount Pleasant, then northeasterly over the facility for 5.31 miles to the intersection of U.S. Route 218, then easterly and southerly over U.S. Route 218 for 3.09 miles to the intersection of present U.S. Route 34 east of Mount Pleasant.
Recognition of a Business Route on U.S. Route 34 APPROVED	Re-designate present U.S. Route 34 between the above points as U.S. Route 34 Business.

Iowa (continued...)

Relocation of U.S. Route 34
(Batavia)
APPROVED

Beginning at the intersection of present U.S. Route 34 and a new facility under construction west of Batavia, then northerly and easterly over the facility for 1.7 miles to the intersection of present U.S. Route 34 east of Batavia.

Relocation of U.S. Route 63
APPROVED

Beginning at the intersection of present U.S. Route 63 and a new facility under construction south of Eddyville, then northerly over the facility for 3.87 miles to the intersection of present U.S. Route 63 north of Eddyville.

Recognition of a Business Route on U.S. Route 151
APPROVED

Beginning at the intersection of present U.S. Route 151 and an existing facility south of Monticello, then northeasterly over the facility for 4.33 miles to the intersection of present U.S. Route 151 north of Monticello.

Relocation of U.S. Route 218
APPROVED

Beginning at the intersection of present U.S. Route 218 and a new facility under construction south of Donnellson, then northerly over the facility for 4.76 miles to the intersection of present U.S. Route 218 north of Donnellson.

Kansas

Relocation of U.S. Route 400
APPROVED

Beginning at the intersection of present U.S. Route 400 and a new facility under construction east of Parsons, then westerly over the facility to the intersection of present U.S. Route 400 west of Parsons.

Louisiana

Relocation of U.S. Route 167
APPROVED

Beginning at the intersection of present U.S. Route 167 and a newly constructed facility, then northerly and westerly over the facility for 1.5 miles to the intersection of present U.S. Route 167 in Jonesboro.

Maryland

Relocation of U.S. Route 113
APPROVED

Beginning at the intersection of present U.S. Route 113 and a newly constructed facility, then northerly over the facility for 0.855 to the intersection of present U.S. Route 113.

Michigan

Relocation of U.S. Route 31
APPROVED

Beginning at the intersection of present U.S. Route 31 and a newly constructed facility near Walton Road, then northerly over the facility to the intersection of present U.S. Route 31 north of Napier Avenue.

North Carolina

Relocation of Interstate Route 85
**APPROVED – SUBJECT TO
FHWA CONCURRENCE**

Beginning at the intersection of present Interstate Route 85 and a newly constructed facility (Greensboro Bypass) south of Greensboro, then easterly and northeasterly over the facility for 12.90 miles to the intersection of present Interstate Route 85 east of Greensboro.

Extension of Interstate Route 85
Business
**APPROVED – SUBJECT TO
FHWA CONCURRENCE**

Beginning at the present terminus of Interstate Route 85 Business and proposed old Interstate Route 85 south of Greensboro, then northeasterly over old I-85 for 12.02 miles to the intersection of the proposed relocation of Interstate Route 85 east of Greensboro.

Relocation of U. S. Route 158
APPROVED

Beginning at the intersection of present U.S. Route 158 and a newly constructed facility in Roxboro, then northerly over the facility for .20 miles to the intersection of present U.S. Route 158.

Ohio

Relocation of U.S. Route 35
APPROVED

Beginning at the intersection of present U.S. Route 35 and a new facility under construction northwest of Washington Court House, then southeasterly over the facility for 13.1 miles to the intersection of present U.S. Route 35 west of Washington Court House.

Ohio (continued...)

Establishment of Interstate Route 670

APPROVED – SUBJECT TO FHWA CONCURRENCE (concurring May 24, 2004)

Beginning at the intersection of Interstate Route 70 and a new facility under construction in Columbus, then easterly and northeasterly over the facility for 10.7 miles to the intersection of Interstate Route 270 east of Columbus.

Pennsylvania

Relocation of U.S. Route 322
APPROVED

Beginning at the intersection of present U.S. Route 322 and a new facility under construction north of Port Matilda, then southeasterly over the facility for 7.96 miles to the intersection of present U.S. Route 322 north of State College.

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

Beginning at the present terminus of Business Route 220 and State Route 1001 (Plank Road) in Duncansville, then northerly over S.R. 1001 for 2.7 miles to the intersection of present U.S. Route 220.

South Carolina

Relocation of U.S. Route 521 and Recognition of a Business Route on U.S. Route 521
APPROVED

Beginning at the intersection of present U.S. Route 521 and an existing facility (Matson Street) south of Kershaw, then northerly over the facility to the intersection of present U.S. Route 521 north of Kershaw.

Re-designate present U.S. Route 521 between the above points as U.S. Route 521 Business.

Virginia

Relocation of U.S. Route 258 and Recognition of a Business Route on U.S. Route 258
APPROVED

Beginning at the intersection of present U.S. Route 258 and a newly constructed facility east of Franklin, then southerly over the facility for 4 miles to the intersection of U.S. Route 58, then southwesterly and northwesterly over U.S. Route 58 for 9 miles to the intersection of present U.S. Route 258 south of Franklin.

Re-designate present U.S. Route 258 between the above points as U.S. Route 258 Business.

Virginia (continued...)

Relocation of U.S. Bike Route 1
DISAPPROVED

Beginning at the intersection of present U.S. Bike Route 1 and a new facility near Hermitage Road in Richmond, then southeasterly, southwesterly, westerly, and northwesterly over the facility to the intersection of present U.S. Bike Route 1 near Southampton Road.

Ohio/West Virginia

Relocation of U.S. Route 33
APPROVED

Beginning at the intersection of present U.S. Route 33 and a newly constructed facility near Rock Springs, Ohio, then southeasterly over the facility for 18.3 miles to the intersection of State Route 338 south of Ravenswood, West Virginia, then northeasterly, westerly, and southerly over the facility for 1.06 miles to the intersection of State Route 2, then northeasterly and southeasterly over S.R. 2 for 2.30 miles to the intersection of Interstate Route 77, then southerly over I-77 for 8.06 miles to the intersection of present U.S. Route 33 near Ripley, West Virginia.