

Report of the
Special Committee on U.S. Route Numbering
to the
Standing Committee on Highways
April 23, 1995

The AASHTO Special Committee on U.S. Route Numbering met on Saturday, April 22 in Savannah, Georgia. Members in attendance included Ray Zink, North Dakota, Allan Abbott, Nebraska, Alden Small, Maine; and Donna Tamburelli, AASHTO Staff. B.K. Jones, South Carolina, was not in attendance.

The members considered 24 applications from 12 member departments.

All applications were approved as submitted with the exception of the application from the Nebraska Department of Roads for the establishment of U.S. Route 183 Alternate, which was denied.

Submitted by,



Ray Zink, Chairman

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
444 North Capitol Street, N.W., Suite 225
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ROUTE NUMBERING COMMITTEE AGENDA
Saturday, April 22, 1995
Savannah, Georgia

SHOWING ACTION TAKEN

ALABAMA

Relocation of U.S. Route 278
APPROVED

Beginning at the intersection of present U.S. Route 278 and State Route 118 in Guin, then southerly and westerly over S.R. 118 for 2 miles to the intersection of present U.S. Route 278.

Relocation of U.S. Route 82
APPROVED

Beginning at the intersection of present U.S. Route 82 and a newly constructed facility west of Ethelsville, then westerly and northwesterly over the new facility for 8.20 miles to the intersection of present U.S. Route 82.

GEORGIA

Relocation of U.S. Route 27 Alternate
APPROVED

Beginning at the intersection of present U.S. Route 27 Alternate and State Route 85 at Warm Springs, then southerly over S.R. 85 for 8.5 miles to the intersection of present U.S. Route 27 Alternate at south of Shiloh.

Elimination of U.S. Route 23 Business
APPROVED

Eliminate the U.S. Route 23 Business designation between the intersections with U.S. Route 19 in the City of Hazlehurst.

INDIANA

Relocation of U.S. Route 20
APPROVED

Beginning at the intersection of present U.S. Route 20 and a newly constructed facility east of Elkhart, then westerly over the new facility for 19.82 miles to the intersection of U.S. Route 31, then northwesterly over U.S. Route 31 for 8.50 miles to the intersection of present U.S. Route 20 west of Southbend.

INDIANA (continued...)

Relocation of U.S. Route 40

APPROVED

Beginning at the intersection of present U.S. Route 40 and Interstate Route 465 west of Cumberland, then southerly, westerly and northerly over I-465 for 25.89 miles to the intersection of present U.S. Route 40 south of Speedway.

Relocation of U.S. Route 50

APPROVED

Beginning at the intersection of present U.S. Route 50 and newly constructed facility, then northerly and westerly over the new facility for 4.49 miles to the intersection of present U.S. Route 50 in Bedford.

Relocation of U.S. Routes
50/150

APPROVED

Beginning at the intersection of present U.S. Routes 50/150 and a newly constructed facility east of Washington, then southerly and northwesterly over the new facility for 7.50 miles to the intersection of present U.S. Routes 50/150 west of Washington.

MARYLAND

Elimination of U.S. Route 222

APPROVED

Eliminate the U.S. Route 222 designation from the intersection with U.S. Route 40 south of Port Deposit to the intersection with U.S. Route 1 north of Port Deposit.

NEBRASKA

Establishment of U.S. Route
183 Alternate

DISAPPROVED

Beginning at the intersection of present U.S. Route 183 and State Route 7 south of Springview, then easterly and southerly over S.R. 7 for 23.7 miles to the intersection of present U.S. Route 183 in Bassett.

NORTH CAROLINA

Relocation of U.S. Route 311

APPROVED

Beginning at the intersection of present U.S. Route 311 and State Route 2516 in Winston-Salem, then northwesterly over S.R. 2516 for .51 miles to the intersection of U.S. Route 52, then southerly over U.S. Route 52 for 3.14 miles to the intersection of Interstate Route 40, then southeasterly over I-40 for 1.08 miles to the intersection of present U.S. Route 311.

Relocation of U.S. Route 521

APPROVED

Beginning at the intersection of present U.S. Route 521 and a newly constructed facility southeast of Pineville, then northerly over the facility for 2.77 miles to the intersection of Interstate Route 485, then westerly and northerly over I-485 for 4.14 miles to the intersection of present U.S. Route 521.

PENNSYLVANIA

Extension of Interstate Route 476 (RESUBMITTAL)

APPROVED

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.

SOUTH CAROLINA

Relocation of Interstate Route 85 and Recognition of a Business Route on Interstate Route 85

APPROVED

Beginning at the intersection of present Interstate Route 85 and a newly constructed facility northwest of Spartanburg, then northeasterly over the new facility to the intersection of present Interstate Route 85 north of Spartanburg.

Redesignate present Interstate Route 85 between the above points as Interstate Route 85 Business.

SOUTH CAROLINA (continued...)

Extension of Interstate Route
77 and Elimination of
Interstate Route 77 Temporary
and Interstate Route 326

APPROVED

Beginning at the present terminus of
Interstate Route 77 and a newly
constructed facility northeast of
Columbia, then southerly over the
facility to the intersection of
present Interstate Route 326, then
southwesterly over I-326 to the
intersection of Interstate Route 26
southwest of Columbia.

Eliminate the Interstate Route 77
Temporary designation between its
intersection with State Route 277
north of Columbia and Interstate
Route 26 southwest of Columbia.
Eliminate the Interstate Route 326
designation between its intersection
with Interstate Route 26 southwest
of Columbia and State Route 48
(Bluff Road) south of Columbia.

Relocation of U.S. Route 278

APPROVED

Beginning at the present
intersection of U.S. Route 278 and
U.S. Route 17 at Ridgeland, then
southerly over U.S. Route 17 to the
intersection of State Route 88, then
easterly over S.R. 88 to the
intersection of present U.S. Route
278 south of Ridgeland.

TENNESSEE

Relocation of U.S. Route 64

APPROVED

Beginning at the intersection of
present U.S. Route 64 and a newly
constructed facility in Monteagle,
then northerly, southwesterly and
westerly over the facility to the
intersection of present U.S. Route
64 in Winchester.

Recognition of a Business
Route on U.S. Route 64

APPROVED

Redesignate present U.S. Route 64
between the above points as U.S.
Route 64 Business.

TENNESSEE (continued...)

Relocation of U.S. Route 43

APPROVED

Beginning at the intersection of present U.S. Route 43 and a newly constructed facility west of Columbia, then northeasterly over the facility for 6 miles to the intersection of present U.S. Route 43 east of Columbia.

WISCONSIN

Relocation of U.S. Routes
18/151

APPROVED

Beginning at the intersection of present U.S. Routes 18/151 and a newly constructed facility southwest of Verona, then southeasterly and northerly over the facility for 4.8 miles to the intersection of present U.S. Routes 18/151.

Recognition of a Business
Route on U.S. Routes 18/151

APPROVED

Redesignate present U.S. Routes 18/151 between the above points as U.S. Route 18/151 Business.

Relocation of U.S. Route 45

APPROVED

Beginning at the intersection of present U.S. Route 45 and an existing facility in Oshkosh, then easterly and northerly over the facility for 2.2 miles to the intersection of present U.S. Route 45.

ILLINOIS/MISSOURI

Extension of Interstate Route
72

APPROVED

Beginning at the present terminus of Interstate Route 72 and Interstate Route 55 east of Springfield, Illinois, then southerly over I-55 to the intersection of U.S. Route 36, then easterly over U.S. Route 36 to the intersection of Interstate Route 61 in Hannibal, Missouri.

ILLINOIS

Establishment of Interstate
Route 172

APPROVED

Beginning at the intersection of proposed Interstate Route 72 and State Route 336 near Quincy, then northerly over the new facility for 17 miles to the intersection of U.S. Route 24.

**Report of the Special Committee
on Route Numbering**

The Special Committee on Route Numbering met on October 27, 1995, at the Norfolk Waterside Marriott in Norfolk, Virginia. Members present at the meeting included Chair Raymond Zink, North Dakota, and B. K. Jones, South Carolina. Allan Abbott, Nebraska, was not present but previously submitted his yellow rating forms. Leon Kenison, New Hampshire, was not present, but has submitted his yellow rating forms.

The Special Committee considered 21 applications from seven states. The members present reaffirmed their previously submitted yellow rating forms, approving 20 applications.

One application for U.S. Route 51 in Illinois will be voted on by mail.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
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ROUTE NUMBERING COMMITTEE AGENDA
Friday, October 27, 1995
Norfolk, Virginia

SHOWING ACTION TAKEN

GEORGIA

- | | |
|---|---|
| Relocation of U.S. Routes 129/441 and Recognition of U.S. Routes 129/441 Business | Beginning at the intersection of present U.S. Routes 129/441 and a new facility being constructed north of Watkinsville, then southerly over the facility for 3.0 miles to the intersection of present U.S. Routes 129/441. |
| APPROVED | Redesignate present U.S. Routes 129/441 between the above points as U.S. Routes 129/441 Business. |
| Recognition of U.S. Route 341 Business and Establishment of U.S. Route 341 | Redesignate as U.S. Route 341 Business presently designated U.S. Route 341 from the intersection of U.S. Route 341 in Hawkinsville to the intersection of U.S. Route 129/341 northwest of Hawkinsville. |
| APPROVED | Establish U.S. Route 341 over existing U.S. Route 129 from the intersections with proposed U.S. Route 341 Business and U.S. Route 341 in Hawkinsville. |
| Recognition of U.S. Route 129 Business | Redesignate as U.S. Route 129 Business presently designated U.S. Route 129 from the intersection of U.S. Route 129 in Hawkinsville to the intersection of U.S. Route 129 northwest of Hawkinsville. |
| APPROVED | |
| Relocation of U.S. Route 19 | Beginning at the intersection of present U.S. Route 19 and a new facility begin constructed in Thomaston, then southerly over the facility for 2.2 miles to the intersection of present U.S. Route 19 south of Thomaston. |
| APPROVED | |

GEORGIA (continued...)

Relocation of U.S. Route 29

APPROVED

Beginning at the intersection of present U.S. Route 29 and State Route 893 in LaGrange, then southwesterly over S.R. 893 for 1.5 miles to the intersection of present U.S. Route 39 in West LaGrange.

Relocation of U.S. Route 27

APPROVED

Beginning at the intersection of present U.S. Route 17 and State Route 1 in Fort Oglethorpe, then southerly over S.R. 1 for 5.9 miles to the intersection of present U.S. Route 27 south of Fort Oglethorpe.

Relocation of U.S. Route 301
Business

APPROVED

Beginning at the intersection of present U.S. Route 301 Business and a facility southwest of Sylvania, then southwesterly over the facility for 0.1 mile to the intersection of present U.S. Route 301.

ILLINOIS

Relocation of U.S. Route 24

APPROVED

Beginning at the intersection of present U.S. Route 24 and a facility being constructed west of Washington, then easterly over the facility for 9.2 miles to the intersection of present U.S. Route 24 in Cruger.

Relocation of U.S. Route 51

APPROVED

Beginning at the intersection of present U.S. Route 51 and a facility begin constructed north of Elwin, then southerly over the facility for 1.5 miles to the intersection of present U.S. Route 51 south of Elwin.

Recognition of U.S. Route 51
Business

APPROVED

Redesignate present U.S. Route 51 between the above points as U.S. Route 51 Business.

IOWA

Recognition of Interstate
Route 35 Business

APPROVED

Beginning at the intersection of Interstate 35 and a facility northeast of Ames, then westerly over the facility for 3.26 miles to the intersection of U.S. Route 69, then southerly, easterly and southerly over U.S. Route 69 for 2.53 miles to the intersection of U.S. Route 30, then easterly over U.S. Route 30 for 3.13 miles to the intersection of Interstate 35 southeast of Ames.

OKLAHOMA

Recognition of U.S. Route 70
Bypass

APPROVED

Beginning at the intersection of present U.S. Route 70 and State Route 70 northwest of Idabel, then southerly, easterly and northerly over S.R. 70 for 7.31 miles to the intersection of present U.S. Route 70 east of Idabel.

Recognition of U.S. Route 259
Bypass

APPROVED

Beginning at the intersection of present U.S. Route 259 and State Route 70 south of Idabel, then easterly and northerly over S.R. 70 for 2.97 miles to the intersection of present U.S. Route 259 east of Idabel.

Relocation of U.S. Route 62

APPROVED

Beginning at the intersection of present U.S. Route 62 and a temporary facility in Lawton, then northerly over the temporary facility for .88 mile to the intersection of a newly constructed facility (Rogers Lane), then easterly over the new facility for 4 miles to the intersection of present U.S. Route 62.

PENNSYLVANIA

Recognition of U.S. Route 422
Business

APPROVED

Beginning at the intersection of present U.S. Route 422 and State Route 6422 (old U.S. Route 422) west of Indiana, then easterly and southerly over S.R. 6422 for 5.6 miles to the intersection of present U.S. Route 422 south of Indiana.

PENNSYLVANIA (continued...)

Relocation of U.S. Route 30

APPROVED

Beginning at the intersection of present U.S. Route 30 and facility being constructed north of Downington, then southeasterly and northeasterly over the facility for 4.8 miles to the intersection of present U.S. Route 30 west of Frazer.

Extension of U.S. Route 30
Business

APPROVED

Beginning at the present terminus of U.S. Route 30 Business at the intersection of proposed old U.S. Route 30 north of Downington, then northwesterly over old U.S. Route 30 for 4.8 miles to the intersection of U.S. Route 30 west of Frazer.

SOUTH CAROLINA

Elimination of U.S. Route 25
Business

APPROVED

Eliminate the U.S. Route 25 Business designation between the intersections with U.S. Route 25 in Greenville.

WISCONSIN

Relocation of U.S. Route 53

APPROVED

Beginning at the intersection of present U.S. Route 53 and a facility being constructed south of Solon Springs, then northwesterly and northeasterly over the facility for 5.6 miles to the intersection of present U.S. Route 53 north of Solon Springs.

Recognition of U.S. Route 53
Business

APPROVED

Redesignate present U.S. Route 53 between the above points as U.S. Route 53 Business.

Relocation of U.S. Route 53

APPROVED

Beginning at the intersection of present U.S. Route 53 and a facility being constructed in South Minong, then northwesterly and northeasterly over the facility for 2.6 miles to the intersection of present U.S. Route 53 in North Minong.