

**Report of the Special Committee on Route Numbering
to the
Standing Committee on Highways
Saturday, April 8, 2000
St. George, Utah**

The Special Committee on Route Numbering met on Friday, April 7 in St. George, Utah. The following members were present: Leon Kenison, New Hampshire, Chair; Ray Bass, Alabama; James Slifer, Illinois; and Donna Tamburelli of the AASHTO staff.

The Committee considered 25 applications from 12 states. All of the applications were approved as submitted, except for the following:

1. The application from Arkansas for the extension of Interstate Route 540 was approved but should be referred to and marked as "Future I-540" until the route has been added to the Interstate System by the Federal Highway Administrator.
2. The application from Colorado for the extension of Interstate Route 270 was approved but should be referred to and marked as "Future I-270" until the route has been added to the Interstate System by the Federal Highway Administrator.
3. The applications for the relocation of U.S. Route 41 and the elimination of U.S. Route 76 Business were withdrawn by the Georgia DOT. Therefore they were not considered by the Committee.
4. The applications from the Georgia DOT for the relocation of U.S. Route 129 near Talmo, and the relocation of U.S. Route 129 and the recognition of a Business Route on U.S. Route 129 near Jefferson were approved but should be signed when the route is completed and open to traffic.
5. The application from the Iowa DOT for the relocation of U.S. Route 34 was approved but should be signed when the route is completed and open to traffic.

Leon Kenison
Chairman

ROUTE NUMBERING COMMITTEE AGENDA

**April 7, 2000
St. George, Utah**

SHOWING ACTION TAKEN

Alabama

Relocation of U.S. Route 280
APPROVED

Beginning at the intersection of present U.S. Route 280 and Interstate Route 85 at Opelika, then southwesterly over I-85 for 4.3 miles to the intersection of an existing facility, then northerly over the facility for .8 mile to the intersection of present U.S. Route 280.

Relocation of U.S. Route 29
APPROVED

Beginning at the intersection of present U.S. Route 29 and Interstate Route 85 at Opelika, then southwesterly over I-85 for 13.11 miles to the intersection of present U.S. Route 29.

Relocation of U.S. Route 43
APPROVED

Beginning at the intersection of present U.S. Route 43 and newly constructed facility at Grove Hill, then southerly over the new facility for 6.75 miles to the intersection of present U.S. Route 43.

Relocation of U. S. Route 84
APPROVED

Beginning at the intersection of present U.S. Route 84 and a newly constructed facility at Grove Hill, then westerly over the facility for 4.51 miles to the intersection of present U.S. Route 84.

Relocation of U.S. Route 82
APPROVED

Beginning at the intersection of present U.S. Route 82 and Interstate Route 65 in Montgomery, then northerly over I-65 for 11.85 miles to the intersection of State Route 6 in Prattville, then southwesterly over S.R. 6 for 3.08 miles to the intersection of present U.S. Route 82 north of Prattville.

Arkansas

Extension of Interstate Route 540
**APPROVED – MARK AS
“FUTURE I-540”**

Beginning at the present terminus of Interstate Route 540 and U.S. Route 71 near Fayetteville, then northerly over U.S. Route 71 for 19.27 miles to the intersection of U.S. Route 62 in Rogers.

Colorado

Extension of Interstate Route 270
**APPROVED – MARK AS
“FUTURE I-270”**

Beginning at the present terminus of Interstate Route 270 at the intersection of Interstate Route 76 and a new facility being constructed northwest of Commerce City, then northwesterly over the new facility to the intersection of Interstate Route 25.

Georgia

Relocation of U.S. Route 41
WITHDRAWN

Beginning at the intersection of present U.S. Route 41 and U.S. Route 76 north of Dalton, then southerly over U.S. Route 76 for 12.21 miles to the intersection of present U.S. Route 41 south of Dalton.

Relocation of U.S. Route 82
APPROVED

Beginning at the intersection of present U.S. Route 82 and a new facility being constructed east of Georgetown, then northwesterly over the facility for .38 miles to the intersection of present U.S. Route 82.

Relocation of U.S. Route 129
(Talmo)
**APPROVED – SIGN WHEN
COMPLETED AND OPEN TO
TRAFFIC**

Beginning at the intersection of present U.S. Route 129 and a new facility being constructed east of Talmo, then southeasterly over the facility for 3.45 miles to the intersection of present U.S. Route 129 southeast of Pendergrass.

Relocation of U.S. Route 129 and the recognition of a Business Route on U.S. Route 129 (Jefferson)
**APPROVED - SIGN WHEN
COMPLETED AND OPEN TO
TRAFFIC**

Beginning at the intersection of present U.S. Route 129 and a new facility being constructed north of Jefferson, then southerly over the new facility for 6.84 miles to the intersection of present U.S. Route 129 south of Jefferson.

Redesignate present U.S. Route 129 between the above points as U.S. Route 129 Business.

Iowa

Relocation of U.S. Route 218
(Crawfordsville)
APPROVED

Beginning at the intersection of present U.S. Route 218 and an existing facility north of Crawfordsville, then southerly over the facility to the intersection of present U.S. Route 218 south of Crawfordsville.

Relocation of U.S. Route 218
(Ainsworth)
APPROVED

Beginning at the intersection of present U.S. Route 218 and an existing facility north of Ainsworth, then southerly over the facility to the intersection of present U.S. Route 218 south of Ainsworth.

Relocation of U.S. Route 218 (Olds)
APPROVED

Beginning at the intersection of present U.S. Route 218 and an existing facility north of Olds, then southerly over the facility to the intersection of present U.S. Route 218 south of Olds.

Relocation of U.S. Route 34
**APPROVED - SIGN WHEN
COMPLETED AND OPEN TO
TRAFFIC**

Beginning at the intersection of present U.S. Route 34 and a new facility east of New London, then westerly and northwesterly over the facility to the intersection of present U.S. Route 34 west of New London.

Indiana

Relocation of U.S. Route 31
APPROVED

Beginning at the intersection of present U.S. Route 31 and Interstate Route 465 east of Indianapolis, then southeasterly, southerly and southwesterly over I-465 for 24.7 miles to the intersection of present U.S. Route 31.

Kentucky

Relocation of U.S. Route 68 and 431
and the recognition of a Business
Route on U.S. Route 68 and 431
APPROVED

(U.S. Route 68) Beginning at the intersection of present U.S. Route 68 and a newly constructed facility in Russellville, then northerly, easterly, southerly and easterly over the new facility for 16.34 miles to the intersection of present U.S. Route 68 east of Auburn.

Redesignate present U.S. Route 68 between the above points as U.S. Route 68 Business.

Kentucky (continued...)

(U.S. Route 431) Beginning at the intersection of present U.S. Route 431 and U.S. Route 79 in Russellville, then southwesterly over U.S. Route 79 for 1.1 miles to the intersection of proposed U.S. Route 68, then northerly over proposed U.S. Route 68 for 3 miles to the intersection of present U.S. Route 431 north of Russellville.

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

Relocation of U.S. Route 231 and recognition of a Business Route on U.S. Route 231
APPROVED

Beginning at the intersection of present U.S. Route 231 and State Route 880 in southeast Bowling Green, then northwesterly over S.R. 880 for 4.9 miles to the intersection of present U.S. Route 231 in west Bowling Green.

Redesignate present U.S. Route 231 between the above points as U.S. Route 231 Business.

Nebraska

Relocation of U.S. Route 26
APPROVED

Beginning at the intersection of present U.S. Route 26 and U.S. Route 30 in Ogallala, then westerly over U.S. Route 30 for 2 miles to the intersection of State Route 61, then northerly over S. R. 61 for 3 miles to the intersection of present U.S. Route 26 north of Ogallala.

Relocation of U.S. Route 385
APPROVED

Beginning at the intersection of present U.S. Route 385 and an existing facility near Chadron, then southerly over the facility for 8.9 miles to the intersection of State Route 2, then southeasterly over S. R. 2 for 7.9 miles to the intersection of present U.S. Route 385 East of Alliance.

Nevada

Recognition of a Business Route on Interstate Route 80

APPROVED

Beginning at the intersection of present Interstate Route 80 and State Route 396 at Lovelock, then northeasterly over S.R. 396 for 1.6 miles to the intersection of present Interstate Route 80.

North Carolina

Relocation of U.S. Route 17

APPROVED

Beginning at the intersection of present U.S. Route 17 and U.S. Route 70 southwest of New Bern, then easterly over U.S. Route 70 to the intersection of a newly constructed facility, then northeasterly over the new facility to the intersection of present U.S. Route 17 northeast of New Bern.

Relocation of a portion U.S. Route 70 Business

APPROVED

Beginning at the intersection of present U.S. Route 70 Business and the proposed deletion of U.S. Route 17 in New Bern, then southwesterly over the proposed deletion of U.S. Route 17 for 1.3 miles to the intersection of U.S. Route 70.

Virginia

Relocation of U.S. Route 58 and the recognition of a Business Route on U.S. Route 58 (Rose Hill)

APPROVED

Beginning at the intersection of present U.S. Route 58 and a new facility north of Rose Hill, then southwesterly over the facility for 8 miles to the intersection of present U.S. Route 58 south of Ewing.

Redesignate present U.S. Route 58 between the above points as U.S. Route 58 Business.

Relocation of U.S. Route 58 and the recognition of a Business Route on U.S. Route 58 (South Hill)

APPROVED

Beginning at the intersection of present U.S. Route 58 and a new facility in South Hill, then southwesterly over the new facility for 4 miles to the intersection of present U.S. Route 58 southwest of South Hill.

Redesignate present U.S. Route 58 between the above points as U.S. Route 58 Business.

ADDENDUM
ROUTE NUMBERING COMMITTEE AGENDA
April 7, 2000
St. George, Utah

Tennessee

Elimination of Interstate Route 265
and Relocation of Interstate Route 65
APPROVED

(Elimination) Eliminate the existing Interstate Route 265 designation between the intersection with Interstate Route 65 and the intersection with Interstate Route 40 in Nashville.

(Relocation I-65) Beginning at the present intersection of Interstate Route 65 and the proposed elimination of Interstate Route 265, then southwesterly over I-265 to the intersection of Interstate Route 40, then southeasterly over I-40 to the intersection of present U.S. Route 65

Georgia

Elimination of U.S. Route 76
Business
WITHDRAWN

Eliminate the existing U.S. Route 76 designation between its intersections with U.S. Route 76 in the city of Dalton.

**Report of the Special Committee on Route Numbering
to the
Standing Committee on Highways
Saturday, December 9, 2000
Indianapolis, Indiana**

The members of the Special Committee on Route Numbering met on Friday, December 8 in Indianapolis, Indiana. The following members were present: James C. Slifer, Illinois; Michael Behrens, Texas, Donald Vaughn, Alabama, representing Ray Bass, and Donna Tamburelli, AASHTO. Chairman Kenison, New Hampshire, was unable to attend the meeting, but submitted his completed route numbering rating forms.

The Special Committee considered 26 applications from 12 states. All applications were approved as submitted, with the exception of the following:

- The application from Arkansas for the elimination of a portion of U.S. Routes 62, 63, 65 and 67 was disapproved. The Committee members noted that if a portion of each of the routes were eliminated, the routes would no longer be continuous.
- The application from Arkansas for the establishment of Interstate Route 555 was approved, however, the route should be marked as "Future I-555" until it is added to the Interstate System by the Federal Highway Administration.
- The application from Arkansas for the establishment of Interstate Route 130 was approved for the portion of the route from Interstate 30 southerly to U.S. 71. However, the portion of the route from U.S. 71 westerly to State Line Avenue was disapproved since that portion of the proposed route has not been designated a future part of the Interstate System and the state of Texas has not submitted a companion application for a suitable terminus in Texas. The portion of proposed Interstate Route 130 that was approved should be marked as "Future I-130 until it is added to the Interstate System by the Federal Highway Administration.
- The application from Kentucky for the establishment of an Alternate U.S. Route 68, the recognition of a Business Route on U.S. Route 68, and the recognition of a By-pass Route on U.S. Route 68 was withdrawn for consideration at the request of Mr. J.M. Yowell of Kentucky.
- The application from South Carolina for the extension of Interstate Route 185 was approved, however, the route should be marked as "Future I-185" until it is added to the Interstate System by the Federal Highway Administration.
- Action was deferred on the application from Virginia for the relocation of U.S. Route 17 and recognition of a Business Route on U.S. Route 17 near the City of Chesapeake. The committee members requested that the state resubmit the application with further clarification for the proposed change.

ROUTE NUMBERING COMMITTEE AGENDA

**December 8, 2000
Indianapolis, Indiana**

SHOWING ACTION TAKEN

Alabama

Relocation of U.S. Route 280
APPROVED

Beginning at the intersection of present U.S. Route 280 and a State Route 38 at Waverly, then northwesterly over S.R. 38 for 2.39 miles to the intersection of present U.S. Route 280.

Relocation of U.S. Route 278
APPROVED

Beginning at the intersection of present U.S. Route 278 and a newly constructed facility at Gadsden, then westerly over the facility for 2.43 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 an existing facility in Centreville, then northerly and northwesterly over the facility 2.8 miles to the intersection of present U.S. Route 82.

Arkansas

Elimination of U.S. Routes 62, 63,
65 and 67
DISAPPROVED

Eliminate the existing U.S. Routes 62, 63, 65 and 67 designations along existing U.S. Route 412 between Walnut Ridge and Alpena.

Establishment of Interstate Route
555
**APPROVED - MARK AS
FUTURE "I-555"**

Beginning at the intersection of Interstate Route 55 and U.S. Route 63 north of Marion, then northwesterly over U.S. Route 63 for 44 miles to the intersection of U.S. Route 49S in Jonesboro.

Georgia

Relocation of U.S. Route 41
APPROVED

Beginning at the intersection of present U.S. Route 41 and U.S. Route 76 north of Dalton, then southerly and southwestwesterly over U.S. Route 76 for 12.21 miles to the intersection of present U.S. Route 41 south of Dalton.

Georgia (continued...)

Elimination U.S. Route 76 Business
APPROVED

Eliminate the existing U.S. Route 76 designation between its intersections with U.S. Route 76 in the city of Dalton.

Iowa

Relocation of U.S. Route 20
APPROVED

Beginning at the intersection of present U.S. Route 20 and a facility being constructed west of Dike, then easterly over the facility for 8 miles to the intersection of present U.S. Route 20 east of Dike.

Relocation of U.S. Route 61
(Blue Grass)
APPROVED

Beginning at the intersection of present U.S. Route 61 and a facility being constructed west of Blue Grass, then easterly over the facility for 3.53 miles to the intersection of present U.S. Route 61 east of Blue Grass.

Relocation of U.S. Route 61
(Maquoketa)
APPROVED

Beginning at the intersection of present U.S. Route 61 and an existing facility south of Welton, then northerly over the facility for 14.60 miles to the intersection of present U.S. Route 61 south of Maquoketa.

Relocation of U.S. Route 71
APPROVED

Beginning at the intersection of present U.S. Route 71 and an existing facility in Milford, then northeasterly over the facility for 1.09 miles to the intersection of present U.S. Route 71 in West Okoboji.

Relocation of U.S. Route 63
APPROVED

Beginning at the intersection of present U.S. Route 63 and an existing facility south of Denver, then northerly over the facility for 4.29 miles to the intersection of present U.S. Route 63 north of Denver.

Relocation of U.S. Route 61
(Montrose)
APPROVED

Beginning at the intersection of present U.S. Route 61 and an existing facility south of Montrose, then northerly over the facility for 8.85 miles to the intersection of present U.S. Route 61 north of Montrose.

Kentucky

Recognition of By-pass Route on
U.S. Route 68 (Hopkinsville)
WITHDRAWN

Beginning at the intersection of present U.S. Route 68 and a newly constructed facility west of Hopkinsville, then southeasterly and northeasterly over the facility for 11 miles to the intersection of present U.S. Route 68 east of Hopkinsville.

Relocation of U.S. Route 68 and the
Establishment of an Alternate U.S.
Route 68 (Fairview)
WITHDRAWN

Beginning at the intersection of present U.S. Route 68 and a newly constructed facility in Fairview, then easterly over the facility for 2.1 miles to the intersection of present U.S. Route 68.

Redesignate present U.S. Route 68 between the above points as Alternate U.S. Route 68.

Relocation of U.S. Route 68 and the
Recognition of a Business Route on
U.S. Route 68 (Elkton)
WITHDRAWN

Beginning at the intersection of present U.S. Route 68 and a newly constructed facility west of Elkton, then northeasterly and southwesterly over the new facility for 5 miles to the intersection of present U.S. Route 68 east of Elkton.

Redesignate present U.S. Route 68 between the above points as U.S. Route 68 Business.

Relocation of U.S. Route 23
APPROVED

Beginning at the intersection of present U.S. Route 23 and a newly constructed facility in Jenkins, then northerly over the new facility for 133 miles to the intersection of present U.S. Route 23 in Ashland.

Oklahoma

Relocation of U.S. Route 70
APPROVED

Beginning at the intersection of present U.S. Route 70 and a newly constructed facility northwest of Idabel, then easterly over the new facility for 4.04 miles to the intersection of present U.S. Route 70 northeast of Idabel.

Elimination of U.S. Route 259 By-
pass and Relocation of U.S. Route
259
APPROVED

(Elimination) Eliminate the existing U.S. Route 259 By-pass designation between its intersections with present U.S. Route 259 in the city of Idabel.

Oklahoma (continued...)

(Relocation) Beginning at the intersection of present U.S. Route 259 and proposed old U.S. Route 259 By-pass south of Idabel, then easterly and northerly over proposed old U.S. Route 259 By-pass for 2.98 miles to the intersection of present U.S. Route 259 east of Idabel.

Puerto Rico

Extension of PRI-3
APPROVED

Beginning at the present terminus of PRI-3 and a newly constructed facility in Ceiba, then southwesterly and southerly over the facility to the intersection of PR-30 in Humacao.

South Carolina

Elimination of U.S. Route 76/123
Business
APPROVED

Eliminate the existing U.S. Route 76/123 Business designation between its intersections with present U.S. Route 76/123 in the city of Seneca.

Extension of Interstate Route 185
**APPROVED - MARK AS
"FUTURE I-185"**

Beginning at the present terminus of Interstate Route 185 and a new facility being constructed southwest of Greenville, then easterly over the facility to the intersection of Interstate Route 385 south of Greenville.

South Dakota

Recognition of a By-pass Route on
U.S. Route 16
APPROVED

Beginning at the intersection of present U.S. Route 16 and an existing facility at Hill City, then northerly over the facility for .567 miles to the intersection of present U.S. Route 16.

Virginia

Relocation of U.S. Route 17 and
Recognition of a Business Route on
U.S. Route 17 (Chesapeake)
ACTION DEFERRED

Beginning at the intersection of present U.S. Route 17 and Interstate Route 64 near the City of Chesapeake, then easterly over I-64 for 4 miles to the intersection of State Route 104, then southwesterly over S.R.104 for 7 miles to the intersection of present U.S. Route 17.

Redesignate present U.S. Route 17 between the above points as U.S. Route 17 Business.

Virginia (continued...)

Relocation of U.S. Route 17 and
Recognition of a Business Route
U.S. Route 17 (Warrenton)
APPROVED

Beginning at the intersection of present U.S. Route 17 and a newly constructed facility north of Warrenton, then southeasterly over the facility for 3 miles to the intersection of U.S. Routes 15/29 east of Warrenton, then southerly over U.S. Routes 15/29 for 3 miles to the intersection of present U.S. Route 17 south of Warrenton.

Redesignate present U.S. Route 17 between the above points as U.S. Route 17 Business.

West Virginia

Relocation of U.S. Route 219
APPROVED

Beginning at the intersection of present U.S. Route 219 and a new facility being constructed at Thomas, then southerly over the facility for 30.27 miles to the intersection of present U.S. Route 219 at Elkins.

Kentucky/Tennessee/Virginia

Virginia
Elimination of U.S. Route 25 E
APPROVED

Eliminate the U.S. 25E designation between its intersections with the Virginia/Kentucky State Line and the Virginia/Tennessee State Line.

Kentucky
Relocation of U.S. Route 25 E
APPROVED

Beginning at the intersection present U.S. Route 25 E and newly constructed facility near Corbin, Kentucky, then southeasterly, northeasterly, southeasterly and southerly over the facility for 47 miles to the intersection of the proposed relocation of U.S. Route 25 E at the Kentucky/Tennessee State Line.

Tennessee
Relocation of U.S. Route 25 E and
Establishment of U.S. Route 58
APPROVED

(Relocation) Beginning at the present intersection of U.S. Route 25 and a newly constructed facility (State Route 32) north of Harrogate, Tennessee, then northwesterly over the facility for .80 miles to the intersection of the proposed relocation of U.S. Route 25 E at the Tennessee/Kentucky State Line.

Kentucky/Tennessee/Virginia (continued...)

(Establishment) Beginning at the present terminus of U.S. Route 58 and State Route 383 at the Tennessee/Virginia State Line, then southerly over S.R. 383 for .71 miles to the intersection of present U.S. Route 25 north of Harrogate, Tennessee.

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

Arkansas

Establishment of Interstate Route
130
**APPROVED - FROM I-30
SOUTHERLY TO U.S. ROUTE
71**

Beginning at the intersection of Interstate Route 30 and a newly constructed facility, then southerly and southwesterly over the facility for 7.6 miles to the intersection of State Line Avenue in Texarkana.

**DISAPPROVED - FROM U.S.
ROUTE 71 WESTERLY TO
STATE LINE AVENUE**