

**Report of the Special Committee on U.S. Route Numbering
to the
Standing Committee on Highways
Saturday, May 19, 2001
Wichita, Kansas**

The members of the Special Committee on Route Numbering met on Friday, May 18. The following members were present: Jim Slifer, Illinois, Chair; Ray Bass, Alabama; Mike Behrens, Texas; and Donna Tamburelli of the AASHTO Staff.

The Committee considered 17 applications from 11 states. All applications were approved, with the exception of the following:

1. The application from Wyoming for the relocation of U.S. Route 87 was disapproved because there was no indication that the deficiencies noted on Wyoming S.R.193 will be corrected.

Additionally, the Committee members suggested that Wyoming consider alternative routings for U.S. Route 87, such as:

- a. Continue U.S. Route 87 on Interstate Route 90 north of Buffalo, past the landslide area, than back onto existing U.S. Route 87 via Wyoming S.R. 342; or
 - b. Relocate the entire length of U.S. Route 87 onto Interstate Route 90 from north of Buffalo to Sheridan.
2. The joint application from the states of Kentucky and Ohio regarding U.S. Route 62/68 was approved with comment. Ohio has advised the committee members that they will erect directional signing back to U.S. Route 62/68 in recognition of the Business Route 62/68 on the Kentucky side of the river.

ROUTE NUMBERING COMMITTEE AGENDA

**May 18, 2001
Wichita, Kansas**

SHOWING ACTION TAKEN

Georgia

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

Beginning at the intersection of present U.S. Route 1 and a facility being constructed north of Swainsboro (Swainsboro Bypass), then southeasterly over the facility for 8.9 miles to the intersection of present U.S. Route 1 south of Swainsboro.

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

Iowa

Relocation of U.S. Route 75
APPROVED

Beginning at the intersection of present U.S. Route 75 and U.S. Route 20 in Sioux City, then easterly and northerly over U.S. Route 20 for 4.2 miles to the intersection of a facility being constructed, then northerly over the facility for 6.2 miles to the intersection of present U.S. Route 75.

Relocation of U.S. Route 218
APPROVED

Beginning at the intersection of present U.S. Route 218 and a facility being constructed south of Janesville, then northerly over the facility for 8.91 miles to the intersection of present U.S. Route 218 in Janesville.

Kansas

Elimination of U.S. Route 50
Business
APPROVED

Eliminate the existing U.S. Route 50 Business designation between the intersection with U.S. Route 50 east of Ottawa and the intersection with U.S. Route 50 south of Ottawa.

Relocation of U.S. Route 24
APPROVED

Beginning at the intersection of present U.S. Route 24 and a newly constructed facility in Kansas City, then northwesterly, westerly and southwesterly over the facility for 4 miles to the intersection of present U.S. Route 24.

Relocation of U.S. Route 400
APPROVED

Beginning at the intersection of present U.S. Route 400 and a newly constructed facility east of Baxter Springs, then northwesterly over the facility for 3 miles to the intersection of present U.S. Route 400 near Galena.

Missouri

Relocation of U.S. Route 160
APPROVED

Beginning at the intersection of present U.S. Route 160 and a newly constructed facility north of Springfield, then southerly over the facility for 2.559 miles to the intersection of U.S. Route 60, then easterly over U.S. Route 60 for 2.549 miles to the intersection of present U.S. Route 160 in Springfield.

Nebraska

Elimination of U.S. Route 275
Business
APPROVED

Eliminate the existing U.S. Route 275 Business designation between its intersections with U.S. Route 275 in the city of Norfolk.

Relocation of U.S. Route 30
APPROVED

Beginning at the intersection of present U.S. Route 30 and a facility being constructed in North Platte, then northwesterly over the facility for 2.3 miles to the intersection of present U.S. Route 30.

North Carolina

Extension of U.S. Route 401
APPROVED

Beginning at the present terminus of U.S. Route 401 and U.S. Route 1 at Norlina, then northerly over U.S. Route 1 for 7.05 miles to the intersection of Interstate Route 85 south of Paschall.

Ohio

Relocation of U.S. Route 35 (Xenia)
(RESUBMITTAL)
APPROVED

Beginning at the intersection of present U.S. Route 35 a new facility southeast of Beavercreek, then southeasterly northeasterly and southeasterly over the new facility for 13.70 miles to the intersection of present U.S. Route 35 in Jamestown.

Relocation of U.S. Route 35
(Washington Court House)
(RESUBMITTAL)
APPROVED

Beginning at the intersection of present U.S. Route 35 and a new facility southeast of Washington Court House, then southeasterly over the new facility for 11 miles to the intersection of present U.S. Route 35 west of Frankfort.

South Carolina

Elimination of U.S. Route 76
Business
APPROVED

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

Virginia

Relocation of U.S. Route 17 and
Recognition of a Business Route on
U.S. Route 17 (**RESUBMITTAL**)
APPROVED

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.

Wyoming

Relocation of U.S. Route 87
DISAPPROVED

Beginning at the intersection of present U.S. Route 87 and State Route 193 north of Buffalo, then northerly over S.R. 193 for 6.2 miles to the intersection of present U.S. Route 87 south of Sheridan.

Kentucky/Ohio

Kentucky

Relocation of U.S. Route 62/68 and
Recognition of a Business Route on
U.S. Route 62/68
APPROVED

Beginning at the intersection of present U.S. Route 62/68 and an existing facility south of Maysville, Kentucky, then northwesterly and northeasterly over the facility for 7 miles to the intersection of present U.S. Route 62/68 at the Kentucky/Ohio State Line northwest of Maysville.

Redesignate present U.S. Route 62/68 between the above points as U.S. Route 62/68 Business.

Ohio

Elimination of U.S. Route 62/68
APPROVED WITH COMMENT
(State will erect directional signing back to U.S. Route 62/68 in recognition of the Business Route 62/68 on the Kentucky side of the river.)

Eliminate the existing U.S. Route 62/68 designation in Ohio between its intersections with the proposed relocation of U.S. Route 62/68 at the Ohio/Kentucky State Line in north Aberdeen, Ohio and present U.S. Route 62/68 at the Ohio/Kentucky State Line in south Aberdeen, Ohio.