

**Report of the Special Committee on U.S. Route Numbering  
to the  
Standing Committee on Highways  
Saturday, May 31, 2003  
Lexington, Kentucky**

The members of the Special Committee on Route Numbering met on Friday, May 30. The following members were present: Mike Behrens, Texas, Chair; Kevin Keith, Missouri; Ken Sweeney, Maine; Larry Velasquez, New Mexico; and Donna Tamburelli of the AASHTO Staff.

The Committee considered 58 applications from 20 states. All applications were approved as submitted, with the exception of the following:

1. The application from Delaware for the elimination of U.S. Route 113 was disapproved because the application does not indicate the status of U.S. Route 113 Alternate. The Committee members requested that the state resubmit the application and provide more information on the status of U.S. Route 113 Alternate if U.S. Route 113 were eliminated.
2. The application from Georgia for the relocation of U.S. Route 27 in Troup County was approved based on the assumption that the relocation also proposes the elimination of existing U.S. Route 27 and that it will be renumbered as State Highway 1. The Committee members requested clarification from the state on this assumption.
3. The application from Nebraska for the establishment of U.S. Route 183 Alternate was disapproved because the proposed route does not meet the policy standards for alternate routes and does not appear to be needed to accommodate the traffic demand. The Committee members requested that the state resubmit the application and provide further explanation and reasons for the request.
4. The application from North Carolina for the establishment of Interstate Route 140 was approved, but should only be referred to as "Future I-140" until added to the Interstate System by the Federal Highway Administration.
5. The application from North Carolina for the establishment of Interstate Route 185 was disapproved because the proposed route has not been designated a part or future part of the Interstate System by the Federal Highway Administration.
6. The application from North Carolina for the establishment of Interstate Route 195 was disapproved because the proposed route has not been designated a future part of the Interstate System by the Federal Highway Administration.
7. The informational item on the agenda for the elimination of Interstate Route 181 in Tennessee will be taken off the agenda since Tennessee cannot remove the I-181 designation until the new section of Interstate Route 26 in North Carolina is certified as completed to Interstate standards by the North Carolina FHWA Division Administrator.
8. The application from Tennessee for the renumbering of Interstate Route 181 as Interstate Route 26 from Interstate Route 81 north to U.S. Route 11 in Kingsport was disapproved because the proposal does not have the concurrence of the Federal Highway Administration. Furthermore, the Committee members believe that there is no evidence that this spur will be extended to Ohio, West Virginia, Kentucky, or Virginia, and there is no evidence of any substantial coordination with states likely to be affected by a change in Interstate numbering.

Submitted by,

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

American Association of State Highway and Transportation Officials  
444 North Capitol Street, N.W., Suite 225  
Washington, D.C. 20001

---

Route Numbering Committee Agenda (Revised)  
Friday, May 30, 2003  
Lexington, Kentucky

---

***SHOWING ACTION TAKEN***

- |   |  |
|---|--|
| <p><b>Arizona</b><br/>Elimination of Interstate Route 40 Business<br/><b>APPROVED</b></p>   | <p>Eliminate the existing Interstate Route 40 Business designation between the intersections with Interstate Route 40 in Kingman.</p>  |
| <p><b>Delaware</b><br/>Elimination of U.S. Route 113<br/><b>DISAPPROVED</b></p>   | <p>Eliminate the existing U.S. Route 113 designation between the intersection with U.S. Route 13 in Dover and the intersection with State Route 1 in Milford.</p>  |
| <p><b>Georgia</b><br/>Recognition of a By-Pass Route on U.S. Route 441<br/><b>APPROVED</b></p>  | <p>Beginning at the intersection of present U.S. Route 441 and a new facility being constructed north of Dublin, then southwesterly and southeasterly over the facility for 8 miles to the intersection of present U.S. Route 441 south of Dublin.</p>   |
| <p>Relocation of U.S. Route 27 (LaGrange)<br/><b>APPROVED</b> (State will be asked for clarification on renumbering U.S. Route 27 as State Highway 1)</p> | <p>Beginning at the intersection of present U.S. Route 27 and a new facility being constructed north of LaGrange, then northwesterly and northeasterly over the facility for 1.93 miles to the intersection of present U.S. Route 27.</p>  |
| <p>Relocation of U.S. Route 27 (Centralhatchee)<br/><b>APPROVED</b></p>   | <p>Beginning at the intersection of present U.S. Route 27 and a new facility being constructed north of Centralhatchee, then southwesterly and southeasterly over the facility for 2 miles to the intersection of present U.S. Route 27 south of Centralhatchee.</p>   |
| <p>Relocation of U.S. Route 41 and the Recognition of a Business Route on U.S. Route 41<br/><b>APPROVED</b></p>   | <p>Beginning at the intersection of present U.S. Route 41 and an existing facility northwest of Valdosta, then easterly and southerly over the facility for 10 miles to the intersection of present U.S. Route 41 south of Valdosta.</p> <p>Re-designate present U.S. Route 41 between the above points as U.S. Route 41 Business.</p> |
| <p>Relocation of U.S. Route 221 and the Elimination of U.S. Route 221<br/><b>APPROVED</b></p>   | <p>Beginning at the intersection of present U.S. Route 221 and an existing facility north of Valdosta, then southerly and southwesterly over the facility for 5.02 miles to the</p>  |

intersection of present U.S. Route 221 southwest of Valdosta.

Eliminate the present U.S. Route 221 designation between the above points.

Relocation of U.S. Route 129 and  
U.S. Route 129 Business  
**APPROVED**

(U.S. Route 129) Beginning at the intersection of present U.S. Route 129 and State Route 369 east of Gainesville, then northeasterly over S.R. 369 for .7 miles to the intersection of U.S. Route 23/Interstate Route 985, then southwesterly over U.S. Route 23/I-985 for 2.4 miles to the intersection of present U.S. Route 129 southeast of Gainesville.

(U.S. Route 129 Business) Beginning at the intersection of the proposed relocation of U.S. Route 129 and State Route 11/State Route 369 (proposed old U.S. Route 129) in Gainesville, then southwesterly over S.R. 11/S.R. 369 to the intersection of State Route 11, then southerly and southeasterly over S.R. 11 to the intersection of the proposed relocation of U.S. Route 129 south of Gainesville.

**Iowa**  
Relocation of U.S. Route 18  
**APPROVED**

Beginning at the intersection of present U.S. Route 18 and a newly constructed facility south of New Hampton, then northwesterly over the facility for 4.97 miles to the intersection of present U.S. Route 18 northwest of New Hampton.

Relocation of U.S. Route 20  
**APPROVED**

Beginning at the intersection of present U.S. Route 20 and a new facility being constructed south of Iowa Falls, then easterly over the facility for 26.93 miles to the intersection of present U.S. Route 20 south of Stout.

Relocation of U.S. Route 30  
**APPROVED**

Beginning at the intersection of present U.S. Route 30 and a new facility being constructed west of Le Grand, then easterly, northeasterly and southeasterly over the facility for 3.40 miles to the intersection of present U.S. Route 30 east of Le Grand.

Relocation of U.S. Route 63  
**APPROVED**

Beginning at the intersection of present U.S. Route 63 and a newly constructed facility south of New Hampton, then northwesterly and easterly over the facility for 7.31 miles to the intersection of present U.S. Route 63 north of New Hampton.

Recognition of a Business Route on  
U.S. Route 63  
**APPROVED**

Beginning at the intersection of the proposed relocation of U.S. Route 63 and an existing facility (225th Street) south of New Hampton, then easterly over the facility for .46 miles to the intersection of proposed old U.S. Route 63, then northerly over proposed old U.S. Route 63 for 3.77 miles to the intersection of the proposed relocation of U.S. Route 63 north of New Hampton.

Relocation of U.S. Route 65  
**APPROVED**

Beginning at the intersection of present U.S. Route 65 and newly constructed facility, then northerly and northeasterly over the facility for 2.04 miles to the intersection of present U.S. Route 65.

Relocation of U.S. Route 151  
(Monticello)  
**APPROVED**

Beginning at the intersection of present U.S. Route 151 and a new facility being constructed southwest of Monticello, then northeasterly, easterly and northeasterly over the facility for 6.93 miles to the intersection of present U.S. Route 151 northeast of Monticello.

Relocation of U.S. Route 151  
(Cascade)  
**APPROVED**

Beginning at the intersection of present U.S. Route 151 and newly constructed facility southwest of Cascade, then northeasterly over the facility for 4.22 miles to the intersection of present U.S. Route 151 northeast of Cascade.

Recognition of a Business Route on  
U.S. Route 218 (Mount Pleasant)  
**APPROVED**

Beginning at the intersection of present U.S. Route 218 and U.S. Route 34 south of Mount Pleasant, then westerly over U.S. Route 34 for 1.12 miles to the intersection of an existing facility, then northerly over the facility for 2.94 miles to the intersection of present U.S. Route 218 north of Mount Pleasant.

Relocation of U.S. Route 218  
(Plainfield)  
**APPROVED**

Beginning at the intersection of present U.S. Route 218 and a newly constructed facility south of Plainfield, then northwesterly and northerly over the facility for 2.85 miles to the intersection of present U.S. Route 218 northwest of Plainfield.

**Maryland**  
Relocation of U.S. Route 50 and  
Recognition of a Business Route on  
U.S. Route 50  
**APPROVED**

Beginning at the intersection of present U.S. Route 50 and a newly constructed facility (Salisbury Bypass) northwest of Salisbury, then easterly over the facility for 5.20 miles to the intersection of U.S. Route 13, then southeasterly and southerly over U.S. Route 13 for 3.18 miles to the intersection of present U.S. Route 50 southeast of Salisbury.

Re-designate present U.S. Route 50 between the above points as U.S. Route 50 Business.

**Massachusetts**

Relocation of U.S. Route 44

**APPROVED**

Beginning at the intersection of present U.S. Route 44 and a new facility being constructed in Carver, then northeasterly over the facility for 6.8 miles to the intersection of State Route 3 in Plymouth, then southeasterly over S.R. 3 for 1.2 miles to the intersection of present U.S. Route 44.

**Missouri**

Extension of Interstate Route 44 Business

**APPROVED**

Beginning at the present terminus of Interstate Route 44 Business and an existing facility (South Outer Road) in Pacific, then westerly over the facility for 3.49 miles to the intersection of Interstate Route 44 in Gray Summit.

Relocation of U.S. Route 71 and Recognition of a Business Route on U.S. Route 71

**APPROVED**

Beginning at the intersection of present U.S. Route 71 and a newly constructed facility south of Goodman, then southerly and easterly over the facility for 13.12 miles to the intersection of present U.S. Route 71 south of Pineville.

Re-designate present U.S. Route 71 between the above points as U.S. Route 71 Business.

Recognition of a Business Route on U.S. Route 63

**APPROVED**

Beginning at the intersection of present U.S. Route 63 and State Route 19 at Thayer, then southerly and southeasterly over S.R. 19 for 2.138 miles to the intersection of present U.S. Route 63.

Relocation of U.S. Route 160

**APPROVED**

Beginning at the intersection of present U.S. Route 160 and State Route 13 north of Reed's Spring Junction, then southwesterly over S.R. 13 to the intersection of State Route 248, the southeasterly over S.R. 248 to the intersection of present U.S. Route 160.

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

**APPROVED**

Beginning at the intersection of present U.S. Route 54 and State Route NN south of Louisiana, then northeasterly over S.R. NN for .66 miles to the intersection of an existing facility (Georgia Street), then northeasterly over the facility for 2.33 miles to the intersection of State Route 79, then northwesterly over S.R. 79 for .39 to the intersection of present U.S. Route 54 north of Louisiana.

**Nebraska**

Establishment of a U.S. Alternate Route 183 (RESUBMITTAL)

**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.

**Nevada**

Extension of U.S. Route 395 Business

**APPROVED**

Beginning at the present terminus of U.S. Route 395 Business and State Route 430 in Reno, then southeasterly over S.R. 430 for 4.95 miles to the intersection of State Route 431, then southwesterly over S.R. 431 for .71 miles to the intersection of U.S. Route 395 south of Reno.

**North Dakota**

Relocation of U.S. Route 52

**APPROVED**

Beginning at the intersection of present U.S. Route 52 and State Route 281 in Jamestown, then southerly over S.R. 281 for 1.1 miles to the intersection of Interstate Route 94, then easterly over I-94 for 2.06 miles to the intersection of present U.S. Route 52.

Recognition of a By-Pass Route on U.S. Route 52

**APPROVED**

Beginning at the intersection of present U.S. Route 52 and a new facility being constructed northwest of Jamestown, then southwesterly and southerly over the facility for 3.5 miles to the intersection of Interstate Route 94, then easterly over I-94 for 1.8 miles to the intersection of the proposed relocation of U.S. Route 52 south of Jamestown.

**Ohio**

Relocation of U.S. Route 68

**APPROVED**

Beginning at the intersection of present U.S. Route 68 and a newly constructed facility north of West Springfield, then southwesterly over the new facility for 1.5 miles to the intersection of present U.S. Route 68.

**Oklahoma**

Relocation of Interstate Route 44

**APPROVED**

Beginning at the intersection of present Interstate Route 44 and U.S. Route 412 east of Tulsa, then easterly over U.S. Route 412 for 1.28 miles to the intersection of a newly constructed facility (Will Rogers Turnpike), then northerly over the new facility for 1.50 miles to the intersection of present Interstate Route 44 southwest of Claremore.

**Pennsylvania**

Relocation of U.S. Route 422

**APPROVED**

Beginning at the intersection of present U.S. Route 422 and a newly constructed facility (Kittanning Bypass) east of West Kittanning, then southerly and northwesterly over the facility for 4 miles to the intersection of present U.S. Route 422 in West Kittanning.

Recognition of a Business Route on U.S. Route 422

**APPROVED**

Re-designate present U.S. Route 422 between the above points as U.S. Route 422 Business.

Extension of U.S. Route 220  
Business  
**APPROVED**

Beginning at the present terminus of U.S. Route 220 Business and an existing facility (old U.S. Route 220) in Duncansville, then southerly over the facility to the intersection of U.S. Route 220 at Sproul.

Relocation of U.S. Route 220 and  
the Establishment of a U.S.  
Alternate Route 220  
**APPROVED**

Beginning at the intersection of present U.S. Route 220 and U.S. Route 322 at Martha Furnace, then southeasterly over U.S. Route 322 to the intersection of a newly constructed facility near State College, then easterly and northeasterly over the facility to the intersection of present U.S. Route 220 near Marion.

Re-designate present U.S. Route 220 between the above points as U.S. Route 220 Alternate.

**South Carolina**  
Relocation of U.S. Route 521  
**APPROVED**

Beginning at the intersection of present U.S. Route 521 and U.S. Route 401 in Sumter, then easterly over U.S. Route 401 to the intersection of U.S. Route 15, then southerly over U.S. Route 15 to the intersection of present U.S. Route 521.

**Virginia**  
Relocation of U.S. Route 60  
**APPROVED**

Beginning at the intersection of present U.S. Route 60 and an existing facility in the City of Richmond, then westerly and northwesterly over the facility for 2.00 miles to the intersection of present U.S. Route 60.

**New Mexico/Colorado/Utah**  
Renumber U.S. Route 666 as U.S.  
Route 491  
**APPROVED**

Renumber existing U.S. Route 666 between its intersections with Interstate Route 40 in Gallup, New Mexico and U.S. Route 191 in Monticello, Utah as U.S. Route 491.

## ADDENDUM 1

Route Numbering Committee Agenda  
Friday, May 30, 2003  
Lexington, Kentucky

### North Carolina

Establishment of Interstate Route  
140

**APPROVED – MARK AS  
“FUTURE I-140”**

Establishment of Interstate Route  
185

**DISAPPROVED**

Beginning at the intersection of U.S. Route 17 and a new facility being constructed east of Wilmington, then westerly and southwesterly over the facility for 27 miles to the intersection of U.S. Route 17 west of Wilmington.

Beginning at the intersection of Interstate Route 85 and Interstate Route 85 Business in Lexington, then northwesterly over I-85 Business for 4 miles to the intersection of U.S. Route 52, then northwesterly and northerly over U.S. Route 52 for 20 miles to the intersection of Interstate Route 40 in Winston-Salem.

Establishment of Interstate Route  
195

**DISAPPROVED**

Beginning at the intersection of Interstate Route 95 and a new facility being constructed north of Fayetteville, then northwesterly, southwesterly, southerly and southeasterly over the facility for 35.18 miles to the intersection of Interstate Route 95 south of Fayetteville.

Relocation of U.S. Route 13  
**APPROVED**

Beginning at the intersection of present U.S. Route 13 and a new facility being constructed south of Bethel, then northerly over the facility for 3.66 miles to the intersection of present U.S. Route 13 north of Bethel.

Recognition of a Business Route on  
U.S. Route 13  
**APPROVED**

Re-designate present U.S. Route 13 between the above points as U.S. Route 13 Business.

Relocation of U.S. Route 17  
**APPROVED**

Beginning at the intersection of present U.S. Route 17 and a new facility being constructed south of Williamston, then northerly over the facility for 2.26 miles to the present intersection of U.S. Route 17 in Williamston.

Extension of U.S. Route 17  
Business  
**APPROVED**

Beginning at the present terminus of U.S. Route 17 Business at the intersection of proposed old U.S. Route 17, then southerly over old U.S. Route 17 for 1.61 miles to the intersection of U.S. Route 17.

Relocation of U.S. Route 25  
**APPROVED**

Beginning at the intersection of present U.S. Route 25 and State Route 225 south of Hendersonville, then northerly over the S.R. 225 for 4.02 miles to the intersection of Interstate Route 26, then northerly and northwesterly over I-26 for 10.39 miles to the intersection of present U.S. Route 25 north of Hendersonville.

Establishment of U.S. Route 25  
Business  
**APPROVED**

Beginning at the intersection of the proposed relocation of U.S. Route 25 and U.S. Route 176 south of Hendersonville, then northwesterly over U.S. Route 176 for approximately 6 miles to the intersection of proposed old U.S. Route 25, then northwesterly over old U.S. Route 25 for approximately 6 miles to the intersection of present U.S. Route 25.

Elimination of U.S. Routes 29/70  
Business  
**APPROVED**

Eliminate the existing U.S. Routes 29/70 Business designation between the intersections with U.S. Route 29/70 in Lexington.

Relocation of U.S. Route 64  
**APPROVED**

Beginning at the intersection of present U.S. Route 64 and a new facility being constructed, then easterly over the facility for 28.70 miles to the intersection of present U.S. Route 64.

Elimination of U.S. Route 264  
**APPROVED**

Eliminate the existing U.S. Route 264 designation between the intersection with U.S. Route 158 in Nags Head and the intersection with U.S. Route 64 west of Manns Harbor.

Elimination of U.S. Route 264  
Bypass  
**APPROVED**

Eliminate the existing U.S. Route 264 Bypass designation between the intersections with U.S. Route 264 south of Manteo.

Extension of U.S. Route 311  
**APPROVED**

Beginning at the present terminus of U.S. Route 311 and U.S. Route 220 Business in Madison, then southeasterly over U.S. Route 220 Business to the intersection of U.S. Route 220 Bypass, the northerly over U.S. Route 200 Bypass to the intersection of State Route 135, the northeasterly, southeasterly, and northeasterly over S.R. 135 to the intersection of State Route 770 in Eden.

Relocation of U.S. Route 421  
(Wilkes County)  
**APPROVED**

Beginning at the intersection of present U.S. Route 421 and a new facility being constructed, then northeasterly, easterly and southeasterly over the facility for 5.60 miles to the intersection of present U.S. Route 421.

Relocation of U.S. Route 421  
(Yadkin County)  
**APPROVED**

Beginning at the intersection of present U.S. Route 421 and a new facility being constructed, then easterly over the facility for 7.37 miles to the intersection of present U.S. Route 421.

Elimination of U.S. Route 521  
**APPROVED**

Eliminate the existing U.S. Route 521 designation between the intersection with Interstate Route 85 in Charlotte and the intersection with Interstate Route 485 south of Charlotte.

**ADDENDUM 2**

Route Numbering Committee Agenda  
Friday, May 30, 2003  
Lexington, Kentucky

**Tennessee**  
Renumber Interstate Route 181 as Interstate  
Route 26  
**DISAPPROVED**

Renumber existing Interstate Route 181  
between its intersections with Interstate Route  
81 south of Kingsport and U.S. Route 11 in  
Kingsport.