

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS
341 National Press Building
Washington, D. C. 20004

U. S. ROUTE NUMBERING SUB-COMMITTEE AGENDA
Annual Meeting-October 13, 1967, Salt Lake City, Utah

SHOWING ACTION TAKEN BY EXECUTIVE COMMITTEE ON
OCTOBER 14, 1967 AT SALT LAKE CITY, UTAH

STATE & ROUTE

DESCRIPTION

MASSACHUSETTS

US Route 3
Relocation

APPROVED

Beginning at interchange with present US Route 3 and newly constructed facility near Westford Road Tyngsborough, thence northerly on new location to a temporary connection leading to present US Route 3 just south of the Massachusetts-New Hampshire State line.

CONNECTICUT

US Route 6
Relocation

APPROVED

Beginning at junction with present US Route 6 and newly constructed facility west of Bolton Notch interchange, thence westerly on new location to junction with present US Route 6 and State Route 15 in East Hartford.

US Routes 6 and 202
Relocation

APPROVED

(Southbound Leg)
Beginning at intersection of present US Routes 6 and 202 (East Main Street in Thomaston) thence southerly along newly constructed section of State Route 8 Expressway, leaving the Expressway and crossing the Naugatuk River to an intersection with present US Routes 6 and 20 and State Route 109 in Thomaston.

APPROVED

(Northbound Leg)
Beginning at the intersection of present US Routes 6 and 202 with State Route 109, thence easterly over SR 109 to State Route 8 Expressway, thence northerly over SR 8 to junction with present US Routes 6 and 202 in Thomaston.

STATE & ROUTE

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DESCRIPTIONILLINOIS

US Route 12 BR
Elimination of
Business Route

APPROVED

Beginning at junction of present US Route 12 and US Route 12 BR in Des Plaines, thence southeasterly over Rand Road to Foster Avenue thence eastward on Foster Avenue to Lake Shore Drive, thence southerly on Lake Shore Drive to North Michigan Avenue, thence south over Michigan Avenue to Cermak Road, thence east over Cermak Road to South Park Way, thence south over South Park Way to East Oakwood Boulevard, thence east on E. Oakwood Boulevard to Drexel Boulevard, thence south on Drexel Boulevard to Hyde Park Boulevard, thence east on Hyde Park Boulevard to South Hyde Park Boulevard, thence south on S. Hyde Park Boulevard to South Cornell Drive, thence continue southerly on S. Cornell Drive to Stony Island Avenue, thence south on Stony Island Ave. to junction with present U. S. Route 12 at East 95th Street.

US Route 20 BR
Elimination of
Business Route

APPROVED

Beginning at junction of present US Route 20 and US Route 20 BR at Mannheim Road, thence southeasterly on Lake Street to Harlem Avenue, thence south on Harlem Avenue to Washington Boulevard, thence east on Washington Boulevard to Garfield Park, thence eastward on Washington Boulevard and Warren Boulevard to Wacker Drive, thence north and east on Wacker Drive to North Michigan Avenue, thence south over Michigan Avenue to Cermak Road, thence east over Cermak Road to South Park Way, thence south over South Park Way to East Oakwood Boulevard, thence east on E. Oakwood Boulevard to Drexel Boulevard, thence south on Drexel Boulevard to Hyde Park Boulevard to South Hyde Park Boulevard, thence south on S. Hyde Park Boulevard to South Cornell Drive, thence continue southerly on S. Cornell Drive to Stony Island Avenue, thence south on Stony Island Ave. to junction with present U. S. Route 20 at East 95th Street.

US Route 67
Relocation

APPROVED

Beginning at junction of present US Route 67 and State Route 100 in south edge of Beardstown, thence southerly over SR 100 to junction with State Route 104 southeast of Meredosia, thence southeasterly over SR 104 via Chapin to junction with US Routes 36 and 54 at Western edge of Jacksonville, thence east over SR 104 and U. S. Routes 36 - 54 junction with U. S. Route 67 in south Jacksonville.

STATE & ROUTE

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DESCRIPTIONPENNSYLVANIA

US Route 15
Relocation

Beginning at junction of present US Route 15 and State Route 394 northeast of Gettysburg, thence in a northeasterly direction on new location to intersection with present US Route 15 southwest of York Springs.

APPROVED

US Routes 22 - 322
Relocation

Beginning at junction of present US Routes 22 - 322 with new high type facility north of Amity Hall, thence northwesterly on new location to junction with present US Routes 22 - 322 at Millerstown.

APPROVED

US Route 309
Elimination of Route

Beginning at junction of present US Route 309 and US Route 6 in Tunkhannock, thence southerly via Beaumont, Dallas, Luzerne, Wilkes-Barre, Mountaintop, Sand Springs, Hazleton, McAdoo, Hometown, Tamaqua, Jordan, Schnecksville, Orefield, Allentown, Center Valley, Quakertown, Sellersville, Lansdale and Ambler to junction with US Route 611 in Philadelphia.

APPROVEDGEORGIA

US Route 27
Relocation in
Bainbridge
APPROVED

Beginning at the junction of present US Route 27 and State Route 38 Loop, thence in a westerly and northwest direction over SR 38 LP to junction with present US Route 27 west of Bainbridge.

US Route 84
Relocation in
Bainbridge

Beginning at the junction of present US Route 84 and State Route 38 Loop at eastern edge of Bainbridge, thence southwesterly and northwesterly over SR 38 LP to junction with present US Route 84 in Bainbridge.

APPROVED

US Route 27
Recognition of
Business Route
in Bainbridge

Beginning at junction of present US Route 27 and State Route 38 Loop, thence northerly over former US Route 27 to State Route 38, thence west on S. R. 38 to junction with present U. S. Route 27 Business Route in Bainbridge.

APPROVED

US Route 84
Recognition of
Business Route
in Bainbridge
APPROVED

Beginning at junction of present US Route 84, State Route 38 and State Route 38 Loop in eastern edge of Bainbridge, thence west over State Route 38 to junction with new US Routes 84 and 27 in Bainbridge.

US Route 84
Removal of
Business Route

Beginning at junction of present US Route 84 Business Route and State Routes 1 and 38 in Bainbridge, thence north over SR 1 (US 27 Bus. Rte.) to junction with present US Route 84 in northwest Bainbridge.

APPROVED

STATE & ROUTEDESCRIPTION

GEORGIA (cont.)
 US Route 29
 Relocation

Beginning at interchange of present US Route 29 and State Route 8 in northern edge of Athens, thence easterly and northerly over a new facility constructed as SR 8 to junction with present US Route 29 north of Hull.

APPROVED

US Route 341
 Relocations

(North of Culloden)

Beginning at junction of present US Route 341 and new State Route 7 just south of the Monroe-Lamar County Line, thence south over new facility (SR-7) approximately 1 mile to junction with present US Route 341.

APPROVED

APPROVED

(Culloden-Roberta)

Beginning at junction of present US Route 341 and new State Route 7 north of Culloden, thence southerly over new facility (SR-7) to junction with State Route 42, thence continue southerly over SR 7 and SR 42 to junction with present US Route 341 north of Roberta.

ARKANSAS

US Route 49
 Extension

Beginning at junction of present US Route 49 and US Route 70 southwest of Brinkley, thence northeasterly over US Route 70 to junction with State Route 39 in Brinkley, thence north over SR 39 to interchange with Interstate Route 40 north of Brinkley.

APPROVED

MISSOURI

US Route 50 BR
 Recognition of a
 Business Route in
 Jefferson City

Beginning at junction of present US Route 50 and new high type facility recently completed at the west edge of Jefferson City, thence east over former US Route 50 to junction with new expressway (Whitton) in Jefferson City.

APPROVED

US Route 71
 Relocation

Beginning at junction of present US Route 71 and Prospect Avenue, thence north over Prospect Avenue to interchange with Interstate Route 70, thence west over I-70 to interchange with present U. S. Route 71 and Paseo Boulevard.

APPROVED

US Route 71 BR
 Removal of
 Business Route

Beginning at intersection of present US Route 71 and US Route 71 Business Route at Meyer Boulevard and Troost Avenue, thence north over Troost Avenue to interchange with Interstate Route 70, thence east on I-70 to present US Route 71, (Paseo Boulevard).

APPROVED

STATE & ROUTE

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DESCRIPTION**SOUTH CAROLINA**

US Route 25-178 BP
Recognition of By-pass Route

APPROVED

Beginning at intersection of US Routes 25-178 and State Route 670 south of Greenwood thence in a northeasterly and northerly direction to junction with State Route 72, thence in a northwesterly and westerly direction to present US Routes 25-178 north of Greenwood.

US Route 221
Relocation

APPROVED

Beginning at junction of present US Route 221 and State Route 670 in Bradley, thence northeast over SR 670 to intersection with US Routes 25-178 south of Greenwood, thence in a northeasterly and northerly direction over new US 25-178 By-pass to intersection with present US Route 221 east of Greenwood.

US Route 221 BR
Recognition of
a Business Route

APPROVED

Beginning at the intersection of present US Routes 25-178 and State Route 670 south of Greenwood, thence northerly over former US Routes 25-178 through Greenwood to junction with former US Route 221 in Greenwood, thence easterly on former US 221 to intersection with new US 221 northeast of Greenwood.

KANSAS

US Route 270
Extension

DENIED

Beginning at northern terminus of present US Route 270 at intersection of US Route 50 and State Route 27 in Syracuse, thence north over SR 27 via Tribune, Sharon Springs to intersection with Interstate 70 south of Goodland.

MONTANA

US Route 287
Extension

DENIED

Beginning at northern terminus of present US Route 287 at intersection with US Route 89 in Choteau, thence in a northwesterly direction over US 89 via Browning, to the International Boundary at Port of Piegan.

MONTANA-IDAHO
US Route 10 Alternate
Deletion of Route

APPROVED

(Montana Section)

Beginning at intersection of present US Routes 10A and 10 with State Route 20 and US Route 93 at DeSmet, thence northerly over US 93 and SR 20 to Ravalli, thence westerly and northwesterly over SR 20 via Dixon, Perma, Paradise, Plains, Thompson Falls, Trout Creek, Tuscari and Heron to the Montana-Idaho State Line.

STATE & ROUTE

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DESCRIPTIONMONTANA-IDAHO (cont.)

US Route 10 Alternate
Deletion of Route

APPROVED

(Idaho Section)

Beginning at the Idaho-Montana State Line at Cabinet, thence northwesterly via Clark Fork and Hope to junction with US Route 95 at Sandpoint, thence southerly over US 95 via Westmond, Careywood, Athol and Hayden to interchange with Interstate Route 90 and US Route 10 north of Coeur D'Alene.

INDIANA-KENTUCKY

US Route 150
Relocation

APPROVED

(Indiana Section)

Beginning at the intersection of a new high type facility and present US Route 150 northwest of New Albany, thence south on the new facility to interchange with Interstate Route 64, thence easterly and southerly via New Albany on I-64 to the Indiana-Kentucky State Line on the new Sherman Minton Bridge.

(Kentucky Section)

Beginning at the Kentucky-Indiana State Line on the new Sherman Minton Bridge (Interstate Route 64) thence easterly with I-64 to an interchange with Interstate Route 264, thence east and southeast on Bank Street to junction with present US Route 150 on north 22nd Street. (Westbound traffic on US Route 150 will follow interchange with I-264 and join new US Route 150 at that point.)

APPROVEDMICHIGAN

US Route 23
Relocation

APPROVED

Beginning at junction of present US Route 23 and new high type facility south of Standish, thence west approximately 2.5 miles, thence south on new facility approximately 1.17 miles, thence in southeasterly direction to junction with present US Routes 23 and 10 west of Bay City.

OHIO

US Route 21
Abandonment

APPROVED contingent
upon US Route 21 being
terminated at US Alt. 50

Beginning at northern terminus of US Route 21 in Cleveland, thence southerly via Brecksville, Montrose, Massillon, New Philadelphia, Stone Creek, Newcomerstown, Cambridge, Bylesville, Caldwell, Macksburg, and Marietta to junction with US Route 50 Alternate in Marietta.

Interstate Route Numbering Revisions in Georgia (Macon)

The reshuffling of the numbering of Interstate Routes 16, 75 and 475 in the vicinity of Macon, Georgia to better direct through traffic was approved, subject to concurrence of the Bureau of Public Roads, inasmuch as the change would involve a revision in Federal-aid project numbering.