

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS
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U. S. ROUTE NUMBERING COMMITTEE AGENDA
York Harbor, Maine, June 27, 1960

ACTION TAKEN BY EXECUTIVE COMMITTEE--JUNE 28, 1960

| <u>STATE</u> | <u>ROUTE</u> | <u>DESCRIPTION</u> |
|-------------------|------------------------|--|
| <u>CALIFORNIA</u> | U. S. 6 Relocation | This routing will be over a high type freeway between Tunnel Station and the 4 level interchange at the intersection of the Hollywood and Harbor Freeways a distance of 23 miles. |
| <u>APPROVED</u> | | |
| <u>IOWA</u> | U. S. 6 Relocation | This routing will be over a high type controlled access freeway (I-35 & I-80) from the junction of present U. S. 6 (I-35) and State Route 90 west of Des Moines, thence north 3 miles, thence easterly to a junction with present U. S. 6, 4 miles east of Colfax, a distance of 33.8 miles. |
| <u>APPROVED</u> | | |
| " | U. S. 20 Relocation | This routing will be over a high type facility on new location from a point 2 miles west of Dubuque to State Route 136 about 1 mile south of Dyersville, thence north with S. R. 136 to present U. S. 20 at Dyersville, a distance of 22.3 miles. |
| <u>APPROVED</u> | | |
| " | U. S. 61 Relocation | This routing will be over a high type facility by-passing the congested area of Keokuk along the west side from a point .6 mile north of the Iowa-Missouri State line, a distance of 3.3 miles to present U. S. 61, 1.6 miles northwest of Keokuk. |
| <u>APPROVED</u> | | |
| " | U. S. 61 Relocation | This routing will be over a high type facility by-passing Montrose along the west side from a point on present U. S. 61, .5 mile west of Montrose, northerly 8.9 miles to present U. S. 61, 2 miles west of Ft. Madison. |
| <u>APPROVED</u> | | |
| " | U. S. 75 Relocation | This routing will be over a portion of controlled access Interstate 29 and a high type facility by-passing congested areas in Council Bluffs and other municipalities between Council Bluffs and Missouri Valley, beginning at the intersection of present U. S. 75 and Alternate U. S. 30 in Council Bluffs, thence northerly with I-29 to U. S. 30 west of Missouri Valley, thence east with U. S. 30 to present U. S. 75 and Alternate U. S. 30 in Missouri Valley, a distance of 20.7 miles. |
| <u>APPROVED</u> | | |

| <u>STATE</u> | <u>ROUTE</u> | <u>DESCRIPTION</u> |
|---|---|---|
| GEORGIA | U. S. 27 Relocation | This routing will be over a high type primary standards facility between LaFayette and Summerville, paralleling an old section of highway, 11.2 miles in length. |
| <u>APPROVED</u> | | |
| MISSOURI | U. S. 36 Relocation | This routing will be over a newly constructed high type facility by-passing the municipalities of Hamilton, Breckenridge and Mooresville from a point just west of Hamilton to a point 4 miles east of Mooresville, 21.8 miles in length. |
| <u>APPROVED</u> | | |
| " | U. S. 50-66 Relocation | This routing will be over a section of Interstate 44 between the interchange with U. S. 50 southeast of Union and the west edge of Eureka, a distance of 17.4 miles. |
| <u>APPROVED</u> | | |
| " | U. S. 60 Relocation | This routing will be over a new high standard facility by-passing the municipality of Montier from the junction of State Route 17 eastward, a distance of 7 miles to a point east of Supplementary Route M in Shannon County. |
| <u>APPROVED</u> | | |
| " | U. S. 60 Relocation | This routing will be over a high standard facility by-passing the community of Dudley beginning at the junction of State Route 51 and present U. S. 60, thence eastward a distance of 8 miles to junction of present U. S. 60 and Supplementary State Route F, Stoddard County. |
| <u>APPROVED</u> | | |
| " | U. S. 63 Relocation | This routing will be over a high standard facility by-passing the municipality of Atlanta from a point south of Atlanta, northerly to a point .3 mile north of the Adair-Macon County line, north of LaPlata, a distance of 10.9 miles. |
| <u>APPROVED</u> | | |
| " | U. S. 65 Relocation | This routing will be over a high type facility by-passing the congested area of Marshall beginning at the junction of U. S. 40 near Marshall Junction, thence northerly to present U. S. 65 northwest of the junction of U. S. 65 and State Route 41, a distance of 14 miles. |
| WITHDRAWN FROM AGENDA AT REQUEST OF MEMBER DEPARTMENT | | |
| " | U. S. 65 B. R. Recognition of a Business Route | This routing will be over the old portion of U. S. 65 through Marshall beginning just north of the junction of Supplementary State Route H, Saline County, and extending northwesterly a distance of 7.7 miles to the junction of new U. S. 65 northwest of Marshall. |
| WITHDRAWN FROM AGENDA AT REQUEST OF MEMBER DEPARTMENT | | |

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| <u>STATE</u> | <u>ROUTE</u> | <u>DESCRIPTION</u> |
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| MISSOURI (Con't) | U. S. 67 Relocation | This routing will be over a new high standard facility by-passing the communities of Basloge and Esther between the Jefferson-St. Francois County line and the north edge of Farmington, a distance of 20 miles. |
| <u>APPROVED</u> | | |
| " | U. S. 67 B. R. Recognition of a Business Route | This routing will be over present State Routes 8 and 32 through Leadwood and Flat River, a distance of 5.2 miles. |
| <u>APPROVED</u> | | |
| " | U. S. 67 Relocation | This routing will be over a high type facility by-passing the communities of Coldwater, Lodi and Silva from a point on present U. S. 67 northeast of Coldwater southwesterly a distance of 11.6 miles to present U. S. 67 south of Silva. |
| <u>APPROVED</u> | | |
| " | U. S. 71 Relocation | This routing will be over a section of Interstate 29 from a point south of Platte City, thence north to U. S. 36 at St. Joseph, a distance of 28 miles. |
| <u>APPROVED</u> | | |
| MISSOURI- ARKANSAS | U. S. 71 Relocation | (Missouri Section) This routing will be over State Route 88 from Lenagan via Jane to the Missouri-Arkansas State line, a distance of 15.4 miles. |
| <u>APPROVED</u> | | |
| " | " | (Arkansas Section) This routing will be over State Route 100 from the Arkansas-Missouri State line to Bentonville via Bella Vista, a distance of 10 miles. |
| <u>APPROVED</u> | | |
| MASSACHUSETTS | U. S. 44 Relocation | This routing will be over new high type facilities with the eastbound traffic routed over a new expressway southeasterly from a point west of the junction of U. S. 44 and State Route 28 for a distance of 2.7 miles, then .8 mile northeasterly to present U. S. 44 in Middleboro. West bound traffic will be routed northwesterly on West Grove Street, a distance of 2.9 miles to present U. S. 44 west of State Route 28 junction. |
| <u>APPROVED</u> | | |
| " | U. S. 202 Relocation | This routing will be over new sections of highways and town ways between Holyoke and South Hadley beginning at a junction of a new facility and Bridge Street in South Hadley, thence southwesterly over a new bridge crossing the Connecticut River northwest of the present bridge then with southbound traffic only marked over Hampden, Lincoln and Northampton Streets to a junction of Beech and Cherry Streets in Holyoke. Northbound traffic will be routed from the above junction point north-easterly over Beech Street to the new bridge over the Connecticut River in Holyoke join- |
| <u>APPROVED</u> | | |

| <u>STATE</u> | <u>ROUTE</u> | <u>DESCRIPTION</u> |
|----------------------------------|---|---|
| MASSACHUSETTS (Con't) | U. S. 202 Relocation (Con't) | ing the new location for both north and south bound markings for U. S. 202. |
| ILLINOIS | U. S. 51 Relocation | This routing will be over a new high standard limited access highway from a point 2.5 miles north of Peru southerly through Peru over a high level bridge crossing the Illinois River, thence to present U. S. 51 at the junction of State Route 71 south of Oglesby, a distance of 8.84 miles. |
| <u>APPROVED</u> | | |
| " | U. S. 51 B. R. Elimination of a Business Route | This routing from a point 2.5 miles north of Peru southerly and east through Peru and LaSalle to former U. S. 51 (new Bus. Rte. 51) in LaSalle, a distance of 4.9 miles. |
| <u>APPROVED</u> | | |
| " | U. S. 51 B. R. Recognition of a New Business Route | This routing will be over former U. S. Route 51 from a point 2.5 miles north of Peru thence east and south through LaSalle, east and south through Oglesby to new U. S. Route 51 at junction with State Route 71, a distance of 10.4 miles. |
| <u>APPROVED</u> | | |
| KANSAS | U. S. 59 Relocation | This routing will be over State Routes 31, 52, 6 and 39 via Lone Elm, Kincaid, Moran and Stark from the junction of present U. S. 59 and State Route 31 south of Garnett to the junction of present U. S. 59 and State Routes 6 and 39 west of Stark, a distance of 44 miles. |
| <u>APPROVED</u> | | |
| ARKANSAS | U. S. 167 Extension of U. S. Route | This routing will be over primary type highways beginning at the north terminal point of present U. S. 167 in Little Rock, thence northeasterly over U. S. Route 67 to State Route 11 at Bald Knob, thence northerly over State Route 11 to U. S. 62 at Ash Flat, thence northeasterly over U. S. 62 to a junction with U. S. 63 at Hardy, a distance of 143.9 miles. |
| <u>APPROVED</u> | | |
| TEXAS- NEW MEXICO- ARIZONA | U. S. 180 Extension of U. S. Route | (Texas Section) This routing will begin at the western terminus of U.S. 180 in El Paso, thence northwesterly over U.S. Routes 80 and 85, a distance of 7.8 miles, thence northerly over Interstate Route 10, a distance of 11.2 miles to the Texas-New Mexico State line northeast of Anthony, a total distance of 19 miles. |

Request for this extension REJECTED but has possibilities. Considerable mileage in the three States involved is below the required standards. If and when the substandard sections are improved to acceptable and current standards a resubmission of the application by the States involved will be in order. It is anticipated that traffic will increase when the standards of the road are improved.

(New Mexico Section)
Beginning at the New Mexico-Texas State line northeast of Anthony, Texas, thence northerly over U.S. 80 and 85 to Las Cruces, thence west over U.S. Routes 70-80 to Deming, thence north-west over U.S. 260 (to be eliminated if U.S. 180 Extension is approved) to the New Mexico-Arizona State line west of Luna, a distance of 250 miles.

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| <u>STATE</u> | <u>ROUTE</u> | <u>DESCRIPTION</u> |
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| TEXAS- NEW MEXICO- ARIZONA (Con't) | U. S. 180 Extension of U. S. Route (Con't) | (Arizona Section) Beginning on the Arizona-New Mexico State line east of Alpine, thence west over U. S. 260 (to be eliminated if U. S. 180 Extension is approved) to Alpine, thence northerly over U. S. 666 via Springerville to St. Johns, thence northwesterly via Concho and Holbrook, to U. S. 66, thence westerly over (I-40) U.S. 66 via Winslow to State Route 164 in Flagstaff, thence northwesterly over State Route 164 to State Route 64 north of Williams, thence northerly to Grand Canyon over State Route 64, a total distance of 296 miles. |
| <u>ACTION SHOWN ON PRECEDING PAGE</u> | | |
| NORTH CAROLINA- TENNESSEE | U. S. 321 Extension of U. S. Route | (North Carolina Section) Beginning at the northwestern terminus of U. S. 321 in Boone, thence westerly over State Route 194 to Vilas, thence northwest and west over State Route 603 to the North Carolina-Tennessee State line west of Sugar Grove, a distance of 18 miles. |
| <u>APPROVED</u> | " | (Tennessee Section) Beginning on the Tennessee-North Carolina State line on State Route 67, thence westerly over State Route 67 to Elizabethton, thence southwesterly over State Route 91 to Johnson City, a total distance of 36 miles. |
| <u>APPROVED</u> | " | |
| NEBRASKA | U. S. 383 Elimination of U. S. Route (Partial) | The routing affected by this change begins at the present northern terminus which is the junction with U. S. 30 in Elm Creek and extends south to the junction with U. S. 136 in Alma, a distance of 45.8 miles. |
| <u>APPROVED</u> | | |
| TENNESSEE | U. S. 441 Extension of U. S. Route | This routing will begin at the northern terminus of present U. S. 441 in Lake City, thence northerly over U. S. Route 25 W via Jacksboro to State Route 63 in La Follette, thence northwesterly over State Route 63 to U. S. Route 25 E, thence north to the Tennessee-Virginia State line at Cumberland Gap, a total distance of 48.7 miles. |
| <u>DENIED</u> | Application indicates that the route is not adequately improved to primary standards and does not carry traffic not otherwise provided for by existing U. S. Routes | (Kentucky Section) The proposed routing begins at the Mississippi River (Kentucky-Missouri State line) near Columbus at the west end of State Route 80, thence easterly over State Route 80 via Mayfield, Aurora, Cadiz, Hopkinsville, Elkton, Russellville, Bowling Green, Glasgow, Edmonton, Columbia, Somerset, London, Manchester, Hyder, Hindman, Allen and Pikeville to the Kentucky-Virginia State line near Elkhorn City, a distance of 491.2 miles. |
| KENTUCKY- MISSOURI | Establishment of a U. S. Route | |
| <u>DENIED</u> | for the reason that the routing is over substandard highways with a major river crossing between the two States involved via a ferry which is not adequate for a U. S. Route designation. Under present policy no additional road shall be added to the U. S. Numbered Road System except where there is a definite showing of an adequately improved highway carrying an established and necessary line of interstate traffic not otherwise provided for by existing U. S. Routes and for which | |

| <u>STATE</u> | <u>ROUTE</u> | <u>DESCRIPTION</u> |
|----------------------------------|--|--|
| KENTUCKY- MISSOURI (Con't) | Establishment of a U. S. Route (Con't) | (Missouri Section) The proposed routing begins on U.S. 61 at the junction with State Route 80 east of Matthews, thence east via East Prairie over State Route 80 to the Mississippi River (Missouri-Kentucky State line) a distance of 27.9 miles. |
| ARIZONA- CALIFORNIA | U. S. 95 Extension of a U. S. Route | (Arizona Section) The proposed routing would begin at the Arizona-California State line on U. S. Routes 60-70 in Ehrenberg, thence east over U. S. Routes 60-70 to junction with State Route 95 at Quartzsite, thence southerly over State Route 95 via Yuma, Smerton and Gadsden to the International Boundary at San Luis, a total distance of 128 miles. |
| <u>APPROVED</u> | * See bottom of page for California Section | |
| NEVADA | U. S. 95 Alternate Request to change Alternate Route to U. S. 95 West | The proposed routing would begin at the junction of U. S. 40 and U. S. 95, 23 miles west of Lovelock, thence southwesterly over U. S. 40 to present U. S. 95 Alternate, 2 miles east of Fernley, thence southerly over present U. S. 95 A via Fernley, Silver Springs, Wabuska and Yerington to present U. S. 95 at Schurz, a distance of 109.5 miles. |
| | Application considered and Committee requested the following: (1) that the location of U.S. 95 as now established from a point 23 miles west of Lovelock southerly through Fallon and Schurz to junction with present route U.S. 95 Alt. be reaffirmed; (2) that the State decide which route they want to select as U.S. 95W (a) The route from the junction with presently established U.S. 95, 23 miles west of Lovelock southerly through Hot Springs, Fernley, Silver Springs, Yerington, to the junction with U.S. 95 south of Schurz, or (b) The route from the junction with presently established U.S. 95, 23 miles west of Lovelock, southerly through Hot Springs to Fernley, thence southeasterly via Hazen to present U.S. 95 in Fallon. An alternate marking implies a route to equal standard, which is not true in this case, and further, it is not the purpose of the U. S. Numbering System to describe a local network. | |
| OKLAHOMA | U. S. 66 Relocation of U. S. Route | This routing will be over a new high standard facility (I-44) from a junction with former U.S. 66 and State Route 33 east and northerly through the south and east edge of Tulsa to the intersection of present U.S. 66 and I-44 east of Tulsa, a distance of 12.2 miles. |
| <u>APPROVED</u> | | |
| " | U. S. 66 B. R. Recognition of a Business Route | This routing will follow former U. S. Route 66 through Tulsa from the western junction of U. S. 66 and Interstate 44 north and east of the eastern junction of I-44 and U. S. 66. |
| <u>APPROVED</u> | | |
| | * (California Section) | |
| | * This proposed routing begins at the present southern terminus of this route at the junction with U.S. Routes 60-70 about two miles east of Blythe, thence eastward approximately two miles to the California-Arizona State line. | |

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| <u>STATE</u> | <u>ROUTE</u> | <u>DESCRIPTION</u> |
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| GEORGIA- SOUTH CAROLINA | U. S. 25 B. R. Recognition of a Business Route | (Georgia Section) This routing begins at the intersection of Broad Street and the new location of U. S. Routes 1, 25, 78 and 278 in Augusta just east of 3rd St., thence westerly over Broad Street to 13th Street, thence north on 13th Street to the Georgia-South Carolina State line at the Savannah River. |
| <u>APPROVED</u> | | |
| " | " | (South Carolina Section) This routing begins at the junction of old U. S. 25 and the new facility which will be marked U. S. 25 near the north city limits of North Augusta, thence southerly along the route of former U. S. 25 to the South Carolina Georgia State line at the Savannah River. |
| <u>APPROVED</u> | | |
| CALIFORNIA | U. S. 40 B. R. Recognition of a Business Route | This routing will be over former U. S. Route 40 through Truckee between the Donner Park overcrossing and the Route 18 and 83 Separation. |
| <u>APPROVED</u> | | |
| " | U. S. 60-70-99 B.R. Recognition of a Business Route | This routing will be over former U. S. Routes 60-70 and 99 through Beaumont and Benning from the interchange at the west limits of Beau- mont easterly to join the existing Business Route 60-70-99 at 20th Street in Benning. |
| <u>APPROVED</u> | | |
| " | U. S. 91 B. R. Recognition of a Business Route | This routing will be over former U. S. 91 through Corona beginning at the west end of present Business Route 91 in Riverside, thence westerly to the western city limits of Corona at the interchange with the Riverside Freeway. |
| <u>APPROVED</u> | | |
| " | U. S. 101 B. R. Recognition of a Business Route | This routing will be over former U. S. 101 through Greenfield between the north Green- field Overcrossing and South Greenfield Over- crossing. |
| <u>APPROVED</u> | | |
| " | U. S. 101 B. R. Recognition of a Business Route | This routing will be over former U. S. 101 through Fortuna between the Robnerville Under- crossing and the Fortuna Overhead. |
| <u>APPROVED</u> | | |

| <u>STATE</u> | <u>ROUTE</u> | <u>DESCRIPTION</u> |
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| MICHIGAN | U. S. 10 Extension of U. S. Route | This extension will join U. S. 10 in Detroit with Interstate Route 75 and U. S. 12 at the interchange at the south end of Woodward Avenue. |
| <u>APPROVED</u> | | |
| " | U. S. 12 Relocation of Route and Deletion of Portion not to be Used | This routing will begin at the interchange of the John C. Lodge and Edsel Ford Expressways in Detroit and follow the John C. Lodge Expressway southeasterly to the interchange with Woodward Avenue (U. S. 10) and Interstate 75. The section of present U. S. 12 to be abandoned as a U. S. Route is between the John C. Lodge and Edsel Ford Expressways Interchange eastward to Woodward Avenue (U. S. 10). (Georgia Section) |
| <u>APPROVED</u> | | |
| GEORGIA- SOUTH CAROLINA | U. S. 1, 25, 78 & 278 Relocation | This routing for U. S. 78 and 278 begins at the western edge of Augusta, thence over a new high standard facility eastward through Augusta picking up U. S. Routes 1 and 25 at interchange points where the new facility intersects each route then northerly to a new bridge crossing the Savannah River (State Line between Georgia and South Carolina) a short distance east of the present bridge. (South Carolina Section) |
| <u>APPROVED</u> | | |
| " | U. S. 1, 25 & 78 Relocation | This routing begins at the new bridge crossing the Savannah River connecting Augusta and North Augusta, thence northerly over a new facility to the interchange where new U. S. 25, State Route 68, U. S. 1 and U. S. 78 converge in North Augusta. U. S. 1 and 78 follow their old routing from that point northeasterly; U. S. 25 follows a new high standard facility northwesterly and northerly to the north limits of North Augusta. |
| <u>APPROVED</u> | | |