

294

404
403

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

U. S. ROUTE NUMBERING SUBCOMMITTEE AGENDA
June 21, 1971
Edgewater Hotel, Madison, Wisconsin

SHOWING ACTION TAKEN BY THE EXECUTIVE COMMITTEE ON JUNE 22, 1971

MAINE

U. S. Route 1A
Establishment of Alternate
U. S. Route

APPROVED--Record Correction
Only

Beginning at the interchange of Interstate Route 295, U. S. Route 1, and Maine State Route 26 north of Tukeys Bridge in Portland; thence southerly over Tukeys Bridge via I-295 and SR 26 to intersection with Marginal Way and Washington Avenue just south of Tukeys Bridge; thence continue southwesterly over Marginal Way to junction with Franklin Street to Commercial Street; thence southwesterly over Commercial Street to West Commercial Street; thence continue southwesterly over West Commercial Street to junction with U.S. Route 1 and Danforth Street.

VIRGINIA

U. S. Route 1
Recognition of a
Bypass Route and
a Business Route

APPROVED

Beginning at the junction of present U. S. Route 1, U. S. 1 Alternate and U.S. 17 in the northern part of Fredericksburg just south of the bridge over the Rappahannock River; thence run over former U. S. Route 1 Alternate in a southerly direction a distance of 4.58 miles to junction with present U. S. Route 1 south of Fredericksburg.

Beginning at the junction of present U. S. 1 and Alternate U. S. 1 just south of the bridge over the Rappahannock River, which is also junction with U. S. Route 17; thence in a southeasterly direction over former U. S. 1--U. S. 17 to east junction with U. S. 1 and U. S. 17 in Fredericksburg; thence southwesterly over former U. S. Route 1 through Fredericksburg to junction with present U. S. Route 1 and Alternate U. S. 1 south of Fredericksburg.

404

VIRGINIA continued

U. S. Route 11
Recognition of
Bypass Route and
a Business Route

APPROVED

Beginning at the junction of present U. S. Route 11 and Alternate U. S. Route 11 northeast of Staunton; thence continue southwesterly over U. S. Route 11 to interchange with State Route 254; thence continue southerly and westerly over present U. S. Route 11 and SR 254 to junction with U. S. Route 11 Alternate, U. S. 250 and SR 254.

Beginning at the junction of present U. S. Route 11 northeast of Staunton; thence follow U. S. Route 11 Alternate through Staunton to junction with U. S. 250; thence continue southerly with southbound traffic being marked over Augusta Street to Johnson Street; thence east on Johnson Street to junction with New Street; thence in a southeasterly direction to junction with present U. S. Routes 11, 250 and State Route 254. With northbound traffic being marked on New Street northward from Johnson Street to north junction of U. S. Route 11 Alternate at intersection with Peyton Street

U. S. Route 211-522
Recognition of a Bypass Route
and Recognition of a Business
Route

APPROVED

Beginning at the junction of new U.S. Routes 211 and 522 east of Washington, Va.; thence on a new location southwesterly passing Washington on the south and eastern side to a junction with present U. S. Routes 211-522 south of Washington, a distance of approximately 1.09 miles.

Beginning at junction of present U. S. Routes 211-522 east of Washington, Va.; thence over a new connection to former U. S. Routes 211-522; thence westerly through Washington on the former routing of U. S. Routes 211-522 to intersection with State Route 628; thence south on former U. S. Routes 211-522 to junction with new location of U. S. Routes 211-522 south of Washington, Va.

VIRGINIA continued

U. S. Route 221
Extension

Action deferred
pending additional
information

Beginning at the eastern terminus of U. S. Route 221 at its junction with U. S. 220; thence in a northeasterly direction in Roanoke to junction with U. S. 11; thence northerly over U. S. Route 11 to junction with U. S. Route 460; thence northeasterly and easterly over U. S. Route 460 passing south of Montvale to junction with U. S. 460 Bypass west of Bedford; thence eastward over U. S. 460 Business Route (former U.S. 460) to junction with State Route 43 in Bedford; thence northerly with SR 43 (old U.S. 460) to north junction of former U. S. 460 and SR 43; thence northeasterly over former U. S. Route 460 to junction with new U. S. Route 460, U. S. Routes 29 and 501 in Lynchburg.

U. S. Route 460
Relocation

Action deferred pending
additional information

Beginning at the west end of Bedford Bypass; then run easterly over the Bypass route; thence easterly and northerly over State Route 297 to intersection of U. S. Route 29 in Lynchburg; thence northeasterly over U. S. 29 (Lynchburg Expressway) to junction with U.S. Routes 29-501 in the eastern section of Lynchburg.

U. S. Route 460
Recognition of a
Bypass Route and
Recognition of a
Business Route

Action deferred pending
additional information

Beginning at the junction of present U. S. Route 460 and present State Route 297 Bypass west of Bedford; thence run eastwardly over U. S. Route 297 Bypass to junction with newly located U. S. 460 east of Bedford.

Beginning west of Bedford at the junction of U. S. Route 460 and U. S. Route 460 Bypass (formerly SR 297 Bypass); thence eastwardly on former U. S. Route 460 to junction with State Route 43 in Bedford; thence continue easterly over State Route 297 to junction with U. S. Route 460 Bypass east of Bedford, at or near the junction with State Route 714.

INDIANA

U. S. Route 6
Extension of Route
(Relocation)

APPROVED

Beginning at the junction of Indiana State Route 3 and present U. S. Route 6 in the northwestern edge of Kendallville; thence easterly on a new location through the northern portion of Kendallville to junction with present U. S. Route 6 east of Kendallville a distance of approximately 2.69 miles.

U. S. Route 30
Relocation

APPROVED

Beginning at the junction of newly constructed facility and State Route 19 in northern edge of Etna Green; thence run southeasterly on newly constructed facility passing north of Atwood; thence due east to intersection with State Route 15 north of Warsaw; thence in a southeasterly direction to junction with present U. S. Route 30 east of Warsaw.

U. S. Route 36
Relocation

APPROVED

Beginning on present U. S. Route 36 approximately 1.4 miles west of U. S. 27 in Lynn; thence on a new location running northeasterly and easterly bypassing the town of Lynn on the north to a point 0.1 mile east of Greenville Treaty Line in Randolph County

U. S. Route 41
Relocation
(Evansville)

DENIED

Beginning at junction of present U. S. 41 and newly constructed facility 0.75 miles north of Pigeon Creek; thence in a southerly direction through Evansville to a junction with present U. S. Route 41, 1.4 miles north of the Ohio River Bridge in Evansville. The total distance of the relocation being 4.71 miles

U. S. Route 41
Relocation

APPROVED

Beginning at the junction of a new high-type dual facility and present U. S. 41 approximately 1.4 miles north of junction of State Route 67; thence northerly on a new location passing southeast of Emison to a junction of the new facility and U. S. Route 41 northeast of Oaktown, approximately 1.5 miles south of the Knox-Sullivan County Line

U. S. Route 50
Relocation
(Dillsboro)

APPROVED

Beginning at the junction of present U. S. Route 50, 1.23 miles northwest of Dillsboro; thence southeasterly on a newly constructed facility passing through the northeast corner of Dillsboro; thence east to the junction with present U. S. Route 50, 2.37 miles east of Dillsboro.

INDIANA continued

U. S. Route 52
Relocation

APPROVED

Beginning at the interchange of U.S. Route 52 and Interstate Route 465 northwest of Indianapolis; thence easterly on I-465 along north side of Indianapolis; thence southerly along the east side of Indianapolis over I-465 to junction with present U. S. 52 southeast of Indianapolis.

U. S. Route 150
Relocation

APPROVED

Beginning at the junction of a new high-type dual facility and present U.S. Route 150 approximately, 1.4 miles north of junction of State Route 67; thence northerly on a new location passing southeast of Emison to a junction of the new facility and U. S. Route 150 northeast of Oaktown, approximately 1.5 miles south of the Knox-Sullivan County Line.

U. S. Route 421
Relocation

APPROVED

Beginning at the junction of U.S. 421 and State Route 107 north of Airport Road; thence in a southeasterly and southerly direction on new location intersecting State Route 62 northeast of Madison; thence southerly over State Route 62 into Madison to junction with present U.S. Route 421 and State Route 56 (Main & Jefferson Streets) in Madison.

U. S. Route 460
Relocation
(Edwardsville to
New Albany Section)

APPROVED

Beginning at the junction of present U. S. Route 460 and State Route 62 in Edwardsville; thence northwesterly to intersection with Interstate Route 64; thence northeasterly and easterly over I-64 to interchange with I-64 and U. S. 150 in New Albany near the north end of the Sherman Minton Bridge over the Ohio River.

U. S. Route 460
Relocation
(Evansville Area Section)

APPROVED

Beginning at the junction of present U. S. 460, 0.64 miles west of the Posey-Vanderburgh County Line in Posey County; thence in a southeasterly direction on new facility crossing State Route 65 northwest of Kasson; thence continue southeasterly into and through Evansville to a junction with present U. S. Route 460 and State Route 62 in the eastern portion of Evansville.

GEORGIA

U. S. Route 23
Relocation

APPROVED

Beginning at the junction of present U. S. Route 23 and U. S. 41 Business Route and State Route 87 Spur in Macon; thence northwesterly on SR 87 (Riverside Drive) via Dames Ferry, Juliette and Berner to junction with present U.S. 23 northwest of Flovilla.

U. S. Route 29
Relocation

APPROVED

Beginning at the junction of present U.S. Route 29 and new high-type facility in Grantville; thence in a northeasterly direction on a new location, a distance of 1.9 miles, to junction of present U.S. Route 29 to a point 0.8 miles northeast of Grantville city limits.

IDAHO

U.S. Route 26
Business Route Recognition

APPROVED

Beginning on present U.S. Route 26 at the junction 2 miles southwest of Ririe; thence easterly through Ririe; thence south to junction with present U.S. Route 26, 1 mile south of Ririe.

ILLINOIS

U.S. Route 30
Elimination of Alternate

APPROVED

Beginning at the junction of present U. S. Route 30 and Alternate Route U.S. 30, 5.5 miles east of Chicago Heights; thence northerly via Calumet City over the routing of U. S. 30 Alternate through Chicago; thence westerly over Alternate Route U. S. 30 via York Center, Glen Ellyn, Wheaton, Winfield, Geneva, Elburn, De Kalb, Rochelle Ashton, Dixon to junction with present U. S. Route 30 south of Galt.

U. S. Route 36
Relocation of a Portion
(Section west of SR 4
incomplete at this time)

APPROVED

Beginning at the junction of present U. S. Route 36 and Interstate Route 55 east of Springfield; thence in a southerly and westerly direction via I-55 to interchange with U.S. 66 south of Springfield; thence continue west on newly constructed facility to junction with State Route 4 southwest of Springfield (Future construction to be completed late in 1971 and will provide a new facility from this point westwardly approximately 5 miles to junction with present U.S. Route 36 at Curran.)

ILLINOIS Continued

U. S. Route 54
Elimination of a
Major Portion

APPROVED

Beginning at the northern terminus of U. S. 54 in the Chicago Loop Area; thence southerly through Chicago, Harvey, Homewood, Monee, Peotone, Manteno, Bradley, Kankakee, Ashkum, Gilman, Onarga; thence southwesterly via Ridgeville, Roberts, Guthrie, Gibson City, De Witt, Clinton, Kenney and Mt. Pulaski to junction with U. S. Route 66 and State Route 97 northeast of Springfield; thence south via present U. S. Route 54 and U.S. Route 66 to junction with U.S. Route 36 in Springfield; thence southerly and westerly over present U.S. Route 54-U.S. Route 36 through Springfield; thence westerly via Curran, Bates, South Jacksonville, Exeter, Winchester, Detroit and Pittsfield to a junction with U.S. Route 54 and U.S. Route 36 4 miles west of Pittsfield.

UTAH

U. S. Route 30S
Relocation

APPROVED

Beginning in Uintah at junction of present U. S. Route 30S and Interstate Route 80N; thence southeasterly via I-80N to interchange with I-80 at Echo; thence northeasterly over Interstate Route 80 via Emery, Castle Rock and passing east of Wahsatch to the Utah-Wyoming state line southwest of Evanston, Wyoming.

U. S. Route 50A
Relocation

APPROVED

Beginning at the Utah-Nevada state line near Wendover, Utah; thence easterly to the intersection of present U.S. Route 50A and Interstate Route 80 at Lake Point Junction; thence easterly, coincident with State Route 201 to the interchange with Interstate Route 15 in Salt Lake City; thence southerly over I-15 to the interchange with State Route 214 northeast of Spanish Fork; thence southeasterly coincident with proposed I-15-SR 214 to a junction with present U.S. Route 50-U.S. Route 6 near Moark Junction.

U. S. Route 91
Relocation

APPROVED

Beginning at present junction of U.S. 91 and Interstate Route 15 in Brigham City; then southerly over Interstate 15 via Ogden, Bountiful, Salt Lake City, Provo, Santaquin, Nephi, Scipio, Holden, passing west of Fillmore, Kanosh and Cove Fort, Beaver, Parowan, west of Cedar City to Anderson Junction and ending at the Utah-Arizona state line southwest of St. George.

UTAH continued

U. S. Route 189
Relocation

APPROVED

Beginning on the Utah-Wyoming state line west of Evanston on Interstate Route 80; thence southerly over I-80 via Castle Rock, Emery, Echo and Wanship to junction with present U. S. Route 189 and U. S. Route 40 at Silver Creek Junction.

MICHIGAN

U. S. Route 45
Relocation

APPROVED

Beginning at the junction of present U. S. Route 45 and State Trunk Route 26 east of Rockland; thence in a northeasterly direction via Mass City to junction with newly construction high-type facility east of Greenland; thence in a northwesterly direction on a high-type facility to junction with Trunk Route M-64 and present U. S. Route 45 in Ontonagon.

KANSAS

U. S. Route 50
Relocation
Hutchinson-Silvia

APPROVED

Beginning at the junction of present U. S. Route 50 and State Route 61 southeast of Hutchinson; thence southwest and west via SR 61 to junction with SR 96 south of Hutchinson; thence continue west on new high-type facility to junction with State Route 61 northeast of Whiteside; thence continue southwesterly on new high-type facility coincidental with SR 61 a distance of approximately 2 miles; thence west on a new high-type facility, passing 1 mile north of Partridge, Abbyville, and Plevna to junction with present U. S. Route 50 north of Silvia.

IOWA

U. S. Route 59
Relocation

a
APPROVED

Beginning on present U. S. Route 59 south of the Harlan south city limits; thence north on new facility to junction with Iowa State Route 44 in western portion of Harlan; thence continue northerly on new high-type facility to junction with Iowa State Route 37 approximately 3 1/2 miles east of Earling; thence continue northerly on newly constructed facility bypassing Defiance on the west to junction with present U. S. Route 59, approximately 1/2 mile north of Defiance.

MISSOURI

U. S. Route 71 Bypass
Elimination of Route

APPROVED

Beginning on U. S. Route 71 Bypass at the interchange with U.S. 71 north of Kansas City opposite the main entrance to the Mid-Continent International Airport; thence run eastwardly on Bypass Route 71 and southeasterly via Liberty, South Liberty, Courtney; thence southerly along Bypass Route 71 via Independence; east of Lee's Summit to junction with U.S. Route 50; thence west approximately one mile; thence run southerly over U. S. Route 71 Bypass, passing west of Greenwood to interchange with present U.S. Route 71 northwest of Harrisonville.

OKLAHOMA

U. S. Route 77
Relocation
Springer-Turner Falls Park

APPROVED

Beginning on present U. S. Route 77 north of Springer; thence in a northeasterly direction crossing Interstate Route 35 to a junction with present U.S. Route 77 on the west side of I-35 just north of the south section line of Sec. 6, Twp. 2S, R2 E, a total distance of 0.7 miles.

U. S. Route 77
Relocation
Turner Falls Park & Davis

APPROVED

Beginning at the junction of present U. S. Route 77 and a new high-type facility near the Turner Falls Park Entrance Spur Route 77D; thence northeasterly on new high-type facility crossing Interstate Route 35 in Sec. 19, Twp. 1 S, R 2E to junction with present U. S. Route 77 south of Davis, a total distance of 1.2 miles.

U. S. Route 81
Relocation and Recognition
of a Business Route
Rush Springs

APPROVED

Beginning on present U. S. Route 81 south of Rush Springs; thence northerly on a new high-type facility, passing to the west of Rush Springs, crossing State Route 17; thence continue north on new facility to junction with present U.S. Route 81 north of Rush Springs, a total distance of 2.6 miles

Beginning at the junction of new U.S. Route 81 and old U.S. Route 81 south of Rush Springs; thence northerly through Rush Springs on the former routing of U.S. Route 81 crossing State Route 17 in the central portion of Rush Springs; thence north and northeasterly on former U. S. Route 81 to junction with new U.S. 81 north of Rush Springs.

OKLAHOMA continued

U. S. Route 377
Extension of Route

DENIED

Beginning at the northern terminus of the present U. S. Route 377 at its junction with U. S. Route 70 and State Route 99 in Madill, Oklahoma; thence northerly over SR 99 via Tishomingo, Ada, Seminole, Prague, Stroud, Drumright, and Ballett to a junction with U. S. Route 64, approximately six miles west of Cleveland.

LOUISIANA

U. S. Route 190
Relocation and
Recognition of
Business Route

APPROVED

Beginning at the junction of U. S. Routes 190 and 11 north of Slidell; thence in an easterly direction on new location through Slidell to interchange with Interstate Route 10 east of Slidell; thence continue in an easterly direction approximately 1 1/2 miles to junction with Parish Route 1090; thence southerly over PR 1090 to junction with present U. S. Route 190 and PR 1090 southeast of Slidell.

Beginning at the junction of present U. S. Route 190 and U. S. Route 11 in north Slidell; thence southerly over U. S. Route 11 (former U. S. 190) to junction with U. S. Routes 11 and former U. S. Route 190; thence easterly on former U. S. Route 190 approximately 3 miles to junction of new U. S. 190 and former U. S. 190.

NEW JERSEY

U. S. Route 206
Relocation

APPROVED

Beginning at the interchange with Interstate Route 80 and U. S. Route 206 south of Hopatcong; thence northwesterly over Interstate Route 80 to an interchange southwest of Stanhope; thence northeasterly over new facility to junction with present U. S. Route 206 and State Route 183 in Stanhope.

NEW YORK

U. S. Route 219
Relocation

APPROVED

Beginning at Interchange of Interstate Route 90 and U. S. Route 219 at Lackawanna; thence in a southerly direction on new location passing to the west of Orchard Park; thence continue southerly east of Armor and intersecting present U. S. 219 northwest of North Boston.

NEW YORK continued

U. S. Route 15
Elimination

Denied

Beginning at the interchange of present U. S. Route 15 and Interstate Route 490 in Rochester; thence in a southerly direction via West Henrietta (crossing Interstate 90 at that point); thence continue south via East Avon, Lakeville, Livonia, Conesus, Webster Crossing, Springwater, Wayland, Cohocton, Wallace, Bath, Savona and Campbell to junction with New York State Route 17 at Painted Post.

U. S. Route 104
Elimination

APPROVED

Beginning at the interchange with Interstate Route 190 at Niagara Falls, New York; thence easterly over present U. S. Route 104 via Cambria, Wrights' Corners, Ridgeway, Childs, Clarkson, Rochester, Webster, Alton, Red Creek, Hannibal, Oswego, Mexico, Maple View to interchange with Interstate Route 81 east of Maple View.

CONNECTICUT

U. S. Route 7
Relocation in Norwalk

APPROVED

Beginning at the interchange with Interstate Route 95 in Norwalk; thence northerly on new expressway in Norwalk, to junction with State Route 123 (New Canaan Avenue); thence east on S.R. 123 to junction with present U.S. Route 7 (Main Street) in Norwalk.

UTAH-WYOMING

U. S. Route 163
Extension

DENIED

UTAH PORTION

Beginning at the northern terminal point of U. S. Route 163 at the Crescent Junction Interchange with Interstate Route 70 west of Thompson; thence in a westerly and northwesterly direction over Interstate Route 70 (U.S. 6 - 50) a distance of 25.8 miles; thence in a northerly direction over U.S. Routes 6-50 to junction with State Route 10 in Price; thence continue northerly over U. S. Routes 6-50 to junction with State Route 33 in Castle Gate; thence north-easterly via SR 33 to junction with U.S. Route 40 in Duchesne; thence easterly over U. S. 40 to junction with State Route 44 in Vernal; thence north over SR 44 via Gooseneck, Greens Lakes to Junction with SR 43 in Manila; thence easterly and northeast over SR 43 to Utah-Wyoming state line northeast of Manila, joining there with Wyoming State Route 530.

-12-

UTAH-WYOMING continued

U. S. Route 163
Extension

DENIED

WYOMING PORTION

Beginning on the Wyoming-Utah State Line at the connection of Wyoming State Route 530 and Utah State Route 43 east of Manila; thence northerly via Wyoming SR 530 to intersection with Interstate Route 80 (U.S. 30) at Green River.

U.S. Route 163-E Section

Beginning in Green River at the interchange with Interstate Route 80 and Wyoming State Route 530 (proposed U. S. Route 163); thence east on I-80 to interchange with U. S. Route 187 in Rock Springs; thence northwesterly over U.S. Route 187 via Farson and Pinedale to junction with U. S. Route 189 at Daniel Junction.

U. S. Route 163-W Section

Beginning in Green River at the interchange with Interstate Route 80 and Wyoming State Route 530 (proposed U. S. Route 163); thence westerly over I-80 to interchange with U.S. Route 30N west of Little America; thence northwesterly over U.S. Route 30N via Opal to junction with U. S. Route 189 at Diamondville; thence north over U. S. Route 189 via Kemmerer, Comer, La Barge and Big Piney to junction with present U. S. Route 187 at Daniel Junction.

U.S. Route 163 Continuing Section

Beginning at the junction of U.S. Routes 187, 189 and proposed U.S. Routes 163E and 163W at Daniel Junction; thence run northwesterly over U. S. Routes 187-189 via Bondurant to junction with U.S. Routes 26-89 at Hoback Junction; thence continue north on U.S. Routes 26-89-187-189 via Jackson to junction with U.S. Route 287 at Moran Junction; thence continue northerly over U. S. Routes 89-287 to the south boundary of Yellowstone National Park in Wyoming.