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AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS 917 National Press Building Washington 4, p.C.

U. S. ROUTE NUMBERING COMMITTER AGENDA: York Harbor, Maine, June 27, 1960

ACTION TAKEN BY EXECUTIVE CONNETERS-JUNE 28, 1960

CALIFORNIA U, S. 6 Relocation APPROVED U. S. 6 Relocation APPROVED U. S. 61 Relocation APPROVED U. S. 61 Relocation APPROVED	 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. 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. 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. 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
APPROVED IGMA U. S. 6 Relocation APPROVED U. S. 61 Relocation APPROVED U. S. 61 Relocation APPROVED U. S. 61 Relocation	 interchange at the intersection of the Hollywood and Harbor Presways a distance of 23 miles. 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 Routs 90 west of Des Monnes, 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. 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. This routing will be over a high type facility by-passing the congested area of Keckuk along the west side from a point .6 mile north of the lowa-Missouri State line, a distance of the lowa-Missouri State line contain the lowa the lowa distance of the lowa-Missouri State line contain the lowa-Missouri State line contain the lowa the l
ICMA U. S. 6 Relocation <u>APPROVED</u> "U. S. 20 Relocation <u>APPROVED</u> "U. S. 61 Relocation <u>APPROVED</u> "U. S. 61 Relocation <u>APPROVED</u>	 wood and Harbor Freeways a distance of 23 miles. 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, 2 distance of 33.8 miles. 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. 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 lowa-Missouri State line, a distance of the lowa-Missouri State line contain the lowa t
Relocation <u>APPROVED</u> "U.S. 61 Relocation <u>APPROVED</u> "U.S. 61 Relocation <u>APPROVED</u>	 miles. 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. 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. 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 lowa-Missouri State line, a distance of the lowa-Missouri State line of the lowa his state line of th
Relocation <u>APPROVED</u> U. S. 20 Relocation <u>APPROVED</u> U. S. 61 Relocation <u>APPROVED</u> U. S. 61 Relocation <u>APPROVED</u>	 led 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. 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. 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 the lowa files.
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"U.S. 61 Relocation APPROVED "U.S. 61 Relocation APPROVED "U.S. 61 Relocation APPROVED	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. 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. This routing will be over a high type facility by-passing the congested area of Keckuk along the west side from a point .6 mile north of the Iowa-Missouri State line, a distance of
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U. S. 61 Relocation U. S. 61 Relocation APPROVED U. S. 75	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. This routing will be over a high type facility by-passing the congested area of Keckuk along the west side from a point .6 mile north of the Iowa-Missouri State line, a distance of
U. S. 61 Relocation U. S. 61 Relocation APPROVED U. S. 75	of Dyersville, thence north with S. R. 136 to present U. S. 20 at Dyersville, a distance of 22.3 miles. This routing will be over a high type facility by-passing the congested area of Keckuk along the west side from a point .6 mile north of the Iowa-Missouri State line, a distance of
Relocation <u>APPROVED</u> U. S. 61 Relocation <u>APPROVED</u> U. S. 75	of 22.3 miles. This routing will be over a high type facility by-passing the congested area of Keckuk along the west side from a point .6 mile north of the lowa-Missouri State line, a distance of
Relocation <u>APPROVED</u> U. S. 61 Relocation <u>APPROVED</u> U. S. 75	This routing will be over a high type facility by-passing the congested area of Keckuk along the west side from a point .6 mile north of the Iowa-Missouri State line, a distance of
Relocation <u>APPROVED</u> U. S. 61 Relocation <u>APPROVED</u> U. S. 75	by-passing the congested area of Keokuk along the west side from a point .6 mile north of the lowa-Missouri State line, a distance of
APPROVED U. S. 61 Relocation APPROVED U. S. 75	by-passing the congested area of Keokuk along the west side from a point .6 mile north of the lowa-Missouri State line, a distance of
U. S. 61 Relocation <u>APPROVED</u> U. S. 75	the Iowa-Missouri State line, a distance of
U. S. 61 Relocation APPROVED U. S. 75	2 2 - The he many is a distance of
U. S. 61 Relocation U. S. 61 Relocation	
APPROVED Relocation	northwest of Keckuk.
APPROVED Relocation	
<u>APPROVED</u>	This routing will be over a high type facility
	by-passing Montrose along the west side from a point on present U. S. 612.5 mile west of
	Montrose, northerly 8.9 miles to present U. S.
	61, 2 miles west of Ft. Madison.
	This routing will be such a sention of
	This routing will be over a portion of con- trolled access Interstate 29 and a high type
	facility by passing congested areas in Council
APPROVED	Bluffs and other municipalities between Coun-
an a	cil 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 Mis-
	souri 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.
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DESCRIPTION

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This routing will be over a high type primary standards facility between LaPsyette and Summerville, paralleling an old section of highway, 11.2 miles in length.

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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.

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 Bureka, a distance of 17.4 miles.

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.

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.

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.

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 northarly to present U. S. 65 northwest of the junction of U. S. 65 and State Route 41, a distance of 14 miles.

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.

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<u>route</u> U. S. 27

Relocation

APPROVED MISSOURI

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U. S. 36 Relocation

> U. S. 50-66 Relocation

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U. S. 60 Relocation

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U. S. 63 Relocation

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U.S.65 Relocation

WITHDRAWN FROM AGENDA AT REQUEST OF MEMBER DE PARTMENT

> U. S. 65 B. R. Recognition of a Business Route

WITHDRAWN FROM AGENDA AT REQUEST OF MEMBER DEPARTMENT

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<u>STATE</u>	ROUTE	DESCRIPTION
MISSOURI (Con't)	U. S. 67 Relocation	This routing will be over a new high facility by-passing the communities and Esther between the Jefferson-St.
 APPROVED		County line and the north edge of Re a distance of 20 miles.
APPROVED	U. S. 67 B. R. Recognition of a Business Route	This routing will be over present St 8 and 32 through Leadwood and Flat R distance of 5.2 miles.
a APPROVED	U. S. 67 Relocation	This routing will be over a high typ by-passing the communities of Coldwa and Silva from a point on present U. northeast of Coldwater southwesterly tance of 11.6 miles to present U. S. of Silva.
" <u>APPROVED</u>	. U. S. 71 Relocation -	This routing will be over a section of state 29 from a point south of Platt thence north to U. S. 36 at St. Jose distance of 28 miles.
 MISSOURI- Askansas <u>Approved</u>	U. S. 71 Relocation	(Missouri Saction) This routing will be over State Rout Lanagan via Jane to the Missouri-Ark State line, a distance of 15,4 miles
10	11	(Arkansas Section)
APPROVED	• • • • •	This routing will be over State Rout from the Arkansas-Missouri State lin Bentonville via Bella Vista, a dista 10 miles.
MASSACHUSETTS	U. S. 44 Relocation	This routing will be over new high t ities with the eastbound traffic rout
APPROVED		a new expressively southeasterly from a west of the junction of U. S. 44 and Route 28 for a distance of 2.7 miles mile northeasterly to present U. S. 4
		Middleboro. West bound traffic will northwesterly on West Grove Street, a of 2.9 miles to present U. S. 44 west Route 28 junction.
."	U. S. 202 Relocation	This routing will be over new section ways and town, ways between Holyoke an Hollow harding to a survey of a
APPROVED	a An Anna Anna Anna An Anna Anna Anna An	Hadley beginning at a junction of a r lity and Bridge Street in South Hadle southwesterly over a new bridge cross Connecticut River northwest of the pr
. * *#		bridge then with southbound traffic of ed over Hampden, Lincoln and Northamp Streats to a junction of Beech and Ch Streats in Holyoke. Northbound traff
• .	:	routed from the above junction point easterly over Beech Street to the new over the Connecticut River in Holyoke
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DESCRIPTION

	STATE	ROUTE
	MASSACHUSETTS (Con't)	U. S. 202 Relocation (Con't)
	ILLINOIS	U. S. 51 Relocation
	<u>A PPROVED</u>	• •
	A DED ORDER -	U. S. 51 B. R. Blimination of a
	APPROVED	Business Route U. S. 51 B. R.
	Approved	Recognition of a New Business Route
	KANSAS	U. S. 59 Relocation
:	APPROVED	Ala ang ang ang ang ang ang ang ang ang an
	ARKANSAS	U. S. 167 Extension of U. S. Route
153 1 1	APPROVED	

TEXAS-	U. S. 180
NEW MEXICO-	Extension of
ARIZONA	U. S. Route

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Request for this extension <u>REJECTED</u> 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.

ing the new location for both north and souths bound markings for U. S. 202.

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.

This routing from a point 2.5 miles north of . Peru southerly and east through Peru and La-Salle to former U. S. 51 (new Bus. Rte. . 51) in LeSalle, a distance of 4.9 miles.

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.

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 with 6 and 39 west of Stark, a distance of 44 miles.

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 T. 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.

(Texas Section)

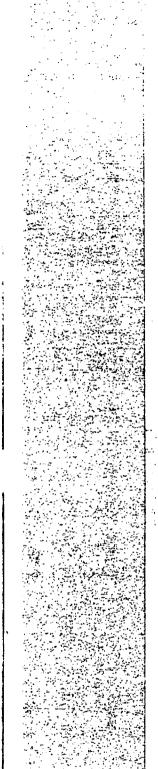
This routing will begin at the western terminus of U.S. 180 in El Paso, thence northwesterly over U.S. Routes 80 and 85, a distance of 7.8 miles, thence northerly over Interstate Route 10, a distance of 11.2 miles to the Texas-New Mexico State line northeast of Anthony, a total distance of 19 miles.

(New Mexico Section)

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

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STATE	ROUTE
TEXAS-	U. 8. 180
NEW MEXICO-	Extension of
ARIZONA	U. S. Route
(Con't)	(Con't)

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NORTH CAROLINA-U., S. 321. TREERSER Extension of U. S. Rotute

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APPROVE TRNNRSSRR

U. S. 441 Extension of U. S. Route

DENIED 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 -Establishment of MISSOURI a U. S. Route

DENIRD 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

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DESCRIPTION

(Arizona Section)

Beginning on the Arisona-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 vis Concho and Holbrook, to U. S. 66, thence westerly over (1-40) 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.

(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.

(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.

- The routing affected by this change begins at the present northern terminus which is the ... junction with U. S. 30 in Blm Creek and extends south to the junction with U. S. 136 in Almen a distance of 45.8 miles.

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 northeasterly over State Route 63 co.U. S. Route. 25 B; thence north to the Tennessee-Virginia State line at Cumbarland Gap, a total distance of 48.7 miles. (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, Cediz, Hopkinsville, Bikton, Russellville, Bowling Green, Glasgow, Edmonton, Columbia, Somerset, London, Manchester, Hyder, Hindman, Allen and Pikeville to the Kentucky-Virginia State line near Elkhorn City, a diatance of 491.2 miles.

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STATE RUUTE RENTUCEY- Batablishment of AUSSOURI a U. S. Route (Con't) Missouri Section) Traffic adquate service cannot be pro- vided by State Route Numbers. If and vhen the route proposed is brought up to current standards a resubmission of the joint applications by the States In- volved will be considered. The proposed routing would begin at the Arisonap California Section) APPROVED See bottom of page for California Section Arisons Section) ************************************				-6-	
<pre>Minimized and the second second</pre>		STATE	ROUTE	DESCRIPTION	··
 MINDRIF AUGUST AUGUST 1000000000000000000000000000000000000			Establishment of	Missouri Sectio	n)
<pre>(Con't) (Con't) junction with State Boute 80 east of Matthews, traffic adequate service cannot be pro- traded by State Route Numbers. If and when the route proposed is brought up to current standards a resubmission of the joint applications by the States in- volved will be considered. ARIZONA- U. S. 95 CALIFORNIA Extension of a U. S. Route AFFROWED * See bottom of page for California Section * Terposed routing would begin at the junc- tion of U. S. 95 Alternate, 2 miles east of Fernley, thence southerstry over present U. S. * 00 to present U. S. 95 Alternate, 2 miles east of Fernley, thence southerly over present U. S. * 00 to present U. S. 95 Alternate, 2 miles east of Fernley, thence for the junction * with yresent route U.S. 95 Alt, be reaffirmed; (2)that the State Section * (a) The subtished the oruse they want to select as U.S. 95 Mit, * setablished U.S. 95, 23 miles west of Lovelock, southerly through Hot Springs, Vernage, Ferna- lay, Sliver Springs, Vernagton, to the junction * with U.S. 95 south of Schurz, or (b) The route from the junction with present U.S. 95 in Fallon, An alternate marking implies a route to equal seanderd, which is not true in this case, and further, it is not the purpose of the U. S. * Mumbering Sy</pre>					
<pre>traffic adequate service cannot be pro- vided by State Route Numbers. If and when the route proposed is brought wy to current standards a resubmission of the joint applications by the States in- volved will be considered. ARIZONA- CALIFORNIA Extension of a U. S. 95 CALIFORNIA Extension of a U. S. Routes APPROVED * See bottom of page for California Section * See bottom of page for U. S. 95 Alternate, 2 miles west of Lovelock, thence southers, 2 miles east of Lovelock southerly through Talifor set from the junction with U.S. 95 as south of Schurr, or (b) The route from the junction with present void De Springs, Verings, Verings, Serm- ley, Silver Springs to Forley, thence aouth- easterly vie Hase to present U.S. 95 in Fallon. An alternate marking implies a route to equal standard, which is not true in</pre>				junction with State Route 80 ca	st of Matthews,
<pre>vided by State Route Numbers. If and by the route proposed is brought up to current standards a resubmission of the joint applications by the States in- volved will be considered. AFIZOMA- U. S. 895 CALIFTENTA Extension of a U. S. Soute APPROVED * See bottom of page for California Section of a countering would begin at the Arizona California Section of a countering would begin at the Arizona California Section of page for California Section of Jose for California Section of U. S. 40 and U. S. 95 Alternate Request to change Alternate Route to U. S. 95 West Application considered and Committee from of U. S. 95 at cornes to countering would begin at the junc- tion of U. S. 40 and U. S. 95 Alternate, 2 miles est of Lovelock, thence southarly over Jose Alternate Route to U. S. 95 West Application vent present considered and Committee from a point 23 miles west of Lovelock the prosent U. S. 95 Alternate, 2 miles est southarly through Fallen and Schurr 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. 95 Mlt, be reaffirmed; (2)that the State decide which route they want to select as U.S. 95 Mlt, be stablished U.S. 95, 23 miles west of Lovelock southarly through Falles are of log.5 miles. (a) The route from the junction with present; ly stablished U.S. 95, 23 miles west of Lovelock, southarly through Hot Springs, Terington, to the junction with U.S. 95 south of Schurz, or (b) The route from the junction with present U.S. 95 in Fallon, An alternate marking implies a route to equal atendard, which is not true in this case, and further, it is not the purpose of the U.S. Mumbering System to describe a local natwork. OKLAHCMA U.S. 66 This routing will be over a new high st</pre>			to service cannot be bro-	thence east via East Prairie ov	er State Boute
<pre>shen the route proposed is brought up to current standards a resubmission of the joint applications by the States in- volved will be considered. ARIZONA- U. S. 95 CALIFORMA Extension of a U. S. Route (Arisona Section) APPROVED * See bottom of page for California Section * See bottom of California * See bottom</pre>		wided by State	Route Numbers. If and	80 to the Mississippi River (Mi	ssouri-Kentucky
 to current standards a resubmission of the joint applications by the States in- volved will be considered. ARIZONA- U. S. 95 ARIZONA- U. S. Soute ARIZONA- CALIFORNIA Extension of a U. S. Route APPROVED See bottom of page for California Section See bottom of page for California Section NEVADA U. S. 95 Alternate Request to change Alternate Route to U. S. 95 West Application considered and Committee of Lowelock, thence southerly over U. S. 40 to present U. S. 95 Alternate, Request and committee of Lowelock, thence southerly over U. S. 40 to present U. S. 95 Alternate, Request to change Alternate Route to U. S. 95 West Application considered and Committee requested the following: (1) that the lower of uses outherly over U. S. 50 to junction with present route U.S. 95 Alt. be reaffirmed; (2) that the State decide which route from the junction with present- lay, Sliver Springs, Teringtom, to the junction- with U.S. 95 and Springs, Perm- lay, Sliver Springs, Teringtom, to the junction- with u.S. 95 and for Junes and following the Springs, Perm- lay, Sliver Springs, Teringtom, to the junction- with or southerly through West of Lowelock, southerly through Hot Springs to Frenley, thence south- southerly through Tellom with present- lay, Sliver Springs, Teringtom, to the junction- with U.S. 95 south of Schurz, or (b) The route from the junction with presently established U.S. 95, 21 miles west of Lowelock, southerly through Hot Springs to Fernley, Shance south- easterly via Hasem to present U.S. 95 in Fallon, An alternate marking implies a route to equal standard, which is not the purpose of the U.S. Numbering System to describe a local network. OKLAROM U. S. 66 		when the route	proposed is brought up	State line) a distance of 27.9	miles.
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CALIFYENTIA Extension of a U. S. Boute APPROVED * See bottom of page for California Section * See bottom of page for * See bottom of page for * See bottom of page for * See bottom of the Section * See bottom of the Section * See bottom of the section of U. S. 40 and U. S. 95, 23 miles west * Of formice, thence southers by over present U. S. * Of the section of U. S. 95 at Schurz, a miles est * Southerly through Fallon and Schurz to southerly through Fallon and Schurz to inclose from the junction with present to select as U.S. 95W * (a) The route from the junction with present collog. 5 miles * Southerly through Flot Springs, Perm- ley, Silver Springs, Terington, to the junction * Section bottom in the present patholes * Southerly through Flot Springs, Perm- ley, Silver Springs to Fernley, thence southerly * Through Hot Springs to Fernley, thence southerly * See bottom in this case, and further, it is not the surpose of the U. S, * Numbering System to describe a local network. * OKLAHOMA U. S. 66 * This routing will be over a new high standard	12.2		•		
U. S. Route APPROVED * See bottom of page for California Section * See bottom of U.S. 40 and U. S. 95, 23 miles west * See bottom of U.S. 95 Meat * See bottom of U.S. 95 Meat				California State line on U. S.	Routes 60-70
AFFROVED* See bottom of page for California Section70 to junction with State Route 95 at Quartz- site, thence southarly over State Route 95 via Yuma, Scomerton and Gadden to the International Boundary at San Luis, a total distance of 120 miles.NEVADAU. S. 95 Alternate Request to change Alternate Route to U. S. 95 WestThe proposed routing would begin at the junc- tiom of U. S. 40 and U. S. 95, 23 miles west of Lovelock, thence southersterly over U. S. 40 to present U. S. 95 Alternate, 2 miles east of to information of U.S. 95 as now established from a point 23 miles west of Lovelock from the following: (1)that the 10- southerly through Fallon and Schurz to junction with present route U.S. 95 Alt. be restfirmed; (2)that the State decide which route from the junction with present- ly established U.S. 95, 23 miles west of Lovelock southerly through West present- ly established U.S. 95, 23 miles west of Lovelock southerly through Vest present ly established U.S. 95 Alt. be restfirmed; (2)that the State decide which route from the junction with present- ly established U.S. 95, 23 miles west of Lovelock southerly through Vest present- ly established U.S. 95, 23 miles west of Lovelock southerly through Vest presently established U.S. 95 south of Schurz, or (b) The route from the junction with presently established U.S. 95 south of Schurz, or (b) The route from the junction with 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 surpose of the U.S. Numbering System to describe a local network. OKLAHOM U. S. 66This routing will be over a new high standard				in Ehrenberg, thence east over	U. S. Routes 60-
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 (a) The route from the junction with present- ly established U.S. 95, 23 miles west of Lovelock southerly through Hot Springs, Fera- ley, Silver Springs, Verington, 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 south- easterly 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 					
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Relocation of facility (I-44) from a junction with former		OKLAHOMA .	U. S. 66		
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U. S. Route

U. S. 66 B. R.

Recognition of a Business Route

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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.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 12.7 miles.

(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-Arisons State line.

SYG DESCRIPTION STATE ROUTE (Georgia Section) GEORGIA-U. S. 25 B. R This routing begins at the intersection of SOUTH CAROLINA Recognition of Broad Street and the new location of U. S. Business Route Routes 1, 25, 78 and 278 in Augusta first eagt of Sta St., thence westerly over Broad Street to APPROVED 13th Street, thence north on 13th Street to the Georgia-South Caroline State line at the Sevennah River. (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 routs of former U. S. 25 to the South Caroline Georgia State line at the Sevenant River This routing will be over former U. S. He CALIFORNIA U. S. 40 B. R 40: through Truckee between the Donner Rick Recognition of overspossing and the Boute 38 and 83 Seperation APPROVED Business Route 1.1 This routing will be over former U. S. Routes 13 U. 3. 60-70-99 B.R. Recognition of a 60-70 and 99 through Beaumont and Beauing from APPROVED the interchange at the west limits of Besu-Business Route. mont easterly to join the existing Business Route 60-70-99 at 20th Streat in Benning. U. S. 91 B. R. This routing will be over former U. S. 91 through Corona beginning at the west and of cognition of a present Insiness Route 91 in Riverside, thence Business Loute westerly to the western city limits of Corona APPROVED: at the interchange with the Riverside Freeway, U. 8. 101 B. R. This routing will be over former U. S. 101 Recognition of a through Greenfield between the north Greenfield Overcrossing and South Greenfield Over-Business Route crossing. APPROVED This routing will be over former U. S. 101 U. S. 101 B. R. 11 Recognition of a through Fortune between the Rohmerville Und crossing and the Fortune Overhead. A PPROVED Business Route

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<u>STATE</u>

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APPROVED

MICHIGAN U. S. 10 APPROVED Extension of U. S. Route

ROUTE

U. S. 12 Relocation of Route and Deletion of Portion not to be Used

not to de used

GEORGIA- U. S. 1, 25, 78 & 278 SOUTH CAROLINA Relocation

APPROVED

U. S. 1, 25 & 78 Relocation

APPROVED

DESCRIPTION

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.

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). (Georgie Section)

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 interchanges points where the new facility intersects each inter route then northerly to a new bridge crossing the Savannah River (State Line between Georgia at and South Carolina) a short distance east of the present bridge.

(South Caroline Section) This routing begins at the new bridge crossing the Savannah River connecting Augusts 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 northvesterly and northerly to the north limits of North Augusta.

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