

U. S. ROUTE NUMBERING COMMITTEE AGENDA  
October 19, 1963, Portland-Hilton Hotel  
Portland, Oregon

SHOWING ACTION TAKEN BY EXECUTIVE COMMITTEE, OCTOBER 20, 1963

<u>STATE &amp; ROUTE</u>	<u>DESCRIPTION</u>
INDIANA US Route 6 Relocation	Beginning at the interchange of Interstate Routes 80-90 and 294 and US Routes 6 and 41 in Hammond, thence east on I-80, 90 and 294 and US 41 to junction with State Route 152, thence continue east on new facility with I-80,90 and 294 to junction with State Routes 53 and 420 in Gary, thence northeasterly over I-80,90, 294 and SR 420 to junction of State Route 51 south of the Indiana Toll Road, thence south over SR 51 to present US 6.
<u>APPROVED</u>	
US Route 131 Extension	Beginning at the Indiana-Michigan State Line at south end of present US 131 (Michigan) and north end of State Route 13 (Indiana) thence southerly over SR 13 via Middlebury to junction of SR 13 and US 20, thence west with US 20 via Elkhart to junction with present US 31 in South Bend.
<u>APPROVED</u> - Subject to R.R. Grade Crossings being protected	
WYOMING US Route 16 Extension	Beginning at junction of US Routes 20 and 16 in Worland, thence northerly over US 20 via Basin to US Rte. 14 in Greybull (Graybull), thence westerly with US Routes 14-20 via Cody and Wapati to Yellowstone National Park, (East Boundary).
<u>DEFERRED</u> - Until Summer Meeting, 1964.	
WISCONSIN US Route 16 Elimination of a Portion	Beginning at the ferry dock on Lake Michigan, thence westerly and northerly over city streets to intersection of East State and North Milwaukee Streets, thence west on State Street to 35th Street, thence South on 35th Street to Wisconsin Avenue, thence west on Wisconsin Avenue, thence continuing west over Blue Mound Road (present US Route 16) to intersection with I-94, thence continue west with I-94 to interchange with I-94 and present US 16 south of Pewaukee.
<u>APPROVED</u>	
US Route 18 Extension	Beginning at intersection of East State and North Milwaukee Streets (present eastern terminus of US 18) thence southerly and easterly over city streets to ferry dock on Lake Michigan.
<u>APPROVED</u>	
US Route 51 Relocation	Beginning on present US 51 about 1.5 miles southwest of Rothschild, thence over a new facility by-passing Wausau on the west side to a junction with present US 51 northwest of Wausau.
<u>APPROVED</u>	

<u>STATE &amp; ROUTE</u>	<u>DESCRIPTION</u>
WISCONSIN (Cont.) US Route 51 BR Recognition of a Business Route	Beginning on present US 51 about 1.5 miles south- west of Rothschild at junction with new US 51 by- passing Wausau on the west, thence northerly over former US 51 via Rothschild, Schofield and Wausau to junction with new US 51 northwest of Wausau.
<u>APPROVED</u>	
US Route 53 Relocation	Beginning at intersection of East 2nd Street, Belknap Street and Bay Street, thence northerly and west over newly completed expressway to junction of 4th Street and Hammond Avenue, (present US 53).
<u>APPROVED</u>	
US Route 53 BR Recognition of Business Route	Beginning at intersection of 2nd, Bay and Belk- nap Streets (present US 53) thence westerly over Belknap Street to (former US 53) to State Routes 35 and 2, thence northerly on former US 53, and SR 35 to junction with 3rd Street, thence east over 3rd Street to interchange with new US 53 at Hammond Avenue.
<u>APPROVED</u>	
US Route 141 Relocation	Beginning at east end of East-West Expressway and junction of present US 141, thence northerly over a new facility to present US 141 at Milwaukee- Ozaukee County Line.
<u>APPROVED</u>	
IOWA	
US Route 30 Relocation	Beginning at the junction of present US 30 and US 65 at Colo, thence southerly approximately one mile on US 65 to a junction with a new high type facility, thence east on new location by-passing State Center to junction of present US 30 and State Route 64 southwest of Marshalltown.
<u>APPROVED</u>	
US Route 34 Relocation	Beginning at the junction of present US Route 34 and State Route 60 in Albia, thence south on SR 60 approximately 1 mile to junction with newly con- structed high type facility, thence easterly on new location to junction with present US 34, a short distance west of Ottumwa.
<u>APPROVED</u>	
COLORADO	
US Route 34 Extension	Beginning at junction of present US 34 and US 40 north of Granby, thence westerly via Hot Sulphur Springs to junction with State Route 9 at Kremmling, thence southeasterly over SR 9 to Interstate Route 70 north of Dillon.
<u>DEFERRED</u> - Until Summer Meeting, 1964.	
MISSOURI	
US Business Route 40 Removal of Business Route	Beginning at interchange of Interstate Route 70, US 40 and US 40 BR in western part of Columbia, thence easterly over present US 40 BR, (I-70 BR Loop) through Columbia to interchange of I-70, US 40 and US 40 BR in eastern edge of Columbia.
<u>APPROVED</u>	

STATE & ROUTE

DESCRIPTION

MISSOURI (Cont.)  
US Route 61  
Relocation

Beginning on present US 61 in south edge of Hannibal, thence southerly along present route to a point north of New London, thence on a new location by-passing New London on the west side to a junction with present US 61 southeast of New London.

APPROVED

US Route 61 BR  
Recognition of  
Business Route

Beginning at north intersection of present US 61 and the new facility by-passing New London on the west, thence southerly through New London on former US 61 to junction with State Route 19, thence southwest on SR 19 to intersection with new US 61 on southwest side of New London.

APPROVED

ILLINOIS

US Route 40 BR  
Recognition of  
Business Route

Beginning at interchange of Interstate Routes 55-70, US Routes 40-66 and State Route 159, thence southerly over SR 159 to present US 40 BR, thence southwesterly over present US 40 BR to Alternate US Route 40, thence westerly and southerly over US Route 40 Alt., into and through East St. Louis to junction with connection to Veterans Bridge (I-55-70, US 40-66) over Mississippi River.

APPROVED

US Route 40  
Alternate  
Removal of Alternate  
Route

Beginning at junction of present Alternate US 40, north of Collinsville, US 40-66 and Interstate Routes 55-70, thence over present Alternate US 40 via Fairmont City and through East St. Louis to eastern approach to Veterans Bridge (I-55-70, US 40-66) over Mississippi River.

APPROVED

US Route 66  
Relocation

Beginning at the interchange northeast of Bloomington and southwest of Towanda of Interstate Route 55, Present US 66 and US 66 BR, thence west on new location 4.5 miles, thence south about 6.5 miles, also on new location to present US 66 southwest of Bloomington.

APPROVED

US Route 66 BR  
Recognition of  
Business Route

Beginning at junction of US 51 and new US 66 north of Bloomington, thence south through Bloomington with US 51 to junction with former US 66 (State Route 366) thence southwesterly with SR 366 to junction with I-55, new US 66 southwest of Bloomington.

APPROVED

US Route 66 BR  
Elimination of portion  
of US 66 BR

Beginning in Bloomington at north junction of present US 66 BR and US 51, thence northeasterly on US 66 BR to northeast interchange of new US 66, I-55 and SR 366.

APPROVED

MASSACHUSETTS

US Route 44  
Relocation

Beginning at west intersection of US 44 west of interchange of US 44 and State Routes 18 and 28, thence in an easterly direction through the junction with SR 18 and SR 28 on a new location to junction with Plymouth Street (Present US 44).

APPROVED

<u>STATE &amp; ROUTE</u>	<u>DESCRIPTION</u>
OKLAHOMA US Route 54 Relocation	Beginning on present US 54 at the intersection of Aggie and Third Streets, in Goodwell, thence in a northeast direction on new facility to intersection of Main and Third Streets, rejoining present US 54.
<u>APPROVED</u>	
US Route 66-270 Relocation	( US 66 Section) Beginning at west junction of present US 66 and State Route 58 at Hydro, thence easterly on a new location passing south of Bridgeport to junction with present US 66 in south edge of El Reno.
<u>APPROVED</u>	
"	( US 270 Section) Beginning at junction of present US 270 and former US 66 west of El Reno, thence south .7 mile to new US 66 (Interstate Route 40), thence easterly with US 66 to junction of new US 66 and present US 66 in south edge of El Reno.
<u>APPROVED</u>	
US Route 281 Spur Establishment of a Spur Route	Beginning at junction of present US 281 and former US 66 on east side of the South Canadian River, thence easterly on former US 66 approximately 4 miles to connection running south .2 mile to new US 66.
<u>APPROVED</u>	
US Route 75 Relocation	Beginning at a new junction of US 75 and State Route 20 approximately 5 miles west of Collinsville, thence north on new facility approximately 14.7 miles to present US 75 north of Ramona.
<u>APPROVED</u>	
US Route 75 Temporary Designation	Beginning at junction of new US 75 and State Route 20 about 2 miles west of junction of present US 75 west of Collinsville, thence east with SR 20 2 miles to present US 75.
<u>APPROVED</u>	
US Route 169 Relocation	Beginning at Oklahoma-Kansas State Line on present US Route 169, thence southerly on a new location to a junction with present US 169 south of South Coffeyville.
<u>APPROVED</u>	
US Route 270 Relocation	(Dale Section) Beginning at a point on present US 270 in east edge of Dale, thence east about 1.5 miles, thence south and southeast crossing Interstate Route 40 to a junction with present US 270 2.4 miles northwest of Shawnee.
<u>APPROVED</u>	
"	(Shawnee-Tecumseh Section) Beginning at junction with present US 270 northwest of Shawnee, thence south by-passing Shawnee on the west to State Route 9 east of Tecumseh, thence east with SR 9 to junction with present US 270 and SR 3 west of Seminole.
<u>APPROVED</u>	

<u>STATE &amp; ROUTE</u>	<u>DESCRIPTION</u>
OKLAHOMA (Cont.) US Route 270 BR Recognition of Business Route	(Through Shawnee) Beginning at a point on new US 270 northwest of Shawnee at intersection with former US 270, thence east to Kickapoo Avenue, thence south on Kickapoo Avenue to Highland Avenue, thence east on Highland Avenue to Beard Avenue, thence south on Beard Avenue to Farrell Avenue, thence west on Farrell Avenue to new US 270.
<u>APPROVED</u>	
US Route 270 Relocation	(Wewoka-Holdenville) Beginning at junction of present US 270 and new facility about 3.2 miles west of Wewoka, thence south-easterly on a new facility by-passing Wewoka on the south and Holdenville on the north to a junction with present US 270 about 2.1 miles east of Holdenville.
<u>APPROVED</u>	
US Route 270 BR Recognition of Business Route	(Wewoka Section) Beginning at junction of present and former US 270 about 3 miles west of Wewoka, thence east on former US 270 to State Route 56 in Wewoka, thence south with SR 56 to junction with new US 270.
<u>APPROVED</u>	
"	(Holdenville Section) Beginning at junction of new US 270 with State Route 48, thence southerly on SR 48 to intersection of Echo and Main Streets in Holdenville, thence east on former US 270 to junction with new US 270 about 2.5 miles east of Holdenville.
<u>APPROVED</u>	
VIRGINIA	
US Route 58 BR Recognition of Business Route	Beginning at the interchange of US 58 and State Route 606 northeast of Lawrenceville, thence westerly and southwesterly via Lawrenceville over present US 58 to interchange with US 58 and State Route 46 south of Lawrenceville.
<u>APPROVED</u>	
US Route 58 By-pass Recognition of a By-pass Route	Beginning at the interchange northeast of Lawrenceville of US 58, US 58 BR and State Route 606, thence southerly and westerly on a new location, by-passing Lawrenceville on the east and south, to the interchange between present US 58, US 58 BR and State Route 46.
<u>APPROVED</u>	
KENTUCKY	
US Route 62 Relocation	Beginning on present US 62 approximately .8 miles west of the junction of State Route 730, thence north-erly on new location to US 641 north of Eddyville.
<u>APPROVED</u>	
US Routes 62-641 Relocation	Beginning at the junction of US Routes 62-641 north of Eddyville, thence westerly over new location by-passing Kuttawa on the north and west to a junction of present US Routes 62-641 west of Kuttawa.
<u>APPROVED</u>	

STATE & ROUTEDESCRIPTION

## PENNSYLVANIA

US Route 220  
Relocation

Beginning at the junction of present US 220 and State Route 36 in southeast edge of Altoona, thence southerly over SR 36 to present US 220 in northeast edge of Duncansville by-passing Hollidaysburg on the west.

APPROVED

## NORTH DAKOTA

US Route 281  
Relocation

Beginning at the west junction of present US 281 and State Route 5 east of Rolla, thence westerly via Rolla and Belcourt on SR 5 to State Route 3 in Dunseith, thence north on SR 3 via San Haven to the International Boundary of the United States and the Province of Manitoba, Canada, connecting with Provincial Highway 10 south of Horton.

DEFERRED - Until  
Summer Meeting, 1964.

US Route 281 Spur  
Establishment of  
A Spur Route

Beginning at the west junction of State Route 5 and present US 281 about 11 miles east of Rolla, thence northerly over former US Route 281 via Hansboro to the International Boundary of the United States and the Province of Manitoba, Canada, connecting with Provincial Highway 28, south of Cartwright.

DEFERRED - Until  
Summer Meeting, 1964.

## FLORIDA

US Route 301  
Extension

Beginning at junction of US 301 and US 41 in Sarasota, thence south with US 41 to State Route 72, thence southeasterly with SR 72 via Bee Ridge to State Route 70 west of Arcadia, thence easterly with SR 70 via Arcadia, TOSHUA, Childs, Brighton and Okeechobee to junction with State Route 710, thence southeasterly with SR 710 via Sherman and Indiantown to junction with State Route 706, thence east with SR 706 via Road to US 1 at Jupiter.

DENIED - Routing does not  
meet required warrants  
for through traffic  
volume or standards.

## OREGON-NEVADA

Establishment of  
a New US Route

(Oregon Section)

Beginning at the junction of State Route 62 and newly-constructed State highway in Eagle Point, thence southeasterly via Lakecreek to junction with present US 97 and State Route 66 in Klamath Falls, thence continue east and northeast on SR 66 via Altamont, Stone, Dairy, Beatty and Quartz Mountain to junction of SR 66 and US 395 in Lakeview, thence north with US 395 and SR 66 approximately 5 miles, thence easterly over SR 66 to Adel, thence continue southeasterly over newly constructed State highway to Oregon-Nevada State Line connecting with Nevada State Route 8-A.

DENIED - Routing does not  
meet required warrants for  
through traffic volume or  
standards.

(Nevada Section)

Beginning on the Nevada-Oregon State Line on State Route 8-A, thence southeasterly, easterly and northeast on SR 8-A to a point approximately 3 miles south of Denio, thence southerly and easterly via Quinn River crossing to junction with US Route 95 approximately 13 miles south of Oroville, thence south over US 95 to junction with US 40 in Winnemucca.

DENIED - Routing does not  
meet required warrants for  
through traffic volume or  
standards.

- 7 -

FOR RATIFICATION ONLY

<u>STATE &amp; ROUTE</u>	<u>DESCRIPTION</u>
CALIFORNIA US Route 99 BR Recognition of a Business Route	Beginning at the interchange with present US 99 and former US 99 about 1 mile south of Houghton Road, thence northerly over former US 99 to junction with present US 99 BR at Houghton Road.
<u>APPROVED</u>	(A section between this last described point and the interchange between new US Route 99 at Houghton Road is hereby resigned and cancelled.)
US Route 101 BR Recognition of a Business Route	Beginning at the interchange just north of the Mad River Bridge with State Route 85 and new US 101 by-passing McKinleyville, thence northerly over former US Route 101 via McKinleyville to an interchange north of McKinleyville with the Clam Beach.
<u>APPROVED</u>	

SUPPLEMENTAL REQUESTKANSAS-  
MISSOURI

(Kansas Section)

Removal of Alternate  
US Route 69

Beginning at the interchange of U S Route 69-169 and I-35 southwest of Kansas City, Kansas, thence northeasterly over I-35 and a section of State Route 10 northeast from said interchange to the Kansas-Missouri State Line.

APPROVED

"

(Missouri Section)

APPROVED

Beginning at the Missouri-Kansas State Line on Interstate 29 thence northerly and northeasterly with I-29 to junction with I-35; thence continue north easterly through Kansas City, Missouri on I-35 to Junction (North) with present U.S. 69 and I-35 in Pleasant Valley.