

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

917 National Press Building
Washington 4, D. C.

Showing action
taken by Executive
Committee on
June 20, 1961

U. S. ROUTE NUMBERING COMMITTEE AGENDA
Louisville, Kentucky, June 27, 1961

STATE	ROUTE	DESCRIPTION
CONNECTICUT <u>APPROVED</u>	U. S. 6 Relocation	This routing will begin at the junction of new construction at State Route 67 in the southern edge of Southbury, thence southwesterly over the new facility by-passing Sandy Hook to the south, thence westerly by-passing Newtown and Danbury to the north, intersecting with present U. S. 6 at its junction with U. S. 7 and U. S. 202 at the western edge of Danbury.
" <u>APPROVED</u>	U. S. 7 Relocation	This routing will begin at the interchange with Interstate 84 and present U. S. 7 in the north-eastern edge of Danbury, thence over Interstate 84 southwesterly to an interchange with U. S. 6 and present U. S. 7 at the southwest corner of Danbury.
IDAHO <u>APPROVED</u>	U. S. 10 Relocation	This routing will be over a section of Interstate 90, by-passing the city of Coeur d'Alene beginning at the intersection of old U. S. 10 and Interstate 90 northwest of Coeur d'Alene and extending to a point southeast of Coeur d'Alene at the interchange with present U. S. 10, U. S. 95A and Interstate 90.
" <u>APPROVED</u>	U. S. 10 B. R. Recognition of a Business Route	This routing will be over the old location of U. S. 10 beginning at the intersection of present U. S. 10 and Interstate 90 and extending through Coeur d'Alene to the southeast corner of that city at the interchange with present U. S. 10, 95A and Interstate 90.
" <u>APPROVED</u>	U. S. 30N Relocation	This routing will be over a section of Interstate 80N and Interstate 15W, beginning west of Raft River and extending to present U. S. 30N approximately 3.3 miles northeast of the east city limits of Burley.
" <u>APPROVED</u>	U. S. 95 B. R. Recognition of a Business Route	This routing will begin at the junction of former U. S. 95 and present U. S. 95 east of Winchester, thence west over former U. S. 95 through Winchester to the north city limits, thence east and northeast on a new connection to U. S. 95 northeast of Winchester on the west side of Lapwai Creek.

- 2 -

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
NEW YORK <u>APPROVED</u>	U. S. 11 Relocation	This routing begins on U. S. 11, three miles east of the Village of Mooers, then east over State Route 22 to Interstate C7, then continue easterly over a new facility (State Route 652) to U. S. 9, then north to intersection of U. S. 9 and present U. S. 11 in the Village of Champlain. (A new connection from U. S. 9 to U. S. 11 along the southern edge of the Village of Champlain is to be constructed. When that section is open to traffic, U. S. 11 markers will be removed from the short section overlapping U. S. 9 northerly into the Village of Champlain and erected on the new section by-passing the Village of Champlain.)
" <u>APPROVED</u>	U. S. 104 Extension	This routing will be over a new connection from the end of present U. S. 104 at junction with U. S. 11 in Maple View easterly to Interstate 81 over State Route 126.

STATE	ROUTE
NORTH CAROLINA-	U. S. 13
SOUTH CAROLINA-	Extension of
GEORGIA-	a U. S. Route
ALABAMA-	
MISSISSIPPI-	
LOUISIANA-	

DESCRIPTION

(North Carolina Section)

Beginning at the junction of present U. S. 13 and U. S. 117 in Goldsboro, thence southerly with U. S. 117 to the junction with State Route 192 south of Goldsboro, thence westerly on S. R. 102 via Newton Grove to Interstate 95, thence continue westerly on Interstate 95 into Fayetteville to the junction with U. S. 401, thence westerly over U. S. 401 from Fayetteville via Rasford and Wagram, to junction with U. S. 74 at Laurinburg, thence west on U. S. 74 to junction with State Route 79, thence continue westward on S. R. 79 via Gibson to the North Carolina-South Carolina State line.

DENIED

Applications from all States denied for the reason that certain sections on the proposed routing are not up to the required standards in accordance with Item 14 of the "Purpose and Policy in the Establishment and Development of the U. S. Numbered Highways," adopted January 1, 1959. It was further indicated from the applications presented that there was not enough through traffic to warrant the inclusion of this route in the U. S. Numbered System.

(South Carolina Section)

Beginning on the South Carolina-North Carolina State line, thence southwesterly on State Route 79 to junction with State Route 383, thence southwesterly on S. R. 383 to State Route 9, thence westerly over S. R. 9 via Wallaca, Cheraw, Chesterfield, Pageland and Lancaster to State Route 72 in Chester, thence southwesterly over S. R. 72 via Whitmire, Clinton, Cross Hill, Greenwood, Abbeville and Calhoun Falls to the South Carolina-Georgia State line.

(Georgia Section)

Beginning on the Georgia-South Carolina State line thence westerly on State Route 72 via Elberton and Comer to State Route 10 in Athens, thence over S. R. 10 southwesterly via Monroe, Loganville, Stone Mountain and Decatur to U. S. 29, thence westerly on U. S. 29 to U. S. 41 in Atlanta, thence south on U. S. 41 to junction with State Route 85, thence southerly on S. R. 85 via Fayetteville, Senoia, Manchester and Waverly Hall to junction with U. S. 80 in Columbus, thence west on U. S. 80 to the Georgia-Alabama State line.

- 4 -

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
NORTH CAROLINA-	U. S. 13	(Alabama Section)
SOUTH CAROLINA-	Extension of	Beginning on the Alabama-Georgia State line at
GEORGIA-	a U. S. Route	Phenix City on U. S. 80 (State Route 3), thence
ALABAMA-		westerly through Crawford, Harvyn, Little Texas,
MISSISSIPPI-		Tuskegee and Montgomery to a junction southwest
LOUISIANA, cont'd		of Montgomery of U. S. 80 (S. R. 3) and State

(See Page 3 for action
on these applications)

(Alabama Section)

Beginning on the Alabama-Georgia State line at Phenix City on U. S. 80 (State Route 3), thence westerly through Crawford, Harvyn, Little Texas, Tuskegee and Montgomery to a junction southwest of Montgomery of U. S. 80 (S. R. 3) and State Route 21, thence southwesterly on S. R. 21 via Hayneville, Snow Hill, Oak Hill, Riley, Monroeville, and Uriah to junction with U. S. 31 (State Route 3) in Atmore, thence continue southwesterly over U. S. 31 via Bay Minette to junction with U. S. 98 east of Mobile, thence westerly through Mobile over U. S. 98 and State Route 42 to the Alabama-Mississippi State line west of Wilmer.

(Mississippi Section)

Beginning on the Mississippi-Alabama State line east of Lucedale, thence westerly over U. S. 98 to junction with State Route 26 in Lucedale, thence continue west over S. R. 26 via Wiggins and Poplarville to the Mississippi-Louisiana State line.

(Louisiana Section)

Beginning at the Louisiana-Mississippi State line east of Bogalusa, thence west on State Route 10 to junction with State Route 21, thence southerly over S. R. 21 via Waldheim to junction with U. S. 190 south of Covington, thence continue south on U. S. 90 to the intersection of the Lake Pontchartrain toll bridge facility, northwest of Mandeville, thence over the Pontchartrain Causeway (toll) to junction with U. S. 90 west of New Orleans.

STATE	ROUTE	DESCRIPTION
OHIO	U. S. 24 Alt. Abandonment of a U. S. Route	The routing to be abandoned as U. S. 24 Alternate begins at the southern junction of U. S. 24A and U. S. 24 in Toledo and runs thence northeasterly and north to the Ohio-Michigan State line, approximately three miles south of Erie, Michigan. (NOTE:- The portion of the above route in Michigan was approved for deletion by the Executive Committee of AASHO at its meeting in Chicago on June 11, 1959, subject to Ohio's submission of an application as outlined above.)
<u>APPROVED</u>		
"	U. S. 25 Relocation	This routing will be over a high type facility beginning at the intersection of present U. S. 25 and Interstate 75 south of Dayton near Dwyer, thence running south over Interstate 75 to junction with present U. S. 25 in Cincinnati.
<u>APPROVED</u>		
"	U. S. 33 Relocation	This routing begins on present U. S. 33 west of Beagmont and extends over a high type facility southeasterly to the intersection of present U. S. 33 and Alternate U. S. 50 north of Athens.
<u>APPROVED</u>		
"	U. S. 33 Relocation	This routing will be over a new high type facility by-passing Wapakoneta beginning west of and by-passing Wapakoneta on the south and extending to a junction with present U. S. 33 east of Wapakoneta. Also, beginning on present U. S. 33 in Russell's Point running thence southeasterly on a new facility by-passing Huntsville to the south to junction with present U. S. 33 and State Route 117 north of Bellefontaine.
<u>APPROVED</u>		
"	U. S. 40 Relocation	This routing will be over a high type facility beginning on present U. S. 40 east of Arlington at the junction with Interstate 70, thence easterly by-passing the town of Clayton to junction with State Route 40 south of Englewood.
<u>APPROVED</u>		
"	U. S. 40 Relocation	This routing will be over a high type facility beginning on present U. S. 40 at junction with Interstate 70 east of Gratiot, thence westerly over Interstate 70 to present U. S. 40 west of Kirkersville.
<u>APPROVED</u>		
INDIANA- OHIO	U. S. 35 Relocation	(Indiana Section) This routing will begin at the interchange of present U. S. 35 and Interstate 70 northwest of Richmond extending eastwardly and southeasterly by-passing Richmond over Interstate 70 to the Indiana-Ohio State line east of Richmond.
<u>APPROVED</u>		

- 6 -

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
INDIANA- OHIO cont'd	U. S. 35 Relocation	(Ohio Section) This routing will begin at the Ohio-Indiana State line connecting with Interstate 70, thence easterly over a high type facility by-passing New Westville on the north to present U. S. 35 near Elkhorn Creek.
<u>APPROVED</u>		
MISSOURI	U. S. 36 B. R. Recognition of a Business Route	This routing would be over old U. S. 36 beginning at the junction of present U. S. 36 and old U. S. 36 about 2.5 miles west of Hamilton, thence east over the old route to State Route 13 in Hamilton, thence south on S. R. 13 to present U. S. 36.
<u>APPROVED</u>		
"	U. S. 60 Relocation	This routing will be over a high type facility beginning on present U. S. 60 west of Dexter thence easterly by-passing Dexter and Essex on the north to present U. S. 60 east of Essex.
<u>APPROVED</u>		
"	U. S. 60 B. R. Recognition of a Business Route	Beginning at the junction of new U. S. 60 and old U. S. 60 west of Dexter thence easterly over old U. S. 60 to the eastern junction of State Route 25 in Dexter, thence north on S. R. 25 to new U. S. 60 north of Dexter.
<u>APPROVED</u>		
"	U. S. 63 Relocation	Beginning on Interstate 70 at the interchange with present U. S. 63 in the northern section of Columbia, thence eastward on Interstate 70 approximately two miles, thence south on a high type facility to present U. S. 63 south of Columbia.
<u>APPROVED</u>		
"	U. S. 63 B. R. Recognition of a Business Route	This routing will begin at the interchange of present U. S. 63 and Interstate 70 in the northern section of Columbia, thence south over old U. S. 63 to U. S. 40 Business Route in Columbia, thence east on B. R. 40 to State Route 763 in Columbia, thence south over S. R. 763 to junction with State Route 740, thence eastward on S. R. 763 to former U. S. 63 at the south-east edge of Columbia, thence southeasterly on old U. S. 63 to a junction with new U. S. 63.
<u>APPROVED</u>		

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
MISSOURI cont'd	U. S. 66 Relocation	This routing will begin at the interchange of Interstate 44 and present U. S. 66 at the northeastern corner of Springfield, thence westerly and southwesterly over Interstate 44 to a point south of Halltown where Interstate 44 turns southwesterly toward Mt. Vernon, thence continue on a high type facility westward to present U. S. 66 west of Halltown near the intersection of State Route M.

APPROVED

"	U. S. 160, Alt. Establishment of an Alternate U. S. Route	This routing would begin at the junction of U. S. 65 and 160 with State Route 148 north of Branson, thence easterly over S. R. 148 via Forsyth to U. S. 160 east of Forsyth.
---	--	--

DENIED

For the reasons that there is no evidence that the present U. S. 160 is overcrowded and insufficient to handle the traffic between terminal points; that the proposed route is not constructed to the standards that meet the current AASHO design standards for primary roads and further that alternate routes are to be established only when evidence of overcrowding of the existing U. S. route system is evident and in such cases the main route should be established over the shortest and best routing between terminal points in accordance with Item 10 of the "Purpose and Policy in the Establishment and Development of the U. S. Numbered Highways," adopted January 1, 1959.

"	U. S. 166 Relocation	This routing will begin at the interchange with present U. S. 166, U. S. 71 and proposed U. S. 165 (Interstate 44) at the southeastern corner of Joplin, thence eastwardly over a high type facility to an interchange with U. S. 71 Alternate south of Fidelity Corner, thence north to present U. S. 166.
---	-------------------------	---

APPROVED

"	U. S. 169 Relocation	This routing will be over a high type facility from a point on present U. S. 169 south of Gentry thence northerly by-passing Gentry and Grant City on the east, to present U. S. 169 at the Missouri Iowa State line.
---	-------------------------	---

APPROVED

ARKANSAS- MISSOURI	U. S. 271 Extension of a U. S. Route	(Arkansas Section) This routing begins at the junction of U. S. 71 and present U. S. 271 in Fort Smith, thence northerly over U. S. 71 to junction with State Route 59 in Van Buren, thence northerly over S. R. 59 via Cedarville, Evansville, Summers, Siloam Springs, Gravette, and Sulphur Springs to the Arkansas-Missouri State line.
-----------------------	--	--

DENIED

For the reasons that there is no evidence for need of the establishment for a U. S. route through the area. Through traffic indications

- 0 -

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
ARKANSAS- MISSOURI cont'd	U. S. 271 Extension of a U. S. Route	(Missouri Section) Beginning on the Missouri-Arkansas State line just north of Sulphur Springs, Arkansas, thence northerly over State Route 59 via Noel to junction with U. S. 71 in Lanagan.

DENIED
(cont'd from page 7)

are small and the standards of the road are not up to those required under Item 4 of "Purpose and Policy in the Establishment and Development of the U. S. Numbered Highways," adopted January 1, 1959.

KENTUCKY- ILLINOIS	U. S. 58 Extension
-----------------------	-----------------------

DENIED

For the reason that the routing in both States contains a good many miles of substandard roadway and therefore, cannot qualify for inclusion in the U. S. Route Numbered System as expressed in Item 14 of "Purpose and Policy in the Establishment and Development of the U. S. Numbered Highways," adopted January 1, 1959.

(Kentucky Section)
This routing begins at junction of present U. S. 58 and U. S. 25E at Kentucky-Virginia State line near Middlesboro, Kentucky, then northerly over U. S. 25E to Kentucky State Route 92 north of Pineville, thence over S. R. 92 to U. S. 25W at Williamsburg, thence north over U. S. 25W to State Route 90 south of Dearing then west over S. R. 90 to U. S. 27 at Parkers Lake, then northerly over U. S. 27 to State Route 90 north of Burnside, then westerly over S. R. 90 through Monticello, Burkesville and Glasgow to U. S. 31W, then west on U. S. 31W to State Route 65 north of Rocky Hill, then northwesterly to State Route 70 northwest of Brownsville, then westerly over S. R. 70 to U. S. 231 north of Aberdeen, then northwesterly with U. S. 231 to U. S. 62 at Beaver Dam, then southwestwardly with U. S. 62 to State Route 70 in Central City, then west with State Route 70 to U. S. 41 Alternate at Madisonville, then northwesterly with U. S. 41A to Sturgis, then northwesterly over State Route 85 to Kentucky-Illinois State line near Shawneetown, Illinois.

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
KENTUCKY- ILLINOIS cont'd	U. S. 50 Extension	(Illinois Section) Beginning on the Illinois-Kentucky line at the Shawneetown Bridge, then westerly over Illinois State Route 13 to State Route 142 at Equality, then northwest with S. R. 142 through Eldorado to State Route 34, then northwesterly with S. R. 34 to State Route 14 in Benton, then west over S. R. 14 to U. S. 51 south of DuQuoin, then north with U. S. 51 to State Route 152 in DuQuoin, then west with S. R. 152 to State Route 13, then northwesterly with S. R. 13 through Pinckneyville, to U. S. 460 near Freeburg, then northwest with U. S. 460 to Illinois-Missouri State line in East St. Louis.

(See page 8 for action on this application)

ILLINOIS <u>DENIED</u>	U. S. 58 Alt. Establishment of an Alternate U. S. Route	This routing will begin at the junction of State Routes 142 and 13 near Equality (Proposed U. S. 58), then west over S. R. 13 to Murphysboro, then north over S. R. 13 to junction with State Route 152 near Pyatt. (Proposed U. S. 58)
---------------------------	--	---

For the reason that the main route was also denied and therefore no alternate would be possible.

- 10 -

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
<u>OKLAHOMA</u> <u>APPROVED</u>	U. S. 62 Relocation	This routing will be over improved city streets in Oklahoma City beginning at the intersection of present U. S. 62 (S. W. Avenue and Agnew Avenue) thence north on Agnew Avenue to S. W. 12th Street, thence east on S. W. 12th Street and northeasterly on Exchange Avenue to intersection of Western Avenue and Reno Avenue, thence eastward for eastbound traffic only on Reno Avenue to present U. S. 62. Westbound traffic for U. S. 62 will follow California Avenue from Broadway to Western Avenue, thence south to Exchange Avenue.
" <u>APPROVED</u>	U. S. 69 Relocation	This routing will be over a new high type facility beginning on present U. S. 69 at its junction with U. S. 66 in Commerce, thence eastwardly approximately two miles on present U. S. 66, thence north on new location to present U. S. 69 in Picher.
<u>WASHINGTON</u> <u>DENIED</u>	U. S. 97, Alt. Establishment of an Alternate U. S. Route	This routing will begin at the junction of U. S. Routes 97 and 10 with State Route 2-1, northwest of Ellensburg, thence northwesterly and northerly over S. R. 2-1 to U. S. 97 and State Route 2 at Virden.
	For the reason that the proposed route does not meet the current AASHO design standards for Primary roads in accordance with Item 14 of the "Purpose and Policy in the Establishment and Development of the U. S. Numbered Highways," adopted January 1, 1959, however, it is suggested that favorable consideration would be given the proposed alternate, as submitted, if improved to the primary standards and re-submitted at some time later as the main routing for U. S. 97 between the terminal points.	
<u>TENNESSEE</u> <u>APPROVED</u>	U. S. 129 Relocation	This routing will be over a new high type facility beginning on State Route 33 and present U. S. 129 at Maryville and extending northward to U. S. 70 at Knoxville.
<u>IOWA</u> <u>APPROVED</u>	U. S. 169 Relocation	This routing begins at the intersection of present U. S. 169 and U. S. 20 southwest of Fort Dodge, thence north over a new high type facility by-passing Fort Dodge on the west to junction with U. S. 169 approximately seven miles north of Fort Dodge.

STATE	ROUTE	DESCRIPTION
FLORIDA <u>APPROVED</u>	U. S. 27 & U. S. 441, Relocation	This routing will be over a new high type facility beginning at the junction of U. S. Routes 27, 301 and 441 at Belleview, thence south-easterly over State Route 500 for junction of present U. S. Routes 27 and 441 at Lady Lake.

Approval was given subject to the following recommendations and subject to the acceptance of these recommendations by Florida:- (1) U. S. 27 be located over the proposed new routing; with U. S. 441 markers to remain on the present location, (2) To establish both routes over the new routing, with alternate routings over the older road would violate the U. S. Numbered System policy.

ALABAMA- FLORIDA <u>DENIED</u>	U. S. 431 Extension of a U. S. Route	(Alabama Section) This routing would begin at the present southern terminus of U. S. 431 in Dothan at its junction with U. S. 231, thence southerly through Dothan over U. S. 231 to junction with State Route 109, thence southwesterly over S. R. 109 to the Alabama-Florida State line.
--------------------------------------	--	---

For the reason that the Dothan, Alabama area and the Panama City, Florida area are now connected by a U. S. Route and that there is no indication of overcrowding of the existing route. Further, the new proposed route does not qualify because it does not meet the requirements set forth in Item 14 of "Purpose and Policy in the Establishment and Development of the U. S. Numbered Highways," adopted January 1, 1959. Lastly, the purpose of the U. S. Route Numbered System is to provide the shortest and best route between major areas without duplication in accordance with Item 4 of the above referred to policy.

(Florida Section)
Beginning on the Florida-Alabama State line on State Route 77, thence southerly to Chipley, thence southwesterly on State Route 277 to State Route 79 at Vernon, thence southwesterly on State Route 79 to U. S. 9 west of Panama City, thence southerly over State Route 500 for junction of present U. S. Routes 27 and 441 at Lady Lake.

MICHIGAN <u>APPROVED</u>	U. S. 10 Relocation with alternate routing over the older road to violate the U. S. Numbered System policy.	This routing begins at the junction of present U. S. 10 and State Route 24 south of Pontiac thence west and north on a by-pass (S. R. 53) to present U. S. 0 northwest of Pontiac.
-----------------------------	---	--

ALABAMA- FLORIDA <u>APPROVED</u>	U. S. 10 B. R. Recognition of a Business Route	This routing will be northerly through Pontiac along the old route of U. S. 10 from a point south of Pontiac at the junction with S. R. 24 to a junction, northwest of Pontiac, with U. S. 10 (S. R. 23) at junction with State Route 109, thence southwesterly over S. R. 109 to the Alabama-Florida State line.
--	--	---

For the reason that the Dothan, Alabama area and the Panama City, Florida area are now connected by a U. S. Route and that there is no indication of overcrowding of the existing route. Further, the new proposed route does not qualify because it does not meet the requirements set forth in Item 14 of "Purpose and Policy in the Establishment and Development of the U. S. Numbered Highways," adopted January 1, 1959. Lastly, the purpose of the U. S. Route Numbered System is to provide the shortest and best route

(Florida Section)
Beginning on the Florida-Alabama State line on State Route 77, thence southerly to Chipley, thence southwesterly on State Route 277 to State Route 79 at Vernon, thence southwesterly on State Route 79 to U. S. 9 west of Panama City.

STATE	ROUTE	DESCRIPTION
MICHIGAN	U. S. 41	This routing begins just north of Washington in the western part of Marquette and extends southeasterly on a new location to present U. S. 41 along Marquette Bay just east of Champion Street and south of Fisher Street. A recently completed high type facility.
APPROVED		
APPROVED	U. S. 41	This routing will begin at the junction of new U. S. 41 in the western part of Marquette just north of Washington Avenue and extend over the former route of U. S. 41 east and south to a junction with new U. S. 41 south of Fisher Street and east of Champion Avenue.
APPROVED	U. S. 112	This proposal calls for the complete elimination of U. S. 112 from the junction with U. S. 12 east of New Buffalo to junction with U. S. 12 in downtown Detroit.
APPROVED	U. S. 112 B. E.	The sections of U. S. 112 B. E. to be deleted are those beginning three miles west of Mt. Pleasant and extending through three and two miles east thereof, and beginning at junction of present U. S. 112 west of Ypsilanti, thence through Ypsilanti to junction about five miles northeast thereof.
APPROVED	U. S. 112	This routing will be over former U. S. 112 from junction of present U. S. 12 and U. S. 112 east of New Buffalo to Ypsilanti, thence over present U. S. 12 by-passing Ypsilanti on the south to junction of former U. S. 112, thence over former U. S. 112 easterly to junction with present U. S. 12 in downtown Detroit.
APPROVED	U. S. 112	The two Business Routes to be established are at Mt. Pleasant and Ypsilanti and they will be over former U. S. 112 B. E. locations at each of these municipalities.
APPROVED	U. S. 27	This proposal calls for the shortening of U. S. 27 by the deletion of the section between Cheboygan and Mackinaw City, making the northern terminal point for U. S. 27 the intersection with U. S. 23 in the city of Cheboygan.

STATE

ROUTE

DESCRIPTION

MONTANA
(WYOMING)

U. S. 212
Relocation &
Extension

This routing would begin at the junction of present U. S. 212 and State Route 8, approximately three miles northwest of Broadus, thence westerly via Ashland and Busby to Interstate 90 south of Crow Agency, thence north over Interstate 90 and U. S. 87 to Hardin, thence west with U. S. 87 to junction with U. S. 10 in Billings, thence southwesterly over U. S. 10 to Laurel, thence continue southwesterly on present U. S. 312 via Rockvale and Red Lodge to the Montana-Wyoming State line, thence westerly through a section of Wyoming back into Montana at Colter Pass, thence via Cooke City to the northeast entrance of Yellowstone National Park. (The portion in Wyoming is not maintained by the Wyoming State Highway Department but through a resolution of the Wyoming State Highway Commission they request the U. S. Route Numbering Committee of AASHO to designate that portion lying within Wyoming as U. S. 212 instead of U. S. 312.)

APPROVED

U. S. 312
Relocation &
Extension

This routing begins on U. S. 12 at Forsyth at the present northeastern terminus of U. S. 312, thence over present routes U. S. 10 and 12 to Miles City to a junction with former U. S. 212, thence southeasterly over former U. S. 212 to a junction with present U. S. 212, west of Broadus.

APPROVED

- 14 -

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
MONTANA (WYOMING) <u>APPROVED</u>	U. S. 312 Deletion of a U. S. Route	The portion of U. S. 312 to be deleted begins at the northeast entrance of Yellowstone National Park running thence east and northeasterly over newly established U. S. 212 via Cooke City, Red Lodge and Laurel to a junction with presently established U. S. 212 and U. S. 87 in Billings. This point will become the southwest terminus of U. S. 312. (A short section of U. S. 312 lies in Wyoming between Cooke City and Red Lodge. The Wyoming State Highway Commission has requested that it be remarked as U. S. 212.)
GEORGIA <u>APPROVED</u>	U. S. 27, U. S. 84 Relocation	This routing will be over a high type facility beginning at the junction of present U. S. Routes 27 and 84 in northwest section of Bainbridge, thence southeasterly over new location to junction of present U. S. 27 and 84 and State Route 97 in center of the city.
" <u>APPROVED</u>	U. S. 27 B. R. U. S. 84 B. R. Recognition of Business Routes	This routing will be over the former location of U. S. Routes 27 and 84 through the city of Bainbridge, beginning at the junction of U. S. Routes 27 and 84 in northwest section of the city and following the old routing southeasterly and south to a junction with new location of U. S. Routes 27 and 84 and S. R. 97 in center of city.
SOUTH CAROLINA <u>APPROVED</u>	U. S. 29 Revision of Route in Green- ville and vicinity	A new routing will begin southwest of Greenville at the junction of present U. S. 29 and By-pass U. S. 29 (Interstate 85) and then run northerly over a high type facility (Interstate 185) into the city of Greenville, thence over former U. S. 29 B. R. northerly through Greenville to junction with U. S. 29 By-pass (State Route 291) at north-east edge of city.

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
SOUTH CAROLINA	U. S. 29 By-pass Deletion of Route	The by-pass routing around Greenville has been discontinued and a portion has been absorbed into Interstate Route 85 between the junction of present U. S. 29 and Interstate Route 85, southwest of Greenville and State Route 291 south of Greenville.
<u>APPROVED</u>		
TEXAS- NEW MEXICO- ARIZONA (Re-Submission)	U. S. 180 Extension of a 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 35, a distance of 7.8 miles, thence northerly over Interstate 10, a distance of 11.2 miles to the Texas-New Mexico State line northeast of Anthony, a total distance of 19 miles.
<u>DENIED</u>		
The request for this extension has been denied again for the reason that considerable mileage on the proposed route is still below the standards required in accordance with Item 14 of the "Purpose and Policy in the Establishment and Development of the U. S. Numbered Highways," adopted January 1, 1959. If and when the substandard sections are improved to the required standards, a resubmission by the States involved will be considered.		(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 and 80 to Deming, thence northwest 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.

- 16 -

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
TEXAS- NEW MEXICO- ARIZONA (Re-Submission) cont'd.	U. S. 180 Extension of a U. S. Route	(Arizona Section) Beginning on the Arizona-New Mexico State line east of Alpine, thence west over U. S. 250 (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 S. R. 164 to State Rts. 64 north of Williams thence northerly to Grand Canyon over S. R. 64, a total distance of 296 miles.

(See page 15 for action
on this application)

MINNESOTA- NORTH DAKOTA- MONTANA	Establishment of a U. S. Route (New)	(Minnesota Section)
--	--	---------------------

This routing would begin on U. S. Route 2 at the junction with State Route 34 northwest of Floodwood, thence westerly over S. R. 34 to U. S. 371 south of Walker, thence westerly over U. S. 371 through Walker to junction with State Route 92 south of Leech Lake, thence westerly over S. R. 92 to junction with State Route 31, northwest of Lake Itasca, thence westerly with S. R. 31 via Mahanomen and Ada to U. S. 75, thence run north with U. S. 75 and S. R. 31 to Halstad, thence west on S. R. 31 to the Minnesota-North Dakota State line.

DENIED

The establishment of a new U. S. route was denied in all three states for the following reasons: (1) Consideration must be given the total length of the proposed route and standards were inadequate on some sections and do not meet the requirements set out under Item 14 of the "Purpose and Policy in the Establishment and Development of the U. S. Numbered Highways," adopted January 1, 1959; (2) There was no evidence of sufficient through traffic on the proposed route to warrant its inclusion in the U. S. Numbered System; (3) The proposed route is through the same traffic corridor served by existing U. S. routes and does not qualify in accordance with Item 5 of the above policy; (4) There is no evidence that the existing U. S. routes serving the terminal points are overcrowded and are not adequate to handle the traffic to the point where an additional or alternate route is justified; (5) The purpose of establishing the U. S. Route System was to provide the shortest and best route between major control points, and this proposal is in conflict with the policy as expressed in Item 10.

- 17 -

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
MINNESOTA- NORTH DAKOTA- MONTANA cont'd	Establishment of a U. S. Route (new)	<p>(North Dakota Section)</p> <p>This routing will begin on the North Dakota-Minnesota State line on S. R. 7, thence west to U. S. 81 north of Kelseo, thence north via Hillsboro over U. S. 81 and State Route 7 to junction of U. S. 81 and S. R. 7 south of Cummings, thence west over S. R. 7 via Mayville, Finley, Cooperstown, Carrington, McClusky, Underwood, Riverdale, Garrison Dam, Hazen and Killdeer to U. S. 86 south of Grassy Butte thence north over U. S. 85 via Watford City to junction with State Route 23 thence west via Cartwright to the North Dakota-Montana State line.</p>

(See page 16 for action
on these applications)

(Montana Section)

Beginning on the Montana-North Dakota State line on State Route 20 east of Fairview, thence south-west on S. R. 20 via Sidney, Circle, Jordan, Winnett, Lewistown, Great Falls, Simms and Lincoln to Missoula.