

219
225

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

U. S. ROUTE NUMBERING COMMITTEE AGENDA
Denver, Colorado, October 6, 1961

SHOWING ACTION TAKEN BY EXECUTIVE COMMITTEE, OCTOBER 7, 1961

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
MICHIGAN	U. S. 10	Relocation.
APPROVED		This routing would be over Interstate Route 75 from its junction with present U. S. Route 10 south of Flint, thence northwesterly and northerly by-passing Flint, Mount Morris, Clio, to a junction with present U. S. 10 near Birch Run. (Present U. S. 10 will then be State Trunk Route 83 through Flint to the junction with U. S. B. R. 10 North of Mt. Morris.)
"	U. S. 10 B. R.	Deletion of a Business Route.
APPROVED		The route to be deleted is the Business Route beginning at the junction of present U. S. 10 and B. R. U. S. 10 just south of Flint, thence northerly through Flint and Mt. Morris to junction with present U. S. 10 north of Mt. Morris. (The present B. R. U. S. 10 will become State Trunk Route 83 B. R.)
"	U. S. 16	Deletion of Route
APPROVED		Present route U. S. 16, which now begins in downtown Detroit, and extends in a northwesterly direction to the Ferry Boat Landing in Muskegon via Brighton, Lansing, and Grand Rapids, is to be eliminated, thereby making the eastern terminus of U. S. Route 16 the Ferry Boat Landing in Milwaukee, Wisconsin.
"	U. S. 16 B. R.	Deletion of a Business Route
APPROVED		The section of Business Route U. S. 16, beginning east of Grand Rapids and extending through the city and north to its junction with Interstate Route 196, is to be eliminated.
"	U. S. 27	Deletion of Route
APPROVED		This proposal changes the northern terminal point of U. S. 27 from its present northern terminus in Cheboygan to the junction of present U. S. 27 and Interstate Route 75 south of Grayling.

STATE	ROUTE	DESCRIPTION
MICHIGAN (continued)	U. S. 131 B. R. Deletion of a Business Route	This proposal will delete entirely the Business Route marking beginning at the junction of present U. S. 131, thence east and north through Grand Rapids to the northern junction of the present Business Route U. S. 131 and present U. S. 131.
APPROVED		
PENNSYLVANIA	U. S. 11 Relocation	This routing will be over a high-type facility, beginning at the interchange approximately three miles west of Camp Hill, thence easterly to a cloverleaf interchange with U. S. 15, thence north on U. S. 15 to present U. S. 11 in edge of Camp Hill.
APPROVED		
NORTH CAROLINA	U. S. 13 Extension	This routing would begin at the end of the present U. S. Route 13 in Goldsboro at the junction with U. S. 70, thence running southerly over U. S. 117 to junction with State Route 102 south of Goldsboro, thence southwesterly over S. R. 102 via Newton Grove to Interstate Route 95 northeast of Fayetteville.
APPROVED		
MARYLAND- DISTRICT OF COLUMBIA	U. S. 50 Relocation	(Maryland Section) This routing will be over new high-type facility, beginning at the junction of present U. S. 50 and U. S. 301 west of Annapolis thence westerly and southwesterly to the Maryland-District of Columbia line at the end of the ramp connections of the Kenilworth Interchange joining with the Washington-Baltimore Parkway.
APPROVED		
APPROVED		(District of Columbia Section) This routing will be over New York Avenue extended from the District of Columbia-Maryland State line west of the Kenilworth Interchange and will run thence westerly along New York Avenue to junction with present U. S. 50 at Bladensburg Road.

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
KANSAS APPROVED	U. S. 50 Relocation	This routing will begin at the junction of present U. S. 50 and Interstate Route 35 in Merriam, thence running south-westerly via Lenexa, by-passing Olathe to the east, Gardner to the southeast, Wellsville to the south, Ottawa on the east and south to a junction with present U. S. 50 south of Ottawa.
KANSAS APPROVED	U. S. 81 Establishment of By-Pass Route	This routing would be over Interstate Route 235, by-passing Wichita, beginning north of Wichita on present U. S. 81, thence west, south and east on Interstate Route 235 to the interchange in Midland with Interstate 35, thence west 0.4 mile to present U. S. 81 south of Wichita.
OKLAHOMA APPROVED	U. S. 69 and 75 Relocation	This routing will be over a new facility constructed in the vicinity of Calera and Colbert, beginning at the junction of present U. S. 69 and 75, northeast of Calera, thence south-westerly through Calera to a junction with the present U. S. 69-75, southwest of Calera; also beginning approximately 1-1/2 miles north of Colbert at the junction with present U. S. 69-75, thence southwest, south, and southwest, by-passing Colbert on the west, to a junction with present U. S. 69-75 about 1/2 mile north of the Red River bridge.
MISSOURI (Resubmission) Action deferred until summer meeting 1962	U. S. 160A Establishment of an Alternate Route	This routing would begin at the junction of U. S. 65, 160, and State Route 148 north of Branson, thence easterly over S. R. 148 via Forsyth to U. S. 160 east of Forsyth.
NEBRASKA-SOUTH DAKOTA (Second Submission) APPROVED	U. S. 281 Relocation (Nebraska Section)	This routing would begin in Spencer at the junction of present U. S. 281 and State Route 18, thence north over S. R. 18, to the Nebraska-South Dakota State Line.

STATE	ROUTE	DESCRIPTION
NEBRASKA- SOUTH DAKOTA (continued)	U. S. 281 Relocation	(South Dakota Section) This routing would begin at the South Dakota-Nebraska State Line and State Route 54, thence north approximately one mile to junction with present U. S. 281, nine miles east of Fairfax.
APPROVED		
GEORGIA- ALABAMA	U. S. 378 Extension of Route	(Georgia Section) This routing would begin in Washington at the western terminus of present U. S. 378, which is also the junction of U. S. 78, thence northwesterly on U. S. 78 via Lexington to a junction of U. S. Route 129 in Athens, thence northwest on U. S. 129 via Jefferson, Pendergrass, and Talmo, to a junction with State Route 53 in Gainesville, thence westerly over S. R. 53 to a junction with State Route 306, thence southwesterly to a junction with U. S. 19 north of Cumming, thence southerly to Cumming on U. S. 19 to a junction with State Route 20, thence west on S. R. 20 via Canton to U. S. 41 and 411 north of Cartersville, thence west on U. S. 411 to a junction with S. R. 20 in Rome, thence continue west on S. R. 20 to Georgia-Alabama State Line east of Cedar Bluff, Alabama.
DENIED: AS TO BOTH STATES		(Alabama Section) This routing will begin on the Alabama-Georgia State Line on State Route 9 east of Cedar Bluff thence west to junction with State Route 35, thence northwest with State Route 35 via Gaylesville, Fort Payne, Rainsville to a junction with U. S. 72 in Scottsboro.
GEORGIA APPROVED	U. S. 411 Relocation	This routing would begin at the junction of present U. S. 411 and State Route 101 in Rome, thence southerly on S. R. 101 to a junction south of Rome with State Route 344, thence easterly over S. R. 344 to junction with present U. S. 411 and U. S. 41 northwest of Cartersville.

<u>STATE</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>
GEORGIA - NORTH CAROLINA	New U. S. Route	
(See special note below)	(Georgia Section)	This routing would begin in Savannah at the junction of State Routes 26 and 21, thence northwesterly with S. R. 26 to junction with State Route 17 northwest of Savannah, thence northwesterly with S. R. 17 via Guyton, Oliver, Millan, Midville, Louisville, Wrens, Thomson, Washington, Elberton, Royston, Levonia, Avalon, Toccoa, Clarksville, Helen, and Hiwassee to the Georgia-North Carolina State Line south of Hayesville, North Carolina.
	(North Carolina Section)	Beginning at the North Carolina-Georgia State Line south of Hayesville on State Route 69, thence north to U. S. 64 at Hayesville, thence west on U. S. 64 to junction with State Route, five miles east of Murphy, thence north on State Route to U. S. Routes 19 and 129 at Marble.

Special Note:

DENIED AS TO BOTH STATES

For the reason that the route over which the proposed new U. S. Route is to be marked is not up to the standards for Primary highways as required under the Purpose and Policy in the Establishment and Development of U. S. Numbered Highways, Section 14, adopted by AASHO on January 1, 1959. To be accorded a new U. S. Route Number, the prestige of AASHO is involved as it is a certification by AASHO to the public that enough through traffic is involved that uniform interstate route numbering is essential for the convenience of that traffic, that the route is the best and shortest route between two major traffic generating areas, and that the road fully satisfies the design standards of a modern Primary highway. The Route Numbering Committee will reconsider the request when these requirements are satisfied.

CALIFORNIA	U. S. 91 B. R.	
APPROVED	Recognition of a Business Route	
		This routing will be over old U. S. 91 through Barstow, beginning near the west City Limits at the junction of the Main Street Ramps, thence east and northerly to a point northeast of Barstow to a junction of present U. S. 91 and the interchange east of the Hiker Ditch,

- 6 -

STATE	ROUTE	DESCRIPTION
CALIFORNIA (continued)	U. S. 395 and U. S. 60 B. R. Recognition of a Business Route	
APPROVED	(U. S. 395 B. R. Section)	This routing will extend from the existing Riverside Freeway to the Columbia Avenue Interchange near the north City Limits, thence over Columbia Avenue, Main Street, First Street, Market Street, 7th-8th Street (One-Way Couplet), Mulberry Street, and 8th Street to its interchange with the new freeway near the southeast City Limits.
CALIFORNIA	(U. S. 60 B. R. Section)	
APPROVED		This routing will extend from the 8th Street Interchange with the new freeway near the southeast City Limits via 8th Street, Mulberry Street, 7th-8th Street (One-Way Couplet), Buena Vista Drive and Mission Boulevard to an interchange with the new freeway at Sunnyslope west of Riverside.
WISCONSIN	U. S. 41	
APPROVED	Relocation	Routing of this proposed relocation is entirely within the corporate limits of Milwaukee and begins at the junction of present U. S. 41 and State Routes 15 - 59 on National Avenue, thence west to the South 44th Street Expressway, thence northerly with that Expressway to the East-West Expressway, thence continuing northerly on the Northwest Expressway to its junction with present U. S. 41 on Lisbon Avenue.
FLORIDA	U. S. 27 and U. S. 441,	
APPROVED	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 southeasterly over State Route 300 to junction of present U. S. Routes 27 and 441 at Lady Lake.
FLORIDA	U. S. 27A and U. S. 441A,	
APPROVED	Establishment of Alternate Routes	The alternate routing for these two U. S. Routes will be over the old location of U. S. Routes 27 and 441 between Belleview and Lady Lake via Wierdale.

- 7 -

STATE	ROUTE	DESCRIPTION
TEXAS- NEW MEXICO- ARIZONA (Re-Submission)	U. S. 180, Extension of a U. S. Route	<p>(Texas Section)</p> <p>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 10, a distance of 11.2 miles to the Texas-New Mexico State Line, northeast of Anthony, a total distance of 19 miles.</p> <p>(New Mexico Section)</p> <p>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.</p> <p>(Arizona Section)</p> <p>Beginning on the Arizona-New Mexico State Line east of Alpine, thence west over U. S. 260 (to be eliminated if U. S. 180 extension is approved) to Alpine, thence northerly over U. S. 666 via Springerville to St. Johns, thence northwesterly via Concho and Holbrook to U. S. 66, thence westerly over (I-40) U. S. 66 via Winslow to State Route 164 in Flagstaff, thence northwesterly over S. R. 164 to State Route 64 north of Williams, thence northerly to Grand Canyon over S. R. 64, a total distance of 296 miles.</p>

APPROVED,
effective
January 1, 1962