

U. S. Route Numbering Committee

Charleston, South Carolina

June 26, 1958

<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
MASSACHUSETTS NEW HAMPSHIRE	U. S. 1 Relocation	(Massachusetts Section) Proposed marking would restore U. S. 1 to its former location from Danvers north to the New Hampshire State line via Newburyport over present Massachusetts Route 17. After the change is made Route 17 will be discontinued on that section. (Interstate Route 95 will replace U. S. 1 on its present location between Danvers and the connection with the New Hampshire Turnpike which has been designated Interstate Route 95 also.)
<u>APPROVED</u>		
		(New Hampshire Section) Proposed marking will involve about 700 feet in New Hampshire over the former location of U. S. 1.
<u>APPROVED</u>		
SOUTH CAROLINA	U. S. 1 Alternate Establishment of an Alternate U. S. Route	The proposed marking of an Alternate Route U. S. 1 would begin on U. S. 1 in Columbia and run south on U. S. 21-176 and 321 about 6 miles, thence southerly on U. S. 321 to State Route 3 south of Swansea, thence southwesterly on State Route 3, via Springfield and Blackwell to State Route 37 at Barnwell, then southerly on State Route 37 via Baldeck to U. S. 301 southwest of Allendale.
<u>DENIED</u>		
"	U. S. 5 and U. S. 5A Renumbering of Existing U. S. Routes	(No action can be taken on this application inasmuch as several states are involved and proper applications were not received in time to be included on the agenda.)
<u>NO ACTION</u>		
"	U. S. 76-378 B.P. and B.R. Recognition of By-Pass and Business Route at Sumter	The marking on the by-pass route would be over a new 4-lane controlled access highway skirting the city on the north and east. The business route would be marked over the present location of U. S. Routes 76 and 378 into and through the city.
<u>APPROVED</u>		
"	U. S. 501 B. P. and B. R. Recognition of By-Pass and Business Route at Comway	The marking on the by-pass route would be over a new 4-lane facility passing south of the business district of the city. The business route would be marked over the present route into and through the city.
<u>APPROVED</u>		

<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
VERMONT <u>APPROVED</u>	U. S. 2 B.R. Recognition of a Business Route in Montpelier	Proposed routing would be over former U.S. 2 through the city on Main and State Streets.
OHIO <u>APPROVED</u>	U. S. 6 Relocation	This routing would be over Ohio State Route 384 which is being constructed as a high type highway and thereby avoiding a congested area in Bryan.
" <u>APPROVED</u>	U. S. 62 Relocation	This routing would be over a new location between Canton and a point on old U. S. 62 north of Louisville.
" <u>APPROVED</u>	U. S. 68 Abandonment of Section	This proposal would eliminate the portion of U. S. 68 between U. S. 25 north of Findlay and a point about 3 miles southwest of Findlay. (Apparently U. S. 68 has been eliminated by Ohio from a point just north of Findlay to its northern terminus in Toledo, and this proposal would make the northern terminal point of U. S. 68 the intersection with U.S. 25 southwest of Findlay.)
" <u>APPROVED</u>	U. S. 224 Relocation	This routing would be over a new high standard highway by passing Tiffin on the south and west.
MISSISSIPPI <u>APPROVED</u>	U. S. 11, By Pass Abandonment	This proposal would eliminate U. S. 11 By Pass marking established June 27, 1957 at Hattiesburg.
VIRGINIA <u>APPROVED</u>	U. S. 13 Relocation	Proposed marking would be over new routing leaving U. S. Routes 58 and 460 east of Suffolk at Magnolia then following present Virginia Route 337 southwesterly around and through the southeasterly part of Suffolk to present U. S. Route 13 in South Suffolk. Present U. S. Route 13 marking through the City proper would be eliminated and length of U. S. Route 13 would be reduced 0.10 mile.
KENTUCKY <u>APPROVED</u>	U. S. 31 E Relocation	Proposed marking would be over a new high standard highway recently constructed between Lincoln Memorial Park and Magnolia. New routing would reduce travel distance on this route 2.5 miles.

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<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
MISSOURI <u>APPROVED</u>	U. S. 54 Relocation	Proposed marking would be over a new high standard highway constructed between north Jefferson City and intersecting the present U. S. Route 54 north of Holts Summit. Old routing will be marked as State Supplementar. Route AC.
NEW MEXICO <u>DENIED</u>	U. S. 56 Extension	Proposed marking would extend U. S. 56 from Springer into Santa Fe via Las Vegas over U. S. Routes 85, 84 and 285.
CALIFORNIA <u>APPROVED</u>	U. S. 66-91-395 B.R. Recognition of a Business Route in San Bernardino	Proposed routing would be over old route of U. S. 66-91-395 which has been changed to a new freeway type highway by-passing the business district. Old U. S. 66 B.R. will be eliminated from the Freeway east on 5th Street then north on E Street and Kendall Drive in San Bernardino.
" <u>APPROVED</u>	U. S. 91 B. R. Recognition of a Business Route in Riverside	Proposed routing would be over old route of U. S. 91-395, which has been changed to a new freeway type highway by-passing the business district, between Columbia Street and the south city limits of Riverside.
" <u>APPROVED</u>	U. S. 99 B. R. Recognition of a Business Route in Madera	Proposed routing would be over the old route of U. S. 99 which has been changed to a new freeway by-passing the business district between a point 0.5 miles south of Madera to a point 1.5 miles north of Madera.
" <u>APPROVED</u>	U. S. 101 B. R. Recognition of a Business Route in Arroyo Grande	Proposed routing would be over the old route of U. S. 101 which has been changed to a new freeway by-passing the business district between a point southeast of Leedham Lane and a connection at Grand Avenue.
" <u>APPROVED</u>	U. S. 101 B. R. Recognition of a Business Route at Crescent City	Proposed routing would be over former U. S. 101 which has been changed to a location outside the business district.
" <u>APPROVED</u>	U. S. 466 Revision in Location	Proposal calls for relocation of previously designated marked route between Shandon and Atascadero to a new routing via Paso Robles. Original location was never marked between Shandon and Atascadero. The new location would be over a newly improved highway between Shandon and Paso Robles, then coincident with U. S. 101 south from Paso Robles to Atascadero where it joins the original designated route.

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ALABAMA <u>APPROVED</u>	U. S. 72 Establishment of an Alternate U. S. Route	The proposed marking of an Alternate Route U. S. 72 would begin in Huntsville and follow State Route 20 southwesterly through Decatur thence westerly to Tusculmbia.
" <u>ACTION WITHHELD</u>	U. S. 331 Extension	Proposed marking would extend U. S. 331 from its present northern terminus in downtown Montgomery over U. S. 231 north through Wetumpka, Sylacauga, Talladega and Lincoln to U. S. 431 in Attalla, thence northerly over U. S. 431 through Albertsville and Gantersville to Henryville, then northeasterly over State Route 79 to U. S. 72 at Scottsboro.
ARIZONA <u>DENIED</u>	U. S. 93 Extension	Proposed marking would extend U. S. 93 from Kingman to Wickenburg over present Arizona Route 93 to Arizona Route 71 then over new location into U. S. 89 at Wickenburg.
NEW JERSEY <u>APPROVED</u>	U. S. 130 and U. S. 130 A Abandonment	This proposal would eliminate U. S. Route 130 marking between U. S. Route 1 south of New Brunswick and the northern terminal of U. S. 130 in New Brunswick. Would also eliminate alternate U. S. 130 markings.
" <u>APPROVED</u>	U. S. 206 Relocation	Proposed marking would be over a new high standard highway built to by-pass the congested area of Columbus on the west. Old route would become New Jersey Route 170.
KANSAS <u>APPROVED</u>	U. S. 160 Relocation	Proposed marking would be over a high standard highway between McCune and U. S. Route 69 over former Kansas Route 103, then north on U. S. 69 over a new highway by-passing Pittsburg on the west side.
OKLAHOMA <u>APPROVED</u>	U.S. 169 Extension subject to completion of route to primary standards and pro- tection of all railroad grade cross- ings.	Proposed marking would extend U. S. 169 from its present southern terminus at Glenpool southerly through Okmulgee, Henryetta, Weleetka, Wetumka, Calvin, Ada and Tishomingo to Madill (U.S. 70).
MISSISSIPPI TENNESSEE <u>DENIED</u>	NEW ROUTE Establishment of a U. S. Route	(Mississippi Section) Proposed route would begin on U. S. Route 98 in Beaumont and extend north over Mississippi State Route 15 via Laurel, Newton, Philadelphia, Louisville, Ackerman, Maben, Houston, Pontotoc, New Albany, and Walnut to the Tennessee State line; there joining a route selected by Tennessee to continue northerly to Jackson, Tennessee.

<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
MISSISSIPPI TENNESSEE (Con't)	NEW ROUTE Establishment of a U. S. Route	(Tennessee Section) Proposed route would begin at the Mississippi State line on Tennessee State Route 125 thence north through Pocahontas to Bolivar, thence over Tennessee Route 18 to U. S. 45 about four miles south of Jackson.
<u>DENIED</u>		
OREGON	NEW ROUTE Establishment of a U. S. Route 320	Proposed route would begin on U. S. 101 at Otis thence easterly over State Route 18 to Valley Junction thence southeasterly over State Route 22 through Salem, Stayton and Detroit, thence southerly to U. S. 20 at Santiam Junction.
<u>DENIED</u>		
FLORIDA	U. S. 1 Relocation	This marking would follow a new high-type facility recently opened to by-pass the congested business district of Homestead.
<u>APPROVED</u>		
"	U. S. 1 B. R. Recognition of a Business Route through Homestead	The proposed routing would be over the for- mer location of U. S. 1 through Homestead.
<u>APPROVED</u>		
"	U. S. 98 Relocation	This marking would follow a new high-type facility recently opened to by-pass the congested business district of Dade City.
<u>APPROVED</u>		
"	U. S. 98 B. R. Recognition of a Business Route through Dade City	This proposed routing would be over the for- mer location of U. S. 98 through Dade City.
<u>APPROVED</u>		
"	U. S. 129 Relocation	This marking would be over a newer and better road (State Road 49) from Chiefland north via Trenton to U. S. 90 about two miles east of Live Oak, then westerly to present U. S. 129 in Live Oak.
<u>APPROVED</u>	subject to U. S. Markers being removed from the old route.	