

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS
341 National Press Building
Washington, D. C. 20004

U. S. ROUTE NUMBERING SUB-COMMITTEE AGENDA
Annual Meeting November 26, 1966, Wichita, Kansas

SHOWING ACTION TAKEN BY EXECUTIVE COMMITTEE, NOVEMBER 27, 1966

STATE & ROUTE

DESCRIPTION

GEORGIA

US Route 1
Relocation

APPROVED

(Louisville Section)

Beginning at junction of present US Route 1 and State Route 4 north of Louisville, thence southerly over SR 4 by-passing Louisville on the east to a junction with present US Route 1 and SR 4 near southeastern edge of Louisville.

US Route 1
Relocation

APPROVED

(Wadley Section)

Beginning at junction of present US Route 1 and State Route 4 north of Wadley, thence in a southerly direction on SR 4 through the eastern part of Wadley to a junction with present US Route 1 and SR 4 south of Wadley.

US Route 1 BR
Recognition of a
Business Route

APPROVED

(Louisville Section)

Beginning at junction of present US Route 1 and State Route 4 (New US Route 1) north of Louisville, thence in a southwesterly direction over former US Route 1 (Business Route 4) through Louisville to junction with State Route 24, thence continue over former US Route 1 in a southeast direction to junction with present US Route 1 near southeastern edge of Louisville.

US Route 1 BR
Recognition of a
Business Route

APPROVED

(Wadley Section)

Beginning at junction of present US Route 1 and State Route 4 (New US Route 1) north of Wadley, thence in a southerly direction over former US Route 1 (Business Route 4) through Wadley to a junction with present US Route 1 south of Wadley.

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STATE & ROUTEDESCRIPTION

GEORGIA (cont.)

US Route 23
RelocationAPPROVED

Beginning at the junction of present US Route 23 and State Route 42 (Druid Hills Road), thence southeasterly on SR 42 to intersection with SR 42 and Briarcliff Road, thence southwesterly over SR 42 (Briarcliff Road) to junction with present US Route 23 (US Routes 78 and 278 at Moreland Avenue).

US Route 23
Removal of SectionAPPROVED

Beginning at the junction of former US Route 23 (US Routes 78 and 278) and Ponce De Leone Avenue and Piedmont Avenue, thence easterly over former US Route 23 (US 78 and 278) to junction with present US 23 and State Route 42.

US Route 27
RelocationAPPROVED

Beginning at junction with present US Route 27 and State Route 1 south of the Walker-Catoosa County Line, thence in a southerly direction over SR 1 to a junction with present US Route 27 and SR 1 south of Rock Creek bridge.

US Route 80
RelocationAPPROVED

Beginning at north junction of present US Routes 80, 129, 23 and State Route 22, thence in a southerly direction to junction with present US Route 80 and State Route 19.

US Route 129
RelocationAPPROVED

Beginning at the south junction of US Route 129 and State Routes 22 and 49 (Clinton Road) in Macon, thence southeasterly over SR 22 and 49 to junction with present US Routes 80, 23 and 129.

US Route 80
Removal of SectionAPPROVED

Beginning at junction of present US Route 80 and present US Route 23 at new location of US Route 80, thence southwesterly and southerly over present US Route 23 to junction with State Route 19, also US 41 Business Route, thence east on SR 19 and US 41 BR to junction with new US Route 80.

US Route 129
Removal of SectionAPPROVED

Beginning at the south junction of US Route 129 and State Routes 22-49 (Clinton Road) thence southwesterly to junction with US Route 23.

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STATE & ROUTEDESCRIPTION

GEORGIA (cont.)

US Route 80 Toll
Toll Highway Facility
Amended Resubmission

Beginning at junction of present US Route 80 and recently constructed Toll Facility (at Montgomery Street and Bay Street intersection), thence easterly on Toll facility crossing the Wilmington River Bridge to a junction with present US Route 80 at the Saffold Field Airport.

APPROVED

US Route 341
Relocation

Beginning at junction of new facility marked State Route 333 and present US Route 41 north of Barnesville, thence in a southerly direction over SR 33 passing through the western and southern edge of Barnesville to junction with present US 341 and State Route 7.

APPROVED

US Route 341
Removal of Section

Beginning at northern terminus of US Route 341 at junction with US Route 41 and State Route 36 in Barnesville, thence southwesterly over SR 36 to junction with State Route 18, thence southeasterly over SR 18 to junction with new US route 341 and State Route 7.

APPROVED

IDAHO

US Route 10
Relocation

(Coeur D'Alene Section)

Beginning at the interchange for new Interstate Route 90 and present US Route 10 northwest of Coeur D'Alene, thence on I-90 in a southeasterly direction by-passing Coeur D'Alene on the eastern side to the interchange of present US Route 10 and I-90 southeast of Coeur D'Alene.

APPROVED

US Route 10
Relocation

(Cataldo-Kingston-Kellogg Section)

Beginning at interchange between present US Route 10 and Interstate Route 90, 1.6 miles east of junction of present US Route 10 and State Road 3, thence in an easterly direction over I-90 to the interchange of I-90 and present US 10 east of Kellogg.

APPROVED

US Route 10 BR
Recognition of a
Business Route

(Coeur D'Alene Section)
Beginning at the interchange for new Interstate Route 90 and present US Route 10 northwest of Coeur D'Alene thence in a southeast direction over former US Route 10 through Coeur D'Alene to interchange with present US 10 and I-90 southeast of Coeur D'Alene.

APPROVED

STATE & ROUTE

DESCRIPTION

IDAHO (cont.)

US Route 10 BR
Recognition of a
Business Route

APPROVED

US Routes 91, 191 & 30N
Relocation

APPROVED

US Route 91 BR
Recognition of a
Business Route

APPROVED

US Route 91 BR
Recognition of a
Business Route

APPROVED

(Kellogg Section)

Beginning at junction of former US Route 10 and Interstate Route 90 west of Kellogg, thence in an easterly direction through Kellogg via Cameron Street to a junction with present US 10 and I-90 near the Kellogg southeast city limits.

Beginning at interchange of present US Routes 91, 191, 30N and Interstate Route 15 at south edge of Pocatello, thence in an easterly and southerly direction, passing Inkom on the northeast to an interchange northwest of McCammon where US Route 30N turns east to its former location and US Routes 91 and 191 continue southerly on I-15 to an interchange with I-15 and present US Routes 91 and 191 south of Arimo.

(Inkom Section)

Beginning at interchange between Interstate Route 15 and US Routes 91, 191, 30N northwest of Inkom, thence southeasterly through Inkom on the former routing of US Route 91 to interchange with I-15 southeast of Inkom.

(McCammon Section)

Beginning at interchange of Interstate Route 15 and US Route 30N northwest of McCammon, thence easterly over US 30N a distance of 1.1 mile, thence southerly through McCammon over former routing of U S Routes 91, 191 to an interchange with I-15 south of McCammon.

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STATE & ROUTEDESCRIPTION

WISCONSIN

US Route 10
Relocation

APPROVED

Beginning on present US Route 10 west of West Waupaca Interchange, thence on new location in a south-easterly direction passing through the southwest corner of Waupaca to intersection with present US Route 10 southeast of East Waupaca Interchange a distance of 5.6 miles.

US Route 141
Relocation

APPROVED

Beginning on present US Route 141 at its junction with State Route 42, thence in a southerly direction on a new location a distance of 8.4 miles, passing west of Sheboygan, to junction with present US Route 141 southwest of Sheboygan.

VIRGINIA

US Route 13
Recognition of a
By-pass Route
(Cheriton)

APPROVED

Beginning on present US Route 13 north of Cheriton, thence in a southerly direction on new location a distance of 2.2 miles to a junction with present US 13 south of Cheriton.

US Route 13 BR
Recognition of a
Business Route
(Cheriton)

APPROVED

Beginning on present US Route 13 north of Cheriton at junction with new facility by-passing Cheriton on the west, thence southerly over former US Route 13 through Cheriton to junction south of town with new US Route 13 By-pass.

US Route 13 BP
Recognition of a
By-pass Route
(Eastville)

APPROVED

Beginning on present US Route 13 north of junction with State Route 630 north of Eastville, thence on a new location in a southerly direction a distance of 2.7 miles to junction with present US Route 13 south of Eastville and State Route 633.

US route 13 BR
Recognition of a
Business Route
(Eastville)

APPROVED

Beginning on present US Route 13 north of junction with State Route 630 north of Eastville, thence south-westerly and southerly over former US Route 13 through Eastville to a junction with new US Route 13 south of Eastville and near State Route 633.

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STATE & ROUTEDESCRIPTION

VIRGINIA

US Route 13 BP
Recognition of a By-pass Route
(Accomac, Tasley &
Onley)

APPROVED

Beginning on present US Route 13 north of Accomac, north of junction with State Route 663, thence on a new location in a southwesterly direction passing west of Accomac, thence continuing in a southwesterly direction crossing present US 13 northeast of Tasley, thence in a southwesterly direction passing east of Tasley and crossing present US 13 south of Tasley, thence continuing in a southwesterly direction passing west of Onley a total distance of 6.3 miles to a junction with present US 13 south of State Route 716.

US Route 13 BR
Recognition of a
Business Route
(Accomac, Tasley &
Onley)

APPROVED

Beginning on present US Route 13 north of Accomac north of junction with State Route 663, thence in a southerly direction over former US Route 13 through Accomac, Tasley and Onley to a junction with new US Route 13 By-pass south of Onley near State Route 716.

US Route 13 BP
Recognition of a
By-pass Route
(Exmore)

APPROVED

Beginning on present US Route 13 north of junction with State Route 601 north of Exmore, thence southwesterly on a new location passing west of Exmore to a junction with present US Route 13 south of Hadlock.

US Route 13 BR
Recognition of a
Business Route
(Exmore)

APPROVED

Beginning on present US Route 13 north of junction with State Route 601 north of Exmore, thence follow former US 13 southerly through Exmore to junction with By-pass US Route 13 south of Hadlock.

US Route 23 BP
Recognition of a
By-pass Route
(Pound)

APPROVED

Beginning on present US Route 23 in Pound at the junction with a road leading westerly to the dam across Pound River, thence on a new location in a southeasterly direction passing west of Pound to a junction with present US Route 13 south of Pound near intersection with State Route 693.

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STATE & ROUTEDESCRIPTION

VIRGINIA (cont.)

US Route 23 BR
Recognition of a
Business Route
(Pound)

Beginning on present US Route 23 in Pound at the junction with a road leading westerly to the dam across Pound River, thence southeast and south over former US Routes 23 through Pound to junction with By-pass US Route 23 south of Pound.

APPROVED

US Routes 23, 58 & 421 BP
Recognition of a
By-pass Route
(Gate City)

Beginning on present US Routes 23, 58 and 421 west of Marcem, thence in an easterly direction passing south of Gate City on new location a distance of 2.67 miles to a junction with present US Routes 23, 58 and 421 east of Gate City.

APPROVED

US Routes 23, 58 & 421 BR
Recognition of a
Business Route
(Gate City)

Beginning on present US Routes 23, 58 and 421 west of Marcem, thence in an easterly direction over former US Routes 23, 58 and 421 through Marcem and Gate City to junction with US Routes 23, 58 and 421 By-pass east of Gate City.

APPROVED

US Route 360 BP
Recognition of a
By-pass Route

Beginning at junction with present US Route 360 at Otterburn, thence in a northeasterly direction on new location by-passing Amelia on the north, crossing over present US 360 northeast of Amelia to a junction with present US Route 360 at intersection with State Route 630 east of Amelia.

APPROVED

US Route 360 BR
Recognition of a
Business Route

Beginning at junction with present US Route 360 at Otterburn, thence in a northeasterly direction over former US 360 through Amelia to a junction with By-pass US Route 360 east of Amelia.

APPROVED

US Route 460 BP
Recognition of a
By-pass Route

Beginning at junction of present US Route 460 and new location for By-pass US 460 near junction with State Route 346 north of Christianburg, thence in a southeasterly direction on new location a distance of 2.7 miles, passing Christianburg on the northeast side, to a junction with present US 460 in southeastern edge of Christianburg.

APPROVED

STATE & ROUTE

DESCRIPTION

VIRGINIA (cont.)

US Route 460 BR
Recognition of a
Business Route

Beginning on present US Route 460 north of Christianburg at junction with new By-pass US Route 460, thence in a southerly and easterly direction over former US Route 460 through Christianburg to junction with By-pass US Route 460 in eastern edge of Christianburg.

APPROVED

MARYLAND

US Route 15
Relocation

Beginning on present US Route 15 southwest of Emmitsburg, thence in a northeasterly direction on new location passing along the eastern edge of Emmitsburg to a junction with present US Route 15 about 1.5 miles northeast of junction of present US Route 15 and State Route 97.

APPROVED

US Route BR
Recognition of a
Business Route

Beginning on present US Route 15 southwest of Emmitsburg, at junction with new location for US Route 15 which by-passes Emmitsburg on the east, thence in a northerly direction over former US Route 15 through Emmitsburg to a junction with new US Route 15 about 1.5 miles northeast of intersection of former US 15 and State Route 97 in Emmitsburg.

APPROVED

SOUTH CAROLINA

US Route 17 BP
Recognition of a
By-pass Route

Beginning on present US Route 17 north of Garden City, thence in a southwesterly direction on new location passing west of Murrells Inlet to junction with present US Route 17 south of Murrells Inlet in northern edge of Huntington Beach State Park.

APPROVED

US Route 17 BR
Recognition of a
Business Route

Beginning on present US Route 17 north of Garden City, thence over former US Route 17 through Murrells Inlet to junction with new by-pass route for US Route 17 south of Murrells Inlet in northern edge of Huntington Beach State Park.

APPROVED

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STATE & ROUTEDESCRIPTION

PENNSYLVANIA

US Route 19
RelocationAPPROVED

Beginning at interchange with present US Route 19 and Interstate Routes 70 and 79 northeast of Washington, thence southerly over former US Route 19 through Washington and Laboratory to a junction with present US Route 19 south of Laboratory.

US Route 22
RelocationAPPROVED

Beginning on present US Route 22 in western edge of Lewiston, south and west of intersection of South Wayne Street and West Hale Street, thence in a southeast and easterly direction on new location along the north bank of the Juniata River to a junction with present US Route 22 in eastern edge of Lewiston east of Harding Avenue.

US Route 202
RelocationAPPROVED

Beginning on present US Route 202 west of New Centerville, thence in a northeasterly direction on new location by-passing New Centerville on the north side to junction with present US Route 202 at western approach to the King of Prussia interchange with Interstate 76 (Pennsylvania Turnpike).

ALABAMA

US Route 43
RelocationAPPROVED

Beginning on present US Route 43 at the junction with State Routes 13 and 18 north of New Lexington, thence northerly over State Route 13 through Eldridge to US Route 278 in Natural Bridge, thence easterly over US 278 about $\frac{1}{2}$ mile to junction with State Route 5, thence northerly over SR 5 via Haleyville, Bear Creek, Phil Campbell and Spruce Pine to present US Route 43 about 3 miles south of Isbell.

US Route 43A
Establishment of an
Alternate US RouteDENIED

Beginning on present US Route 43 at the junction with State Routes 13 and 18 north of New Lexington, thence northerly and westerly over former US Route 43 via Bankston to Fayette, thence north over former US 43 via Winfield, Guin, Hamilton, Hackleburg and Gravel Hill to junction with new US Route 43 south of Isbell.

STATE & ROUTE

DESCRIPTION

ILLINOIS

US Routes 45 & 54
Relocation

APPROVED

Beginning on present US Routes 45-54 at junction with State Route 116 in north edge of Ashkum, thence east over SR 116 to junction with US Route 52 and State Route 49, thence north over US 52 and SR 49 to interchange with Interstate Route 57, US Route 54 Business Route and US Route 45, thence northerly over US Routes 45, 52 and US Route 54 Business Route approximately 2 miles to junction of US Routes 45 and 54 Business Route in Kankakee, thence continue northerly over present US Routes 45 and 52 for US 45 and over present US 54 BR for US 54 to present US 54 at interchange with I-57 north of Bradley.

US Route 54 BR
Elimination of a
Business Route

APPROVED

Beginning at interchange of US Routes 45, 52, 54 and 54 BR with Interstate Route 57 south of Kankakee, thence northerly over present US 54 BR through Kankakee to interchange with I-57 north of Bradley.

MINNESOTA

US Route 53 BR
Recognition of a
Business Route

APPROVED

Beginning at interchange with present US Route 53 and State Route 135 (former US Rte. 53) in southern part of Virginia, thence in a northerly and westerly direction over SR 135 to junction with present US Route 53 in northern portion of Virginia.

US Route 169 BR
Recognition of a
Business Route

APPROVED

Beginning at interchange with present US Route 169 and State Route 73 (former US Rte. 169) in southwestern part of Hibbing, thence northerly over SR 73 to Howard Street, thence easterly over SR 73 to interchange with present US 169 in northern section of Hibbing.

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STATE & ROUTEDESCRIPTION

OKLAHOMA

US Route 54
Relocation

APPROVED

Beginning at intersection of present US Route 54 and Ogle Street in southwest Tyrone, thence in a northeast direction on new location a distance of about one-half mile to intersection with present US 54 at Residence Street in northeast Tyrone.

US Route 64
Relocation

APPROVED

Beginning at junction of present US Route 64 about 1 mile south of the city limits of Muskogee, thence northerly on new location to present US Route 64 about 0.3 mile west of intersection of former US Route 64 and Business Route US 64.

US Route 64 BR
Relocation of a
Business Route.

APPROVED

Beginning at junction of new US Route 64 and former US Route 64 south of Muskogee, thence in a northerly direction on a new location (Main Street extended) to junction with present US 64 BR at intersection of Main Street and Okmulgee Avenue in Muskogee.

US Routes 69 & 75
Relocation

APPROVED

Beginning on present US Route 69-75 about 4 miles southwest of Durant, thence in a northerly direction on new location passing west of Durant to a junction with present US 69-75 about 1 mile east of State Route 78.

US Routes 69 & 75 BR
Recognition of a
Business Route

APPROVED

Beginning on present US Route 69-75 about 4 miles southwest of Durant, thence northerly over former location of US 69-75 through Durant to junction with State Route 78 north of Durant, thence over SR 78 to junction with new location of US 69-75.

US Route 70
Relocation

APPROVED

Beginning on present US Route 70 about one-half mile west of Millerton, thence in a southeast direction on new location through Millerton to junction with present US 70 southeast of Millerton.

US Route 77
Relocation

APPROVED

Beginning on present US Route 77 about 1 mile west of Pauls Valley, thence in a northerly direction on new location about 1 mile to a junction with present US 77 northwest of Pauls Valley.

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STATE & ROUTEDESCRIPTION**OKLAHOMA (cont.)**

US Route 81
Relocation

APPROVED

Beginning on present US Route 81 about one-half mile south of Terral, thence in a northerly direction on new location paralleling present US 81 through Terral on the western side to a junction with present US 81 north of Terral.

US Route 77
Relocation
(Resubmission)

APPROVED

Beginning at the Edmond Interchange of Interstate Route 35 and US Routes 77 and 66, thence west on 2nd Street and south into Oklahoma City on Broadway to interchange with Interstate Route 440 and US Route 66, thence northeasterly on I-440 and US Route 66, thence to present US 77, (Lincoln Boulevard).

MISSOURI
US Route 63
Relocation

APPROVED

Beginning at an interchange with present US Routes 63 and 60 and new location for US northwest of Willow Springs, thence in a southeasterly direction on new location, passing west and south of Willow Springs to an intersection with present US Routes 63 and 60 east of Willow Springs.

US Route 63 BR
Recognition of a
Business Route

APPROVED

Beginning at the interchange of present US Routes 63 and 60 and new US 63 northwest of Willow Springs, thence southeasterly over present US Route 60 through Willow Springs to the interchange with new US 63 southeast of Willow Springs.

CALIFORNIA

US Route 91
Elimination of a
US Route

APPROVED

Beginning at the interchange of present US Routes 91, 466, State Route 127 and Interstate Route 15 at Baker, thence in a westerly direction over I-15 to interchange with Interstate Route 40 near Barstow.

FLORIDA

US Route 98
Relocation

APPROVED

(Subject to unprotected
Railroad Crossing having
Signal Lights or Gates installed)

Beginning on present US Route 98 at junction with State Route 292, thence north over SR 292 to US Route 90, thence easterly over US 90 to junction with State Route 291 thence continue easterly on US 90 about 0.3 mile to junction with new facility running southerly to present US 98, thence southerly over new facility to US 98.

US Route 98 BR
Recognition of a
Business Route

APPROVED

(Subject to unprotected
Railroad Crossing having
Signal Lights or Gates installed)

Beginning at junction of present US Route 98 and State Route 292, thence run easterly over former US 98 to junction with new location of US 98.

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STATE & ROUTEDESCRIPTION

NEW JERSEY
US Route 202
Relocation

APPROVED

Beginning on present US Route 202 southwest of Ringoes west of State Route 69, thence northeasterly on a new location passing east of Ringoes to interchange with present US 202 and State Routes 69, 179 and 514 northeast of Ringoes.

MONTANA
US Route 212
Extension

DENIED

Beginning in West Yellowstone at junction of US Routes 191 and 287, thence north and northwesterly over US 287 to junction with State Route 287 at Ennis, thence, westerly over SR 287 via Virginia City, Alder, Laurin and Sheridan to State Route 41 at Twin Bridges, thence southwesterly over SR 41 to junction with Interstate Route 15 (US Route 91) at Dillon.

CONNECTICUT
US Route 5
Amending Description
of Route

APPROVED

Beginning on present US Route 5 at junction with State Route 194 in East Windsor Hill, thence in a southwesterly direction along present US 5 to interchange in East Hartford with US Route 6, thence run southwest over US 6 to junction with US 5 in Hartford at Airport Road.

US Route 5A
Amending Description of
Route

APPROVED

Beginning on present US Route 5A at Windsor, thence in a southerly direction on present location of US 5A to interchange with Interstate Route 91 near Wilson Avenue in Hartford, thence southerly over I-91 to interchange with US Route 5 in downtown Hartford.

OHIO
US Route 6
Relocation

DENIED

Beginning at junction of present US Route 6 and State Route 2 at western edge of Huron, thence westerly over former US Route 6 through Sandusky to junction with present US 6 and SR 2 in western edge of Sandusky.

ALBANY

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STATE & ROUTEDESCRIPTION**MINNESOTA-NORTH DAKOTA**

US Route 2 BR
Recognition of a
Business Route

APPROVED

US Route 2 BR
Recognition of a
Business Route

APPROVED**MINNESOTA-SOUTH DAKOTA**

US Route 77
Deletion of Portion

APPROVED

US Route 77
Deletion of Portion

APPROVED**ALABAMA-GEORGIA**

US Route 80
Relocation

APPROVED

US Route 80
Relocation

APPROVED**ARIZONA-CALIFORNIA**

US Route 80
Elimination of
Portion

APPROVED**(Minnesota Section)**

Beginning on present US Route 2 at junction with State Route 202, thence in a northwesterly direction over SR 202 through East Grand Forks to the Minnesota-North Dakota state line on De Mers Avenue a distance of 2.76 miles.

(North Dakota Section)

Beginning on State Route 202 at the North Dakota-Minnesota state line on De Mers Avenue in Grand Forks, thence southwest over SR 202 to Fifth Street, thence northwest on Fifth Street to junction with present US 2 at Mill Road in Grand Forks.

(Minnesota Section)

Beginning in Ortonville at junction of present US Routes 77, 12 and 75, thence run westward through Ortonville to Minnesota-South Dakota state line at the bridge across the Minnesota River.

(South Dakota Section)

Beginning at the South Dakota state line on present US Routes 77 and 12 at the bridge across the Minnesota River, thence southwesterly over US 12 via Big Stone City to junction of present US Routes 77, 12 and State Route 15 in Milbank.

(Alabama Section)

Beginning on present US Route 80 at junction with US Routes 280 and 431 in Phenix City, thence southeasterly and east over US 280 to the Alabama-Georgia state line on the Chattahoochee River Bridge.

(Georgia Section)

Beginning at the Georgia-Alabama state line on the bridge over the Chattahoochee River on US Route 280, thence east over US 280 to junction with US Route 27 in Columbus, thence north over US 27 to junction with present US 80 and State Route 22.

(Arizona Section)

Beginning on present US Route 80 in Yuma at junction with US Route 95, thence north to the center of the Colorado River Bridge on the Arizona-California state line.

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STATE & ROUTEDESCRIPTION

ARIZONA-California (cont.)

US Route 80
Elimination of
Portion

APPROVED

(California Section)

Beginning on present US Route 80 at the center of the Colorado River bridge on the California-Arizona state line, thence over present US 80 westward via Winterhaven, Midway Wells, Holtville, El Centro, Seeley, Coyote Wells, Mountain Springs, Boulevard, Pine Valley, Descanso, Alpine, El Cajon and La Mesa to junction with US Route 101 in San Diego.

SOUTH DAKOTA-NORTH DAKOTA

US Route 385
Extension

DENIED

(South Dakota Section)

Beginning at the northern terminus of US Route 385 at its junction with US 85 in Pluma, thence northerly over US 85 via Deadwood, Spearfish, Belle Fourche, Redig, Buffalo and Ludlow to the South Dakota-North Dakota state line.

(North Dakota Section)

Beginning at the North Dakota-South Dakota state line on US Route 85 south of Bowman, thence north over US 85 via Amidon, Belfield, Fairfield, Grassy Butte, Watford City, Alexander, Williston, Appam and Fortuna to the International Boundary between North Dakota and Saskatchewan, Canada.

VIRGINIA-WEST VIRGINIA

US Route 219
Elimination of Portion
of Route

APPROVED

(Virginia Section)

Beginning in Rich Creek at the junction of present US Routes 219 and 460, thence westerly over US Route 460 to the Virginia-West Virginia state line a distance of 3.5 miles.

US Route 219
Elimination of Portion
of Route

APPROVED

(West Virginia Section)

Beginning on present US Routes 219 and 460 at the West Virginia-Virginia state line, thence westerly over US Route 460 via Kellysville to the junction with US Routes 19 and 21 in Princeton.

ARIZONA

US Route 180 Alt.
Establishment of an
Alternate Route
(Resubmission)

DENIED

Beginning on present US Routes 180, 666, and 60 between Springerville and Eager, thence run southerly over former US 180-666 about 1.6 miles, thence eastward a distance of about 2.6 miles via Eager, to junction with present US Route 180-666 southeast of Eager.

STATE & ROUTE

DESCRIPTION

IDAHO-WASHINGTON-OREGON

(Idaho Section)

US Route 12
Extension

Beginning at the interchange with present US Routes 12, 95 and 410 in northeast Lewiston, thence southerly over present US Route 410 across the Clearwater River Bridge into Lewiston, thence in a northwesterly direction to the Idaho-Washington State Line.

DENIED

US Route 410
Deletion of US Route
(Provided US Rte. 12
is extended)

Beginning at the eastern terminus of present US Route 410, at the interchange in northeast Lewiston thence southerly over the route designated above for US Route 12 Extension, crossing the Clearwater River Bridge and thence northwesterly to the Idaho-Washington State Line.

DENIED

US Route 12
Extension

(Washington Section)

Beginning at the Washington -Idaho State Line at Clarkston, thence westerly over present US Route 410 via Pomeroy, Walla Walla, Pasco, Richland, Prosser, Grandview, Sunnyside, Granger, and Zillah, to junction at Union Gap with US Route 97.

DENIED

US Route 410
Deletion of portion
(Provided US Rte. 12
is extended over
this routing)

Beginning at the Washington-Idaho State Line at Clarkston, thence westerly over former US Route 410 via Pomeroy, Walla Walla, Pasco, Richland, Prosser, Grandview, Sunnyside, Granger, Zillah and Union Gap to junction with US Route 97.

DENIED

US Route 12
Extension

(Oregon Section)

Beginning at the Oregon-Washington state line northeast of Cold Springs Junction on present US Routes 395-730, thence southwesterly over US 395-730 to Cold Springs Junction, thence continue westerly over US 730 via Umatilla to junction with US Route 30 and Interstate Route 80N east of Boardman.

DENIED

US Route 730
Deletion of US Route
(Provided US Rte. 12
is extended over
this routing)

Beginning at the Oregon-Washington state line northeast of Cold Springs Junction on present US Routes 395-730, thence southwesterly over US 395 to Cold Springs Junction, thence continue westerly over former US Route 73 via Umatilla to junction with US Route 30 and Interstate Route 80N east of Boardman.

DENIED