

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

U. S. ROUTE NUMBERING SUB-COMMITTEE AGENDA
Summer Meeting July 4, 1966 Vail, Colorado

SHOWING ACTION TAKEN BY EXECUTIVE COMMITTEE ON
JULY 5, 1966 AT VAIL, COLORADO

STATE & ROUTE

DESCRIPTION

PENNSYLVANIA

US Route 1
Relocation

APPROVED

Beginning at junction of a new facility and present US Route 1 between West Grove and Avondale, thence north-easterly on the new facility passing north of Kennett Square to junction with present US Route 1 southwest of Longwood Gardens.

US Route 30
Relocation

APPROVED

Beginning at the junction of a new facility and present US Route 30, west of McConnellsburg, thence easterly on the new facility passing north of McConnellsburg to a junction with present US Route 30 east of McConnellsburg.

US Route 119
Relocation

APPROVED

Beginning at junction of present US Route 119 and newly constructed high type facility in Pennsville, thence northerly on the new facility via Morewood and Paintersville to junction with present US Route 119 at New Stanton.

US Route 120
Elimination of US Route

APPROVED

Beginning at junction of present US Route 120 and US Route 219 in Ridgway, thence easterly via Saint Marys, Emporium Sinnemahoning and Renova to junction of US Routes 120 and 220 at Lock Haven.

US Route 219
Relocation

APPROVED

Beginning at junction of present US Route 219 and a temporary connection to new US Route 219 at Ferndale, thence south-easterly and northeasterly via a temporary route to junction with new high type facility north of Scalp Level, thence north-erly on new facility passing east of Johnstown area to junction with present US Route 219 southwest of Ebensburg.

US Route 422
Relocation

APPROVED

Beginning at the junction of present US Route 422 and a new high type facility east of Douglassville, thence easterly on new facility passing south of Pottstown and thence northeasterly to junction with present US Route 422 east of Santoga.

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STATE & ROUTEDESCRIPTION

MARYLAND

US Route 1 B.R.
Recognition of a Business Route

APPROVED

Beginning on present US Route 1 at Benson about 2.6 miles southerly from junction of State Route 22 and former US Route 1 in Bel Air, thence northeasterly over former US Route 1 to junction with S.R. 22, thence northwesterly on Kenmore Avenue to West Broadway, thence northeasterly on West Broadway and former US Route 1 to present US Route 1 about 2.2 miles north of Bel Air at Hickory. (This is over State Route 147 which was so designated following the relocation of US Route 1 around Bel Air.

IOWA

US Route 6
Relocation

APPROVED

Beginning at junction of present US Route 6 and State Route 90 east of Atlantic thence eastward via Wiota, Anita, Adair, Casey, Menlo, Stuart, Dexter, Redfield, Adel, Waukee, Des Moines, Altoona and Colfax to junction with present US 6 west of Newton.

CONNECTICUT

US Route 6 Alt.
Deletion of Alternate Route

APPROVED

Beginning at junction of present US 6 and US 6 Alt. west of Willimantic, thence southwesterly via Columbia, Hebron, Marlborough, Cobalt, Portland, Newfield, East Meriden, Meriden, Milldale, Marion, Waterbury, Oronoke and Middleburg to junction with present US 6 and 202 at Pomperaug.

WISCONSIN

US Route 12
Relocation

APPROVED

Beginning at junction of present US Route 12 about 0.5 mile east of Genoa City, thence north on new location approximately 2 miles, thence in a northwesterly direction approximately 6.5 miles to junction with Trunk Highway 50, thence west on T. H. 50 to intersection with present U.S. Route 12 east edge of Lake Geneva.

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STATE & ROUTEDESCRIPTION

SOUTH CAROLINA

US Route 15 B.P.
Recognition of a
By-pass Route

APPROVED

US Route 15 B.R.
Recognition of a
Business Route

APPROVED

US Route 17/701
Relocation

APPROVED

US Route 17/701 B.R.
Recognition of a
Business Route

APPROVED

US Route 21/178 B.P.
Recognition of a
By-pass Route

APPROVED

US Route 21 B.R.
Recognition of a
Business Route

APPROVED

US Route 21 B.R.
Deletion of Business Route

APPROVED

Beginning at junction of present US Route 15 and new high type facility south of Hartsville, thence in a northeasterly direction about 5 miles to junction with present US 15 northeast of Hartsville,

Beginning at junction of present US Route 15 and new high type facility south of Hartsville, thence northerly and northeasterly via Hartsville on former US Route 15 to junction of present US Route 15 and new facility northeast of Hartsville.

Beginning at junction of present US Route 17/701 at east end of Cooper Bridge in Charleston, thence easterly on a new high type facility, passing north of Mount Pleasant to junction with present US Route 17/701 east of Mount Pleasant.

Beginning at junction of present US Route 17/701 at east end of Cooper River Bridge, thence eastwardly via Mount Pleasant over former US Route 17/701 east of Mount Pleasant.

Beginning at junction of present US 21 and US 178 at intersection with US Route 601 in northern edge of Orangeburg, thence in a southeasterly and southerly direction on a new high type facility by-passing Orangeburg on the east to junction with present US Routes 21 and 178 southeast of Orangeburg.

Beginning at junction of present US Routes 21 and 178 By-pass in north edge of Orangeburg, thence southerly through the eastern edge of the Central Business District to present US Routes 21-178 of Orangeburg.

Beginning at junction of present US Route 21-178 By-pass in northwestern edge of Orangeburg, thence southerly to present US Route 178 Business Route.

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STATE & ROUTEDESCRIPTION

VIRGINIA

US Routes 15 & 360
Recognition of a
By-pass Route.

APPROVED

Beginning at junction of present US Routes 15 and 360 north of Keysville, thence in a southerly direction by-passing Keysville on the east to junction with present US Route 15 and 360 north of Ontario.

US Routes 15 and 360 B.R.
Recognition of a
Business Route

APPROVED

Beginning at junction of present US Routes 15 and 360 north of Keysville, thence southerly on the former location of these routes through Keysville to a junction with present US Routes 15 and 360 north of Ontario.

US Routes 29
Recognition of a
By-pass Route (Chatham)

APPROVED

Beginning at junction of present US Route 29 and new high type facility north of Chatham, thence southerly on a new facility by-passing Chatham on the east to junction with present US Route 29 south of Chatham.

US Route 29 B.R.
Recognition of a
Business Route (Chatham)

APPROVED

Beginning at junction of present US Route 29 and new location for US Route 29, thence southerly through Chatham on former US Route 29 to junction of present US Route 29 and new location south of Chatham.

US Route 29
Recognition of a
By-pass Route (Charlottesville)

APPROVED

Beginning at junction of present US Route 29 and US Route 250 By-pass north of Charlottesville, thence westerly and southerly with US Route 250 By-pass to interchange with present US Route 250 west of Charlottesville, thence southerly on new high type facility to junction with present US Route 29 south west of Charlottesville.

US 29 B.R.
Recognition of a
Business Route(Charlottesville)

APPROVED

Beginning at junction of present US Route 29 and US Route 250 By-pass north of Charlottesville, thence southerly and westerly through Charlottesville on former location of US Route 29 to junction with new location of US Route 29 southwest of Charlottesville.

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STATE & ROUTEDESCRIPTION

MASSACHUSETTS
US Route 20
Relocation

APPROVED

Beginning at junction of present US Route 20 and new connector facility to Interstate 291 in eastern section of Springfield, thence southwesterly on the new facility to I-291, thence southwesterly on I-291 to interchange with Interstate 91, thence run northwesterly on I-91 to interchange for the North End Bridge, thence westerly over bridge to junction with present US Routes 20 and 5 in West Springfield.

US Route 20 Alternate
Reducing length of Alternate
Route

APPROVED

Beginning at junction of present US Route 20 Alternate and US Route 5 at western end of North End Bridge, thence northeasterly to the interchange of present US Route 20 Alt. and Interstate Route 91.

INDIANA

US Route 27
Relocation

APPROVED

Beginning at the interchange of present US Route 27 and Interstate Route 69 at Baker Road southeast of Lake George, thence northerly with I-69 to the Indiana-Michigan State Line. (The Michigan section was approved at October 1965 Meeting in New York)

GEORGIA

US Route 29
Relocation

APPROVED

Beginning at junction of present US Route 29 and State Route 350 and US Route 78 west of Athens, thence northeasterly over S.R. 350 to junction of present US Route 29, US Route 441 Temporary and US 129 in northern section of Athens.

US Route 76
Relocation

APPROVED

Beginning at junction of present US Route 76 and State Route 5 north of Lucius, thence in a northeasterly direction on new facility to junction with present US Route 76 south of Blue Ridge.

US Route 78
Relocation

APPROVED

Beginning at junction of present US Route 78 and State Route 10 By-pass, thence easterly on new facility through northern section of Monroe to junction with present US Route 78 in northeast Monroe.

STATE & ROUTE

DESCRIPTION

GEORGIA (cont'd)

US Route 80 Alt.
Establishment of an
Alternate Route
(Toll Highway Facility)
APPROVED for marking as a
Business Route but not as
an Alternate Route

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.

US Route 84
Relocation
(2 sections)

(1) Beginning at junction of
present US Route 84 and a new high type
facility a short distance east of Newar
Boone Mission, thence in an easterly
direction on new facility approximately 1
mile to junction with present US Route 84.

APPROVED

(2) Beginning at junction of
present US Route 84 and new high type
facility, thence in an easterly direction
on new facility (State Route 38) via Boston
to junction with present US Route 84 a
short distance west of Quitman.

FLORIDA

US Route 41
Relocation

Beginning at junction of present US
Route 41 and new high type facility north
of Venice, thence southeast and southerly
over new facility approximately 3.1 miles
to junction with present US Route 41 south
of Venice at the Venice Air Base.

APPROVED

US Route 41 BR
Recognition of a
Business Route

Beginning at junction of present US
Route 41 and new location for US Route 41
north of Venice, thence southward over
former US Route 41 through Venice to
junction with present US Route 41 at the
Venice Air Base.

APPROVED

US Route 98
Relocation

Beginning at junction of present US
Route 98 and State Route 297 west of
Pensacola, thence easterly on a new high
type facility south of former US Route
98 through Pensacola to junction with
present US 98-90 south of its intersection
with State Road 10A.

APPROVED

MISSISSIPPI

US Route 45 Alt.
Establishment of
an Alternate US Route
(Resubmission)
Action withheld, pending
receipt of additional infor-
mation to be furnished by State
at least 30 days prior to the
fall meeting at Wichita, Kansas,
Nov. 26, 1966.

Beginning at the junction of present
US Route 45 and State Route 45W north of
Brooksville, thence northerly over S. R.
45W via Crawford, Mayhew, West Point,
Gibson, and Okolona to junction with
present US Route 45 at Shannon.

STATE & ROUTEDESCRIPTION**MISSOURI**

US Route 61 BR
Relocation of Portion
of Business Route

Beginning at junction of present US Route 61 Business Route and US 36 in Hannibal, thence westerly over US Route 36 to junction with US Route 61-36 in western section of Hannibal.

APPROVED

US Route 65 BR
Recognition of a Business
Route (2nd Submission)

Beginning at the junction of US Route 65 and State Route 14 northwest of Ozark thence east over SR 14 about 1 mile, thence south over SR 14 through Ozark to junction with SR 14 and supplementary State Route F, thence west on State Route F to US Route 65 southwest of Ozark.

APPROVED

US Route 67 By-pass
Removal of a By-pass
Route

Beginning at junction of present US Route 67 By-pass and State Route 140 with US 67 north of St. Louis, thence southwest over SR 140 and Lindbergh Boulevard to interchange with present US Route 40 and 61, thence southerly over US Route 61 to junction of US 67 and State Route 21 (Tesson Ferry Road).

APPROVED

OKLAHOMA

US Route 64
Relocation

Beginning at junction of present US Route 64 and US Route 64 By-pass at intersection of 30th Street and Market Avenue in Enid, thence north over 30th Street to Willow Avenue, thence west on Willow Avenue to 4th Street, thence north on 4th Street to junction with present US Route 64 at Rock Island Boulevard.

APPROVED

US Route 64 BR
Recognition of a
Business Route

Beginning at junction of present US Route 64 and US Route 64 Business Route at intersection of 30th Street and Market Avenue in Enid, thence west on Market Avenue to Grand Avenue, thence north on Grand Avenue to Rock Island Boulevard, thence northeast on Rock Island Boulevard to junction with US Route 64 at 4th Street.

APPROVED

US Route 64 By-pass
Elimination of By-pass
Route

Beginning at junction of present US Route 64 and US Route 64 By-pass at intersection of Market Avenue and University Boulevard in Enid, thence northeasterly on University Boulevard to Maine Street, thence west on Maine Street to junction with US Route 64 Business Route at intersection with Grand Avenue.

APPROVED

US Route 64-77 BR
Deletion of a Business
Route

Beginning at intersection of Cedar Street and 7th Street, junction of US Routes 64-77 and US Routes 64-77 Business Route, thence east on Cedar Street to 6th Street, thence north on 6th Street to intersection of 6th Street and Fir Street at junction of US Routes 64-77 Business Route and US Route 77. All in Perry, Oklahoma.

APPROVED

STATE & ROUTEDESCRIPTION**OKLAHOMA (cont'd)**

US Route 77
Relocation

Action deferred until
additional information
furnished at least 30 days
prior to fall meeting in
Wichita, Kansas, November 26,
1966

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).

US Route 75
Relocation
(Ultimate)

APPROVED

Beginning at interchange with present
US Route 75, US Route 66 and Interstate Route
44 in southern section of Tulsa, thence
northerly on new high type facility to
interchange with Interstate Route 244, thence
continue northerly on new facility on I-244
to interchange with Cherokee Expressway,
thence northerly on Cherokee Expressway to
junction with present US Route 75 and State
Route 20 east of Skaitook.

US Route 75
Relocation

APPROVED

Beginning at interchange of present
US Route 75, US Route 66 and Interstate 44
west of the Arkansas River Bridge thence
south on a new high type facility about 4.5
miles to junction with present US Route 75.

US Route 75 BR
Recognition of a
Business Route

APPROVED

Beginning at junction of present US
Route 75 and US Route 169 with Mingo
Valley Expressway, thence westerly and
southerly over former US Route 75 through
Tulsa to junction with present US Route 75,
US Route 66 and Interstate Route 44 in
southern section of Tulsa.

US Route 75
Temporary Location

APPROVED

Beginning at the junction of present
US Routes 75 and 169 with US Route 75 BR
and Mingo Valley Expressway, thence south
on Mingo Valley Expressway to US Route 66
and Interstate Route 44, thence southwesterly
on US Route 66 and I-44 to junction with
present US Route 75 in southern section of
Tulsa.

ILLINOIS

US Route 66 Alt.
Removal of Alternate
Route

APPROVED

Beginning at junction of present US
Route 66 (Interstate Route 55) and present
US Route 66 Alternate north of Romeoville,
thence southerly via Joliet, Wilmington,
Braidwood and Gardner to junction with
present US Route 66 (I-55).

STATE & ROUTEDESCRIPTION

NEVADA

US Route 93
Relocation

APPROVED

Beginning at junction of present US Route 93 near Maynard Lake, thence southerly on new facility a distance of about 52 miles to present US Route 93-91 (Interstate 15) near Garnet.

TENNESSEE

US Route 129
Extension of US Route

APPROVED

Beginning at present northern terminus of US Route 129 in Knoxville, thence northerly over new high type facility about 1/10 mile to interchange with Interstate Routes 40 and 75.

KANSAS

US Route 156
Extension of Route

APPROVED

Beginning at eastern terminus of present US Route 156 at junction with US Route 56 in Larned, thence northeasterly over US Route 56 via Pawnee Rock and Great Bend to junction with State Route 45 about 3 miles east of Great Bend, thence in a northeast direction on SR 45 via Claflin, Hollyrood and Ellsworth to junction with Interstate Route 70 east of the interchange with State Route 14.

US Route 183
Relocation

APPROVED

Beginning at junction of present US Route 183 and US Route 56 north of Kinsley, thence northeastward on US Route 56 about 7.5 miles thence north on new facility a distance of 12.3 miles via Sanford to junction of present US Route 183 and US Route 156.

ARIZONA

US Routes 180-666
Relocation

APPROVED

Beginning at the west junction of present US Routes and 180 and 666 with US Route 60 northwest of Eager, thence eastward on US Route 60 about 1 mile, thence southeasterly on new facility to junction with present US Routes 180 and 666 southeast of Eager.

US Routes 180 Alt.
Establishment of an
Alternate Route

APPROVED for marking as a
Business Route but not as
an Alternate Route

Beginning at junction of present US Route 180 and US Route 60 between Springerville, thence southerly over former US Route 180 approximately 1.5 miles, thence eastward 1.7 miles to junction with present US Route 180 southeast of Eager.

STATE & ROUTE

DESCRIPTION

NEBRASKA

US Route 183
Relocation

APPROVED

Beginning at the junction of present US Route 183 and US Route 20 in Bassett, thence westerly on US Route 20 to junction with State Route 7 west of Long Pine, thence north on SR 7 to junction with US 183 south of Springview.

NEW YORK

US Route 209
Extension

DENIED

Beginning at the eastern terminus of US Route 209 at its junction with US Route 9W north of Kingston, thence eastward over the new Kingston-Rhinecliff Bridge to State Route 9G thence north on SR 9G to State Route 199 at Barrytown, thence eastward on SR 199 via Rock City to State Route 22 southwest of Millerton.

IDAHO-WASHINGTON

US Route 12
Extension

Action withheld until fall meeting in Wichita, Kansas, November 26, 1966

(Idaho Section)

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.

US Route 410
Deletion of US Route

Action withheld until fall meeting in Wichita, Kansas, November 26, 1966

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.

US Route 12
Extension

Action withheld until fall meeting in Wichita, Kansas, November 26, 1966

(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.

US Route 410
Deletion of portion

Action withheld until fall meeting in Wichita, Kansas, November 26, 1966

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.

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STATE & ROUTEDESCRIPTIONILLINOIS

US Routes 12, 20, 30 & 41
Removal of Toll Route Markers

APPROVED

The purpose of this application is to remove all Toll US Route Markers on the Illinois Tollway system in the Chicago area, except one small section designated as Toll US Business Route 12-20 over the Chicago Skyway. This removal cancels the authority granted by the AASHO Executive Committee at its meeting in June 1962, portions of which have never been installed.

SPECIAL ITEMSILLINOIS

Interstate Route 494
Relocation

APPROVED

From a junction with I-94 in southeast Chicago westerly & northerly to a junction with I-55, thence northerly to junction with I-94 in north section of Chicago. (The former location along the Lake Shore Drive is to be abandoned) as a portion of the Interstate System).

DISTRICT OF COLUMBIA-MARYLAND

Elimination of Alternate
US Route 240

APPROVED(District of Columbia Section)

Beginning at junction of presently marked US Route 240 and Alternate US Route 240 at intersection of Florida and Massachusetts Avenue N. W., thence northeast on Florida Avenue to intersection with Connecticut Avenue N.W., thence northwesterly on Connecticut Avenue to District of Columbia-Maryland State Line at Chevy Chase Circle.

(Maryland Section)

Beginning on Chevy Chase Circle at Maryland-District of Columbia State Line, thence in a northwesterly direction on Connecticut Avenue (in Maryland) to junction with East-West Highway (State Route 410), thence westerly on East-West Highway to intersection with present US Route 240 (Wisconsin Avenue) in Bethesda.