STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
P.O. BOX 25201
RALEIGH 27611-5201

CERTIFICATION OF RULEMAKING

Certifying Agency: Department of Transportation

Certified Rule (citation) Highway Traffic Ordinance 91-59

Action: [X] ADOPTION [ ] AMENDMENT [ ] REPEAL

Formal Action Date:

Statutory Authority: G.S. 136-18 (5)

Public Notice Date: N/A

Public Hearing Date: N/A

Public Hearing Not Required for This Action Under G.S.: 150A-1;20-1

Summary (also indicate change in rule if amended):

US and NC Route Changes

Circumstances Requiring Rule Adoption, Amendment or Repeal:

Necessary for public safety and welfare.

Effective Date (no earlier than the 1st day of second calendar month following filing): July 16, 1991

Officer Signature

J. M. Lynch, P.E.
Typed Name

State Traffic Engineer
Title

BOARD OF TRANSPORTATION

HIGHWAY TRAFFIC ORDINANCES

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S. 143B-350 (f), (g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the Secretary of Transportation hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 136-30, 136-54.

US ROUTE CHANGES

DIVISION 3

BRUNSWICK COUNTY

Delete the following routing of US 17 and redesignate as US 17 Business:

US 17 from a point 0.41 mile south of SR 1316, northward to a point 0.08 mile north of SR 1136, a distance of 3.79 miles.

Add the following routing as US 17:

Project 6.23001t from 0.41 mile south of SR 1316, northward to 0.08 mile north of SR 1136, a distance of 4.81 miles.

DIVISION 5

WAKE COUNTY

Delete the following routing of US 64 Business and add as I-440 in and near Raleigh:

I-40 - US 64 (Tom Bradshaw Freeway) from US 1-64 eastward to US 70-401 - NC 50 (South Saunders Street).

Add the following routing of US 64 in and near Raleigh:

US 1 (Cliff Benson Beltline) from I-40 - US 64 (Tom Bradshaw Freeway), northward to SR 1012 (Western Boulevard).

US ROUTE CHANGES

DIVISION 5

WAKE COUNTY

Delete the following routing of US 70 Business and add as US 70 in Raleigh:

US 70 Business - US 401 - NC 50 (South Saunders Street) from SR 1564 (South Wilmington Street) northward to I-40.

Delete the following routing of US 70 Business and add as US 70 in Raleigh and Garner:

US 70 Business - US 401 - NC 50 (South Wilmington Street) from US 401 northward to SR 1564 (South Wilmington Street).

Delete the following routing of US 70 Business and add as US 70 in Raleigh and Garner:

US 70 Business - NC 50 from US 401 eastward to NC 50 (Benson Highway).

Delete the following routing of US 70 Business and add as US 70 near Garner:

US 70 Business from NC 50 eastward to I-40 - US 70.

Delete the following routing of US 70 near Raleigh:

I-40 - US 70 (Tom Bradshaw Freeway) from I-40-440 (Tom Bradshaw Freeway) eastward to US 70.

Delete the following routing of US 70 Business in Raleigh:

I-40 - US 64-70-401 - NC 50 (Tom Bradshaw Freeway) from SR 1511 (South Saunders Street) eastward to I-40 - US 70 (Tom Bradshaw Freeway).

Delete the following routing of US 64-70-401 - NC 50 and add as I-440 in and near Raleigh:

US 64-70-401 - NC 50 (Tom Bradshaw Freeway) from US 70-401-NC 50 (South Saunders Street) eastward to I-40 and US 64-70-401 - NC 50 (Cliff Benson Beltline).

US ROUTE CHANGES

DIVISION 5

WAKE COUNTY

Delete the following routing of US 64-70-401 - NC 50 and add as I-440 in and near Raleigh:

US 64-70-401 - NC 50 (Cliff Benson Beltline) from I-40 (Tom Bradshaw Freeway) northward to US 64 (New Bern Avenue).

Delete the following routing of US 70-401 - NC 50 and add as I-440 in Raleigh:

US 70-401 - NC 50 (Cliff Benson Beltline) from US 64 (New Bern Avenue) northward to US 1-401 (Capitol Boulevard).

Delete the following routing of US 70 - NC 50 and add as I-440 - US 1 in Raleigh:

US 1-70 - NC 50 (Cliff Benson Beltline) from US 1-401 (Capitol Boulevard) northwestward to SR 1798 (Glenwood Avenue).

Add the following routing of I-440 in Raleigh:

US 1 (Cliff Benson Beltline) from SR 1798 (Glenwood Avenue) southward to SR 1012 (Western Boulevard).

Add the following routing of I-440 in Raleigh:

US 1-64 (Cliff Benson Beltling) from SR 1012 (Western Boulevard) southward to I-40 (Tom Bradshaw Freeway).

Delete the following routing of SR 1511 and add as US 70-401-NC 50 in Raleigh:

SR 1511 (South Saunders Street) from I-40 - US 64-70-401-NC 50 (Tom Bradshaw Freeway) northward to SR 1428.

Delete the following routing of SR 1511 and add as US 70-401 NC 50 in Raleigh:

SR 1511 (Dawson-McDowell Street Connector) northward from SR 1428 to SR 1513 (McDowell Street).

US ROUTE CHANGES

DIVISION 5

WAKE COUNTY

Delete the following routing of SR 1513 and add as US 70 West US 401 North - NC 50 North in Raleigh:

SR 1513 (McDowell Street) from SR 1511 (Dawson-McDowell Street) from SR 1511 (Dawson-McDowell Street Connector) northward to SR 1511 (Capitol Boulevard).

Delete the following routing of SR 1511 and add as US 70 East US 401 South - NC 50 South in Raleigh:

SR 1511 (Dawson Street) from SR 1513 (Dawson-McDowell Street Connector) northward to SR 1511 (Capitol Boulevard).

Delete the following routing of SR 1511 and add as US 70-401-NC 50 in Raleigh:

SR 1511 (Capitol Boulevard) from SR 1511 (Dawson Street) - SR 1513 (McDowell Street) northward to SR 1728 (Wade Avenue).

Delete the following routing of SR 1728 and add as US 70-NC 50 in Raleigh:

SR 1728 (Wade Avenue) from SR 1511 (Capitol Boulevard) northeastward to SR 1793 (Glenwood Avenue).

Delete the following routing of SR 1793 and add as US 70-NC 50 in Raleigh:

SR 1793 (Glenwood Avenue) from SR 1728 (Wade Avenue) northward to US 1-70-NC 50 (Cliff Benson Beltline).

Delete the following routing of SR 1012 and add as US 64 in Raleigh:

SR 1012 (Western Boulevard) from US 1 (Cliff Benson Beltline) eastward to SR 2596 (Cabarrus Street).

Delete the following routing of SR 1012 and add as US 64 East in Raleigh:

SR 1012 (Dorothea Drive) from SR 1012 (Western Boulevard) eastward to SR 1012 (South Street).

US ROUTE CHANGES

DIVISION 5

WAKE COUNTY

Delete the following routing of SR and add as US 64 East in Raleigh:

SR 1012 (South Street) from SR 1012 (Dorothea Drive) eastward to SR 2026 (Person Street).

Delete the following routing of SR 2026 and add as US 64 East in Raleigh:

SR 2026 (Person Street) from SR 1012 (South Street) northeastward to SR 2911 (New Bern Avenue).

Delete the following routing of SR 2911 and add as US 64 East in Raleigh:

SR 2911 (New Bern Avenue) from SR 2026 (Person Street) eastward to SR 1007 (Poole Road).

Delete the following routing of SR 2596 and add as US 64 West in Raleigh:

SR 2596 (Cabarrus Street) from SR 1012 (Western Boulevard) eastward to SR 2596 (Lenoir Street).

Delete the following routing of SR 2596 and add as US 64 West in Raleigh:

SR 2596 (Lenoir Street) from SR 2596 (Cabarrus Street) eastward to SR 2299 (Blount Street).

Delete the following routing of SR 2299 and add as US 64 West in Raleigh:

SR 2299 (Blount Street) from SR 2596 (Lenoir Street) northeastward to SR 2298 (Edenton Street).

Delete the following routing of SR 2298 and add as US 64 West in Raleigh:

SR 2298 (Edenton Street) from SR 2299 (Blount Street) eastward to SR 1007 (Poole Road).

US ROUTE CHANGES

DIVISION 5

WAKE COUNTY

Delete the following routing of SR 2911 and add as US 64 in Raleigh:

SR 2911 (New Bern Avenue) from SR 1007 (Poole Road) eastward to I-440 (Cliff Benson Beltline).

Delete the following routing of SR 1511 and add as US 401 in Raleigh:

SR 1511 (Capitol Boulevard) from SR 1728 (Wade Avenue) northward to US 1-401 (Capitol Boulevard).

DIVISION 7

GUILFORD COUNTY

Delete the following routing of US 29 Alternate-US 70 Alternate-NC 68 and-add as NC 68 in High Point:

US 29 Alternate-US_70 Alternate-NC 68 from the Davidson County Line eastward to NC 68 (Westchester Drive).

Delete the following routing of US 70 Alternate-NC 68 (Westchester and Eastchester Drives) and add as NC 68 in High Point:

US 70 Alternate-NC 68 (Westchester and Eastchester Drives) from US 29 Alternate (English Road) northward to SR 1768-US 70 Alternate (Lexington Avenue).

Delete the following Routing of US 70 Alternate and add as a secondary road in High Point:

US 70 Alternate (Lexington Avenue) from US 70 Alternate (Eastchester Drive) eastward to US 29 Alternate (Montilieu Avenue).

Delete the following routing of US 29 Alternate and add as a secondary road in High Point:

US 29 Alternate (English Road) from Westchester Drive northward to Kivett Drive).

US ROUTE CHANGES

DIVISION 5

WAKE COUNTY

Delete the following northbound routing of US 29 Alternate and add as a secondary road in High Point:

US 29 Alternate (Kivett Drive) from the southern intersection with English Road to the northern intersection with English Road.

Delete the following southbound routing of US 29 Alternate and add as a secondary road in High Point:

US 29 Alternate (English Road) from the southern intersection with Kivett Drive to the northern intersection with Kivett Drive.

Delete the following routing of US 29 Alternate and add as a secondary road in High Point:

US 29 Alternate (Kivett Drive) from the northern intersection with English Road northward to College Drive.

Delete the following routing of US 29 Alternate and add as SR 1278 in High Point:

US 29 Alternate (College Drive) from Kivett Drive northward to Montlieu Avenue.

Delete the following routing of US 29 Alternate and add as SR 1471 in High Point:

US 29 Alternate (Montlieu Avenue) from College Drive eastward to Lexington Avenue.

Delete the following routing of US 29 Alternate-US 70 Alternate and add as secondary roads in High Point, Jamestown, and Greensboro:

US 29 Alternate-US 70 Alternate (Greensboro Road in High Point, Main Street in Jamestown and High Point Road in Greensboro) from Montlieu Avenue in High Point eastward to NC 6 (Patterson Street) in Greensboro.

US ROUTE CHANGES

DIVISION 5

WAKE COUNTY

Delete the following routing of US 29 Alternate-US-70 Alternate-NC 6 and add as NC 6 in Greensboro:

US 29 Alternate-US 70 Alternate-NC 6 (West Lee Street) from NC 6 (Patterson Street) eastward to Edward Murrow Boulevard.

Delete the following routing of US 29 Alternate-US 70 Alternate and add as a secondary road in Greensboro:

US 20 Alternate-US 70 Alternate (Edward Murrow Boulevard) from NC 6 (East Lee Street) northward to Market Street.

Delete the following routing of US 29 Alternate and add as a secondary road in Greensboro:

US 29 Alternate (Edward Murrow Boulevard) from Market Street northward to Summit Avenue.

Delete the following routing of US 29 Alternate and add as SR 2526 in Greensboro:

US 29 Alternate (Summit Avenue) from Edward Murrow Boulevard northward to US 29.

Delete the following routing of US 70 Alternate and add as SR 3163 in Greensboro:

US 70 Alternate (Market Street) from Edward Murrow Boulevard eastward to US 70 (O Henry Boulevard).

DIVISION 9

DAVIDSON COUNTY

Delete the following routing of US 29 Alternate-US 70 Alternate-NC 68 and add as NC 68:

US 29 Alternate-US 70 Alternate-NC 68 from US 29-70-I-85 Business northward to the Guilford County Line.

US ROUTE CHANGES

DIVISION 11

AVERY COUNTY

Delete the following routing of US 221 and add as a secondary road:

US 221 from a point 1.87 miles north of SR 1518 to the intersection of US 221-NC 105.

Add the following routing as US 221:

Project 6.721005 from US 221-NC 181, 1.87 miles north of SR 1518, along the project to its intersection with NC 181, 1.29 miles east of SR 1540 and along NC 181 to US 221-NC 105.

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (G.S. 136-18 (5); 143B-350 (f), 143B-350 (g) and 19ANCAC 4A.0004). The Highway Traffic Ordinances herein adopted are identified as follows:

ORDINANCE NO.	ORDINANCE TYPE	ADOPT	REPEAL	AMEND	EFFECTIVE DATE
91-59	US and NC Route Change	50	47		July 16, 1991

The Division Engineer for each affected Division shall cause to be erected appropriate signs indicating the action of the State Traffic Engineer, and these ordinances shall be in full force and effect from and after the erection of such signs.

State Traffic Engineer

7-16-91
Date

RECEIVED OCT 2 4 1991

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

HAL RIVES, President
Commissioner
Georgia Department
of Transportation

FRANCIS B. FRANCOIS
Executive Director

AASHTO Special Committee
on U.S. Route Numbering
Report to the
Executive Committee
October 12, 1991

The AASHTO Special Committee on U.S. Route Numbering met in Milwaukee, Wisconsin, on Friday, October 11, 1991. Those in attendance were: John Tabb, Mississippi, Chairman; Alden Small, Maine; Ralph Wehner, Illinois; Ray Zink, North Dakota; and Donna Tamburelli of the AASHTO staff.

The Committee considered 20 applications from 13 states. All applications were approved as submitted, with the exception of the following:

1. The joint application from Indiana and Michigan for the elimination of U.S. Route 27 was disapproved. The Committee agreed that the request as submitted does not conform with Item 6 of AASHTO's policy statement on the "Establishment and Development of U.S. Numbered Highways," which states, "The Executive Committee shall encourage the State Highway Departments in the development of continuous State route numbers extending into two or more states..."

2. Action was deferred on the applications from Arizona for the elimination of U.S. Route 89, the relocation of U.S. Route 89 Alternate, the Elimination of U.S. Route 89 Business, and the extension of U.S. Route 93. The Committee was unable to consider these changes based on the information submitted. The Committee suggests that Arizona DOT resubmit the applications with more concise information on each route change, and colored area maps showing the proposed addition or change in the route. The Committee also suggests that they consider the motoring public when changing the route numbers.

   The application for the relocation of U.S. Route 60 in Arizona was also deferred. The Committee is concerned with the deficiencies on the route. The Committee requests further information on these deficiencies, specifically how they would affect the capacity of the roadway, and how and when the deficiencies will be corrected.

The Committee members then discussed the current process used to solicit the states for any proposed route numbering changes. The Committee concurred that some of the submissions from the member departments were not in conformance

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with the specifications contained in the letter and the instructions outlined on the application form.

In order for the Special Committee on U.S. Route Numbering and the Executive Committee to give prompt and proper consideration to each and every request made by a member department, the Committee members strongly urge that each route numbering request conform to the specific criteria contained in the letter and on the application form, specifically, six original applications should be submitted for each change, and colored area maps indicating the proposed alteration in the system should be included. Also, explanations and reasons for the request should be concise and pertinent, and comprehensive information on any deficiencies should be listed.

The Committee members agreed that any applications that do not conform to the criteria will be promptly returned to the member department requesting the change.

Respectfully submitted,

John Tabb

John Tabb, Chairman

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
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ROUTE NUMBERING COMMITTEE AGENDA
October 11, 1991
Milwaukee, Wisconsin

ALABAMA

Relocation of U.S. Route 431

APPROVED

Beginning at the intersection of present U.S. Route 431 and a new facility southeast of Opelika, then northerly over the facility for 1.72 miles to the intersection of present U.S. Route 431 east of Opelika.

GEORGIA

Relocation of U.S. Route 27 and Recognition of U.S. Route 27 Business

APPROVED

Beginning at the intersection of present U.S. Route 27 and State Route 744 north of Cedartown, then southerly over S.R. 744 for 5.2 miles to the intersection of present U.S. Route 27 south of Cedartown. Redesignate present U.S. Route 27 between these points as U.S. Route 27 Business.

Relocation of U.S. Route 278

APPROVED

Beginning at the intersection of present U.S. Route 278 and State Route 744 east of Cedartown, then southwesterly over S.R. 744 for 4.6 miles to the intersection of present U.S. Route 278 west of Cedartown.

Relocation of U.S. Route 76 and Recognition of U.S. Route 76 Business

APPROVED

Beginning at the intersection of present U.S. Route 76 and State Route 52 north of Dalton, then southeasterly over S.R. 52 for 3.5 miles to the intersection of present U.S. Route 76 east of Dalton. Redesignate present U.S. Route 76 between these points as U.S. Route 76 Business.

Recognition of U.S. Route 129/441 Bypass

APPROVED

Beginning at the intersection of present U.S. Route 129/441 and State Route 24 northeast of Madison, then southerly over the S.R. 24 for 5.4 miles to the intersection of present U.S. Route 129/441 south of Madison.

GEORGIA (continued)

Relocation of U.S. Route 129/441 and Recognition of U.S. Route 129/441 Business **APPROVED**	Beginning at the intersection of present U.S. Route 129/441 and a facility being constructed north of Eatonton, then southerly over the facility for 4.9 miles to the intersection of U.S. Route 441, then southerly over U.S. Route 441 for 0.2 miles to the intersection of present U.S. Route 129/441 south of Eatonton. Redesignate present U.S. Route 129/441 between these points as U.S. Route 129/441 Business.
Relocation of U.S. Route 319 **APPROVED**	Beginning at the intersection of present U.S. Route 319 and State Route 107 east of Fitzgerald, then southerly over S.R. 107 for 1.7 miles to the intersection of present U.S. Route 319 south of Fitzgerald.
MONTANA Relocation of U.S. Route 93 **APPROVED**	Beginning at the intersection of present U.S. Route 93 and Reserve Street south of Missoula, then northerly over Reserve Street to the intersection of I-90 north of Missoula, then westerly over I-90 to the intersection of present U.S. Route 93 northwest of Missoula.
NEBRASKA Relocation of U.S. Route 77 **APPROVED**	Beginning at the intersection of present U.S. Route 77 and I-80 northeast of Lincoln, then southwesterly over I-80 to the intersection of an existing facility west of Lincoln, then southerly over the new facility to the intersection of present U.S. Route 77 southwest of Lincoln.
PENNSYLVANIA Elimination of U.S. Route 422 **APPROVED**	Eliminate the U.S. Route 422 designation between the intersection with present U.S. Route 219 west of Ebensburg and the intersection with U.S. Route 22 in Ebensburg.

TENNESSEE Relocation U.S. Route 321 **APPROVED**	Beginning at the intersection of present U.S. Route 321 and State Route 381 in Johnson City, then southeasterly over the S.R. 381 to the intersection of State Route 67, then northeasterly over S.R. 67 to the intersection of present U.S. Route 321 in Elizabethton.
INDIANA/MICHIGAN Elimination of U.S. Route 27 **DISAPPROVED**	Eliminate the U.S. Route 27 designation from the intersection with I-69 north of Fort Wayne, Indiana and the intersection with I-69 north of Lansing, Michigan.
MISSOURI/KANSAS Relocation of U.S. Route 169 **APPROVED**	Beginning at the intersection of present U.S. Route 169 and the Broadway Extension in Kansas City, Missouri, then southerly over the Broadway Extension to the intersection of I-70, then westerly and southerly over I-70 to the intersection of present U.S. Route 169 in Kansas City, Kansas.
NEW MEXICO/TEXAS Elimination of U.S. Route 80 **APPROVED**	Eliminate the U.S. Route 80 designation between the intersection with State Route 48 in the city of Anthony, New Mexico, to the intersection with I-30 in Dallas, Texas

ADDENDUM NO. 1

Route Numbering Committee Agenda
October 11, 1991
Milwaukee, Wisconsin

TEXAS Elimination of U.S. Route 180 **APPROVED**	Eliminate the U.S. Route 180 designation between the intersection with I-20 in the city of Hudson Oaks and the intersection with I-30 in Fort Worth.

ADDENDUM NO. 2

Route Numbering Committee Agenda
October 11, 1991
Milwaukee, Wisconsin

ARIZONA

Elimination of U.S. Route 89 **ACTION DEFERRED**	Eliminate the U.S. Route 89 designation between the intersection with I-40 east of Flagstaff and the intersection at the International Border.
Relocation of U.S. Route 89 Alternate **ACTION DEFERRED**	Beginning at the intersection of present U.S. Route 89 Alternate and I-17 north of Sedona, then northerly over I-17 to the intersection of present U.S. Route 89 Alternate in Flagstaff.
Elimination of U.S. Route 89 Business **ACTION DEFERRED**	Eliminate the U.S. Route 89 Business designation between the intersections with old U.S. Route 89 in the city of Florence.
Extension of U.S. Route 93 **ACTION DEFERRED**	Beginning at the present terminus of U.S. Route 93 at the intersection of U.S. Route 89 west of Wickenburg then southerly over old U.S. Route 89 for 5.95 miles to the intersection of U.S. Route 60 south of Wickenburg.
Relocation of U.S. Route 60 **ACTION DEFERRED**	Beginning at the intersection of present U.S. Route 60 and I-17 in Phoenix, then southerly and easterly over I-17 to the intersection of I-10, then southeasterly over I-10 to the intersection of State Route 360, then easterly over S.R. 360 to the intersection of present U.S. Route 60 in Apache Junction.

Revised 9/25/91

REPORT OF THE SPECIAL COMMITTEE ON U.S. ROUTE NUMBERING
TO THE EXECUTIVE COMMITTEE
JUNE 10, 1991
LAKE LANIER ISLANDS, GEORGIA

The Special Committee on U.S. Route Numbering met in Lake Lanier Islands, Georgia on June 9, 1991. In attendance were: John Tabb, Mississippi, Chairman; Ralph Wehner, Illinois; Ray Zink, North Dakota; and Donna Tamburelli, AASHTO, Secretary. Alden Small, Maine, was unable to attend the meeting, but submitted his rating forms to the Committee for the meeting.

Twenty-four applications were considered by the Committee. Twenty-two were approved as submitted.

The disposition of the two remaining applications is as follows:

- The application from Illinois for the establishment of Interstate Route 155 was approved subject to the completion of the Interstate Route.

- The application from Illinois for the establishment of Interstate Route 172 was approved subject to FHWA concurrence and completion of the Interstate Route.

The Committee received applications from the Illinois DOT for the elimination of Interstate Route 280, the establishment of Interstate Route 174, and the relocation of Interstate Routes 74 and 80 between Rock Island/Moline, Illinois and Davenport/ Bettendorf, Iowa.

Since these changes also involve the Iowa DOT, AASHTO contacted them for their submittal. They stated they would not be submitting companion applications. Therefore, the Committee was unable to consider the applications from Illinois at the meeting.

Respectfully submitted,

John R. Tabb

John R. Tabb, Chairman
Special Committee on
U.S. Route Numbering

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
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ROUTE NUMBERING COMMITTEE AGENDA
June 9, 1991
Lake Lanier Islands, Georgia

IOWA

Relocation of U.S. Route 20
APPROVED

Beginning at the intersection of present U.S. Route 20 and a newly constructed facility west of Webster City, then westerly over the new facility for 19.70 miles to the intersection of present U.S. Route 20 in Moorland.

KANSAS

Relocation of U.S. Route 73
APPROVED

Beginning at the intersection of present U.S. Route 73 and a new facility near Lowemont, then southeasterly over U.S. Route 73 for 73 miles to the intersection of present U.S. Route 20 southwest of Leavenworth.

Relocation of U.S. Route 75
APPROVED

Beginning at the intersection of present U.S. Route 75 and a new facility south of Yates Center, then southerly over the new facility for 181 miles to the intersection of present U.S. Route 75 in Altoona.

Elimination of U.S. Route 77 Business
APPROVED

Eliminate the U.S. Route 77 Business designation between the intersections with present U.S. Route 77 in North Herington and South Herington.

NORTH CAROLINA

Establishment of I-440
APPROVED

Beginning at the intersection of Interstate Route 40 and Interstate Route 40 Business northwest of Raleigh then clockwise over Interstate Route 40 Business, U.S. Route 70, and U.S. Route 64 (Raleigh Beltline) for 25.05 miles back to the intersection of Interstate Route 40.

7-16-91

NORTH CAROLINA (continued)

Elimination of I-40 Business **APPROVED**	Eliminate the Interstate Route 40 Business designation between the intersections with present Interstate Route 40 south of Cary and U.S. Route 70 Business north of Garner.	
Elimination of U.S. Route 70 Business **APPROVED**	Eliminate the U.S. 70 Business designation between the intersections with present Interstate Route 40 Business north of Garner and Interstate Route 40 south of Garner.	7-16-91
Relocation of U.S. Route 64 **APPROVED**	Beginning at the intersection of present U.S. Route 64 and Interstate Route 40 Business south of Cary, then easterly over Interstate Route 40 Business to the intersection of an existing facility, then southeasterly over the facility to the intersection of present U.S. Route 64 near Wilders Grove.	7-16-91
Relocation of U.S. Route 70 **APPROVED**	Beginning at the intersection of present U.S. Route 70 and U.S. Route 70 Business south of Garner, then northerly over U.S. Route 70 Business to the intersection of an existing facility, then northeasterly over the facility to the intersection of present U.S. Route 70 north of Raleigh.	7-16-91
Relocation of U.S. Route 401 **APPROVED**	Beginning at the intersection of present U.S. Route 401 and an existing facility northwest of Garner, then northeasterly over the facility for 5.59 miles to the intersection of present U.S. Route 401 in west Raleigh.	7-16-91
Elimination of U.S. Route 29 Alternate **APPROVED**	Eliminate the U.S. Route 29 Alternate designation between the intersections with present U.S. Route 29 in Highpoint and Greensboro.	7-16-91

NORTH CAROLINA (continued)

Elimination of U.S. Route 70 Alternate **APPROVED**	Eliminate the U.S. Route 70 Alternate designation between the intersections with present U.S. Route 70 in Highpoint and Greensboro.	7-16-91
Relocation of U.S. Route 17 **APPROVED**	Beginning at the intersection of present U.S. Route 17 and a new facility being constructed in Shallotte, then westerly over the new facility for 4.81 miles to the intersection of present U.S. Route 17.	7-16-91
Recognition of U.S. Route 17 Business **APPROVED**	Redesignate present U.S. Route 17 between the above points as U.S. Route 17 Business.	7-16-91
Relocation of U.S. Route 221 **APPROVED**	Beginning at the intersection of present U.S. Route 221 and a new facility being constructed in Linville, then northerly over the new facility for 1.89 miles to the intersection of present U.S. Route 221.	7-16-91
PENNSYLVANIA Extension of I-476 **APPROVED**	Beginning at the present terminus of Interstate Route 476 and a new facility being constructed in west Conshohocken then southerly over the facility to the intersection of Interstate Route 95 west of the city of Philadelphia.	
TEXAS Elimination of U.S. Route 81 **APPROVED**	Eliminate the U.S. Route 81 designation between the intersections with present Interstate Route 35W northeast of Fort Worth and Interstate Route 35 in Laredo.	
VIRGINIA Relocation of U.S. Route 23 and Recognition of U.S. Route 23 Business **APPROVED**	Beginning at the intersection of present U.S. Route 23 and a new facility east of Norton, then southwesterly over the facility for 10 miles to the intersection of present U.S. Route 23 in Big Stone Gap. Redesignate present U.S. Route 23 between these points as U.S. Route 23 Business.	

VIRGINIA (continued)

Relocation of U.S. Route 58 Alternate **APPROVED**	Beginning at the intersection of present U.S. Route 58 Alternate and a new facility east of Norton, then southwesterly over the facility for 11 miles to the intersection of present U.S. Route 58 Alternate in Big Stone Gap.
WEST VIRGINIA Relocation of U.S. Route 340 **APPROVED**	Beginning at the intersection of present U.S. Route 340 and an existing facility (Charles Town Bypass), then northeasterly over the facility to the intersection of present U.S. Route 340 in Charles Town.
D.C./MARYLAND/VIRGINIA Extension of I-495 **APPROVED**	Beginning at the present terminus of Interstate Route 495 at the intersection of Interstate Route 95 in College Park, Maryland, then southerly and westerly over Interstate Route 95 to the intersection of Interstate Route 395 in Springfield, Virginia.

ADDENDUM

Route Numbering Committee Agenda
June 9, 1991
Lake Lanier Islands, Georgia

ILLINOIS	
Establishment of I-155 **RESUBMITTAL** **APPROVED - SUBJECT TO COMPLETION OF THE INTERSTATE ROUTE**	Establishment of Interstate Route 155 over route presently designated as State Route 121 between Interstate Route 74 southeast of Peoria and Interstate Route 55 northwest of Lincoln.
Relocation of U.S. Route 36 **APPROVED**	Beginning at the intersection of present U.S. Route 36 and a newly constructed facility west of Springfield, then westerly over the new facility to the intersection of present U.S. Route 36 south of Quincy.
Establishment of I-172 **APPROVED - SUBJECT TO FHWA APPROVAL AND COMPLETION OF THE INTERSTATE ROUTE**	Establishment of Interstate Route 172 over route presently designated as I-55 west of Springfield, then easterly over proposed U.S. Route 36 to the intersection of State Route 336 near East Hannibal.