

AMENDMENT TO RULES COMMITTEE PRINT 116-

54

OFFERED BY MR. BABIN OF TEXAS

Page 61, after line 7, insert the following:

1 **SEC. ____ . HIGH PRIORITY CORRIDORS ON NATIONAL**
2 **HIGHWAY SYSTEM.**

3 (a) IDENTIFICATION.—

4 (1) CENTRAL TEXAS CORRIDOR.—Section
5 1105(e)(84) of the Intermodal Surface Transpor-
6 tation Efficiency Act of 1991 is amended to read as
7 follows:

8 “(84) The Central Texas Corridor, including
9 the route—

10 “(A) commencing in the vicinity of Texas
11 Highway 338 in Odessa, Texas, running east-
12 ward generally following Interstate Route 20,
13 connecting to Texas Highway 158 in the vicin-
14 ity of Midland, Texas, then following Texas
15 Highway 158 eastward to United States Route
16 87 and then following United States Route 87
17 southeastward, passing in the vicinity of San
18 Angelo, Texas, and connecting to United States
19 Route 190 in the vicinity of Brady, Texas;

1 “(B) commencing at the intersection of
2 Interstate Route 10 and United States Route
3 190 in Pecos County, Texas, and following
4 United States Route 190 to Brady, Texas;

5 “(C) following portions of United States
6 Route 190 eastward, passing in the vicinity of
7 Fort Hood, Killeen, Belton, Temple, Bryan,
8 College Station, Huntsville, Livingston, Wood-
9 ville, and Jasper, to the logical terminus of
10 Texas Highway 63 at the Sabine River Bridge
11 at Burrs Crossing and including a loop gen-
12 erally encircling Bryan/College Station, Texas;

13 “(D) following United States Route 83
14 southward from the vicinity of Eden, Texas, to
15 a logical connection to Interstate Route 10 at
16 Junction, Texas;

17 “(E) following United States Route 69
18 from Interstate Route 10 in Beaumont, Texas,
19 north to United States Route 190 in the vicin-
20 ity of Woodville, Texas;

21 “(F) following United States Route 96
22 from Interstate Route 10 in Beaumont, Texas,
23 north to United States Route 190 in the vicin-
24 ity of Jasper, Texas; and

1 “(G) following United States Route 190,
2 State Highway 305, and United States Route
3 385 from Interstate Route 10 in Pecos County,
4 Texas to Interstate 20 at Odessa, Texas.”.

5 (2) CENTRAL LOUISIANA CORRIDOR.—Section
6 1105(c) of the Intermodal Surface Transportation
7 Efficiency Act of 1991 is amended by adding at the
8 end the following:

9 “(91) The Central Louisiana Corridor com-
10 mencing at the logical terminus of Louisiana High-
11 way 8 at the Sabine River Bridge at Burrs Crossing
12 and generally following portions of Louisiana High-
13 way 8 to Leesville, Louisiana, and then eastward on
14 Louisiana Highway 28, passing in the vicinity of Al-
15 exandria, Pineville, Walters, and Archie, to the log-
16 ical terminus of United States Route 84 at the Mis-
17 sissippi River Bridge at Vidalia, Louisiana.”.

18 (3) CENTRAL MISSISSIPPI CORRIDOR.—Section
19 1105(c) of the Intermodal Surface Transportation
20 Efficiency Act of 1991, as amended by this Act, is
21 further amended by adding at the end the following:

22 “(92) The Central Mississippi Corridor, includ-
23 ing the route—

24 “(A) commencing at the logical terminus
25 of United States Route 84 at the Mississippi

1 River and then generally following portions of
2 United States Route 84 passing in the vicinity
3 of Natchez, Brookhaven, Monticello, Prentiss,
4 and Collins, to Interstate 59 in the vicinity of
5 Laurel, Mississippi, and continuing on Inter-
6 state Route 59 north to Interstate Route 20
7 and on Interstate Route 20 to the Mississippi-
8 Alabama State Border; and

9 “(B) commencing in the vicinity of Laurel,
10 Mississippi, running south on Interstate Route
11 59 to United States Route 98 in the vicinity of
12 Hattiesburg, connecting to United States Route
13 49 south then following United States Route 49
14 south to Interstate Route 10 in the vicinity of
15 Gulfport and following Mississippi Route 601
16 southerly terminating near the Mississippi State
17 Port at Gulfport.”.

18 (4) MIDDLE ALABAMA CORRIDOR.—Section
19 1105(e) of the Intermodal Surface Transportation
20 Efficiency Act of 1991, as amended by this Act, is
21 further amended by adding at the end the following:

22 “(93) The Middle Alabama Corridor including
23 the route—

24 “(A) beginning at the Alabama-Mississippi
25 Border generally following portions of I-20 until

1 following a new interstate extension paralleling
2 United States Highway 80 specifically:

3 “(B) crossing Alabama Route 28 near
4 Coatopa, Alabama, traveling eastward crossing
5 United States Highway 43 and Alabama Route
6 69 near Selma, Alabama, traveling eastwards
7 closely paralleling United States Highway 80 to
8 the south crossing over Alabama Routes 22, 41,
9 and 21, until its intersection with I-65 near
10 Hope Hull, Alabama;

11 “(C) continuing east along the proposed
12 Montgomery Outer Loop south of Montgomery,
13 Alabama where it would next join with I-85
14 east of Montgomery, Alabama;

15 “(D) continuing along I-85 east bound
16 until its intersection with United States High-
17 way 280 near Opelika, Alabama or United
18 States Highway 80 near Tuskegee, Alabama;

19 “(E) generally following the most expe-
20 dient route until intersecting with existing
21 United States Highway 80 (JR Allen Parkway)
22 through Phenix City until continuing into Co-
23 lumbus, Georgia.”.

24 (5) MIDDLE GEORGIA CORRIDOR.—Section
25 1105(e) of the Intermodal Surface Transportation

1 Efficiency Act of 1991, as amended by this Act, is
2 further amended by adding at the end the following:

3 “(94) The Middle Georgia Corridor including
4 the route—

5 “(A) beginning at the Alabama-Georgia
6 Border generally following the Fall Line Free-
7 way from Columbus Georgia to Augusta, Geor-
8 gia specifically:

9 “(B) travelling along United States Route
10 80 (JR Allen Parkway) through Columbus,
11 Georgia and near Fort Benning, Georgia, east
12 to Talbot County, Georgia where it would follow
13 Georgia Route 96, then commencing on Georgia
14 Route 49C (Fort Valley Bypass) to Georgia
15 Route 49 (Peach Parkway) to its intersection
16 with Interstate route 75 in Byron, Georgia;

17 “(C) continuing north along Interstate
18 Route 75 through Warner Robins and Macon,
19 Georgia where it would meet Interstate Route
20 16. Following Interstate 16 east it would next
21 join United States Route 80 and then onto
22 State Route 57;

23 “(D) commencing with State Route 57
24 which turns into State Route 24 near
25 Milledgeville, Georgia would then bypass Wrens,

1 Georgia with a newly constructed bypass. After
2 the bypass it would join United States Route 1
3 near Fort Gordon into Augusta, Georgia where
4 it will terminate at Interstate Route 520.”.

5 (b) INCLUSION OF CERTAIN SEGMENTS ON INTER-
6 STATE SYSTEM.—Section 1105(e)(5)(A) of the Intermodal
7 Surface Transportation Efficiency Act of 1991 is amended
8 in the first sentence—

9 (1) by inserting “subsection (c)(84),” after
10 “subsection (c)(83),”; and

11 (2) by striking “and subsection (c)(90)” and in-
12 serting “subsection (c)(90), subsection (c)(91), sub-
13 section (c)(92), subsection (c)(93), and subsection
14 (c)(94)”.

15 (c) DESIGNATION.—Section 1105(e)(5)(C) of the
16 Intermodal Surface Transportation Efficiency Act of 1991
17 is amended by striking “The route referred to in sub-
18 section (c)(84) is designated as Interstate Route I–14.”
19 and inserting “The route referred to in subsection
20 (c)(84)(A) is designated as Interstate Route I–14 North.
21 The route referred to in subsection (c)(84)(B) is des-
22 ignated as Interstate Route I–14 South. The Bryan/Col-
23 lege Station, Texas loop referred to in subsection (c)(84)
24 is designated as Interstate Route I-214. The routes re-
25 ferred to in subparagraphs (C), (D), (E), (F), and (G)

1 of subsection (c)(84) and in subsections (c)(91), (c)(92),
2 (c)(93), and (c)(94) are designated as Interstate Route I-
3 14.”.

