

- 9. The ballot of the Association on the "Movable Highway Bridges" was ordered to be recorded in these Minutes, which are as follows:

Voting YES - 41

| | | |
|-------------|----------------|----------------------|
| Alabama | Kentucky | Oregon |
| Arkansas | Louisiana | Pennsylvania |
| Arizona | Maine | Rhode Island |
| California | Maryland | South Carolina |
| Colorado | Michigan | Tennessee |
| Connecticut | Missouri | Texas |
| Delaware | Mississippi | Utah |
| Florida | Montana | Vermont |
| Georgia | New Hampshire | Virginia |
| Idaho | New Jersey | Washington |
| Illinois | New Mexico | West Virginia |
| Indiana | North Carolina | Wisconsin |
| Iowa | Ohio | District of Columbia |
| Kansas | | Hawaii |

Not Voting - 1

Nevada

EC MINUTES
 9-26-37
 BOSTON, MASS

- 10. The decision of the Executive Committee covering requests for additions and changes on the U. S. Numbered System were ordered to be recorded in these Minutes as follows:

Note: Following the established rule, the State Highway Departments will not erect signs on these roads until January 1, 1938.

- 11. U. S. 222 - Maryland. U. S. 222 is extended from its connection with U. S. 1 at Kilby's Corner over State Route 268 to Perryville, where it intersects U. S. 40.

- 12. U. S. 22 - New Jersey. Beginning at the junction of U. S. Routes 1 and 9 at Newark, and running thence over New Jersey Route 29 to a junction with New Jersey Route 28 at Somerville, and thence over New Jersey Route 28 to the Delaware River at Phillipsburg.

- 13. U. S. 90 - Louisiana. Via Rigolets cut-off. New Orleans (on Broad Street at Canal Street) 20.9 miles to west end Chef Mentour Bridge. 9.9 miles to Rigolets cut-off (0.06 miles east of Rigolets Bridge), 8.6 miles to east end Pearl River Bridge (Louisiana-Mississippi State line) 39.4 miles in Louisiana.

- 14. U. S. 190 - Louisiana. Beginning at Rigolets Bridge south-east of Slidell.

- 15. U. S. 165 - Louisiana. Columbia, Tullos, junction U. S. 84, Pineville, junction U. S. 71, Alexandria, Woodworth, Oberlin, junction 190.

- 16. U. S. 71 - Louisiana. Le Beau, Krotz Springs, junction U. S. 190, Livonia, Erwinville, Port Allen.

- 17. U. S. 41 - Florida. U. S. 41 in Florida is changed to read as follows: Jasper, Lake City, High Springs, Newberry, Williston, Dunnellon, Hernando, Brookville, Tampa, Venice, Fort Myers, Naples.

- 18. U. S. 441 - Florida. U. S. 441 is changed to read as follows: Beginning at High Springs, via Gainesville, Ocala, Leesburg, Tavares, to Orland.

- 19. U. S. 20 - New York. U. S. 20 between Avon and Westfield is changed to read as follows: Avon, Pavilion Center, Alexander, Alden, Lancaster, Orchard Park, Irving, Fredonia, Westfield.

- 20. U. S. 67 "Bypass" - Illinois, Missouri. A "Bypass" route for U. S. 67 around St. Louis is established as follows: Illinois: Alton. Missouri: Ft. Bellefontaine, Shovelton, Robertson, Florissant, Bridgton, Kirkwood, Mehlville.

21. U. S. 40 "Bypass" - Illinois, Missouri. The following "Bypass" of U. S. 40 around St. Louis is described as follows: Illinois: Troy, Chain of Rocks Bridge. Missouri: Bridgton to intersection of U. S. 40 east of St. Charles, Missouri.
22. U. S. 33 - Michigan, Ohio, Indiana, West Virginia, Virginia. U. S. 33 is established and the description is as follows: Michigan: Beginning at St. Joseph, Niles. Indiana: South Bend, Elkhart, Goshen, Ligonier, Ft. Wayne, Decatur. Ohio: St. Marys, Wapakoneta, Bellefontaine, Marysville, Columbus, Lancaster, Athens, Pomeroy. West Virginia: Mason City, Evans, Ripley, Spencer, Weston, Buckhannon, Norton, Elkins, Harmon, Mouth of Seneca, Judy Gap, Franklin, Brandywine. Virginia: Harrisonburg, Gordonsville, Louisa, Montpelier, to Richmond.
23. U. S. 270 - Oklahoma, Kansas. U. S. 270 is extended to read as follows: Beginning at the present western terminus at Forgan, Oklahoma, via Liberal, Kansas, Hugoton, Ulysses, Johnson, to an intersection with U. S. 50 at Syracuse.
24. U. S. 83 - Texas. U. S. 83 in Texas is changed to read as follows: Pharr, via Harlingen to Brownsville.
25. U. S. 281 - Texas. Pharr, Hidalgo, Brownsville.
26. U. S. 6 - Colorado, Utah, Nevada, California. U. S. 6 is extended across these States according to the following description: Colorado: Beginning at the Nebraska State line east of Holyoke, over present U. S. 6 via Sterling, Brush, Fort Morgan, Wiggins; thence via State Route 81 to Denver; thence over U. S. 40 to Empire; thence via State Route 91 to Dillon, Wheeler, to Leadville; thence coinciding with U. S. 24 via Redcliffe, Eagle, Glenwood Springs, Grand Junction, to a junction with U. S. 50; thence coinciding with U. S. 50 to the Utah State line west of Mack. (It is understood that when the State of Colorado improves the highway between Wheeler and Redcliffe that U. S. 6 will go from Wheeler via Redcliffe to Eagle instead of via Leadville.) Utah: Beginning at the Colorado State line west of Mack on U. S. 50, via U. S. 50 through Price, Helper, Thistle, to Spanish Fork; thence via U. S. 91 to Santaquin; thence via State Route 26 through Eureka, Delta, Henckley; and thence over State Route 27 to the Nevada State line near Baker, Nevada. Nevada: Beginning at the Utah State line on State Route 27 near Baker, via State Route 14 to Ely; thence southwest over State Route 4 to Tonopah; thence west over State Route 15 via Coaldale, Basalt, to the California State line near Benton. California: From the Nevada State line near Benton on State Highway Route 76, to a junction with State Highway Route 23, and coincident with U. S. 395 through Bishop, Independence, Lone Pine, to Brown; thence continuing on State Highway Route 23 through Freeman, Mojave, Lancaster, Palmdale, to a junction with State Highway Route 4, south of Newhall; thence over State Highway Route 4 coincident with U. S. 99, to a junction with State Highway Route 165 in Los Angeles; thence over State Highway Route 165 to State Highway Route 60; thence over State Highway Route 60, coincident with U. S. 101 "Alternate", to Long Beach.
27. U. S. 101 "Alternate" - California. U. S. 101 "Alternate" from San Francisco, Oakland, Hayward, to San Jose, is removed and the following established: San Francisco, Burlingame, San Mateo, Redwood City, Palo Alto, to a junction with U. S. 101 at San Jose.
28. Also, an "Alternate" for U. S. 101 between El Rio and Serra is described as follows: El Rio, Santa Monica, Redondo Beach, ~~Newport Beach~~ Long Beach, to a junction with U. S. 101 at Serra.
29. U. S. 40 - California. U. S. 40 in California is changed to read as follows: Truckee, Auburn, Sacramento, Davis, Oakland, San Francisco-Oakland Bay Bridge to San Francisco.

30. U. S. 50 - California. U. S. 50 in California is changed to read as follows: Placerville, Sacramento, Stockton, Oakland, San Francisco-Oakland Bay Bridge to San Francisco.
31. U. S. 178 - South Carolina, North Carolina. U. S. 178 in South Carolina is extended northwest from its present terminus at Anderson via Liberty, Pickens, to a junction with U. S. 64 at Rosman, North Carolina.
32. U. S. 36 - Colorado. U. S. 36 in Colorado is changed to read as follows: Strassburg to Denver.
33. U. S. 66 - New Mexico. U. S. 66 in New Mexico is changed to read as follows: Tucumcari, Santa Rose, Albuquerque, Sumanee, Grants, Gallup.
34. U. S. 191 - Idaho, Utah. U. S. 191 in Idaho is extended south from its present southern terminus at Idaho Falls via Pocatello, Downey, Malad City. Utah: Tremonton, to a junction with U. S. 91 at Brigham, Utah.
35. U. S. 150 - Illinois. U. S. 150 in Illinois is changed by the omission of "Junction U. S. 36" and substituting therefor "Danville".
36. U. S. 30 - Illinois. U. S. 30 in Illinois is changed by omitting the town "Geneva".
37. U. S. 330 - Illinois. U. S. 330 in Illinois is described as follows: Beginning at a junction with U. S. 30 east of Chicago Heights, Lansing, Chicago, Geneva, to a junction with U. S. 30 west of Geneva.
38. U. S. 99 "Alternate" - California. U. S. 99 "Alternate" is omitted from the Numbered System.
39. U. S. 163 - Iowa. U. S. 163 is discontinued, to become State Route 163.
40. U. S. 151 - Iowa, Wisconsin. Consolidate U. S. 151, all in Wisconsin; U. S. 118, all in Wisconsin; and U. S. 161, all in Iowa. (Giving this the number - U. S. 151.)
41. U. S. 218 - Minnesota, Iowa. U. S. 218 absorbs that part of U. S. 161 between Cedar Rapids and Keokuk, Iowa. Therefore this route is now described as follows: Minnesota: Beginning at Owatonna, Austin, Lyle. Iowa: Osage, Charles City, Waverly, Cedar Falls, Vinton, Cedar Rapids, Iowa City, Ainsworth, Mt. Pleasant, Donnellson, Keokuk.
42. U. S. 19 - Georgia, Florida. Change U. S. 19 from Thomasville, Georgia, to Capps, Florida, as follows: Georgia: Thomasville. Florida: Monticello, to Capps, instead of Thomasville, Tallahassee, to Capps.
43. U. S. 319 - Georgia, Florida. Extend U. S. 319 to read as follows: Georgia: Beginning at Thomasville. Florida: Tallahassee, Wakulla, Carrabella, Apalachicola.
44. U. S. 84 - New Mexico, Colorado. Extend U. S. 84 from its present western terminus at Farwell (Texas) as follows: Clovis, Fort Sumner, Santa Rosa, Romeroville, Santa Fe, Espanola, Albiquin, Gallinas, Regina, Lyrooks, Aztec, Shiprock, to a junction with U. S. 450 at Cortez, Colorado.
45. U. S. 41 - Georgia. U. S. 41 in Georgia is changed to read as follows: Ringold, Dalton, Cartersville, Atlanta, Griffin, Barnesville, Roberta, Fort Valley, Perry, Tifton, Valdosta, Lake Park.
46. U. S. 341 - Georgia. U. S. 341 (all in Georgia) is changed to read as follows: Beginning at Atlanta, Jackson, Forayth, Macon, Perry, Hawkinsville, McRae, Baxley, Jesup, to Brunswick.

47. U. S. 35 - Indiana. U. S. 35 is changed as follows: Beginning at a junction with U. S. 12 at Michigan City, LaPorte, Knox, Winamac, Logansport, Burlington, Kokoma, Gas City, Muncie, Richmond.
48. U. S. 27 - Michigan. Extend U. S. 27 from Cheboygan to Mackinaw City.

FINAL DECISION DEFERRED

49. U. S. 95 - Idaho, Oregon, Nevada. The proposal for an extension of U. S. 95, which now terminates at Potlatch (Weiser) Idaho, coinciding with U. S. 30 to Fruitland, Parma, Caldwell, via a State route in Oregon to McDermitt, Nevada, then over a State route in Nevada to Winnemucca, was deferred. Information from Oregon states that this route will not be improved for travel before 1940. After the proper improvement of this proposed route has been completed, the Committee will be willing again to consider the proposition.

50. Idaho, Oregon. The continuation of a route from the Yellowstone Park to the Pacific Coast, suggested to be as follows:

"Beginning at the west end of the Yellowstone National Park; thence over U. S. 191 and U. S. 91 to Blackfoot; thence over Idaho State Route 27 to Arco; State Route 22 to Mt. Home; then coincident with U. S. 30 to Boise; thence State Route 44 to the Oregon State line."

"In Oregon it is proposed that the route shall coincide with U. S. 28 twelve miles to Vale; then over State Route 54 to Albany, via Juntura, Burns and Bend."

was not approved at the present time. The State Highway Department of Oregon reports that the proposed route will not be recommended for travel for two years. There are likewise parts of the route in Idaho not yet satisfactory. When the proposed route has been completed for satisfactory interstate travel, the Committee will again open the proposition. (D. P. U. C. C.)

51. U. S. 50 - Maryland. U. S. 50 will be extended from its present eastern terminus at Annapolis across the Bay to Ocean City, Maryland, whenever the State of Maryland owns a ferry line from Annapolis across the Chesapeake Bay.

REQUESTS DISALLOWED

52. Following definite investigation of requests for U. S. numbered routes, and in many cases based on the new policies adopted, the Committee unanimously reported adversely on the following:
53. Alabama: The request for a new route from Huntsville to Thomasville via Clanton and Selma, was not approved as it is entirely within one State and does not appear to be necessary for interstate travel. A State number through these points should meet the travel necessities. Later, should a longer constructed route be established in this area, this request may be reopened.
54. Virginia: A request for the extension of U. S. 13 across the Chesapeake Bay, was not approved due to the fact that it will be necessary to use a privately owned ferry.-
55. Louisiana: The request from Louisiana for a new U. S. Route from New Orleans via Dallas to Denver, was not approved. The other States involved did not support the proposition and the territory is already supplied with sufficient U. S. Numbered Routes.

56. Arkansas: The request for an "Alternate" route for U. S. 67 so as to include Hot Springs, was denied - first because no more "Alternate" routes are being approved and second, the proposed "Alternate" route would be longer than the regular 67.
57. Ohio: The proposal to establish a new U. S. numbered route across the United States in order to absorb U. S. 30-S in that State, was refused on the ground that the suggestion would utilize routes already numbered in the same direction without shortening distances.
58. Ohio: The request for a new U. S. number from Cleveland to Toledo in order to take in a toll bridge at Sandusky, was refused as most of this route is already absorbed with U. S. 6; and the suggestion is made that if the State wishes a single number between these points they should adopt a State number.
60. Illinois, Iowa, Nebraska, Colorado: A proposal for a new U. S. numbered route from Peoria, Illinois, to Denver, Colorado, approved by the State Highway Departments of Nebraska and Iowa only, was not granted because the territory is now occupied by other U. S. routes.
61. Indiana, Ohio, Kentucky, West Virginia, Tennessee, North Carolina, South Carolina: The proposal for a new U. S. numbered route from Chicago, Illinois, to Charleston, South Carolina, was not approved not only due to the fact that all States did not give their approval but also because the territory generally is well occupied with U. S. numbered routes, and the proposal uses in most parts routes already numbered. An exception to this situation applies to the State of Kentucky only and further developments may provide for that State.
62. Arkansas: The request for a new route from Corning to Helena, along the eastern border of the State was denied on the ground that the territory for interstate travel is sufficiently occupied. It is recommended that the State adopt a continuous State number.
63. Louisiana, Arkansas: The request for a new U. S. number from Pine Bluff, Arkansas, to Ferriday, Louisiana, is not considered of enough national importance to be needful for this kind of travel service, as U. S. 65 and U. S. 165 occupy the territory sufficiently. It is recommended that these two States agree upon one continuous State number.
64. Kansas, Oklahoma: The request for the extension of U. S. 177, which is a very short route, was denied on the ground that the present policies do not permit the extension of this short route.
65. Oklahoma: The request for an extension or addition to be known as "Alternate" route 70-N was denied on the ground that lettered routes are no longer established. The proposed "Alternate" is longer than the present route.
66. Nebraska, South Dakota, Colorado: The request for a new route from Hot Springs, South Dakota, to Sterling, Colorado, was disallowed. The Committee feels that a continuous State number will provide sufficient information for the travelling public.
67. Texas: A proposed change in U. S. 271 was denied as being unnecessary.
68. Texas: The request for a new U. S. numbered route from Richland to Hempstead was denied on the ground that it was unnecessary for interstate travel, and it is recommended to the State that one continuous State number cover this area.
69. Montana: The proposal to grant another "Alternate" route for U. S. 10, which already has a 10-S and a 10-N in the same territory, and no plan has yet been evolved to rid this route of a letter, was refused on the ground that it is contrary to the policies now operating for the establishment of U. S. numbered routes.

- 70. Montana, South Dakota, Wyoming: The proposal for the extension of U. S. 212 from Belle Fourche, South Dakota, was refused with the suggestion that this route be given a continuous State number. Later on, if a through route west from Belle Fourche is developed, then a renewal of this request would be given consideration.
- 71. Idaho, Montana: The request for a new route or "Alternate" for U. S. 10 over what is locally known as the Clarks Fork Highway, between Missoula, Montana, and Spokane, Washington, was not approved. It is recommended that these States provide a continuous number. The State Highway Department of Washington, which would be the terminus of this route, did not support the proposition.
- 72. Georgia: The request for a new route from Atlanta north via Marietta, Canton, Tate, Jasper, Ellijay to Blue Ridge on the Tennessee line, was not approved, with the suggestion that this route could be made a continuous State number.
- 73. Georgia: The request for a new U. S. numbered road from Hawkinsville via Abbeville, Ocilla, to an intersection with U. S. 1 at Alma, was denied. This proposed new route is 28 miles longer than U. S. 341, which now goes from Hawkinsville to Baxley on U. S. 1.
- 74. Georgia: The request for a new U. S. numbered route from Hawkinsville via Montezuma, Oglethorpe, Ellaville, Buena Vista to Columbus, was disallowed. It is the Committee's judgment that a continuous State number would be sufficient.

On motion the Committee adjourned.

Executive Secretary