

~~14. Upon motion, it was decided to continue the printing in book form of the papers presented at the Group Meetings held at the Annual Conventions, which are recommended by the Chairmen of the several Standing Committees for publication.~~

~~15. Upon motion, the Chairman was authorized to designate a committee (including himself) to call upon Mr. John M. Carmody, Federal Works Administrator, Washington, D. C., under whose supervision the former Bureau of Public Roads now operates.~~

~~Upon motion the meeting adjourned.~~

*W. Mahan*

Executive Secretary

ADDENDA TO MINUTES OF EXECUTIVE COMMITTEE  
Chicago, Illinois. June 28, 1939  
Changes and Additions in the U. S. Numbered System  
TO BE EFFECTIVE JANUARY 1, 1940

16. U. S. 1. Florida. U. S. 1 is extended from Miami to Key West.
17. U. S. 11. Louisiana. U. S. 11 in Louisiana is changed to read as follows: Pearl River, Slidell, Ponchartrain Bridge, New Orleans.
18. U. S. 51. Louisiana. U. S. 51 in Louisiana is changed to read as follows: Amite, Hammond, Bonnet Carre Spillway Bridge, New Orleans.
19. U. S. 62. Arkansas. U. S. 62 in Arkansas is changed so that the description substitutes Mammoth Springs instead of Ash Flat. It will read: Hardy, Mammoth Springs, Salem, etc.
20. U. S. 131. Michigan. U. S. 131 in Michigan is changed to read as follows: Beginning at the intersection of U. S. 31 at Petoskey, via Boyne Falls, Mancelona, Leetsville, Kalkaska, South Boardman, Fife Lake, Manton, Cadillac, Reed City, Big Rapids, Howard City, Grand Rapids, Kalamazoo, to the Indiana State line south of Mottville.
21. U. S. 67. Illinois-Missouri. U. S. 67 between Alton, Illinois, and St. Louis Missouri, provides that U. S. 67 shall cross the bridge at Alton, then pass through the business section of St. Louis to Mehlville, etc.
22. U. S. 67 "Bypass". (Bypassing St. Louis) U. S. 67 "Bypass" begins at the junction of Lindberg Boulevard south of the Lewis-Clark Bridge, via St. Ferdinand, Robertson, Kirkwood, to a junction with U. S. 67 at Mehlville.
23. U. S. 67 "Alternate". U. S. 67 "Alternate" is established between Alton, Illinois, and East St. Louis, crossing the Municipal Bridge at St. Louis.

22. U. S. 40. Missouri. U. S. 40 is extended to Aubrey to omit St. Charles. The description of U. S. 40 is: Wentzville.
23. U. S. 40-Bypass. Missouri. U. S. 40-Bypass is extended via St. Charles to Wentzville.
24. U. S. 287. Wyoming-Colorado-Oklahoma-Texas. U. S. 287 is changed to read as follows: Wyoming: Yellowstone National Park, Moran, Du Bois, Diversion Dam, Lander Hailey, Muddy Gap, Rawlins, Medicine Bow, Laramie, Tie Siding. Colorado: Virginia Dale, Fort Collins, Loveland, Longmont, Denver, via U. S. 40 to Kit Carson, thence over State Route 59 through Lamar, Springfield, to the Oklahoma State line. Oklahoma: beginning at the Oklahoma State line south of Springfield, via State Route 3 to Boise City, thence southeast via State Route 38 to the Texas State line. Texas: Beginning at the Texas State line northwest of Stratford, via State Route 9 and U. S. 87 to Amarilla, thence over U. S. 370 via Wichita Falls to its junction with U. S. 81 at Bowie, (absorbing U. S. 370 and discontinuing that number), thence via Fort Worth, Ennis, Corsicana, Palestine, Crockett, Woodville, to Port Arthur.
25. U. S. 183. Texas. U. S. 183 is extended as follows: From Albany via Baird, Coleman, Brady, Mason, to an intersection with U. S. 83 at Junction.
26. U. S. 283. Texas. U. S. 283 is extended from Brownwood via Brady, Mason, to a connection with U. S. 83 at Junction.
27. U. S. 59. Texas. U. S. 59 in Texas is changed in part to read as follows: Teneha, Lufkin, Houston, Richmond, Rosenberg, Wharton, Victoria, Beeville, Skidmore, Mathis, Alice, Laredo (thus absorbing all of U. S. 96.)
28. U. S. 96. Texas. U. S. 96 is established as follows: Beginning at Tenaha, Centre, San Augustine, Jasper, Kibbyville, Buna, Silsbee, Beaumont, to Port Arthur.
29. U. S. 90. Texas. U. S. 90 in Texas is extended from its present western terminus at Van Horn to a junction with U. S. 62 at Signal Peak.
30. U. S. 320. Wyoming. U. S. 320 in Wyoming is eliminated.
31. U. S. 14. Wyoming. U. S. 14 is changed in part to read: Dayton, Greybull, Cody.
32. U. S. 212. South Dakota-Wyoming-Montana. U. S. 212 is extended northwest from its present terminus at Bellefourche, South Dakota, as follows: South Dakota: Over State Route 30 to the Wyoming State line. Wyoming: Beginning at the Wyoming State line northwest of Bellefourche, South Dakota, over State Route 22 to the Montana State line southeast of Alzada, Montana. Montana: Beginning at the Montana State line southeast of Alzada, via Hammond, Broadus, Olive, Coalwood, to a junction with U. S. 10 and 12 at Miles City.
33. U. S. 1 "Alternate". Maine. Beginning at Ellsworth, to a junction with U. S. 1 southwest of Bucksport.
34. U. S. 2 "Alternate". Maine. Beginning at Houlton, via Haynesville to Mowahoc.
35. U. S. 31. Indiana. The proposed change in U. S. 31 in Indiana between Columbus and Seymour was deferred awaiting further study and proposed changes in the roads constructed between these two points.

DEFERRED

- 36. New Route. Missouri-Nebraska. The proposed establishment of a new route to begin at Peoria, Illinois, and absorbing State Route 4 in Missouri and State Route 3 in Nebraska, was deferred due to lack of information and no request from Illinois, a privately owned toll bridge and new bridge construction.
- 37. U. S. 95. Idaho-Oregon-Nevada-California. U. S. 95 is extended south from Weiser, Idaho as follows: Oregon: (description to be agreed upon by the Idaho and Oregon Highway Departments.) Nevada: Beginning at McDermitt, Winnemucca, Lovelock, to a junction with U. S. 50 east of Fernley, Fallon, Coaldale, Tonapah, Indian Springs, Las Vegas, Searchlight, to the California line south of Searchlight. California: Beginning at the California State line south of Searchlight (Nevada) via Needles, Vidol, to a junction with U. S. 60 and U. S. 70 east of Elythe.

DISALLOWED

- 38. U. S. 1 "Alternate". Maine. The request from the State of Maine for an "Alternate" for U. S. 1 from Caribou to Presque Isle over State Route 64 was not approved.
- 39. U. S. 276. North Carolina. The request for an extension of U. S. 276 from Brevard to Waynesville was not approved as this would not add particularly to interstate travel without further extensions over State routes not yet properly improved.
- 40. U. S. 301. Georgia. The proposed extension of U. S. 301 to begin at Summerton, South Carolina, via Sylvania, Georgia, through Statesboro, Jesup to Folkston, was not approved. The Department of South Carolina did not make a request and the previous agreement of the State of Georgia was that U. S. 25, which is an important north to south route across the country, is to be extended from Statesboro over this same route whenever the route has been properly constructed to be advertised for interstate travel.
- 41. New Route. Alabama. The renewed request for a U. S. route between Clanton via Selma to Thomasville, was not allowed due to the fact that it is a short route entirely within one State and it is recommended, under the rules, that this route be given a State number for its entire length.
- 42. U. S. 167 "Alternate". Arkansas. The request for an "Alternate" for U. S. 167 via Camden was disallowed because this would establish a route 12 likewise longer than the present through Route 167.
- 43. New Route. Ohio-Indiana. The request for a U. S. numbered route beginning at Sandusky, Ohio, and terminating at Evansville, Indiana, was not approved because this territory is already well occupied by U. S. numbered routes.
- 44. New Route. Texas-New Mexico. The request for a new route from Fort Worth to El Paso, passing through a small portion of New Mexico, was not approved as not being essential for interstate travel, and besides very much of the route proposed is already occupied by U. S. numbers.

45. U. S. 62. Texas-New Mexico-Arizona. The request for an extension of U. S. 62 from El Paso, Texas, to San Diego, California, was not approved. This proposed extension in large measure duplicates U. S. numbers already established. It, therefore, is contrary to the rules under which the Committee is operating.
46. U. S. 666. Colorado-Wyoming-Montana. The proposed extension of U. S. 666 north from its present terminus was not approved as a majority of the mileage proposed is duplicating present routes already numbered.
47. U. S. 187. Wyoming. The proposed extension of U. S. 187 was not approved. No request came from Colorado and besides the proposition would require a duplication of routing over routes already numbered.
48. U. S. 16. Michigan-South Dakota-Idaho-Nevada. The proposition to extend U. S. 16 beyond Yellowstone National Park was not approved. Several years since, the Committee decided that whenever the States west of Yellowstone Park had constructed a highway to the Pacific Coast which could be used for interstate travel, that number should be U. S. 20, which was established in 1926 and begins at the Atlantic Coast east of Boston.



Executive Secretary

## MINUTES OF EXECUTIVE COMMITTEE

Washington, D. C. October 8, 1939

1. The meeting was called to order by President W. W. Mack. Roll Call showed the following members present: A. W. Brandt, J. T. Ellison, F. E. Everett, Lacey V. Murrow, C. W. Purcell, H. G. Shirley, F. R. White and J. S. Williamson. Treasurer G. H. Henderson was also present.
2. Treasurer Henderson presented his Annual Financial Report which, by motion, was approved and referred to the Annual Meeting of the Association.
3. Executive Secretary Markham gave his Annual Financial Report. The same was approved and copies were requested to be sent to each Department membership.
4. It was moved and carried that the following reports from the special Committee on Administrative Design Policies be submitted to the Association membership for letter ballot: "A Policy On Sight Distance of Highways", "A Policy On Highway Types", and "A Policy On Criteria for Marking and Signing No-Passing Zones on Two- and Three-Lane Roads."

24. "Whereas, under existing law and regulations there is unnecessary and definite confusion with respect to the availability of Forest Highway Funds; therefore be it

"Resolved: That the Executive Committee of the American Association of State Highway Officials recommend to the consideration of the Congress the separation of Forest Highway Funds from other Forest Road Funds in making future authorizations or appropriations, and that the jurisdiction over the expenditure of Forest Highway Funds be in the Public Roads Administration."

25. It was moved and carried that the salary of the Stenographer-Clerk of the Association be placed at \$200.00 per month, beginning June 1.

26. The subcommittee on United States Numbered Routes submitted its report in detail, and after due deliberation the same was unanimously approved. The approval of some requests depend upon further correspondence with the State Highway Departments involved, and upon the completion of this work the action on all of the list of requests will be forwarded to each State Highway Department as an addenda to these Minutes. It is understood that the action of the Committee in reference to these U. S. numbered requests carries with it the established policy that no changes shall be made by the erection of signs on the highways until the first of January 1941.

*W. C. Johnson*

Executive Secretary

ADDENDA TO MINUTES OF EXECUTIVE COMMITTEE  
Chicago, Illinois. June 3, 1940

Action of the Executive Committee on Requests  
for Additions and Changes on the U. S. Numbered  
System. To Be Effective January 1, 1941

1. U. S. 1-Alternate. Maine. An alternate for U. S. 1 between Caribou, via Ft. Fairfield, to Mars Hill is approved.
2. U. S. 1-Bypass. New Hampshire. A bypass for U. S. 1 around Portsmouth is approved. This was deemed necessary for approval due to the fact that two States were involved.
3. U. S. 6-Alternate. Connecticut. An alternate for U. S. 6 is established beginning at a junction with U. S. 6 a few miles west of Willimantic, thence via Middletown, Meriden and Waterbury to a junction with U. S. 6 a few miles south of Woodbury.
4. U. S. 1-Alternate. Connecticut. The request for the establishment of alternates for U. S. 1 is approved - the purpose being to permit the bypassing of certain towns. U. S. 1 bypasses Melford, Berlin, Old Saybrook, Groton, Branford, East Haven, New Haven and Stonington.
5. U. S. 5-Alternate. Connecticut. The request for the establishment of an alternate for U. S. 5 is approved - the purpose being to permit the bypassing of certain towns. U. S. 5 bypasses Hamden, North Haven, Berlin, Meriden, Wallingford, South Windsor and East Hartford.