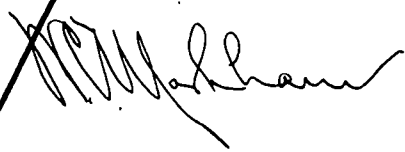


route shall be from St. Louis directly north to the bridge over the Mississippi River, thence to Alton.

12 The Executive Committee and representatives from the four States bordering on Mexico met on Wednesday with the following Commissioners representing the Mexican Government; Messrs. A. Rios, Jose Rivera, Ramon Guemas, Salvador Toscano and Charles M. Upham, Consulting Engineer for the Mexican National Highway Commission. As a result of this meeting the following connections between Mexico and the United States were approved for international road connections:

Matamoras - Brownsville  
 Nuevo Laredo - Laredo  
 Roma - Mex  
 Piedras Negras - Eagle Pass  
 Juarez - El Paso  
 Los Palomas - Columbus  
 Nogales - Nogales  
 Naco - State Highway System (no American town opposite Naco)  
 Mexicala - Calexico  
 Tijuana - San Diego

13 Upon motion the Executive Committee adjourned to meet in Chicago in June at a date to be fixed after the Executive Secretary corresponds with the members as to the most convenient time.

  
 Executive Secretary.

#### MINUTES OF EXECUTIVE COMMITTEE

Washington, D. C.

May 26, 1930.

1 President Samuel Echels presided. The following members of the Committee were present; F. E. Everett, John A. McDonald, Thomas H. MacDonald, C. H. Purcell, H. B. Shirley, E. H. Wentz, Fred R. White, and Treasurer W. E. Mack.

2 Cordial invitations to hold the annual meeting of the Association in the following cities were received through the State Highway Departments; Oakland, California; Miami, Florida; Savannah, Georgia; Indianapolis, Indiana; Minneapolis, Minnesota; Jackson, Mississippi; St. Louis, Missouri; Asheville, North Carolina; Cleveland and Columbus, Ohio; Pittsburgh and Philadelphia, Pennsylvania; Memphis, Tennessee; Richmond, Virginia; and Milwaukee, Wisconsin.

3 On motion the Committee voted to hold the next annual meeting at Pittsburgh, Pennsylvania, on November 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, and 20<sup>th</sup>, with headquarters at the Hotel William Penn. The President was authorized to appoint the Committee on Program and Arrangements for the annual meeting.

4 The resignation of W. E. Neel of Georgia, as a member of the Executive Committee, and Chairman of the Committee on Cooperation with Contractors was accepted with regrets. The Association recognizing the long years of service and loyal co-operation of Mr. Neel in the work of the Association, instructed the Secretary to write Mr. Neel accordingly.

On motion the following attitude of the Association was given expression in reference to a Road Show conducted by the American Road Builders' Association; "The Executive Committee heartily approves an annual presentation of a 'Road Show' by the American Road Builders' Association as a very effective and valuable way of keeping our members informed concerning materials and machinery so necessary for economic road construction and maintenance, for which the public holds us responsible."

19 In behalf of the Association it was recorded that the Highway Departments favor using their influence to dissuade peaks in contract lettings so that they may be distributed through the year, not only in the interest of labor but also for the more satisfactory distribution of materials and the purchase of equipment necessary for the work. To this end the Committee on Cooperation with Contractors and Committee on Cooperation with the American Road Builders' Association were requested to lend their assistance to the Manufacturing Division of the American Road Builders' Association and the Contractors to bring about satisfactory conclusions.

20 A hearty endorsement of the proposed plan made by the Highway Research Board for the development of a Highway Research Information Service was given, it being the understanding that it is the purpose of the Research Board to furnish general informational service concerning research work as accomplished by all organizations in the country directly interested in highway construction and maintenance.

21 Upon motion Secretary Markham and E. W. James, Chairman of the Committee on Standards were instructed to print as soon as possible all standards of specifications and other Committee reports of like character as soon as they can be prepared for the printer.

22 Upon motion the Secretary was requested to confer with the State Highway Departments in reference to their attending the International Road Congress to be held in Washington the week of October 6th, 1930.

23 Treasurer W. W. Mack made a semi-annual report which showed a balance in the Treasury as of May 24th, 1930 of \$21,276.27. This is in addition to the balance on hand in the hands of the Secretary, whose report showed a balance as of May 31st, 1930 of \$1,369.24. Upon motion the financial report of the Treasurer and Secretary were approved.

24 As a matter of record the following U. S. Numbered routes were ordered recorded in the minutes which had previously been approved by the Executive Committee:

25 ARKANSAS - OKLAHOMA - TEXAS. U. S. No. 271. This road is ordered to be marked and placed on the maps as in condition for general public travel. This road runs from Fort Smith, Arkansas, to Beaumont, Texas.

26 OKLAHOMA - TEXAS. U. S. No. 277. This road, from Oklahoma City, Oklahoma, to Bel Rio, Texas, is ordered to be marked and placed on the maps as in condition for general public travel.

27 KENTUCKY - TENNESSEE. U. S. No. 41 between Hopkinsville, Kentucky, and Nashville, Tennessee, and U. S. 241, between the same points, were made U. S. 41 East and U. S. 41 West respectively.

28 MISSISSIPPI. U. S. No. 49 E and U. S. No. 49 W. An alternate route from Hattiesburg to Brooklyn was added to the System; U. S. No. 49 E, Beginning at Hattiesburg via McLaurin to Brooklyn. U. S. 49 W, Beginning at Hattiesburg via Dixie School to Brooklyn.

29 In the consideration of requests for changes and additions to the U. S. Numbered System a number of parties appeared in person and after the requests had been presented, upon motion, the Executive Committee ordered that all routes petitioned for be approved except those over which there is still a controversy or are not approved

by all of the States concerned and the Secretary was instructed to adjust and assign numbers to the routes:

- 30 On motion the route from Springfield, Missouri, via Neosho, Missouri, Vinita, Bartlesville, Ponca City, to Enid, Oklahoma, and present Route 164 from Enid to Amarillo, Texas, was designated as an extension of U. S. 60.
- 31 On motion the request for a U. S. numbered route from Springfield, Missouri, via Pittsburg, Parsons, Independence, Linfield, Wellington, Medicine Lodge, Coldwater, Meade and Johnson, Kansas, Springfield, Trinidad, Walsenburg, Alamosa, Del Norte, Durango and Cortez, Colorado, with future extensions through Utah, Nevada and California was given the No. 160.
- 32 ~~The Secretary having presented a statement that word had come to him that there were petitions from some of the State Highway Departments delayed in the mail, it was moved that the Committee approve a motion to extend the time for consideration of any petitions which arrive in the hands of the Secretary within 48 hours and that they would be considered by the Committee through letter ballot.~~
- 33 ~~It having been brought to the attention of the Executive Committee that a movement was being made for the State or political sub-division to take over the toll bridge at Prescott, Wisconsin, and upon retirement of the bonds to make it a free bridge, the Committee went on record with the statement that as soon as this has been accomplished they will order the routing of U. S. 16 and U. S. 12 via Prescott instead of via Hudson, as now temporarily designated, it being recalled that the designation at Hudson was made previously due to the fact that there was no bridge at Prescott. Whenever the toll bridge at Hudson is taken over by the State so that as soon as the tolls pay for the purchase of the bridge, U. S. 10 will remain permanently via Prescott and U. S. 12 made permanent via Hudson.~~
- 34 The following requests for United States Numbered designations were approved by the Executive Committee. Numbers and descriptions are as follows:
- 35 NORTH CAROLINA. U. S. No. 221. Beginning at an intersection with U. S. 21, three miles west of Sparta, via West Jefferson, Boone, Blowing Rock, Linville, Crossnore to Ingalls.
- 36 NORTH CAROLINA. U. S. No. 421. Beginning at Greensboro via Winston-Salem, Yadkinville, Wilkesboro, North Wilkesboro to Boone.
- 37 TENNESSEE - NORTH CAROLINA - SOUTH CAROLINA. U. S. No. 321. TENNESSEE, beginning at Bristol via Mountain City to the Tennessee-North Carolina State line south of Mountain City. NORTH CAROLINA, beginning at the Tennessee-North Carolina State line, south of Mountain City, via Sugar Grove, Villas, Boone, Blowing Rock, Lenoir, Hickory, Conover, Newton, Lincolnton, Gastonia, Crowders to the North Carolina-South Carolina State line, south of Crowders. SOUTH CAROLINA, beginning at the North Carolina-South Carolina State line, south of Crowders, via York to Chester.
- 38 TENNESSEE - NORTH CAROLINA - GEORGIA - FLORIDA. U. S. No. 19 and U. S. Nos. 19 East and 19 West. Changes and additions in U. S. No. 19, make the complete description in these States as follows; TENNESSEE, beginning at Bristol to Bluff City, where alternate routes, U. S. 19 E and U. S. 19 W diverge, meeting again at Swiss, North Carolina. U. S. No. 19 E TENNESSEE, beginning at Bluff City via Elizabethton, Elk Park to the North Carolina-Tennessee line at Elk Park. NORTH CAROLINA, beginning at the Tennessee-North Carolina State line, at Elk Park, via Cranberry, Minneapolis, Flum Tree, Ingalls, Spruce Pine, Burnsville to Swiss. U. S. No. 19 W TENNESSEE, beginning at Bluff City via Johnson City, Erwin to the Tennessee-North Carolina line, northwest of Sioux. NORTH CAROLINA, beginning at the Tennessee-North Carolina line, northwest of Sioux, to Swiss. U. S. No. 19 (continued) NORTH CAROLINA, beginning again at Swiss via Asheville, Waynesville, Sylva, Bryson City, Murphy to the North Carolina-Georgia State line, south of Murphy. GEORGIA, beginning at the

North Carolina-Georgia line, south of Murphy, via Blairsville, Townsville, Marvin, Atlanta, Jonesboro, Griffin, Thomaston, Ellaville, Americus, Leesburg, Albany, Cumilla, Thomasville to the Georgia-Florida State line, south of Thomasville. FLORIDA, beginning at the Georgia-Florida State line, south of Thomasville, via Tallahassee, Corrus, Perry, Cross City, Bronson, Williston, Dunnellon, Inverness, Brooksville, Aripeka, Clearwater to St. Petersburg.

39 GEORGIA. U. S. No. 129. This route is changed to read as follows; "Beginning at Walnut via Cleveland, Gainesville, Jefferson, Athens, Madison, Eatonton, Gray to Macon."

40 KENTUCKY - VIRGINIA - TENNESSEE - NORTH CAROLINA - GEORGIA. U. S. No. 25. This route, south of Portsmouth, Ohio, is changed to read as follows: KENTUCKY, beginning at Fullerton via Greenup, Ashland, Catlettsburg, Louisa, Paintsville, Pikeville, Jenkins to the Kentucky-Virginia State line southeast of Jenkins. VIRGINIA, beginning at the Kentucky-Virginia State line southeast of Jenkins, via Pound, Wise, Norton, Appalachia, Big Stone Gap, Clinchport, Gate City to the Virginia-Tennessee State line, southeast of Gate City. TENNESSEE, beginning at the Virginia-Tennessee State line, southeast of Gate City, via Kingsport, Johnson City, Erwin to an intersection with State Route 19 of North Carolina, southwest of Erwin. NORTH CAROLINA, beginning at the Tennessee-North Carolina State line, northwest of Sioux, via Sioux, Swiss, Forks Ivy, Weaverville, Asheville, Waynesville, Sylva, Franklin, Otto to the North Carolina-Georgia State line, south of Otto. GEORGIA, beginning at the North Carolina-Georgia State line, south of Otto, via Clayton, Clarksville, Gainesville, Lawrenceville to Atlanta.

41 KENTUCKY. U. S. No. 123. Beginning at Jenkins via Cumberland, Baxter to Pineville.

42 TENNESSEE. U. S. No. 25 East and U. S. 25 West. U. S. Nos. 25 East and West in Tennessee are changed to read as follows; U. S. 25 E TENNESSEE, beginning at the Kentucky-Tennessee State line, north of Cumberland Gap, via Cumberland Gap, Tazewell, Tate, Morristown to Newport. U. S. 25 W TENNESSEE, beginning at the Kentucky-Tennessee State line, north of Jellico, via Jellico, Newcom, Pioneer, Coal Creek, Clinton, Knoxville, Strawberry Plains, Dandridge to Newport.

43 CALIFORNIA. U. S. No. 91. This road is changed in California so that the description reads from Yermo to Barstow, instead of from Yermo via Daggett to Barstow.

44 PENNSYLVANIA. U. S. No. 11. Beginning at the New York-Pennsylvania State line, north of Great Bend, via Great Bend, New Milford, Alford, Kingsley, Clarks Summit, Scranton, Pittston, Shickshinny, Bloomsburg, Danville, Northumberland, Clarks Ferry, Harrisburg, Carlisle, Chambersburg, Green Castle to the Pennsylvania-Maryland State line, south of Green Castle.

45 PENNSYLVANIA. U. S. No. 309. This route is changed to read as follows; Beginning at the New York-Pennsylvania State line, at South Waverly, via Towanda, Tunkhannock, Pittston, Wilkes-Barre, Hazelton, Mouch Chunk, Weissport, Allentown, Quakertown, Montgomeryville to Philadelphia.

46 TENNESSEE - ALABAMA. U. S. No. 241. TENNESSEE, beginning at Murfreesboro via Shelbyville, Fayetteville to the Tennessee-Alabama State line, south of Fayetteville. ALABAMA, beginning at the Tennessee-Alabama State line, south of Fayetteville, via Huntsville, Guntersville, Gadsden, Anniston, Roanoke, LaFayette, Opelike, Seale, Bayoula, Abbeville to Dothan.

47 TEXAS. U. S. No. 377. Beginning at Denton to Fort Worth.

48 ARKANSAS - OKLAHOMA. U. S. No. 270. ARKANSAS, beginning at Hot Springs via Mount Ida, Mena to the Arkansas-Oklahoma State line, east of Page. OKLAHOMA, beginning at the Arkansas-Oklahoma State line, east of Page, via Page, Howe, Wister, McAlester, Calvin, Moldenville, Shawnee to Oklahoma City.

- 49 NORTH DAKOTA - OKLAHOMA - TEXAS. U. S. No. 83. The following additions have been made; U. S. 83 in North Dakota has been changed to read as follows; NORTH DAKOTA, beginning at the International Boundary, north of Westhope, via Westhope, Forfar, Minot, South Prairie, Max, Coleharbor, Washburn, Arnold, Bismarck, Sterling, Hazelton, Linton, Strasburg, Hull to the North Dakota-South Dakota State line, south of Hull. OKLAHOMA, beginning at the Kansas-Oklahoma State line, south of Liberal, to an intersection with the Highway in Texas, north of Ferryton. TEXAS, beginning at the Oklahoma-Texas State line, north of Ferryton, via Ferryton, Canadian, Wheeler, Wellington, Caldwell, Paducah, Ruterie, Aspermont, Anson, Abilene, Tuscola, Ballinger, Eden, Menard, Leakey, Uvalde, Crystal City, Carrizo Springs, Asherton, Laredo, Zaretta, Roma, San Juan to Brownsville.
- 50 SOUTH DAKOTA - NEBRASKA - KANSAS. U. S. No. 183. SOUTH DAKOTA, beginning two miles northwest of Vivian, at a connection with U. S. No. 83, thence west via Draper, Murdo, thence south via White River, Mission to the South Dakota-Nebraska State line, north of Valentine. NEBRASKA, beginning at the South Dakota-Nebraska State line, north of Valentine, via Valentine (via a State route to be hereafter designated) North Platte, McCook, to the Nebraska-Kansas State line, south of McCook. KANSAS, beginning at the Nebraska-Kansas State line, south of McCook, via Oberlin, to a junction with U. S. No. 83 at Dresden. (The only part of U. S. No. 183 that is to be numbered at the present time is from North Platte, Nebraska, to Dresden, Kansas, if this part of the road has been improved for general travel)
- 51 MINNESOTA. U. S. No. 8. This route is extended in Minnesota as follows; "From the present terminus at Wyoming via Forrest Lake and New Brighton to Minneapolis."
- 52 MINNESOTA - IOWA - MISSOURI. U. S. No. 169. MINNESOTA, beginning at International Falls, on the International Boundary, via Ericsburg, Cusson, Cook, Mountain Iron, Hibbing, Grand Rapids, Hill City, Aitkin, Nichols, Garrison, Onamia, Milaca, Elk River, Anoka, Minneapolis, Shakopee, St. Peter, Mankato, Blue Earth to the Minnesota-Iowa State line, south of Elmore. IOWA, beginning at the Minnesota-Iowa State line, south of Elmore, via Leeward, Altona, Dakota City, Fort Dodge, Harcourt, Boxholm, Ogden, Adel, Winterset, Afton, Mt. Air to the Iowa-Missouri State line, south of Redding. MISSOURI, beginning at the Iowa-Missouri State line, south of Redding via Irena, Grant City, Worth, Stanberry, King City, Clarkdale, St. Joseph, Gower, Grayson, Nashua to Kansas City.
- 53 WYOMING. U. S. No. 216. Beginning at New Castle via Upton to Moorcroft.
- 54 VIRGINIA. U. S. No. 60. Route is changed to go as follows; beginning at Virginia Beach via Ft. Story, Cape Henry, Ocean View (Ferry), Fortress Monroe, Hampton, Newport News, Lee Hall, etc. as heretofore.
- 55 VIRGINIA. U. S. No. 50. Beginning at the Memorial Bridge, at the District of Columbia line, via Falls Church, Fairfax, Winchester, etc. as heretofore given.
- 56 MISSOURI - OKLAHOMA - TEXAS. U. S. No. 60. MISSOURI, beginning at the present Western terminus of U. S. No. 60, at Springfield, via Brookline, Republic, Marionville, Monett, Newsbo, Seneca to the Missouri-Oklahoma State line, west of Seneca. OKLAHOMA, beginning at the Missouri-Oklahoma State line, west of Seneca, via Mandotte, Fairland, Afton, Vinita, Bartlesville, Pawhuska, Ponca City, Tonkawa, Pond Creek, Etid, where it absorbs present route, U. S. No. 164, which is described as follows; Rimwood, Fairview, Chester, Seiling, Vici, Arnett, to the Oklahoma-Texas State line, west of Arnett. TEXAS, beginning at the Oklahoma-Texas State line, west of Arnett, via Canadian, Farga, Panhandle to Amarillo.
- 57 MISSOURI - KANSAS - COLORADO - UTAH - WYOMING - CALIFORNIA. U. S. No. 160. MISSOURI, beginning at an intersection with U. S. 60 at Springfield, via Ash Grove, Golden City to the Missouri-Kansas

State line, west of Golden City. KANSAS, beginning at the Missouri-Kansas State line, west of Golden City, via Pittsburg, Parsons, Independence, Infield, Wellington, Medicine Lodge, Coldwater, Ashland, Meade, Johnson to the Kansas-Colorado State line, west of Johnson. COLORADO, beginning at the Kansas-Colorado State line, west of Johnson, via Top Butte, Springfield, Uteyville, Kim, Toba, Trinchler, Trinidad, Walsenburg, Alamosa, Del Norte, South Fork, Pagosa Springs, Durango, Cortez, Dove Creek to the Colorado-Utah State line, west of Dove Creek. UTAH, beginning at the Colorado-Utah State line, west of Dove Creek, to Monticello, which will be the present terminus of U. S. No. 160. This route will be projected through Utah, Nevada and California as funds permit the development. It is understood that U. S. No. 160 will be marked between Springfield, Missouri, and the junction with U. S. 54, at Meade, Kansas. As soon as the State System in Colorado is approved for interstate travel to Trinidad signs will be erected from Meade, Kansas, to Trinidad, Colorado, where U. S. No. 160 will absorb U. S. No. 450 to Monticello, Utah.

- 58 OREGON. U. S. No. 99 East and U. S. No. 99 West. U. S. No. 99 in Oregon is changed to read as follows; Beginning at the Washington-Oregon State line, south of Vancouver, via Portland, where divergent routes begin, U. S. No. 99 E and U. S. 99 W. U. S. No. 99 E, Beginning at Portland via Oregon City, Salem, Albany to Junction City. U. S. No. 99 W, Beginning at Portland via Newberg, McMinnville, Corvallis to Junction City. U. S. No. 99 (continued) Beginning again at Junction City via Eugene, Roseburg, Grants Pass, Medford, Ashland, Siskiyou Summit to the Oregon-California State line, south of Siskiyou Summit.
- 59 TEXAS. U. S. No. 67. Beginning at the present terminus at Dallas via Alvarado, Cleburne, Glen Rose, Stephenville, Dublin, Comanche, Brownwood, Santa Anna, Coleman, Ballinger, San Angelo, Big Lake, Rankin, Baldrige, Fort Stockton, Alpine, Marfa to Presidio. (The numbers are not to be erected on this route until the State Highway Department certifies that the entire route is improved for general travel)
- 60 NEW JERSEY. U. S. No. 1 is changed so as to omit "Princeton".
- 61 NEW JERSEY. U. S. No. 9 is changed so as to omit "Asbury Park" and substitute "Freehold".
- 62 NEW JERSEY. U. S. No. 30 is changed so as to omit "Magnolia" from the description.
- 63 SOUTH DAKOTA - MINNESOTA. U. S. No. 77. This route is extended so that it will begin at Ortonville, Minnesota, instead of Milbank. MINNESOTA, beginning at Ortonville via Big Stone City to the Minnesota-South Dakota State line, opposite Milbank. SOUTH DAKOTA, description as heretofore.
- 64 KENTUCKY. U. S. No. 42. U. S. No. 42, now terminating at Cincinnati, Ohio, is extended via Covington, Warsaw, Bedford to Louisville.
- 65 KENTUCKY. U. S. No. 227. U. S. No. 227 is changed to read as follows; Beginning at Carrollton via Owenton, Stamping Ground, Georgetown, Paris, Winchester to Richmond.
- 66 KENTUCKY - TENNESSEE. U. S. No. 31 E. and U. S. No. 31 W. U. S. 31 is changed to read as follows: U. S. 31 E KENTUCKY, beginning at Louisville via Bardston, Hodgenville, Bear Wallow, Glasgow, Scottsville to the Tennessee-Kentucky State line, south of Scottsville. TENNESSEE, beginning at the Kentucky-Tennessee State line, south of Scottsville, via Gallatin to Nashville. U. S. No. 31 W, KENTUCKY, beginning at Louisville via Tip Top, Elizabethtown, Manfordsville, Horse Cave, Cave City, Bowling Green, Franklin, Geddes to the Kentucky-Tennessee State line, south of Geddes. TENNESSEE, beginning at the Kentucky-Tennessee State line, south of Geddes, via Whitehouse to Nashville.

- 67 KENTUCKY - MISSOURI - ARKANSAS - OKLAHOMA - TEXAS - NEW MEXICO. U. S. No. 62. KENTUCKY, beginning at Maysville via Mt. Olivet, Cynthiana, Georgetown, Midway, Versailles, Lawrenceburg, Bardstown, Elizabethtown, Leitchfield, Beaver Dam, Central City, Greenville, Nortonville, Dawson Springs, Princeton, Eddyville, Paducah, Wickliffe, to an intersection with U. S. 60 and U. S. 51, opposite Cairo, Illinois. MISSOURI, beginning at Bird's Point, opposite Wickliffe, Kentucky, via Charleston, Sikeston, New Madrid, Malden, Clarkton, Campbell, to the Missouri-Arkansas State line, southwest of Campbell. ARKANSAS, beginning at the Missouri-Arkansas State line, southwest of Campbell, via Piggott, Corning, Pochontas, Imboden, Hardy, Ash Flat, Salem, Mountain Home, Yellville, Harrison, Berryville, Eureka Springs, Rogers, Fayetteville, Lincoln to the Arkansas-Oklahoma State line, west of Lincoln. OKLAHOMA, beginning at the Arkansas-Oklahoma State line, west of Lincoln, via Westville, Tahlequah, Muskogee, Okmulgee, Henryetta, Okema, Oklahoma City, Chickasha, Anadarko, Lawton, Snyder, Altus, Hollis to the Oklahoma-Texas State line, west of Hollis. TEXAS, beginning at the Oklahoma-Texas State line, west of Hollis, via Childress, Paducah, Matador, Dickens, Lubbock, Brownfield, Bronco to the Texas-New Mexico State line, west of Bronco. NEW MEXICO, beginning at the Texas-New Mexico State line, west of Bronco, via Tatum, Lovington to Carlsbad. (It is understood that this road shall not be numbered west of Lubbock, Texas, until such time as the State Highway Departments certify that it is in good condition for interstate travel.)
- 68 OKLAHOMA. U. S. No. 266. This route in Oklahoma is changed to read as follows: Beginning at a junction with U. S. 64, near Warner, via Checotah to Henryetta.
- 69 MICHIGAN - OHIO. U. S. No. 127. MICHIGAN, beginning at Lansing via Jackson, Somerset, Addison, to the Michigan-Ohio State line, west of Munson. OHIO, beginning at the Michigan-Ohio State line, west of Munson, via West Unity, Bryan, Paulding, Van Wert, Celina, Greenville, Eaton, Hamilton to Cincinnati.
- 70 MICHIGAN - OHIO. U. S. No. 223. MICHIGAN, beginning at Somerset via Rome, Adrian to the Michigan-Ohio State line, north of Sylvania. OHIO, beginning at the Michigan-Ohio State line, north of Sylvania, to Toledo. (This is a portion of former U. S. No. 127)
- 71 TENNESSEE - ARKANSAS. U. S. No. 64. This route is changed by making the following addition; TENNESSEE, beginning at Memphis, on the Tennessee-Arkansas State line. ARKANSAS, beginning at the Tennessee-Arkansas State line, opposite Memphis, Tennessee, via Earle, Parkin, Wynne, McCrory, Augusta, Bald Knob, Judsonia, Higginson, Beebe, Conway, etc. as heretofore designated.
- 72 Upon motion the Committee decided to postpone consideration of certain requests for U. S. Numbered routes due to the fact that there were toll bridges privately owned involved in the routes. This refers to the petition from West Virginia, Ohio and Indiana for a road from Charleston, West Virginia, via Richmond, Indiana, to Chicago, Illinois, and also to petition from West Virginia, Ohio, and Michigan, for a road from Charleston, West Virginia, via Pomeroy, Ohio, to Muskegon, Michigan.
- 73 A request for a combination of U. S. Routes 32 and 38 presented by the State Highway Department of Nebraska, but not having been concurred in by the other States involved, consideration was postponed.
- 74 Petition from the State Highway Department of Ohio for a route from Mingo Junction via Cadiz, Coshocton, Mt. Vernon, Delaware, Marysville, Urbana, Piqua, Greenville to a junction at the Indiana State line was postponed due to the fact that there were no requests from Pennsylvania and Indiana, the other States involved in this request.
- 75 Request from the State Highway Department of Ohio for a U. S. number for the route from Aberdeen via Chillicothe, Lancaster to Zaneville was postponed as the full development of this road was not indicated in the petition.

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76 The following United States Numbered Route requested were not approved:

77 A request for an alternate route for U. S. 80 between Palo Pinto and Abilene, in Texas, was disallowed.

78 A request from Texas for a U. S. Numbered route from Palo Pinto to El Paso via New Mexico was not approved.

79 Request from Nebraska for the extension of U. S. 73 over U. S. 75 from Auburn to Omaha was not approved by the Committee.

80 Request from North Carolina for the extension of U. S. 74 from Chadbourne to Wilmington was not approved.

Adjournment.

Executive Secretary.

MINUTES OF EXECUTIVE COMMITTEE

November 16, 1930

Pittsburgh, Pennsylvania.

1 The meeting was presided over by President Eckels. Those present were; President Eckels, Messrs. C. M. Babcock, F. E. Everett, C. P. Fortney, T. H. Macdonald, C. H. Moorefield, C. H. Purcell, Z. E. Sevison, H. G. Shirley, L. H. Wentz, F. R. White, and also Treasurer W. W. Mack.

2 The Treasurer's Annual Report was received and he was requested to present it to the Convention.

3 The Secretary's annual financial report was approved and ordered mailed to each State Highway Department.

4 A report covering a revision and additions to the Principles of Highway Administration and Finance, as prepared by the Committee on Administration, was approved with slight changes and Chairman Babcock was authorized to present the report to the Convention for final approval.

5 A statement of policy concerning the development of the U. S. Numbered System was adopted. This statement is as follows:

Policy and Development of U. S. Numbered System

The primary purpose in the establishment of U. S. Numbered routes is to facilitate interstate travel. There are necessarily some routes exclusively in one State which have been given U. S. numbers, but they are supposed to be so connected with interstate routes as to afford divergent or optional routings.

At this time, in most cases, the States are well supplied with U. S. Numbered routes and it is therefore the judgment of the Executive Committee of the American Association of State Highway Officials that any future additions or changes to this system should be made for the purpose of consolidation of present designated U. S. routes, the extension of these routes, the addition of new routes to relieve congested traffic, or the occupation of entirely new territory, all serving interstate travel. In no case should new routes be added to the system until improvements of said routes have been made to meet the travel requirements.



The following additional routes, changes and extensions in the United States Numbered System were approved by the Executive Committee:

45. U. S. 241, Alabama. U. S. 241 is changed in Alabama to read as follows: Beginning at the Tennessee-Alabama line, north of Huntsville, via Huntsville, Gunterville, Gadsden, Anniston, Oxford, Talladega, Sylacauga, Goodwater, Alexander City, Opelika, Seale, Eufaula, Abbeville to an intersection with U. S. 231 at Dothan.
46. U. S. 72, Tennessee, Mississippi, Alabama. U. S. 72 is changed to read as follows: Tennessee, beginning at Jasper via South Pittsburg to the Tennessee-Alabama State line, south of South Pittsburg. Alabama, beginning at the Tennessee-Alabama line, south of South Pittsburg, via Scottsboro, Huntsville, Athens, Florence, Tusculmbia to the Alabama-Mississippi State line, west of Tusculmbia. Mississippi, beginning at the Alabama-Mississippi line, west of Tusculmbia via Iuka, Corinth to the Mississippi-Tennessee State line, northwest of Corinth. Tennessee, beginning again at the Mississippi-Tennessee State line, northwest of Corinth, to Selmer.
47. U. S. 58, Virginia. Beginning at Virginia Beach via Norfolk, Portsmouth, Suffolk, Franklin, Emporia, South Hill, Clarksville, South Boston, Danville, Martinsville to Hillsville. This route absorbs all of U. S. 117 from Virginia Beach to Franklin, and all of U. S. 401.
48. U. S. 117, Virginia. U. S. 117 now begins at Franklin to the Virginia-North Carolina State line, north of Murfreesboro. The remainder of U. S. 117 is as herebefore described.
49. U. S. 17, Virginia. U. S. 17 in Virginia is changed to read as follows: Beginning at Fredericksburg via Saluda, Gloucester - Point, Newport News, Portsmouth, Deep Creek to the Virginia-North Carolina State line, north of South Mills.
50. U. S. 29, North Carolina, Virginia. U. S. 29 is extended north from Kings Mountain, North Carolina, via Gastonia, Charlotte, Concord, Salisbury, High Point, Greensboro, Reidsville to the North Carolina-Virginia State line, north of Reidsville. Virginia, beginning at the North Carolina-Virginia State line, north of Reidsville, via Danville, Chatham, Altavista, Lynchburg, Amherst, Coveseville, Charlottesville, Madison, Culpeper. This route now absorbs all of U. S. 170.
51. U. S. 221, Virginia, North Carolina, South Carolina. U. S. 221 is extended and the entire description is as follows: Virginia, beginning at Roanoke via Floyd, Hillsville, Galax, Independence to the Virginia-North Carolina State line, south of Independence. North Carolina, beginning at the Virginia-North Carolina State line, south of Independence, via Twin Oaks, Jefferson, Boone, Blowing Rock, Linville, Pineola, Woodlawn, Marion, Rutherfordton, Forest City, Cliffsides to the North Carolina-South Carolina State line, south of Cliffsides. South Carolina, beginning at the North Carolina-South Carolina State line, south of Cliffsides, via Spartanburg, Laurens to Greenwood.
52. U. S. 421, North Carolina. U. S. 421 is extended eastward from Greensboro as follows: Liberty, Siler City, Sanford, Lillington, Dunn, Clinton, Castle Hayne to Wilmington.
53. U. S. 17 - 1, North Carolina. U. S. 17-1 is designated between the following points to read as follows: Pleasant Hill, Garysburg, Weldon to Halifax.
54. U. S. 70, North Carolina. U. S. 70, between points indicated, is designated in North Carolina to read as follows: Statesville, Claremont, Conover, Hickory.
55. U. S. 280, Georgia. Beginning at an intersection with U. S. 80, at a point known as Elitchton, via Pembroke, Claxton, Reidsville, Lyons, Mt. Vernon, McRae, Abbeville, Americus, Richland, Cuseta to an intersection with U. S. 80 again at Columbus.

56. U. S. 17, Florida. U. S. 17 is extended in Florida as follows: from Jacksonville via Palatka, Deland, Sanford, Orlando, Haines City, Winter Haven, Bartow, Arcadia to an intersection with U. S. 41 at Punta Gorda.
57. U. S. 541, Florida. Beginning at Tampa via Ruskin, Piney Point, Gillette to Bradenton.
58. U. S. 213, Maryland. U. S. 213 in Maryland is changed to read as follows: from Easton via Preston, Hurlock, Rhodesdale, Vienna, Mardella Springs, to Salisbury.
59. U. S. 64, Tennessee. U. S. 64 is extended east from Memphis as follows: Somerville, Bolivar, Selmer, Waynesboro, Lawrenceburg, Pulaski, Jasper to Chattanooga.
60. U. S. 52, West Virginia. U. S. 52 is extended south from Huntington as follows: via Lavalette, Williamson to Bluefield.
61. U. S. 22, Ohio. U. S. 22 is extended from Cambridge to Cincinnati and the route is described as follows: Cambridge via Zanesville, Somerset, Lancaster, Circleville, Washington Court House, Wilmington, Morrow, Montgomery to Cincinnati.
62. U. S. 20, Ohio. U. S. 20 is changed from Perrysburg west in Ohio to read as follows: Perrysburg via Maumee, Swanton, Burlington, West Unity, Montpelier to a connection with present U. S. 20, north of Montpelier.
63. U. S. 20 North, Ohio. The former description between Perrysburg to a point north of Montpelier will hereafter be known as U. S. 20 North.
64. U. S. 30, Ohio. U. S. 30 between Mansfield and Delphos is changed to read as follows: Mansfield, Crestline, Bucyrus to Delphos.
65. U. S. 30 South, Ohio. That portion of U. S. 30, between Mansfield and Delphos heretofore described as via Marion, Kenton, Lima to Delphos will hereafter be known as 30 South.
66. U. S. 36, Indiana, Ohio. U. S. 36 is extended eastward from Indianapolis to read as follows: Indiana, Indianapolis via Anderson, Muncie, Union City to the Indiana-Ohio line, east of Union City. Ohio, beginning at the Indiana-Ohio line, east of Union City, via Greenville, Piqua, Urbana, Marysville, Delaware, Mt. Vernon, Coshocton, Newcomerstown, Dennison to a connection with U. S. 22 at Cadiz. (At such time as the toll bridge, or ferry, east of Brilliant has been purchased by the State or eliminated, this route will be extended to connect with U. S. 40 at Washington, Pa.)
67. U. S. 62, Ohio, Pennsylvania, New York, eastward, and New Mexico and Texas, southwestward. U. S. 62 is extended eastward from Maysville, Kentucky, as follows: Ohio, beginning at the bridge, across the Ohio River from Maysville, Kentucky, via Ripley, Russellville, Hillsboro, Washington Court House, Columbus, Utica, Danville, Millersburg, Wilmot, Canton, Alliance, Salem, Youngstown to the Ohio-Pennsylvania State line, west of Sharon, Pennsylvania. Pennsylvania, beginning at the Ohio-Pennsylvania State line, west of Sharon, via Sharon, Franklin, Oil City, Tionesta, Warren, Akeley to the Pennsylvania-New York State line, north of Akeley. New York, beginning at the Pennsylvania-New York State line, north of Akeley, via Jamestown, Waterboro, Dayton, Hamburg, Buffalo to Niagara Falls. U. S. 62 is extended southwestward as follows: New Mexico, from Carlsbad, New Mexico, over State Route 18, Texas, to El Paso over State Route 130. There are no towns between these two points.

58. U. S. 22, Pennsylvania. U. S. 22 is relocated in Pennsylvania to be described as follows: Easton, Allentown, Hamburg, Harrisburg, Clarks Ferry, Millerstown, Mifflintown, Lewistown, Mt. Union, Mill Creek, Huntingdon, Waterstreet, Hollidaysburg, Ebensburg, Blairsville, Pittsburgh to Paris.
69. U. S. 222, Pennsylvania. U. S. 222 is changed in Pennsylvania to read as follows: Allentown, Kutztown, Reading, Ephrata, Lancaster, Quarryville to an intersection with U. S. No. 1 at Conowingo.
70. U. S. 19, Pennsylvania. U. S. 19 is changed to be described as follows: Erie, Meadville, Mercer, Portersville, Zelienople, Pittsburgh, Washington, Waynesburg to Mt. Morris.
71. U. S. 220, Pennsylvania. U. S. 220 is revised to read as follows: South Waverly, Towanda, Monroe, Laporte, Williamsport, Lock Haven, Tyrone, Altoona, Hollidaysburg, Bedford.
72. U. S. 422, Pennsylvania. This route is revised to read as follows: Philadelphia, Norristown, Reading, Lebanon, Harrisburg. Beginning again at Ebensburg, Indiana, Kittanning, Butler, New Castle, New Bedford.
73. U. S. 6, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Colorado. U. S. 6, which now begins at Provincetown, Massachusetts, and ends at Erie, Pennsylvania, is extended so that the original description of U. S. 6 stands as heretofore, except that from Waterford, Pennsylvania, to Erie, Pennsylvania, it shall be known as U. S. 6 N. Then beginning at Waterford, Pennsylvania, the following additional routing is established temporarily: Cambridge Springs, Meadville, Conneaut Lake, Pennline to the Ohio-Pennsylvania State line, west of Pennline. Ohio, beginning at the Pennsylvania-Ohio State line, west of Pennline, via Andover, Chardon to Cleveland (It being clearly understood that the final designation of this route between Waterford, Pennsylvania, and Cleveland, Ohio, is subject to a more definite location, dependent upon certain road improvements contemplated by the State Highway Departments of Pennsylvania and Ohio). Further permanent location of this route continues as follows: Cleveland, Lorain, Sandusky, Fremont, Bowling Green, Napoleon, Bryan, Edgerton to the Ohio-Indiana State line, west of Edgerton. Indiana, beginning at the Ohio-Indiana State line, west of Edgerton, via Waterloo, Kendallville, Ligonier, Nappanee, Bremen, Lapas, Walkerton, Westville, Hobart, Hyland, Munster to the Illinois-Indiana State line, west of Munster. Illinois, beginning at the Indiana-Illinois State line, west of Munster, via Joliet, Mendota, LaMoille, Rock Island to the Mississippi River, opposite Davenport, Iowa. Iowa, the description of U. S. 6 across Iowa is made by the absorption of the present U. S. 32 in Iowa. Nebraska, the description of U. S. 6 in Nebraska is the same as present U. S. 38 and absorbs that number. Colorado, the description of U. S. 6 in Colorado is the same as present U. S. 38 and absorbs U. S. 38, terminating at Greeley.
74. U. S. 9 W, New York, New Jersey. An extension of U. S. 9 W from Sparkhill, New York, to Jersey City, New Jersey, was approved.
75. U. S. 31 E and U. S. 31 W, Indiana. The State Highway Department of Indiana is requested to sign U. S. 31 E and U. S. 31 W to the road leading to the Municipal Bridge at Louisville, Kentucky.
76. U. S. 20, Indiana. Indiana's request for a slight change in U. S. 20 between South Bend and an intersection with U. S. 12 is approved. This does not affect any of the tie-points heretofore given.

- U. S. 112, Michigan, Indiana. The Secretary was authorized to complete correspondence with the State Highway Departments of these States in reference to a readjustment and extension of this route.
78. U. S. 371, Minnesota. Beginning at Bemidji via Cass Lake, Brainerd to Little Falls.
79. U. S. 275, Missouri, Iowa, Nebraska. Missouri, beginning at St. Joseph via Savannah, Oregon, Mound City, Fairfax, Rockport to the Missouri-Iowa State line, southeast of Hamburg. Iowa, beginning at the Missouri-Iowa State line, southeast of Hamburg, via Hamburg, Sidney, Labor, Glenwood, Council Bluffs to the Mississippi River, opposite Omaha. Nebraska, to Omaha.
80. U. S. 55, Iowa. U. S. 55 is extended south from Dubuque to Davenport as follows: Dubuque, Bellevue, Sabula, Clinton to Davenport.
81. U. S. 30, Iowa, Nebraska. U. S. 30 in Iowa and Nebraska, between Missouri Valley, Iowa, and Freemont, Nebraska, is changed to read as follows: Iowa, from Missouri Valley to the Mississippi River, east of Blair. Nebraska, at the Mississippi River, east of Blair, via Blair to Freemont. The present route from Missouri Valley via Council Bluffs and Omaha to Freemont shall be temporarily designated U. S. 30 South until such time as the route from Missouri Valley, Iowa, via Blair, Nebraska, to Freemont, is paved, then the designation U. S. 30 South will be entirely eliminated.
82. U. S. 169, Missouri. The following correction in the description of U. S. 169 in Missouri is made; substitute Rochester for Clarksdale.
83. U. S. 270, Oklahoma. U. S. 270 is extended westward from Oklahoma City via El Reno, Gary, Wetonga, Woodward, May, thence to a point 13 miles south of Beaver City then to Forgan. Numbers are not to be placed on this highway beyond Wetonga until the improvement of the road has been made to the satisfaction of the Executive Committee.
84. U. S. 281, North Dakota, South Dakota. North Dakota, beginning at Rock Lake, south of the Canadian Border, via Cando, Minnewaukan, New Rockford, Carrington, Jamestown, Ellendale to the North Dakota-South Dakota State line, south of Ellendale. South Dakota, beginning at the North Dakota-South Dakota State line, south of Ellendale, via Aberdeen, Redfield, Huron, Mitchell to a connection with U. S. 18 at Tripp. (The request for the extension of this route to connect with U. S. 81 in Nebraska is deferred due to the fact that there is a privately owned toll bridge south of Tripp.)
85. U. S. 85 E, South Dakota. Approval of the following route in South Dakota, to be known as 85 E, was given on April 11, 1928, to be marked when the road was improved. Such requirements having been met, it is now made a matter of record: U. S. 85 E. begins at Lead continuing in a southerly direction through Custer, Hot Springs to a connection with U. S. 18 at Hot Springs, thence to a connection with U. S. 85 near Edgemont, Wyoming.
86. U. S. 283, Kansas, Oklahoma, Texas. Kansas, beginning at Norton via Hill City, Wakeeney, Ness City, Jetmore, Dodge City to the Kansas-Oklahoma State line, north of Arnett. Oklahoma, beginning at the Kansas-Oklahoma State line, north of Arnett via Arnett, Sayre, Altus to the Oklahoma-Texas line at Elmer. Texas, beginning at the Oklahoma-Texas line at Elmer via Vernon, Seymour, Thorckmorton, Albany, Cisco, Rising Star to Brownwood. (This route is not to be marked in Kansas, north of U. S. 160, until it has been improved.)
87. U. S. 377, Texas. U. S. 377 is extended from Fort Worth to Stephenville as follows: Fort Worth, Granburg to Stephenville.

88. U. S. 175, Texas. Beginning at Dallas via Kaufman, Athens, to Jacksonville.
89. U. S. 380, Texas, New Mexico. Texas, beginning at Albany via Stamford, Aspermont, Clairemont, Post, Tahoka, Brownfield, Plains to the Texas-New Mexico State line, west of Bronco. New Mexico, beginning at the Texas-New Mexico State line, west of Bronco, via Tatum, Roswell, Hondo, Carizoso, San Antonio to Socorro. This designation eliminates present U. S. 566.
90. U. S. 80 North, Texas. Beginning at Breckenridge via Albany to Abilene.
91. U. S. 366, New Mexico. U. S. 470 is changed to 366, described as follows: Beginning at Willard via Moriarty to Albuquerque.
92. U. S. 70, Texas, New Mexico. U. S. 70 from Farwell, Texas, to its present designation at Holbrook, Arizona, has been absorbed by U. S. 60 and U. S. 260. U. S. 70 from Farwell, Texas, is now described as follows: Texas, Farwell to the Texas-New Mexico State line, west of Farwell. New Mexico, beginning at the Texas-New Mexico line, west of Farwell, via Clovis, Portales, Roswell, Hondo, Alamogordo, Oregrande, Newman to the New Mexico-Texas State line, south of Newman. Texas, beginning again at the New Mexico-Texas State line, south of Newman, to El Paso.
93. U. S. 64, New Mexico. This route is extended from Raton to Santa Fe, absorbing present U. S. 485, described as follows: Raton, Cimmaron, Taos, Espanola, Santa Fe.
94. U. S. 260, Arizona. The portion of present U. S. 70 in Arizona from Springerville to Holbrook is designated U. S. 260, and is described as follows: Springerville, St. Johns, Concho to Holbrook.
95. U. S. 93, Nevada. U. S. 93 is extended as follows: from its present terminus at Wells, via Currie, Ely, Pionche, Caliente, to a connection with U. S. 91 at Glendale.
96. U. S. 40, California. U. S. 40 in California is changed in part as follows: from Cordelia to Vallejo and State Route 14 via Napa Ye, shall be known as Temporary U. S. 40. When the new section of road from Cordelia to Vallejo via American Canyon is constructed the signs shall be changed to that route and designated U. S. 40.
97. U. S. 50, California. U. S. 50 in California now terminates at Sacramento, and shall be extended from Sacramento via Stockton, to Oakland on the San Francisco Bay. This extension of U. S. 50 abandons U. S. 48.

The following requests were deferred for future consideration, due to certain conditions involved:

98. Kentucky, a road from Bardstown via Paintsville, Loretta, Lebanon, Danville, Lancaster, Richmond, Irvin, Beattyville, Campton to West Liberty. This petition involves a privately owned toll bridge at Irvin.
99. Kentucky, request for a U. S. number from Pikeville to Williamson, West Virginia. This involves a privately owned toll ferry at Williamson.

The following requests for routes were disallowed:

100. South Dakota, Nebraska, Kansas, request to change U. S. 83 and U. S. 183 to U. S. 83 E and 83 W was disallowed.

- 101. Colorado, New Mexico, request for a route from Alamosa, Colorado, via Tierra Amarilla, Santa Fe, Vaughn, Roswell, Carlsbad, was disallowed.
- 102. Nebraska, Colorado, a request for an alternate route for U. S. 38 to include U. S. 138 via Wray to Denver, was disallowed.
- 103. Colorado, request for a road from Greeley via Estes Park to Grady, was disallowed.
- 104. Indiana, Kentucky, request for a road from Chicago to some point in South Carolina, suggested by Kentucky and Indiana Highway Departments, was disallowed. There was no request for this route from any of the other States involved.
- 105. The Committee went on record by motion, approving the following resolution concerning alternate routes:- "Resolved that the Executive Committee is opposed to the policy of the designation of alternate U. S. Numbered routes carrying the same number but with a designating letter, such as "E" (East), "W" (West), "N" (North) and "S" (South)."

Adjournment.

*W. C. Markham*

Executive Secretary.

MINUTES OF EXECUTIVE COMMITTEE

Salt Lake City, Utah

September 28, 1931.

- 1. The meeting was called to order by President Henry H. Blood. The following members of the Committee were present; Messrs. C. M. Babcock, Minnesota; Samsa Eckels, Pennsylvania; F. E. Everett, New Hampshire; Thomas H. MacDonald, Bureau of Public Roads; C. H. Moorefield, South Carolina; G. H. Porcell, California; Z. E. Sevison, Wyoming; H. G. Shirley, Virginia; L. A. Wentz, Oklahoma; Fred R. White, Iowa, and Treasurer W. W. Mack and Executive Secretary W. C. Markham.
- 2. Treasurer Mack read his annual report and it was ordered placed on file and referred to the annual convention of the Association.
- 3. On motion the Executive Secretary was requested to write to the Pittsburgh, Pennsylvania, Chamber of Commerce, acknowledging with gratitude the gift of funds remaining from the convention expenses.
- 4. It was moved and carried that the Secretary's financial report as read should be approved and placed on file.
- 5. On motion it was agreed that hereafter all permanent work of the Association which is to be published should be bound in cloth.
- 6. It was moved and carried that the Secretary investigate the feasibility of binding in cloth the "Materials" books and "Bridge" books now remaining for sale.