

- 20. The Executive Secretary reported to the Executive Committee that he had been successful in securing an insurance policy through the good offices of Mr. Charles Purcell providing comprehensive coverage for the Association in connection with its Annual Meetings. The policy was placed with French & St. Clair, San Francisco, California, and the annual premium is \$333.40. Such coverage protects the Association from damages resulting from unfortunate and unpreventable incidents in connection with the Annual Meeting.
- 21. The Executive Committee again considered the problem posed by the Federal Documentary Stamp Tax applicable to real property obtained by Highway Departments for highway purposes. President Anderson asked Vice President Tallamy to take the chair. The Stamp Tax question was discussed in detail and Mr. Anderson moved that the Executive Committee defer action on the matter until a future date. Mr. Baldock seconded, and the motion carried.
- 22. While Vice President Tallamy occupied the chair, President Anderson spoke briefly commending Commissioner MacDonald and the staff of the Bureau of Public Roads for the fine work they had done and the efforts they had put forth in the interest of the Highway Departments with regard to the serious question posed by steel for highways.
- 23. The next item on the agenda was the report of the U. S. Route Numbering Committee. Chairman White requested the Executive Secretary to make the report for the Committee. The report follows:

Recommended to Approve

<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
COLORADO	US 6	Relocation of US 6 from Denver west via Golden to a junction east of Idaho Springs via State Route 20. This revision eliminates the double marking of US 6 with US 40 from Denver west to the above junction.
COLORADO-KANSAS	US 160	Relocation of US 160 from Johnson, Kansas, via Manter and Saunders, Kansas; Bartlett, Walsh, and Vilas, Colorado, to a junction with US 287 one mile south of Springfield, Colorado. The old route via Buckeye and Two Buttes, Colorado, being abandoned.
IDAHO-OREGON	US 26	An extension of US 26 from its present western terminus at Idaho Falls via Blackfoot, Arco, Shoshone, Mountain Home, Boise, and Parma, Idaho; Vale, John Day, Prineville, Madras, Government Camp, Portland, Seaside, to Astoria, Oregon. This route doubles US 91 and 191 from Idaho Falls to Blackfoot. US 20 and US 93A from Arco to Carey and Shoshone, thence with Temporary 20 to Bliss where they join US 30 to Mountain Home. It doubles with US 20 and 30 through Boise to Caldwell and with US 20 to Vale, Oregon. Beginning at Vale, Oregon, the extension will traverse the route formerly by US 28 to Prineville and over State Routes 27 and 50 to Portland and State Route 2 to a junction south of Seaside, thence doubling with US 101 to the new terminus at Astoria. US 28 from Vale to Prineville eliminated by this designation.
OREGON	US 126	New route established. US 126 from Prineville to Eugene via Redmond and Sisters. This is a portion of former route US 28 now eliminated in its entirety

LOUISIANA	US 11	Establishing a new southern terminus of the route at the junction with US 90 in East New Orleans rather than downtown New Orleans. This shortens the route.
LOUISIANA	US 51	Establishing new southern terminus of the route at La Place rather than downtown New Orleans. This shortens the route.
LOUISIANA	US 71	Establishing a new southern terminus at the junction of US 190 west of Krotz Spring rather than at the junction with US 61 at Baton Rouge. This shortens the route.
PENNSYLVANIA	US 219	Relocation of US 219 from Lantz Corners southerly via Burning Well to Wilcox instead of the old location via Kane. This change eliminates a double marking with US 6 from Lantz Corners to Kane.
PENNSYLVANIA	US 230 By-Pass	Establishment of a by-pass route in the metropolitan area of Harrisburg.
TEXAS	US 67	Relocation of US 67 from Rockwall to Dallas via State Route 205 going directly into Dallas and abandoning the old route from Rockwall to Dallas via Garland.

(The next three changes in Texas are interrelated as each involves certain changes in the other routes, including relocation and extensions.)

TEXAS	US 377	Extending US 377 from its present southern terminus at Stephenville via US 67 through Dublin, Comanche, and Brownwood, thence over former US 283 via Winchell to Brady, thence over US 87 and former US 183 and 283 to Mason, thence over former US 283 and 183 to Junction, thence over State Route 29 and 41 to Rocksprings, thence over State Route 41 via Carta Valley to a junction with US 277 twenty-seven miles north of Del Rio, thence double marking with US 277 to Del Rio. Several sections are over routes formerly marked US 183 and US 283.
TEXAS	US 283	Establishing the new location of US 283 from Albany to Brady via Baird and Coleman. This portion of the route was formerly US 183.
TEXAS	US 183	Relocation and extension of US 183 beginning at Albany via Cisco, Rising Star, Brownwood, Goldthwaite, Lampasas, Briggs, Austin, Luling, Gonzales, and Cuero to Refugio with an ultimate terminus at Corpus Christi contingent upon the completion of the present planned relocation of State Route 29 from Refugio to Gregory. This relocation of US 183 is over the route formerly designated as US 283 from Albany to Brownwood, thence over US 84 to Goldthwaite, over US 190 from Lometa to Lampasas, over State Route 74 and 29 to Austin, Luling, Gonzales, Cuero, and Goliad to Refugio. The present temporary terminus at Refugio joins with US 77.
TEXAS	US 290	Relocation of US 290 from Paige to Austin via State Route 20 and abandoning the old location via Bastrop.

- OREGON- WASHINGTON US 197 Establishing a new US number from Maryhill, Washington, to a junction with US 97 twenty-two miles southeasterly of Maupin, Oregon. This route doubles US 830 from Maryhill westerly to a point opposite The Dalles, Oregon, thence over the new bridge over the Columbia River to a crossing of US 30 east of The Dalles, thence over State Route 23 to the junction with US 97 southeast of Maupin.
- VIRGINIA- NORTH CAROLINA US 13 Extension of US 13 from its present southern terminus at Bowers Hill west of Norfolk, Virginia, over US 58 and 460 to Suffolk, thence over Virginia State Route 37 via Whaleyville to the Virginia-North Carolina Line, thence over North Carolina State Route 97 via Winton and Ahoskie to a junction with US 17 at Windsor.
- TENNESSEE- NORTH CAROLINA- GEORGIA US 441 Extending US 441 from its present northern terminus at Baldwin, Georgia, via Cornelia, Clarksville and Clayton, Georgia; Franklin, Dillsboro, and Cherokee, North Carolina; Newfound Gap, Sevierville, Knoxville, Halls Cross Roads to a junction with US 129 at Lake City, Tennessee.
- NEBRASKA US 83 Relocation of US 83 from Theford via Stapleton to North Platte, abandoning present location from Theford via Mullen, Tryon to North Platte.
- DELAWARE- NEW JERSEY US 40 Relocation of US 40 over new Delaware Memorial Bridge (Toll) instead of via ferry (abandoned) from Pennsville, New Jersey, to Newcastle, Delaware.
- NEW JERSEY US 130 Establishing a new southern terminus of US 130 at the approach of the new Delaware Memorial Bridge (Toll) instead of at the old location of the ferry now abandoned.

Recommended Contingent Approval

- SOUTH CAROLINA- GEORGIA A proposed new US route number from Myrtle Beach, South Carolina, via Conway, Lake City, Sumter, Columbia, Saluda, and McCormick, South Carolina; Lincolnton, Georgia, to a junction with US 78 at Washington, Georgia, with a relocation of US 501 from Conway, South Carolina, via a new location on South Carolina Route 90 to a junction with US 17 near Little River.

The contingent approval approved by the Route Numbering Committee was that the new number US 378 begin at Conway, South Carolina, rather than at Myrtle Beach and that US 501 remain on its present location between Conway and Myrtle Beach. (The South Carolina Department subsequently approved the contingency.)

- LOUISIANA US 65 Proposed new terminus of US 65 at the junction with US 84 in Ferriday rather than in downtown New Orleans.

This contingent approval was given with the understanding that it would not become effective unless and until the Mississippi Department concurred since a section of the route lies within the State of Mississippi which matter had been overlooked in the general office at the time the docket was prepared.

Recommended to Decline

ARKANSAS	US 64S	Request for the designation as US 64 South of State Route 22 and a portion of State Route 7 from Russellville (on US 64) via Dardanelle, Paris, and Barling to Fort Smith (on US 64).
WYOMING	US 16	Proposed extension of US 16 from its present western terminus at Worland, Wyoming, to east entrance of Yellowstone National Park.

Four petitions; three wholly within the State of Florida, and one involving the States of Florida, Georgia, South Carolina, and North Carolina, were not acted upon but were carried over in order to give Mr. Alfred McKethan, Chairman of the Florida Department, an opportunity to appear before the Route Numbering Committee to discuss the proposals. Upon the submission of this report, Mr. White moved that the recommendations of the Route Numbering Committee be approved. Mr. Baldock seconded, and the motion carried.

In addition to the above report, the Route Numbering Committee recommended that the Executive Secretary be instructed to explore the matter of developing certain modernizations of the policy governing the actions of the U. S. Route Numbering Committee with regard as to what should be essential criteria for future actions and what steps should be taken to reconcile certain disparities between the officially approved U. S. Route Number Log and markings in effect in a few States, and that the Executive Secretary be instructed to bring back recommendations at the June meeting of the Executive Committee. Mr. White moved that this recommendation be approved. Mr. Baldock seconded, and the motion carried.

- ~~24. The Highway Research Board in the summer of 1951 initiated a special project on the subject of off-street parking. It seemed desirable that the American Association of State Highway Officials should participate in the work of this project by having a member on the Advisory Committee to the Board. Mr. Greer moved that the Association so participate and that the President be instructed to name a member of the Advisory Committee. Vice President Bromley seconded, and the motion carried.~~
25. Considerable work has been done by certain members of the legal staff of the Bureau of Public Roads in recent months in connection with a National Committee on Water Resources Projects and their relation and affect upon highway work. It was called to the attention of the Executive Committee that a paper on the subject, prepared by Mr. Kuryle of the Bureau of Public Road's legal staff, was to be presented before the meeting of the Committee on Legal Affairs during the Omaha sessions. Mr. Baldock moved that such a resolution be submitted to the Resolutions Committee. Vice President Bromley seconded, and the motion carried.
26. President Anderson called to the attention of the Executive Committee correspondence he had recently received from the Highway Users Conference regarding a new project they were initiating titled "Project - Adequate Roads". President Anderson read a letter received from Albert Hill, Vice Chairman of the Highway Users Conference, inviting the Association to participate in the development of such a project. The proposal elicited considerable discussion on the part of the Executive Committee, leading to the conclusion that the Association should sit in on the conference to determine its nature and possible proceedings but at this time should not be officially represented and listed as a promoter of the project. Vice President Bauer moved that President Anderson be instructed to sit in on the conference and learn as much about it as could be had from the conference but that no official action should be taken at this time. Vice President Johnson seconded, and the motion carried.
27. President Anderson requested Vice President Tallamy to take the chair. At the meeting of the Executive Committee in June the question of the Association making a contribution of \$3,000.00 to the State and Local Officials' National Committee on Highway Safety was deferred and Messrs. MacDonald and Anderson were named as a subcommittee of the Executive Committee to report back to the Executive Committee at the