

July 19, 1955  
 Executive Committee  
 San Francisco, Calif. 131

ORIGINAL

~~The Executive Secretary outlined the activities of the Highway Research Board in interviewing persons for the position of Project Manager (see item 29 of the Minutes of the Executive Committee Meeting in Washington, D. C., on February 22, 1955). Mr. Johnson advised further that the Highway Research Board was anxious to employ such a Project Manager by September 1st and to proceed with the instrumentation phase of the project.~~

31. Mr. Baldock, Chairman of the Route Numbering Committee, reported to the Executive Committee and advised that the application form authorized by the Executive Committee for changes to the U. S. Numbered System had proven exceedingly satisfactory, as well as a grading sheet which had been used, and commended the Executive Secretary highly for developing these forms. Mr. Baldock also advised that by using the grading sheets, the voting on all applications had been unanimous and there had been no difference of opinion on any individual application in the deliberations and voting in the Route Numbering Committee.

A motion was made by Mr. Baldock, seconded by Mr. Greer, and carried, to approve the recommendations of the Route Numbering Committee as follows:

APPROVED

<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
Massachusetts	US 1	Relocation of US 1 beginning near the New Hampshire-Massachusetts State Line in Salisbury; thence southerly via newly completed limited access highway to Danvers. The old route will be identified as State Route 26.
Colorado	US 6 and US 24	Relocation of US 6 and 24 beginning at Fruitvale; thence over new four-lane construction parallel to the Rio Grande Western Railroad tracks through industrial area of Grand Junction to a junction with present US 6 and 24 at west city limits of Grand Junction; and present route through northern section of Grand Junction to be designated By-pass Route US 6 and 24.
Minnesota	US 8	Relocation of US 8 running directly southwest from Chicago City to Forest Lake to a junction with US 61 at Forest Lake in lieu of old route from Chicago City to Wyoming and then to Forest Lake. (Note: This change is already noted in our new U. S. Route Number Book data obtained earlier.)
Illinois- Missouri	US 40 US 50 US 66	Relocation of routes into and through East St. Louis and St. Louis to take advantage of new expressway construction.
		(a) <u>Relocation of US 40 and extending Truck Route US 40.</u> US 40: Beginning at St. Louis Avenue and 9th Street in East St. Louis; thence via St. Louis Avenue via Veteran's Memorial Bridge into St. Louis and to 3rd Street Expressway; thence southward over 3rd Street Expressway to an intersection with presently marked US 40 at Market Street.

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Old US 40 marking via 7th Boulevard between Chouteau Avenue and Market Street and between 7th Boulevard and MacArthur Bridge to be removed.

Truck Route US 40 to extend westerly over former US 40 from St. Louis Avenue and 9th Street in East St. Louis over 9th Street to MacArthur Bridge and over MacArthur Bridge to present eastern terminus in St. Louis at 7th Boulevard and Chouteau Avenue.

(b) Relocation of US 50 in East St. Louis and St. Louis. East St. Louis: Relocation will run concurrent with US 40 as above described over Veterans Memorial Bridge; thence via 3rd Street Expressway to an intersection of presently marked US 50 at Gravois Avenue and 12th Street.

(c) Relocation of US 66 into and through St. Louis and present route via Chain of Rocks Bridge to be designated By-pass US 66, and old city route US 66 to be abandoned in Illinois.

US 66: Beginning at a junction with present US 66 at the Worden Junction of US 66 and Illinois State Routes 4 and 43; thence southwesterly over new divided lane, access controlled highway to a junction with US 40 west of Troy; thence into and through East St. Louis and over Veterans Memorial Bridge via US 40; thence via 3rd Street Expressway (to junction with present Missouri US 66 City Route), Gravois Avenue, Chippewa Street and New Watson Road to a junction with present US 66 south of Kirkwood; and

Old location of US 66 via Edwardsville, Illinois; Chain of Rocks Bridge into Missouri and via present US 66 through Hazelwood and Kirkwood to above-described junction to be designated US 66 By-pass Route; and present City Route from west end of Chain of Rocks Bridge southerly over presently marked city route to an intersection with relocated US 66 on 3rd Street Expressway be retained, but Illinois city route abandoned.

Virginia US 58

Relocation of US 58 from Virginia Beach via Virginia Route 164. Old location will be given State designation.

Missouri US 61

Relocation of US 61 from point south of Canady wouthwesterly to a point southwest of Holland and that portion of the old location through Steele and Holland to be designated US 61 Business Route.

Minnesota US 75

Relocation of US 75 from Crookston via Minnesota Route 81 to a junction with present US 75 north of Hendrum and old location via Ada to be abandoned.

Pennsylvania	US 122	Abandonment of that portion of US 122 from Morgantown to Oxford; Morgantown to be the new southern terminus of the route.
Louisiana	US 190	Return of US 190 to former location between Chinchuba and Hammond via Covington and the location between Ponchatovis and Madisonville to be abandoned.
Oklahoma	US 270	Relocation between Wister and Heavener to afford shorter route.

DENIED

Maine	US 1 Alt.	Proposed new route beginning on presently established US 1 at Jonesboro; thence via Maine State Route 187, looping southerly through Jonesport and Indian River and rejoining US 1 at Columbia Falls.
Colorado-Utah	US 24	Proposed extension of US 24 from its present western terminus at a junction of US 6 and US 24 with US 50 in Grand Junction, Colorado, westerly via US Routes 6 and 50 to the Colorado-Utah State Line; thence continuing via US 6 and 50 to Price, Utah; thence via Utah State Route 10 through Huntington to a junction with US 89 at Salina; thence via US 89 through Richfield and Panguitch to Mt. Carmel Junction; thence via Utah State Route through Hurricane to Harrisburg Junction; thence via US 91 to St. George, Utah.
Kentucky-Tennessee	US 127	Proposed extension of US 127 from Cincinnati through Covington to Dry Ridge, Kentucky, via US 25; thence via Kentucky Route 22 to Owenton; thence via Kentucky Route 35 through Monterey to Frankfort; thence continuing on Kentucky Route 35 through Alton, Lawrenceburg, Harrodsburg, Danville, Shelby City, Hustonville, Liberty, Russell Springs, Jamestown, Albany, and Static into Tennessee; thence via Tennessee Route 28 through Jamestown, Crossville, Pikeville, Dunlap, into Chattanooga.
Missouri-Nebraska	US 136	Proposed extension of US 136 with present portion from Stanberry via US 169 into St. Joseph being abandoned and route extended westerly from Stanberry via Missouri Route 4 to Maryville; thence via Missouri Route 46 through Fairfax to a junction with Missouri Route 4 east of Rockport, continuing on Missouri Route 4 over the State Line; thence via Nebraska Route 3 to a junction with US 73 and 75 in Auburn.
North Carolina-South Carolina	US 220	Proposed extension of US 220 from present southern terminus at Rockingham, North Carolina, via US 74 to junction east of Hamlet; thence via North Carolina Route 381 through Gibson to the South Carolina Line; thence via South Carolina Route 381 to Clie; thence

- via South Carolina Route 9 to Dillon; South Carolina Route 57 to Mullins; South Carolina Route 41 through Gresham, Hemingway, Andrews, Jamestown to a junction with US 17 eleven miles northeast of Charlestown.
- Georgia-South Carolina US 278 Proposed extension of US 278 from Augusta, Georgia, via Georgia Route 28 to South Carolina; thence via South Carolina Route 28 to Barnwell; thence via South Carolina Route 64 through Olar, Lodge, and Walterboro to a junction with US 17 at Jacksonboro.
- Wyoming-Utah New Number (US 330 requested) Proposed establishment of a new US 330 from junction with US 30-N at Sage, Wyoming, via Wyoming Route 89 to Utah Line; thence via Utah Route 51 to Sage Creek Junction; thence via Utah Route 3 to Garden City; thence via US 89 to Logan and Utah Route 69 through Deweyville to Tremonton to a junction with US 30-S.
- Tennessee-Mississippi New Number Proposed establishment of new U. S. number from Jackson, Tennessee, to Pascagoula, Mississippi, beginning at a junction with US 45 south of Jackson, Tennessee; thence via Tennessee Route 18 to Bolivar and Tennessee Route 125 through Middleton to Mississippi Line; thence Mississippi Route 15 through New Albany, Pontotoc, Houston, Mathiston, Louisville, Philadelphia, Newton and Laurel to Beaumont; thence via US 98 to Lucedale and Mississippi Route 63 to Pascagoula and junction with US 90.
- DEFERRED
- Massachusetts US 6 (a) Proposed relocation of US 6 over new four-lane highway from Beach Road to North Truro by-passing the center of Provincetown.
- (b) Proposed relocation of US 6 over newly constructed highway from South Dennis through Yarmouth to a junction with present US 6 at point of crossing of Massachusetts Route 32, and
- (c) In order to provide continuity to the above (b) proposed Temporary US 6 from South Dennis northeasterly over town roads to an intersection with present US 6 near Brewster. Said temporary routing to remain for about two years until additional construction on new location is completed.

Action deferred until more of the modern relocation is constructed and ready for traffic.

27. A motion was made by Mr. Greer that the Association's publication on Drive-in Theaters be referred to the Design Committee for review and revision; whereupon President McCoy advised that a general assignment of this type had already been made by the Executive Committee to the Committee on Planning and Design Policies. The general assignment includes the general application of service roads, egress and ingress, to commercial establishments and the over-all aspects of access control. Mr. Greer removed the motion.

28. Mr. Kilpatrick outlined the need for standardization in highway guard rails, and suggested that the AASHO undertake a study that might result in manufacturers of metal-beam type rails adopting a uniform section. President McCoy advised that this type of research is within the jurisdiction and is a responsibility of the Highway Research Board when requested by this or other similar agencies, and that it is his understanding that such a study by the Research Board is currently being contemplated.

29. Mr. Baldock, Chairman of the Route Numbering Committee advised that his Committee was already to make recommendations to the Executive Committee on applications from the member departments for additions, changes, or alterations to the U. S. Numbered System.

A motion was then made by Mr. Baldock, seconded by Mr. McCain, and carried to approve the recommendations of the Route Numbering Committee, as follows:

RECOMMENDATIONS OF ROUTE NUMBERING COMMITTEE

APPROVED

<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
Maine	US 1	Designation as US 1, presently designated US 1 A, and designating as US 1A present US 1 between Ellsworth and Stockton Springs, resulting with US 1 going through Bucksport and US 1A through Bangor.
Massachusetts	US 3	Relocation of US 3 from Chelmsford over newly constructed limited access route to an intersection with Massachusetts Route 128 in Burlington; thence via Massachusetts Route 128 to its intersection with US 3 in same town.
Oregon	US 30 US 30 By-pass	Relocation of US 30 from east of Fairview via Banfield Expressway into Portland, and, as soon as construction is completed, from junction with present US 30 on NE Sandy Boulevard over new routing to the Willamette River; and extension of present by-pass route from its present eastern terminus at junction of NE Sandy Boulevard and Columbia River Highway easterly over old US 30 location to junction of Banfield Expressway east of Fairview; and abandonment as US 30 that portion of NE Sandy Boulevard from its intersection with the Columbia River Highway southwesterly to intersection with Banfield Expressway (near crossing of 39th Avenue in Portland).
Oregon	US 30 US 30N	Relocation of US 30 over new construction from a point north of Ontario northwesterly for 18.5 miles to a junction with the present route; and proposed extension of US 30N from this junction easterly over old US 30 location to present terminus of US 30N at junction with present US 30 in Weiser Junction; and abandonment as US 30 the old location from this point to junction of new construction north of Ontario, first above mentioned.

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<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
Missouri	US 66	Relocation of US 66 to newly constructed route in Pulaski County between Buckhorn and Hazelgreen.
Texas	US 67	Relocation of US 67 between Santa Anna and Valera over newly constructed route. This route bypasses Coleman, which the present route goes through.
California	US 70 & 99 Business Route	Establishment of US 70-99 Business Route on old location of US 70-99 from point west of Pomona easterly through Pomona and Ontario to a junction east of Ontario where newly constructed freeway joins. US 70 and 99 marked over the new freeway bypassing the above business districts.
California	US 101 Business Route	Designation as US 101 Business Route that portion of the old US 101 through Salinas from Santa Rita to Spence Underpass, US 101 is marked via new freeway location bypassing the business districts.
California	US 101 Business Route	Recognition of US 101 Business Route that portion of old US 101 through San Diego, being 1.65 miles in length between DeAnza Cove and North of Balboa Avenue. US 101 marked via newly completed freeway bypassing the business districts.
Illinois	US 30 Alt	Relocation of US 30 Alt in South Chicago from Torrence Avenue onto newly completed Calumet Expressway.
<u>CONTINGENT APPROVAL</u>		
Virginia	US 11	Designation as US 11 A newly constructed limited access route around Lexington.  The Route Numbering Committee declined to approve the petition as submitted but recommended that the old location through Lexington be identified as US 11 "Business Route" and the new location around Lexington be designated "US 11 By Pass Route." The Virginia Department subsequently accepted this designation and the contingency thus removed.
Louisiana	US 98	Extension of US 98 from its present western terminus at the bridge over the Mississippi River at Natchez via US 65 and 84 to Ferriday; thence via US 65 to Clayton; thence via Louisiana Route 15 through Sicily Island, Gilbert, Winnsboro, Archibald and Alto to a junction with US 165 in Monroe.  The Route Numbering Committee declined to approve the proposal as submitted due to the misdirection of the number 98, which is an east-west number but recommended the substitution of the number US265. The Mississippi Department subsequently declined to accept this proposed substitute in designation; thus the proposal is disallowed.

<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
Delaware Maryland	US 13	Relocation of US 13 to recently completed dual lane highway from a point north of Seaford, Delaware, southerly to Leonards Mill Pond in Maryland. The Route Numbering Committee approved the relocation of US 13 but declined to approve the proposal that the prior route be designated US 13 Alternate.  The Committee suggested the use of the Business Route marking through the communities bypassed. The Delaware Department accepted the approval of designating as US 13 the newly constructed route but requested reconsideration at a later date of the alternate route proposal.
<u>DISAPPROVED</u>		
Washington	US 101	Proposed extension of US 101 beginning at Discovering Bay Junction and extending northeasterly via Washington Primary Route No. 9 to the city of Port Townsend; thence via Port Townsend-Keystone Ferry to Whidbey Island; thence northerly via Washington Secondary Route No. 1-D through Coupeville, Oak Harbor, bypassing Whidbey Island Naval Air Station to a junction with Washington Primary Route No. 1 (Anacortes Branch) southeast of the City of Anacortes; thence easterly via Washington Primary Route No. 1 to a junction with US 99 in Mount Vernon. (61.7 miles)
Indiana	US 131	Proposed extension of US 131 from its present southern terminus on the Michigan-Indiana State Line north of Bristol; thence via Indiana Route No. 15 through Bristol, Goshen, and Warsaw to Wabash; thence via Indiana Route No. 13 southerly to a junction with Indiana Route No. 37 south of Elwood; thence via Indiana Route No. 37 through Noblesville to Indianapolis.
Tennessee	US 441 Alternate	Proposed establishment of US 441 Alternate beginning in Knoxville; thence via Tennessee Route No. 73 to Maryville; thence continuing via Tennessee Route No. 73 to a junction with US 441 at a point two miles south of Gatlinburg.
Georgia Alabama Mississippi	New Number	Proposed new US number for a route beginning at Homerville, Georgia; thence via Georgia State Route No. 37 through Lakeland, Adel, Moultrie, Camilla, Newton and Morgan to Fort Gaines and the Alabama State Line; thence in Alabama via Alabama State Route No. 10 through Abbeville, Clio, Brundidge, Troy, Luverne, Greenville, Camden, Millers Ferry, Kimbrough, Pine Hill, Dixons Mill, Manafalia and Butler to the Mississippi State Line; thence in Mississippi via Mississippi State Route No. 19 via Meridian to Philadelphia.
Missouri Kansas Colorado	New Route (US 56 suggested)	Proposed new route beginning at a junction with U. S. 160, 60 and 63 at West Plains, Missouri; thence via US 60 and 63 to a junction 6 miles north; thence via Missouri State Route No. 14 through Ava, Ozark and Nixa to a junction near Clever; thence via Missouri State Route "P" to Republic; thence via US 166 to a junction near Mount Vernon; thence northerly via Missouri State Route No. 39 to a junction with US 66; thence via US 66 to a junction west of Carthage; thence via Missouri State Routes 96 and 57, respectively, to the Kansas State Line. Continuing westerly via Kansas (Continued)

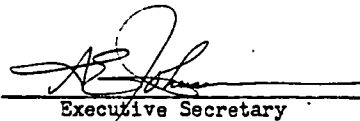
DESCRIPTION

(Continued from other side)

State Route No. 57 through Pittsburg and Kansas State Route No. 47 into Fredonia; thence via Kansas Route 96 to a junction with US 54 south of El Dorado and via US 54 into El Dorado; thence via Kansas Route 196 into Newtown and via US 31 to McPherson; thence via US 50N to Great Bend and thence via Kansas State Route No. 96 through Rush Center, Ness City, Dighton, Scott City and Tribune to the Colorado State Line; Continuing in Colorado via Colorado State Route No. 96 through Towner, Eads, Ordway, Olney Springs and Boone to a junction with US 50, 85 and 87 in Pueblo.

President McCoy adjourned the meeting of the Executive Committee at 4:00 p.m.

Respectfully submitted,

  
Executive Secretary

RESOLUTIONS ADOPTED AT FINAL GENERAL SESSION  
41st ANNUAL MEETING  
New Orleans, Louisiana

RESOLUTION NO. 1

WHEREAS the need is extremely critical for the enactment of an expanded and adequate highway program early during the Second Session of the 84th Congress; and

WHEREAS over 3,000,000 additional motor vehicles have come on the highways during the past 12 months and there is an up trend in motor vehicle fatalities, emphasizing the urgent need for immediate action in order to avoid unnecessary loss of life, property, and time; and

WHEREAS a delay in the enactment of such a program will create further indecision at all levels of government in initial planning, design, and construction of adequate highways, materially retarding the economy of the United States and jeopardizing the National Defense: NOW THEREFORE BE IT

RESOLVED, That the American Association of State Highway Officials in Annual Meeting assembled in New Orleans, Louisiana, December 6-9, 1955, urges and petitions the Congress to enact an adequate and enlarged program for highways in order that highway officials may be able to plot a course ahead and start with the planning, design, and construction of the needed system of highways without further delay; AND BE IT FURTHER

RESOLVED, That the Association goes on record in urging the Congress to continue the traditional bipartisan approach to highway legislation, and that any such legislation as may be enacted authorizing an enlarged and adequate highway program provide for the same partnership and method of administering and constructing the program cooperatively between the Bureau



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U. S. Route Numbering Committee

Kansas City, Missouri

June 27, 1956

<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
Massachusetts <u>APPROVED</u>	US 5	Proposed relocation of US 5 from north of and into West Springfield over new, divided lane, limited access highway and crossing the river into Springfield via the new South End Bridge, in lieu of the former crossing on Memorial Bridge.
Massachusetts <u>APPROVED</u>	US 6	(a) Proposed relocation of US 6 from present intersection with Massachusetts Route 132 southwest of Barnstable easterly over newly constructed limited access highway to intersection with Massachusetts Route 24 north of Harwick, and  (b) Proposed designation of Massachusetts Route 24 as Temporary US 6, from above junction north of Harwick northerly to a junction with present US 6 at Brewster. Present US 6 from Barnstable vicinity to Brewster to be abandoned as US 6 and redesignated as a State route.  (c) Proposed relocation of US 6 over new four lane highway from North Truro to Beach Road in Provincetown, by passing Provincetown Center, Old route to carry State number.
Massachusetts <u>APPROVED</u>	US 202	Proposed relocation of US 202 from a point approximately 5 miles northwest of Phillipston westerly over newly constructed routing to a junction with present US 202 south of Orange. This route by passed the business center of Athol.
Pennsylvania <u>APPROVED</u>	US 13	Proposed relocation of US 13 from Morrisville via US 1 for a short distance, thence southerly to a junction with present route US 13 in Tullytown.
Pennsylvania <u>APPROVED</u>	US 15	Proposed relocation of US 15 in the Lemoyne-Camp Hill vicinity via US 11 to junction with Market Street, thence southwesterly to junction with present US 15, total length - 6 miles.

<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
Pennsylvania <u>APPROVED</u>	US 62	Proposed relocation of US 62 in the City of Sharon, designation of present route as Business Route 62 and elimination of by pass Route 62.
Pennsylvania <u>APPROVED</u>	US 202	Proposed relocation of US 202 around the Borough of Westchester.
Pennsylvania <u>APPROVED</u>	US 322 and 422	Proposed relocation of US 322 and 422 between Hershey and Harrisburg. This section is but 4 miles in length and begins about 2 miles west of Hershey.
Colorado <u>DENIED</u> Need not proved;	US 34	Proposed establishment of US 34 Alternate from Estes Park to Deer Ridge via Colorado Route 262.
Missouri Kansas Oklahoma New Mexico  <u>APPROVED</u> Executive Secretary to assign a route number (Subsequently assigned U.S. 56)	US 55	Proposed establishment of a new US 55, beginning at Kansas City, Missouri, thence via US 40 and 50 to the Kansas line; thence via US 50 through Olathe to a point 5 miles west of Baldwin City at which point present US 50 North and 50 South divide; thence via US 50 North through Council Grove, Herington, Marion, McPherson, Lyons, to Great Bend and Larned; thence via Kansas Route 45 through Kinsley (Kansas Route 45 and US 50 South), Dodge City, Sublette, Hugoton, and Elkhart to the Oklahoma line; thence via temporary routing until highway is constructed, Elkhart, Kansas and Keyes, Oklahoma, to Boise City; thence via US 64 to the New Mexico line; thence via US 64 to Clayton, New Mexico, and thence via New Mexico Route 58 to Springer.  Note: This proposal eliminated US 50 North and 50 South as such through Kansas; US 50 South by this Petition becomes US 50. In order to provide a US Number on both Routes of US 50 North and 50 South, the following Petition from Kansas involves that portion of US 50 North that would not be incorporated in the above.
Kansas <u>APPROVED</u>	US 155	Proposed redesignation as US 155, presently marked US 50 North from Larned, westerly to Garden City.
Kentucky Illinois <u>DENIED</u> : Need not proved. Multiply Deficiencies on Proposed Route.	US 58	Proposed extension of US 58 from its present western terminus at Middlesboro, Kentucky; thence via US 25E through Pineville to a junction 5 miles northwest thereof; thence via Kentucky Route 92 to Williamsburg; thence via US 25W to a junction southwest of Deering; thence via Kentucky Route 90 to Parkers Lake; thence via US 27 to Somerset; thence via Kentucky Route 80 through Russell Springs,

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ROUTE NO.

DESCRIPTION

Columbia, to Edmonton; thence via US 68 to Glasgow; thence via Kentucky Route 90 to a junction southwest of Cave City; thence via US 31W to a junction south of Pig; thence via Kentucky Route 85 to Brownsville; and thence via Kentucky Route 70 to a junction north of Morgantown; thence via US 231 to Beaver Dam, US 62 to Central City; thence via Kentucky Route 70 to Madisonville; thence via US 41 Alternate to Providence and thence via Kentucky Route 85 to Sullivan; thence via US 60 and 641 to Sturgis, and thence via Kentucky Route 85 and 56 to "The Rocks" and the Ohio River (The Illinois Line); thence via Illinois Route 13 through Shawnee Town to a junction near Equality and via Illinois Route 142 to Raleigh; thence via Illinois Route 34 to Benton, Illinois Route 14 to DuQuoin, Illinois Route 152 to Pyatts and Illinois Route 13 through Pinckneyville, Marissa, and Freeburg, into Belleville and East St. Louis.

Denial of foregoing request automatically cancelled this request.

An Alternate section for the above route is also proposed from Equality in the above Proposal, westerly and northerly via Illinois Route 13 through Harrisburg, Carbondale, and Murphysboro to a junction with Illinois Route 152 and the above proposed extension at Pyatts.

Missouri US 60

APPROVED

Proposed relocation of US 60 between Poplar Bluff and Ellsinore, beginning at Poplar Bluff and running northwesterly past the Butler-Carter County line. Old portion to be abandoned as US Number. US 67 doubles US 60 for the first 7 miles out of Poplar Bluff.

Arizona US 66 A  
Nevada  
California

DENIED: Already designated as a U.S. Routing.

Proposed designation as US 66 A, US 466 from Kingman, Arizona to Alunite, Nevada, and US 93-95 and 466 to Las Vegas, and thence via US 91 and 466 through Jean, Nevada, Baker, California and Barstow to a junction with US 66.

California US 66 - 91

APPROVED

Proposed designation of the old location of US 66 and 91 through Victorville as Business Route US 66 - 91 and the new by pass freeway be designated as US 66 - 91.

Texas US 90  
DENIED: Would result in much duplication over presently designated U.S. Routings. The Inter-

Proposed extension of US 90 from VanHorn, Texas via US 80 through El Paso, Texas; via US 80 and 85 to Las Cruces, New Mexico, via US 7 and 80 through Deming to Lordsburg, via US 80 to Road Forks; thence via New Mexico Route 14 to the

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<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
		Arizona line; thence via Arizona Route 86 to a junction northwest of Bowie; thence via US 666 to Benson; thence via US 80 to Tucson; thence via Arizona Route 84 through Casa Grande to a junction with US 80 at Gila Bend.
Illinois	US 218.	Proposed extension of US 218 from its present southern terminus at Keokuk, Iowa on the Illinois-Iowa State Line; thence via US 136 to Carthage, Illinois Route 94 to a junction west of Clayton; via US 24 to Mt. Sterling, Illinois Route 99 to Maredosia, Illinois Route 104 through Jacksonville, to a junction with US 66 east of Auburn; thence via US 66 to Atwater; via Illinois Route 127 through Hillsboro, Greenville, Pinckneyville, Murphysboro and Jonesboro to Cairo.
		<u>DENIED</u> : Proposed route contains many deficiencies and the need not proved.
Arkansas Oklahoma Texas	US 366	Proposed route US 366 beginning at Little Rock, Arkansas, thence via Arkansas Route 10 westerly to Fort Smith; thence via Oklahoma Route 9 through Stigler, Aufaula, Wetumpka, Tecumseh, Norman, Chickasha, Anadarko, Hobart, Granite, to the Texas Line west of Madge; thence via Texas Route 203 through Wellington to Hadley; thence via US 287 to Amarillo.
		<u>DENIED</u> : Proposed route contains many deficiencies and the need not proved.
		<u>Note</u> : Initial Petitions received on this from the Oklahoma and Texas Departments arrived considerably in advance of the Arkansas Petition. The Texas Petition indicated the eastern terminus as Fort Smith (On the Arkansas Line) and subsequent to the submission to the Route Numbering Committee the Arkansas Petition was received. In order to clarify the file of the proposed extension, we incorporated the Arkansas Petition.
Tennessee	US 441	Proposed extension of US 441 from its present northern terminus at Lake City, Tennessee; thence via US 25 W to LaFollette; thence via Tennessee Route 63 to a junction with US 25E south of Cumberland Gap; thence via US 25E to Cumberland Gap.
		<u>DENIED</u> : Need not proved and would over concentrate US Routings in area as compared to needs.

STATE	ROUTE NO.	DESCRIPTION
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North Carolina South Carolina	Proposed New Number	Proposed new number beginning at Norrine, North Carolina; thence via US 158 to Warranton; thence via North Carolina Route 59 to Raleigh; thence via US 49 to Greensboro; thence via US 42 to Sanford; thence via US 15 to the junction southeast of Greensboro; thence via US 15-A and US 52 to Darlington; and US 15 A to Sumter.
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APPROVED to replace  
US 15. Alternate with  
US 401.

This proposal incorporated the 15A Route in North Carolina and South Carolina with the suggestion that the proposed route be designated as US 15-A. The route number is being eliminated.

Mississippi Tennessee	Proposed New Number	Proposed new number beginning at a junction with US 48 South of Jackson, Tennessee; thence via Tennessee Route 18 to Bolivar; and Tennessee Route 25 through Middleton to the Mississippi line; thence via Mississippi Route 15 through Walnut, New Albany, Pontotoc, Houston, Hughson, Boylston, Philadelphia, Newton, Laurel, and Bogum, thence via Mississippi Route 37 southerly to Biloxi, Mississippi.
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DENIED

Delaware	US 13	Request designation of the establishment of Business Routes on Delaware-Maryland. Proposal considered at Bay Culeana Meeting.
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For the Second time  
denied the request.

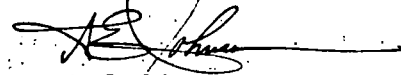
The designation of the newly constructed route as US 13 was approved by the request of the Delaware and Maryland Departments to designate the old route as 13A. Alternate was not approved but suggested to the Delaware and Maryland Departments that they endeavor to work out portions of the old route that went through business sections of Business Routes. The Delaware Department did not accept the contingent approval of the Business Route but requested reconsideration of their initial proposal to designate the old route as 13 Alternate.

Illinois Iowa	US 30	Proposed relocation of US 30 from a point approximately 3 miles east of Fulton, Illinois westerly and southerly to the new crossing of the Mississippi River via the Clinton Bridge to a junction with present US 30 and 67 in Clinton. Present route via Fulton to be designated US 30 Alternate.
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DEFERRED until the next  
meeting of the Executive  
Committee for additional  
data.

The Route Numbering Committee heard Mr. Stacey of Utah make a verbal request for an extension of US Route 24 and the data submitted offered 3 alternate routes. Utah was advised to determine the best proposed route and to submit it formally for future consideration.

Respectfully submitted,



A. E. Johnson  
Executive Secretary

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U. S. ROUTE NUMBERING COMMITTEE

Atlantic City, New Jersey

November 24-25, 1956

<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
New York	US 4	Proposed rerouting of US 4 from junction of present route and NY 338 at south edge of Schuylerville over new location east of present route southerly to junction with present route at Bemis Heights.
<u>APPROVED:</u> (Subject to completion and opening to traffic scheduled for January 1, 1958).		
North Carolina	US 13	Proposed extension of US 13 from its junction with US 17 in Windsor southerly and westerly over US 17 to US 64 east of Williamston; thence westerly over US 64 by-passing Williamston to NC 11 in Bethel; thence south over NC 11 to US 264 in Greenville; thence westerly over US 264 to junction with US 258 south of Farville; thence southerly over US 258 to NC 102 at Snow Hill; thence westerly over NC 102 to junction with US 70 east of Goldsboro; thence west over US 70 to US 117 in Goldsboro.
<u>APPROVED</u>		
North Carolina South Carolina	US 158	Proposed extension of US 158 from Mocksville, N. C., to US 176 in Jonesville, S. C.
<u>DENIED:</u> Proposed route contains many deficiencies in N.C. Carolina section and failure of that portion to qualify automatically eliminates the South Carolina portion from further consideration.		
Wyoming	US 14 Alternate	Proposal calls for establishment of US 14 Alternate over Wyoming 14 between Burgess Junction and Cody via Lovell.
<u>DENIED:</u> Violates policy of no alternate routes as agreed upon by all the member departments. Need not shown.		

<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
Wisconsin	US 16	Proposed new marking will be over newly constructed portion of Interstate highway from US 18 at Goerkes Corner West of Milwaukee to and over a section of new highway running directly south from Pewaukee connecting with Interstate highway.
<u>APPROVED</u>		
	US 141	Proposed relocation of US 141 over newly constructed belt line highway west of Manitowoc leaves present US 141 at the south junction with US 10; thence southerly through the village of Manitowoc Rapids to US 151; thence east to present US 141.
<u>APPROVED</u>		
	US 141	Proposed relocation of US 141 over bypass around City of Port Washington leaves present route at intersection with State Trunk Highway 84; thence west and south on new location to present US 141 about 0.75 miles south of city limits.
<u>APPROVED</u>		
	US 151	Proposed relocation of US 151 in western portion of Madison diverges from present route at intersection of Park and Regent Streets; thence southerly on Park Street (now marked State Highway 113) to a junction with US 12, 14, and 18; thence west to intersection with present route.
<u>APPROVED</u>		
Illinois-Iowa	US 30	Proposed relocation of US 30 from a point approximately 1.8 miles east of Fulton, Illinois; thence southwesterly on new location to Clinton Toll Bridge over Mississippi River; thence over new bridge to intersection with present marked US 30 and US 67 in Clinton, Iowa.
<u>APPROVED</u>		
	US 30 Alternate	If proposal to reroute US 30 as set out above is approved it is recommended that the present US Route 30 between the limits described above be marked as US 30 Alternate.
<u>APPROVED</u>		

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<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
Missouri	US 36	Proposed relocation of US 36 begins at the west junction with US 65 at Chillicothe thence west and southwest crossing the Grand River east of the mouth of Thompson River; thence by-passing Utica on the east and south and intersecting present US 36 immediately west of Route 70.
		<u>APPROVED</u>
	US 69	Proposed relocation of Alternate US 69 over new freeway beginning in the north edge of Kansas City south of Claycomo at junction of US 69; thence westerly and south through North Kansas City; thence across Paseo Toll Bridge over Missouri River to a junction with present Alternate US 69 in Kansas City at interchange connecting with A-S-B Bridge on 6th Street.
		<u>APPROVED</u>
	US 71 By-Pass	Proposed relocation of this route over recently constructed state highways begins at junction with US 24 northeast of Independence; thence southerly over State Supplementary Highway "C" to US 40 southeast of Independence; thence east over US 40, 0.6 mile; thence south on new location to US 50 east of Lees Summit; thence west on US 50 to present route, 0.7 miles.
		<u>APPROVED</u>
Virginia	US 58 Business	This proposal places Business Route US 58 on State Route 164 from intersection with US 58 east through Oceana to US 60 in business district of Virginia Beach.
		<u>APPROVED</u>
Minnesota	US 65	Proposed relocation of this route begins at intersection of State Route 165, just south of Orchard Gardens; thence south over State Route 165 through west edge of Faribault to intersection with present US 65 at north edge of Madford.
		<u>APPROVED</u>
New Mexico	US 80-85 Alternate	Proposal to mark alternate route over old route of US 80-85 between Anthony and Las Cruces.
		<u>DEFERRED</u> until final action taken on marking of Interstate System.



<u>STATE</u>	<u>ROUTE NO.</u>	<u>DESCRIPTION</u>
Georgia	US 82	Proposed extension of US 82 from Waycross begins at junction with US 1 and 84; thence northeast over State Route 38 through Blackshear, Patterson and Jessup; thence over US 25 and 301 to Ludowici; thence continuing over State Route 38 through Hinesville to US 17 in Midway.
<u>APPROVED</u>		
Washington	US 97 Alternate	Proposed designation of US 97 Alternate from present US 97 at north edge of Union Gap; thence southeasterly over Secondary State Highway 3-A to present US 97 at southwest edge of Toppenish.
<u>APPROVED</u>		
Louisiana	US 98	Proposal to extend US 98 from Matches Bridge over the Mississippi River via various routes to Monroe.
<u>DENIED</u> ; Second time before Committee. Routing contains many deficiencies.		
Louisiana Mississippi	Proposed New Number	Proposal to establish new US Route from point near Huey Long Bridge in New Orleans; thence run generally north over city streets to the New Lake Pontchartrain Bridge; thence across the new bridge through Covington to US 51 near Crystal Springs, Mississippi.
<u>DENIED</u> for the reason that the proposed routing in Mississippi contains sections of highway that are sub-standard or are unpaved at this time.		