

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

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

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

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

*W. C. Mahan*

Executive Secretary

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

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

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

6. U. S. 22-Alternate. New Jersey. An alternate for U. S. 22 is established to permit the use of a new bridge as well as the old bridge between Phillipsburg, New Jersey, and Easton, Pennsylvania.
7. U. S. 10-Alternate. Montana-Idaho-Washington. An alternate for U. S. 10 between Missoula, Montana, and Spokane, Washington, is established, using U. S. 93 to Revilli, thence State Route 3 to the Idaho State line, thence State Route 3 in Idaho to Sand Point, thence U. S. 195 to Spokane.
8. U. S. 10-Alternate. Washington. An alternate for U. S. 10 is established between Spokane and Everett, which reads as follows: Spokane, Davenport, Wilbur, Coulee, Wenatchee, Leavenworth, to a junction with U. S. 99 at Everett, then coincides with U. S. 99 to a junction with U. S. 10 at Seattle.
9. U. S. 10-Washington. U. S. 10 in Washington is changed between Spokane and Seattle, via Kitzville, Ellensburg, CleElum, to a junction with U. S. 99 in Seattle.
10. U. S. 16. Michigan. U. S. 16 is changed to include State Route 126 and the description is as follows: Grand Rapids, Nunica, Muskegon, Etc.
11. U. S. 20. Idaho-Oregon. U. S. 20 is extended west of the Yellowstone National Park to read as follows: Beginning at the west end of Yellowstone National Park, thence over U. S. 191 and U. S. 91 to Blackfoot, thence over Idaho State Route 27 to Arco, State Route 22 to Mount Home, thence coinciding with U. S. 30 to Boise, thence over State Route 44 to the Oregon State line. Oregon: Beginning at a point on present U. S. 30 north of Caldwell, Idaho, thence via Parma, Nyssa, Cairo Junction, Valle, Juntura, Burns, Bend, Tumalo, Sisters, Lebanon, to Albany.
12. U. S. 31. Michigan. U. S. 31 is changed to begin at Mackinaw City instead of St. Ignace.
13. U. S. 31-Alternate. Indiana. An alternate for U. S. 31 is established between Columbus and a point three miles east of Seymour, it being understood that U. S. 31 will go from Columbus via State Route 7 and State Route 9 to this point 3 miles east of Seymour. The present designation from Columbus via Seymour will be U. S. 31-Alternate.
14. U. S. 52. Illinois. U. S. 52 between Mendota and Kankakee is changed to read as follows: Mendota, Troy Grove, Joliet, Kankakee.
15. U. S. 54. Illinois. U. S. 54 is extended from its present eastern terminus near Pittsfield via Jacksonville, Springfield, Mt. Pulaski, Clinton, Farmer City, Gibson City, Onarga, Kankakee, to Chicago.
16. U. S. 63. Arkansas-Tennessee. U. S. 63 is extended from its present southern terminus at Turrell, Arkansas, to Memphis, Tennessee.
17. U. S. 65. Iowa. U. S. 65 between Des Moines and Colo is changed by using State Route 64 between Des Moines and the junction with State Route 117. This omits the town of Ames.
18. U. S. 66-Alternate. Illinois. An alternate for U. S. 66 to permit the bypassing of Joliet is established so that U. S. 66 shall read: Chicago, Plainfield, Blodgett, Braidwood. Then U. S. 66-Alternate will begin at a point northeast of Romeo, thence via Joliet, Wilmington, to Braidwood.
19. U. S. 70-Alternate. Tennessee. An alternate is established for U. S. 70 between Huntington and Brownsville.
20. U. S. 70-Alternate. North Carolina. An alternate for U. S. 70 is established from Raleigh to Durham.
21. U. S. 85-New Mexico. U. S. 85 is changed between Los Lunas and Socorro to read: Los Lunas, Bernardo Socorro.
22. U. S. 85. North Dakota. U. S. 85 will begin at the Canadian border north of Fortuna instead of north of Ambrose.

- 23. U. S. 80-Alternate. Texas. An alternate for U. S. 80 for 9 miles west of El Paso is established.
- 24. U. S. 89. Utah. U. S. 89 is changed to omit the town of Spanish Fork.
- 25. U. S. 89-Alternate. Arizona. An alternate for U. S. 89 is approved beginning at a point 6 miles north of Prescott, thence over State Route 79 to an intersection with U. S. 66 and U. S. 89 at Flagstaff.
- 26. U. S. 90. Texas. The western terminus of U. S. 90 is changed to stop at Van Horn instead of to a connection north of Van Horn on U. S. 62 at Signal Peak.
- 27. U. S. 95. Idaho-Oregon. U. S. 95 is extended south from Weiser to read as follows: Idaho: Weiser, Payette, Fruitland, Parma, State Route 18 to a point west of Notus, thence south to a junction west of Marsing, thence southwesterly to the Idaho-Oregon line on Idaho Route 20. Oregon: Beginning at the Idaho State line 2 miles north and east of the Malloy Ranch, Jordan Valley, thence southwest to a point on the Owyhee River approximately 2 miles south and east of Rome, thence southerly to the Nevada state line at McDermitt.
- 28. U. S. 129. Georgia-Florida. U. S. 129 is extended from Macon Georgia, via State Route 87 to Cochran, State Route 26 to Hawkinsville, State Route 11 to the Florida State line. Florida: State Route 50 to a junction with U. S. 41 at Jasper.
- 29. U. S. 276. North Carolina. U. S. 276 is extended from its present terminus at Brevard to Waynesville.
- 30. U. S. 95-Alternate. Nevada. An alternate for U. S. 95 is established beginning at a junction east of Fernley via State Routes 18 and 28 to Yerington, to a junction with U. S. 95 at Schurz.
- 31. U. S. 29-Alternate. North Carolina. Beginning at a junction with U. S. 29 north of China Grove, 10 miles to a crossing of U. S. 29 northwest of Concord, 17 miles to a junction with U. S. 29 four miles northeast of Charlotte.
- 32. U. S. 64-Alternate. North Carolina. Beginning at a junction with U. S. 64 at Morganton, to Logan, Ruth, Lake Lure, Chimney Rock, Bat Cave.
- 33. U. S. 158. North Carolina. Beginning on Roanoke Island, Nags Head, Pt. Harbor, Barco, Elizabeth City, Sunbury, Murfreesboro, etc.
- 34. U. S. 258. Virginia-North Carolina. Beginning at Franklin, Virginia; then Murfreesboro, North Carolina, etc.
- 35. U. S. 117. North Carolina. Beginning at Warsaw, Wallace, Burgaw, etc.
- 36. U. S. 221. North Carolina. U. S. 221 is changed to read: Rutherfordton, Harris, to Chesnee, South Carolina, etc.
- 37. U. S. 221-Alternate. North Carolina. U. S. 221-Alternate is described as follows: Rutherfordton, Forest City, Cliffside, to Chesnee, South Carolina.

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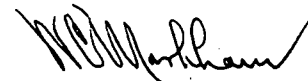
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## DEFERRED

38. U. S. 50. Ohio. The request for an alternate for U. S. 50 between Chillicothe and Milford was deferred for further study.
39. U. S. 59. Kansas-Nebraska-Missouri. The request for an alternate for U. S. 59 was deferred for further study.
40. U. S. 83, 183 and 283. South Dakota-Nebraska-Kansas. Changes in U. S. 83, 183 and 283 were deferred for further study.

## REFUSED

41. Nebraska-Iowa-Illinois. The request for a new U. S. numbered route between Clarks, Nebraska, and Lamoille, Illinois, was refused.
42. Missouri-Nebraska-Illinois-Iowa. A request for a new route between Peoria, Illinois, and Granby, Colorado, was refused.
43. Texas-Oklahoma. The request for an extension of U. S. 181 from its present northern terminus to Waurika, Oklahoma, was refused.
44. Colorado-Wyoming-Montana. The request for the extension of U. S. 666 across these States was refused.
45. Nebraska-Colorado-South Dakota. The request for the extension of U. S. 285 was refused.
46. Missouri-Kansas-Colorado. The request for a new route between Carthage, Missouri and Pueblo, Colorado, was refused.
47. Illinois-Iowa-Missouri-Nebraska. The request for a new route between Peoria, Illinois, and Oxford, Nebraska, was refused.
48. Tennessee-Mississippi-Louisiana. The request for the extension of U. S. 63 to the Gulf Coast was refused below Memphis, Tennessee.



Executive Secretary