

## ADDENDA TO MINUTES OF THE EXECUTIVE COMMITTEE

Chicago, Illinois - May 12, 1941

Action of the Executive Committee on Requests  
for Additions and Changes in the U. S. Numbered  
System. To Be Effective January 1, 1942

Approved

1. U. S. 6. Pennsylvania. A slight change in U. S. 6 is approved as follows: Coudersport, Port Allegany, Smethport, Kane.
2. U. S. 6. Illinois. A slight change is made in U. S. 6 in Illinois by omitting the word "East" from before Moline.
3. U. S. 11. Pennsylvania. U. S. 11 is relocated to eliminate Harrisburg. The description will now read as follows: Northumberland, Lemoyne, Carlisle.
4. U. S. 15. Pennsylvania. U. S. 15 is relocated between Williamsport and Harrisburg to take the west side of the Susquehanna River instead of the east side as at present. This change in description will read as follows: Williamsport, Lewisburg, Sellingsgrove, Duncannon, Lemoyne, Gettysburg (the remainder of U. S. 15 is as at present indicated.)
5. U. S. 16. Michigan. An Alternate for U. S. 16 in Michigan is established as follows: Nunica, Spring Lake, Ferrysburg, to Muskegon.
6. U. S. 66. Arizona. A change is made in U. S. 66 by omitting the town of Adamana.
7. U. S. 71. Louisiana. U. S. 71 is extended from its present terminus at Port Allen across the Mississippi River into Baton Rouge.
8. U. S. 71-Alternate. Missouri. U. S. 71-Alternate in Missouri is established to read as follows: Beginning at Carthage, Neosho, to a junction with U. S. 71 one mile from Carthage.
9. U. S. 83 - Nebraska. U. S. 83 is changed so that it goes directly from Ansley to Elm Creek, omitting Mason City and Kearney.
10. U. S. 83. South Dakota-Nebraska-Kansas. (Formerly U. S. 183.)  
South Dakota: U. S. 83 south of Pierre reads as follows: Vivian, Draper, Murdo, White River, Mission, to the Nebraska State line south of Mission. Nebraska: Valentine, Thadford, Mullen, North Platte, McCook, to the Nebraska State line south of McCook. Kansas: Cedar Bluffs, Oberlin, Selden, Halford, Oakley. (The remainder of U. S. 83 in Kansas does not change.)
11. U. S. 84. New Mexico. U. S. 84 in New Mexico is changed to read as follows: Espanola, Abiquiu, Tierra Amarilla, Chama, to Chromo, Colorado.
12. U. S. 89. Arizona. A change is made in U. S. 89 by omitting Lees' Ferry.
13. U. S. 93-Alternate. Idaho. An alternate for U. S. 93 in Idaho is established as follows: Beginning at a junction with U. S. 93 in Challis, via Arco, Carey, to a junction with 93 again at Shoshone.
14. U. S. 183. South Dakota-Nebraska-Kansas. (Formerly U. S. 83.)  
South Dakota: Beginning at a junction with U. S. 83 (new) northwest of Vivian, Presho, Jordan, Winner, Colome, Wenela, to the South Dakota line south of Wenela. Nebraska: Springview, Bassett, Taylor, Ansley, Elm Creek, Holdrege, Alma. Kansas: Woodruff, Phillipsburg, Stockton, Hays, Rush Center, Kinsley, Coldwater, (then as formerly.)

15. U. S. 275. Iowa. A slight change is made in U. S. 275 by the omission of Council Bluffs.
16. U. S. 289. Nebraska-Kansas. Nebraska: Beginning at Lexington, Elmwood, Arapahoe. Kansas: Norton and then as previously described.
17. U. S. 285. Colorado-New Mexico. A change is made in U. S. 285 in Colorado and New Mexico to read as follows: New Mexico: Tres Piedras, Ojo Caliente, Espanola.
18. U. S. 301. Virginia-Maryland. The northern terminus of U. S. 301 at Petersburg, Virginia, is extended as follows: Virginia: Petersburg, Richmond, Bowling Green, Port Royal, to the Dahlgren-Morgantown Bridge. Maryland: Morgantown, La Platta, Waldorf, Upper Marlboro, Glenburnie, to Baltimore.
19. U. S. 322. Pennsylvania. A slight change in U. S. 322, omitting the town of Du Boise, is approved. The description will read as follows: Clearfield, Grampian, Luthersburg, Teynoldsville, Brookville.
20. U. S. 319. Georgia. U. S. 319 is extended from its present northern terminus at Thomasville over State Route 35 to Moultrie and State Route 33 to an intersection with U. S. 41 approximately five miles southeast of Cordele.
21. U. S. 383. Nebraska-Kansas. A new route to absorb part of present U. S. 83 is established as follows: Nebraska: Beginning at Elm Creek, Holdrege, Alma to the Kansas State line. Kansas: Almena, Norton, Selden, to Oakley.

## Deferred

22. U. S. 20. Idaho. The request for a change in U. S. 20 in Idaho from the designation assigned it in 1940, has been approved contingent upon new construction which has not yet been made. When this construction is completed the State will renew its request and it will be approved. The new designation will read as follows:
- "From the West entrance of Yellowstone National Park to Sugar City coincident with U. S. 191; thence from Sugar City to Sage Junction, on U. S. 91; thence to Terreton on State Route 28; thence to Arco; thence to Carey and Gannett over State Route 22 through Fairfield, connecting with U. S. 30 at Mountain Home."
23. U. S. 522. Maryland-West Virginia-Virginia. The request for the extension of U. S. 522 from its present southerly terminus at Hancock, Maryland, to a junction with U. S. 60 southwest of Gouchland, is deferred for further study.
24. Michigan. The request for the extension of U. S. 8 in Michigan was deferred for further study and information.
25. Illinois-Iowa-Nebraska. The request for a new U. S. number for State Route 92 in each one of these States was deferred for further study and consideration.
26. Nebraska. The request for a U. S. numbered route for State Route 2 and a relocation of U. S. 34 in Nebraska were deferred for further study by the Committee.

## Disallowed

27. Georgia. The request for a new U. S. numbered route in Georgia involving State Routes 50 and 38, was disallowed due to the fact that this route is virtually all in the State of Georgia and the combined routes do not run in a continuous direction, therefore it is in conflict with two of the rules of the Association in numbering roads.

28. Texas. The request for changes in the termination points of U. S. 283, 287, 96 and 79, were not approved due to the fact that these termination points have been established to extend these routes into some definite sizable terminal, and the shortening of the distance of these routes would not be of enough saving in these routes to offset the advantages to the travelling public in carrying these numbers to some definite sizable destination.
29. Nebraska-Colorado. U. S. 285. The request for an extension of U. S. 285 north from its present northerly terminus in Denver via Sterling and State Route 19 to Hot Springs, South Dakota, was disallowed due to the fact that this extension of U. S. 285 does not follow the rule of continuous directional movement, and furthermore the distance between Hot Springs, South Dakota, and Denver, Colorado, now numbered U. S. 85, is much shorter than this proposed circuitous route between these points. Further, the Committee requests that the States involved consider the matter of one continuous State number in these States covered by this request, except where there are already U. S. numbered routes.

*W. C. Markham*

Executive Secretary

(Minutes of Executive Committee, Washington, D. C.,  
August 27, 1941, on Page 79.)

MINUTES OF THE EXECUTIVE COMMITTEE

Detroit, Michigan. September 28, 1941

1. The meeting was called to order by President J. S. Williamson. The following members of the Committee responded to the roll call: C. W. Brown, H. F. Cabell, T. H. Cutler, F. E. Everett, T. H. MacDonald and F. R. White. Treasurer G. H. Henderson and Executive Secretary W. C. Markham were also present.
2. The annual financial statement of the Treasurer was read by Mr. Henderson. On motion the report was accepted and Mr. Henderson was requested to present the same to the Convention on Thursday, October 2.
3. The Executive Secretary presented the financial statement of the General Offices, and on motion he was requested to send copies to all Departments of the Association.
4. After some discussion of probable Congressional legislation concerning highways, the President appointed the following members of the Committee to consult with the Committee on Resolutions at the Convention, concerning needed Federal legislation, Messrs. Brown, Cutler and White.
5. The subject of amendments to the Constitution to enable an enlarged committee recognition by making the Vice Presidents members of the Executive Committee and also providing a Vice President at Large, received much consideration. Upon motion it was agreed to present such plans to the Convention for letter ballot. President Williamson appointed the following members of the Committee to prepare such proposals: Messrs. Cabell, MacDonald and Everett.

- 11. Upon motion, the President was requested to confer with the proper Congressional officials, when it seems expedient, concerning future Federal-aid legislation for highways, and the Executive Committee will be guided by their judgment as to when this legislation should be presented to the Congress.
- 12. A. W. Brandt, New York, filed his resignation as a Member of the Executive Committee, due to added responsibilities since he has become Superintendent of Public Works for the State of New York. Upon motion, the resignation of Mr. Brandt was accepted with regrets and appreciation on the part of the Committee, in behalf of the Association, for his long years of excellent service.
- 13. It was moved and carried that T. C. Frame, Chief Highway Engineer of Pennsylvania, be elected a member of the Executive Committee to succeed A. W. Brandt. This term of office expires in 1945.
- 14. It was moved and carried that H. C. Schermerhorn, Commissioner of Highways of New York, be elected Vice President of the First District, to succeed T. C. Frame, resigned.
- 15. The Sub-Committee on United States Numbered Roads presented the following report concerning additions and changes in the United States Numbered System, which was unanimously approved:

Approved

- 16. Kansas-Nebraska-Missouri. The request for U. S. 59-Alternate, or the extension of U. S. 159, in Kansas, Nebraska and Missouri, from Horton, Kansas, via Falls City, Nebraska, and Rulo, Missouri, to an intersection with U. S. 59 at Draig, Missouri, was approved subject to the time when the State Highway Departments have reached an agreement as to which they wish and have so notified this office in writing.
- 17. Texas. The former routing of U. S. 90 between Houston and Columbus, which was removed from the U. S. Numbered System when the new route from Houston to Columbus via Sealy was designated as U. S. 90 in 1939, has been returned to the U. S. Numbered System as U. S. 90-Alternate.

Deferred

- 18. Alabama-Georgia. The request for the extension of U. S. 82 southeastward from Tuscaloosa, Alabama, to Waycross, Georgia, via Montgomery, Alabama, was approved subject to the completion of the improvement of this route to at least a dustless surface. This is to be approved when the entire distance between these points has been improved to the satisfaction of the Committee.
- 19. Tennessee. The request for the extension of U. S. 241 north from Murfreesboro to Westmoreland, forming a junction with U. S. 31-E, will be approved when the improvement of this road is dustless in character and notification is so given to the Committee by the Highway Department of Tennessee.

Disapproved

- 20. Florida. The request from the State Highway Department of Florida for a new U. S. numbered route from a point north of Jacksonville to Tampa, was refused on the ground that it is a route entirely within the State and therefore contrary to the rules governing the action of the Committee. The suggestion is made that the State of Florida should give this entire route the same State number.

- 21. Tennessee. The request for the extension of U. S. 58 from Cumberland Gap, Virginia, to Chattanooga, Tennessee, was refused on the ground that the general description of U. S. 58 is east and west and this route would make almost a southerly routing; and besides it would be between U. S. 11 and U. S. 27, which already supply the needs for interstate travel in that area.
- 22. Missouri. The request for an extension of U. S. 275 from its southern terminus at St. Joseph via Kansas City to Springfield, was refused on the ground that the major portion of this extension would coincide with U. S. 71. It is suggested that if the State desires the same numbered route between Springfield and Kansas City, that it be given a continuous State number, which it now does not have.
- 23. Missouri. The request for an Alternate for U. S. 66 at Springfield was refused on the ground that it would not expedite or assist interstate travel at that point.
- 24. Oklahoma. The request for a U. S. 70-N between Artmore and Oklahmion was rejected on the ground that the rules prohibit any more lettered routes; and besides this routing is longer than U. S. 70. This request has been refused twice previous to this time.
- 25. Colorado. A proposition submitted by Colorado to give a number over what is known as the Canada-Mexico Highway was rejected. With the exception of parts of this route in Colorado the entire proposed routing is already in use by various U. S. numbered routes. No other State Highway Department has made the request and it does not seem to be necessary for interstate travel to give this proposed route a new U. S. number.
- 26. Nebraska. The request for a U. S. numbered route over the present State Route No. 2 in Nebraska, was rejected on the same ground as given previously - that this area seems to be taken care of due to the fact that there is a continuous route across Nebraska and Iowa (Previously agreed to) using "State No. 2."
- ~~27. Executive Secretary Markham presented to the Committee, in bound form, a list of 13 tables which he prepared on request of the Committee, in anticipation of legislation in the Congress concerning the need for future Federal Aid road authorizations. The Secretary stated that copies of these tables would be advanced to each State Highway Department as well as appear in the Annual Report of the General Offices, to be presented to the next Annual Meeting of the Association.~~
- ~~28. President Kennedy announced the appointment of J. S. Williamson to serve on the Sub-committee on Legislation and Administrative Policy, in the place of A. W. Brandt, resigned.~~
- ~~29. As a matter of record, President Kennedy accepted the invitation of the Federal Board of Investigation and Research to present a statement concerning the attitude of the Association with reference to financing highways and the proper distribution of such monies appropriated for that purpose.~~
- ~~30. It was moved and carried that the President be authorized to appoint a committee to prepare a program for the Annual Meeting.~~
- ~~31. At a previous meeting of the Committee, the President was authorized to appoint a committee of the Association to cooperate with other organizations in the problems of a Manual on Uniform Traffic Control Devices for Streets and Highways, and record is made here of the membership of the Committee representing this Association: H. E. Hilts, Public Roads; Chairman; John Beakey, Oregon; E. G. Copell, Massachusetts; H. E. Neal, Ohio; W. F. Roschwald, Minnesota; W. S. Smith, South Carolina; and A. H. Vey, New Jersey.~~

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