

MINUTES OF EXECUTIVE COMMITTEE

Washington, D. C.

January 19, 1935

1. At the call of President Brandt, a meeting of the Executive Committee was held at Washington, D. C. on January 19, 1935, for the purpose of considering Federal legislation affecting the State Highway Departments. The following members of the Committee were present: T. H. Cutler, Samuel Eckels, Thos. H. MacDonald, H. G. Shirley, C. E. Treadway, and O. S. Warden.
2. Congressmen Cartwright of Oklahoma, Nichols of Oklahoma, Guyer of Kansas, and Senator Truman of Missouri, accompanied by delegations from several towns in these States, appeared before the Committee in behalf of a rearrangement of U. S. 59, 69 and 73. Following their presentation, the Committee discussed Federal Aid legislation and decided to support the Cartwright bill, H. R. 4301. President Brandt had, in the meantime, submitted a questionnaire to the States concerning what projects they could undertake within a year. The Executive Secretary had tabulated these reports and President Brandt was requested to present copies of these reports to every member of Congress.
3. On motion, Chas. D. Vail, State Highway Engineer of Colorado, was elected Vice-President of the Fourth District to fill the vacancy caused by the resignation of G. D. Macy, State Highway Engineer of New Mexico.
4. On motion, certain requested changes by the Highway Departments affecting U. S. 87, and 89 were approved, and the same are shown in the revised descriptions to be published under the date of February 1, 1935.
5. On motion, it was decided to offer to the State Highway Departments of Kentucky and Indiana a plan of making an "Alternate" for U. S. 31 over the Municipal Bridge into Louisville, and the regular number over the bridge at New Albany, Indiana. (This proposition was submitted to these States but Kentucky refused to agree to the plan. U. S. 31-E and 31-W therefore will remain as heretofore and the proposed new U. S. 37 and U. S. 143, which were to absorb U. S. 31-E, were abandoned.)
6. Upon motion, U. S. 59 and 69 were established, absorbing U. S. 73-E and 73-W, as shown in the permanent report as of February 1, 1935. U. S. 73 was established from Kansas City, Missouri, to Sioux City, Iowa, as shown in the permanent report.
7. Upon motion, U. S. 50 from Pike, West Virginia, via Marietta, Ohio, to Athens, Ohio, was designated as U. S. 50 - "Alternate", and U. S. 50 from Pike, West Virginia, via Parkersburg, West Virginia, to Athens, Ohio, was designated the regular number.
8. Upon motion, a new route was established - number 302 - from Portland, Maine, to Montpelier, Vermont. Details of this route are shown in the published report of March 1, 1935.
9. Upon motion, U. S. 231 in Florida was extended to Panama City, as shown in the report published as of February 1, 1935.
10. Upon motion, a request for a new U. S. route from Astabula, Ohio, to Gauley Bridge, West Virginia, was refused on the ground that it was not a route of interstate importance.
11. Upon motion, the request of the State Highway Department of Ohio, that U. S. 21 between Williamstown, West Virginia, and

Parkersburg, West Virginia, be transferred to the Ohio side of the Ohio River, was refused.

12. In view of the fact that additions and revisions of the U. S. numbered routes approved by the Executive Committee on June 22, 1934, and subsequently, are so numerous, on motion the printed report of the U. S. Numbered System as of March 1, 1935, was made the official record of these proceedings.

13. Upon motion, it was determined that whenever "Tentative Specifications" of the Association have been in use by the State Highway Departments for three years, the word "Tentative" shall be dropped - being designated "Specifications" thereafter.

14. Upon motion, it was decided to request the Department of the Interior to carry U. S. numbers on routes through National Parks where said numbers are carried up to the Parks.

Upon motion the Committee adjourned.

W. M. Mahan
Executive Secretary

ADDENDA TO MINUTES OF EXECUTIVE COMMITTEE

November 11, 1934 - Santa Fe, New Mexico

9. Adoption of Proposed Revised Specifications for Manual on Uniform Traffic Control Devices for Streets and Highways. Approved by Executive Committee for letter ballot, sent to the States for vote August 20, 1934, and received final approval October 1, 1934.

Voting YES - 32

Alabama
Arizona
Arkansas
California
Colorado
Delaware
Florida
Illinois
Iowa
Kansas
Maine

Michigan
Minnesota
Missouri
Montana
Nebraska
Nevada
New Hampshire
New Mexico
North Dakota
Ohio

Oklahoma
Oregon
Rhode Island
South Carolina
South Dakota
Tennessee
Utah
Washington
Wisconsin
Wyoming
Bureau of Public Roads

Voting NO - 3

Connecticut

Maryland

Pennsylvania

* With reservations

W. M. Mahan
Executive Secretary

**UNITED STATES
NUMBERED HIGHWAYS**

SELECTED BY
**AMERICAN ASSOCIATION
OF
STATE HIGHWAY OFFICIALS**



APPROVED BY
**UNITED STATES
DEPARTMENT OF AGRICULTURE**

(REVISED TO MARCH 1, 1937)

Single Copies 15c

ADDRESS
**AMERICAN ASSOCIATION OF STATE
HIGHWAY OFFICIALS**

1220 National Press Building
Washington, D. C.

MINUTES OF THE EXECUTIVE COMMITTEE

Washington, D. C.

June 17, 1935

1. The meeting was called to order by President A. W. Brandt. The following members of the Executive Committee were present: T. H. Cutler, F. E. Everett, Gibb Gilchrist, Robert Kingery, T. H. MacDonald, H. C. Shirley, C. E. Treadway, and F. R. White. Treasurer W. W. Mack was also present.
2. On motion it was voted that these Minutes should record the fact that Samuel Bokels had resigned from the Executive Committee due to retirement from the State Highway Department of Pennsylvania, and W. V. Buck had resigned as a member of the Executive Committee since he no longer represented a State Highway Department.- while he is connected with the Bureau of Public Roads it is the policy of the Association to have but one representative of the Bureau of Public Roads on the Executive Committee. On motion the Minutes were also to record the fact that by letter ballot the Executive Committee filled the vacancy due to the resignation of Mr. Bokels by the election of F. E. Everett of New Hampshire for the unexpired term ending 1936; and Robert Kingery of Illinois was elected to fill the vacancy caused by the resignation of Mr. Buck for the term ending 1938.
3. On motion the letter ballots taken on amendments to the "Materials" book are recorded as follows: On the twenty-one changes submitted July 28, 1934, considering each item separately, they ranged from a minimum of 27 in favor of the change to a maximum of 33; and the eighty-seven changes submitted March 29, 1935, ranged from a minimum of 32 to a maximum of 42 in favor of the changes. Detailed information on this subject can be found in the files of the General Offices.
4. The Treasurer made his semi-annual report on the finances of the Association, which showed that all States but six had paid their annual dues (detailed financial statement of the Treasurer will be given at the Annual Meeting of the Association.)
5. The Executive Secretary presented his financial report covering the same period and a detailed statement of his report for the full year will be presented at the Annual Meeting of the Association.
6. On motion the President of the Association was authorized to appoint a Committee on Program for the next Convention.
7. On motion the President was authorized to appoint to membership and fill vacancies on all Standing Committees of the Association, preparatory for the next Convention.
8. It was moved and carried that the Executive Committee secure a copyright for the U. S. Shield as a marker for directional travel on highways.
9. By unanimous vote of the Committee, Miami, Florida, was chosen as the next place of meeting of the Association - to be held on December 9-10-11-12, 1935.
10. On motion the State Highway Department of North Carolina was requested to erect signs on U. S. 15 through that State as agreed to last year; the State of Pennsylvania having also agreed to erect signs showing this number from Harrisburg north through Clarke's Ferry, Northumberland, Muncy, Williamsport, Front Run, Canoe Camp, Mansfield, Lawrenceville; and likewise the State Highway Department of New York has agreed to erect signs for U.S. 15 traversing State Route 2 to Springwater north of Wayland, and then via Lima and Route 2-A to Rochester.

11. It was moved and unanimously approved that, following the consideration of requests concerning U. S. Numbered roads now before the Committee, it is the policy of this Committee not to approve the establishment of any additional U. S. Numbered routes.
12. It was moved and carried that the President of the Association appoint a Special Committee, of whom the Executive Secretary shall be a member, which shall investigate the practicability of simplifying, consolidating, and dignifying the U. S. Numbered System; which would include a possible reduction in the mileage of U. S. numbered roads. The President appointed the following members of that Committee: Robert Kingery, Illinois, Chairman; F. R. White, Iowa; F. E. Everett, New Hampshire; and Gibb Gilchrist, Texas. This Committee is to report to a full meeting of the Executive Committee whenever they have arrived at a definite conclusion after an investigation of the entire subject.

U. S. NUMBERED SYSTEM

13. Consideration was given to requests concerning changes, additions and additional routes with the following decisions:

Approved:

14. U. S. 6, Pennsylvania. Changed in western Pennsylvania to read as follows: Union City, Mill Village, Cambridge Springs, Meadville, Conneaut Lake, Linesville, Pennline.
15. U. S. 6-N, Pennsylvania. Changed to read as follows: Beginning at a junction with U. S. 19 west of Mill Village, via Edinboro, Albion, to a junction with U. S. 20 at West Springfield.
16. U. S. 209, Pennsylvania. Changed to begin at Millersburg instead of Clarks Ferry.
17. U. S. 46, New Jersey, Pennsylvania. Beginning at the George Washington Bridge, via State Route 6 in New Jersey as follows: Fort Lee, Patterson, Pine Brook, Parsippany, Denville, Dover, Netcong, Hackettstown, Great Meadows, Buttzville, Bridgeville, Ramseysburg, Delaware. Pennsylvania: Beginning at the bridge opposite Delaware, New Jersey, to a junction with U. S. 611 at Portland.
18. U. S. 112, Michigan. U. S. 112, which when approved some years since was to ultimately connect with U. S. 12 en route to Chicago but was temporarily detoured from White Pigeon, Michigan, to Elkhart, Indiana, is now completed since road construction warrants the same. The full description of U. S. 112 is now as follows: Michigan: Beginning at Detroit, Ypsilanti, Clinton, Somerset, Jonesville, Coldwater, Sturgis, White Pigeon, Niles, to a connection with U. S. 12 at New Buffalo.
19. U. S. 66, Illinois, Missouri. U. S. 66 in Illinois west of Edwardsville is described as follows: Edwardsville, Mitchell, to a bridge over the Mississippi River west of Mitchell. Missouri: Is changed to read: Beginning at the Mississippi River opposite Mitchell, via State Route 77, to Pattonville, then coincide with U. S. 61 to a point south of Kirkwood or an "Alternate" from a point west of the Mississippi River to a junction with State Route 99 through St. Louis to Watson Road, then via Watson Road as heretofore.
20. U. S. 45, Illinois, Wisconsin. An error in the description of U. S. 45 was corrected so that U. S. 45 north of Chicago to Oshkosh will read as follows: Illinois: Des Plaines, Halfday, Milbourn. Wisconsin: Bristol, Union Grove, Durham, Germantown, West Bend, Kewaskum, Eden, Fond du Lac, Oshkosh.
21. U. S. 65, Louisiana. Approval was given to the extension of U. S. 65 in conjunction with U. S. 61 into New Orleans.

22. U. S. 69, Minnesota, Iowa. For the record of the Association the complete description of U. S. 69 north of Des Moines, Iowa, is as follows: Minnesota: Beginning at Albert Lea, to the Iowa State line north of Forest City. Iowa: Forest City, Garner, Blairsburg, Ames, Des Moines.
23. U. S. 34, Iowa, Nebraska. U. S. 34 is extended from Glenwood, Iowa, via Plattsmouth. Nebraska: Union, Lincoln, York, to Grand Island. This eliminates Council Bluffs, Iowa, from this route.
24. U. S. 169, Kansas, Oklahoma. The extension of U. S. 169 from Kansas City, Missouri, over State Route 16 in Kansas and State Route 16 in Oklahoma, terminating at Tulsa, Oklahoma. It is the understanding that as soon as Kansas completes a direct route in that State between the towns of Garnett and Erie that U. S. 59 will be transferred to this direct route between these two points instead of following the route now indicated, which will then be a part only of U. S. 169.
25. U. S. 159, Kansas. A route to be designated as U. S. 159 to absorb a short part of old U. S. 73-W between a point north of Nortonville to Horton. This provides for an error that was made in the adjustment of 73-E and 73-W last year.
26. U. S. 260, Arizona, New Mexico. U. S. 260 is extended from Springerville, Arizona, via Alpine. New Mexico: Luna, San Francisco, Glenwood, Cliff, Silver City, Marley, to Deming.
27. U. S. 70, New Mexico, Arizona. U. S. 70 in New Mexico and Arizona is changed to read as follows: New Mexico: Clovis, Portals, Roswell, Hondo, Mesquero, Tularosa, Alamogordo, Las Cruces, Deming, Lordsburg. Arizona: Duncan, Safford, Globe, Superior, Mesa, Phoenix, Wickenburg.
28. U. S. 380, New Mexico. U. S. 380 in New Mexico was changed to read as follows: Tatum, Roswell, Hondo, Carrizozo, to San Antonio.
29. U. S. 66, California. U. S. 66 was extended from Los Angeles to Santa Monica.

Partially Approved:

30. U. S. 87, Colorado. The request of the State Highway Department of Colorado for a realignment of U. S. 87 to absorb U. S. 285 instead of its present location coordinated with U. S. 85, was refused on the ground that U. S. 87 was already established, signs up in the various States and the change would require additional changes in other States. It was agreed, however, if the Colorado and Wyoming Highway Departments desired that U. S. 87 should be located between Cheyenne and Denver via Fort Collins instead of via Greeley, such change will be authorized.
31. Disallowed:
- New Route, Alabama. The request for a new U. S. route from Clanton, Alabama, through Selma to Thomasville, was not approved. The general territory in that part of the State is believed to be sufficiently covered by U. S. routes.
32. U. S. 25, Georgia. The request for the extension of U. S. 25 from Statesboro to Waycross, Georgia, was not approved due to the fact that the Committee feels the extension of U. S. 25 from Statesboro south should occupy the territory between U. S. 1 and U. S. 17 to ultimately contact U. S. 1 at Folkston instead of being diverted to Waycross from this proper development.
33. New Route, Pennsylvania, New Jersey. The request for a new U. S. numbered route from Harrisburg, Pennsylvania, via State Route 5 and U. S. 122 to Chester, and then from Bridgeport, New Jersey (opposite Chester) to Atlantic City, was disapproved as there is yet no State Route from Bridgeport to Atlantic City, and a direct U. S. numbered route from Harrisburg to a ferry at Wilmington,

Delaware, could be secured by the extension of U. S. 230, which makes a connection with U. S. 40 to Atlantic City.

34. New Route, Michigan, Indiana, Ohio, West Virginia, Virginia. A proposed new route from St. Joseph, Michigan, to Richmond, Virginia, was approved by some of the State Highway Departments involved. It was not approved by the Committee however, because they felt that there was no general demand for another route in this territory, and it was not requested by all of the State Highway Departments involved.
35. U. S. 131, Michigan, Indiana. The extension of U. S. 131 to Marion, Indiana, from its present southern terminus at White Pigeon, Michigan, was not approved.
36. New Routes, Kansas. The request for new U. S. routes over State Route 11, State Route 14, State Route 8, State Route 1 and State Route 23; and extensions over U. S. Route 166 and U. S. Route 270, were all refused on the ground that the State already has a large system of U. S. numbered roads, considerable mileage of which is not yet surfaced to the standard that should exist to take care of interstate travel.
37. New Route, South Dakota, Nebraska, Colorado. A proposed new route from Hot Springs, South Dakota, to Sterling, Colorado, while it had the approval of the Highway Departments involved, the Committee felt that they should not add another U. S. numbered route in territory that is at present not able to properly surface the roads already numbered.
38. New Route, Colorado. The request for a new U. S. numbered route from McCook, Nebraska, to Granby, Colorado, which would include part of present U. S. 6, was not approved for it was decided not to make any change in U. S. 6.
39. U. S. 93, Arizona. The request for an extension of U. S. 93 to Kingman, Arizona, was refused because the route requested is already a part of U. S. 466 from Kingman, Arizona, to Morro, California.
40. U. S. 6, Colorado, Nevada, California. The request for changes or additions to U. S. 6 in these States was not approved. The Departments did not complete any proposed new route for the extension of this service and did not agree in the plans outlined.

Adjournment.


Executive Secretary

ADDENDA TO MINUTES OF EXECUTIVE COMMITTEE

June 17, 1935 - Washington, D. C.

41. U. S. 93, Arizona. Paragraph 39 should be changed to read as follows: The request for an extension of U. S. 93 to Kingman, Arizona, was approved - it being the understanding that this route would be developed southeastward at the earliest opportunity.


Executive Secretary

MINUTES OF EXECUTIVE COMMITTEE

Miami, Florida

December 8, 1935

1. The meeting was called to order by President Brandt. Members answering to roll call were: T. H. Cutler, F. E. Everett, Gibb Gilchrist, Robert Kingery, T. H. MacDonald, C. H. Purcell, H. G. Shirley, C. B. Treadway and F. R. White. Treasurer W. W. Mack was also present.
2. Treasurer Mack read his annual financial report. It was unanimously approved and ordered to be presented to the Association at the annual business session on December 12.
3. The detailed financial report of the Executive Secretary was read, approved and copies were ordered to be sent to each State Highway Department and other members of the Association.
4. The Executive Secretary reported the publication of 10,000 copies of the Sign Manual, in cooperation with the Bureau of Public Roads, the Department of Commerce, the American Automobile Association, and several other organizations.
5. Upon motion the Secretary was authorized to publish additional copies of the Sign Manual if the demand for an increased publication is manifested.
6. A letter received from the Associated General Contractors concerning a proposed special study concerning wages, hours, safety, etc. was, upon motion, referred to the Committee on Construction of the Association for their determination.
7. Upon motion the proposal made last year to the States of Kansas and Colorado for the elimination of U. S. 40-N and U. S. 40-S by the extension of U. S. 24 was approved, as follows:
 8. U. S. 24. That U. S. 24 be routed through Kansas from Kansas City, Missouri, west over U. S. 40 to the junction of State Route 10 north of Lawrence, thence on west over State Route 10 to a connection with U. S. 40 north of Topeka, thence on west over U. S. 40 to Manhattan to the junction of U. S. 40-N, thence on west through Kansas, following present U. S. 40-N to the Kansas-Colorado line west of Kanorado, to be extended on west over U. S. 40-N in Colorado to Limon, thence over U. S. 40-S through Colorado Springs to Grand Junction, Colorado.
 9. U. S. 40. That U. S. 40 be routed from Kansas City, Missouri, west through Kansas over State Route 10 to Lawrence, and from Lawrence to Topeka over its present location and from Topeka to Manhattan over its present location, and from Manhattan west to the Kansas-Colorado line west of Weskan over present U. S. 40-S; to be extended on west over present U. S. 40-S in Colorado to Limon, where it would continue over its present routing on in to Denver and on west to the coast.
10. The routing of U. S. 40 from Topeka to Junction City, is to be a temporary routing until such time as a direct route from Topeka to Junction City on the south side of the Kansas River may be completed, at which time the route would be changed to follow the direct route on the south side of the river between these two points.

Adjournment.


Executive Secretary