

MINUTES OF EXECUTIVE COMMITTEE

Washington, D. C.

April 25, 1933

1. The Executive Committee held its usual mid-year meeting in Washington, D. C. on April 25, 1933. President C. E. Moorefield, presided with the following members of the Committee present; G. C. Dillman, Michigan; Frederic E. Everett, New Hampshire; Gibb Gilchrist, Texas; Thomas H. MacDonald, Washington, D. C; John A. Macdonald, Connecticut; C. H. Purcell, California; Z. E. Severson, Wyoming and H. G. Shirley, Virginia.
2. Representatives of several State Highway Departments, in addition to those represented on the Committee, were present and gave valuable assistance in formulating the plan of action of the Committee concerning Federal legislation then before a special session of the Congress. Several hours were consumed in a very careful and full discussion.
3. This resulted in a motion, which was unanimously approved, authorizing the President to appoint a special Committee to prepare a proposed Federal Highway program, outlining the same in a bill to be presented to the proper Federal authorities. This Committee was authorized to represent the Association on all matters pertaining to this question and any expenses incurred by this committee for this purpose was to be assumed by the Association.
4. President Moorefield appointed the following persons to constitute this special legislative committee; H. G. Shirley, Virginia; Z. E. Severson, Wyoming, and A. W. Brandt, New York.
5. It was moved and carried that A. W. Brandt of New York be elected a member of the Executive Committee to succeed C. M. Babcock, of Minnesota, resigned, whose term expires in 1934.
6. It was moved and carried that O. S. Warden of Montana be elected a member of the Executive Committee to succeed L. H. Wentz, of Oklahoma, resigned whose term expires in 1936.
7. The Executive Committee considered requests for U. S. Numbered Routes received to date and tabulation of the final action on these matters are to be found in the addenda.
8. On motion the time and place for holding the next annual meeting of the Association was postponed to be concluded by Committee correspondence. (Milwaukee, Wisconsin, October 9, 10, and 11, 1933 was chosen by letter ballot).

Adjournment.



Executive Secretary.

ADDENDA TO MINUTES OF EXECUTIVE COMMITTEE

April 25, 1933 - Washington, D. C.

9. U. S. 14, Illinois, Wisconsin, Minnesota. U. S. 14, now terminating at Winona, Minnesota, is extended to Chicago, Illinois, and the extension is described as follows; Illinois, beginning at Chicago, on State Route 63, via Dundee, Algonquin, to an intersection with U. S. 12, east of Crystal Lake, Woodstock, Harvard to the Illinois-Wisconsin State Line, north of Big Foot. Wisconsin, beginning at a point on the State line between Illinois and Wisconsin

north of Big Foot, via Walworth, Delavan, Janesville, Evansville, Oregon, Madison, Green Spring, Richland Center, Beadstown, Viroqua, Westby, LaCrosse to the Wisconsin-Minnesota State Line, west of La Crosse. Minnesota, beginning at the Wisconsin State Line, west of La Crosse, via La Crescent to the present eastern terminus of U. S. 14 at Winona.

10. U. S. 116, Wyoming. U. S. 116 is extended in Wyoming so that the complete description is as follows; Beginning at Ucross via Sheridan, Ranchester, Dayton, Lovell, Deaver to Cody, discontinuing U. S. 420.
11. U. S. 6 N, New York. U. S. 6 N in New York between Port Jervis and Kingston is discontinued.
12. U. S. 322 Pennsylvania. U. S. 322 in Pennsylvania is revised so that the description is as follows; Pennsylvania, beginning at Lewistown via State College, Port Matilda, Philipsburg, Clearfield, Du Bois, Brookeville, Clarion, Franklin, Meadville, Jamestown, Simons.
13. U. S. 216, South Dakota, Wyoming. U. S. 216, now terminating at New Castle, Wyoming, is changed so that the entire route reads as follows; South Dakota, beginning at Rapid City, Hermosa, Custer, to the South Dakota-Wyoming State Line, east of New Castle. Wyoming, beginning at the South Dakota-Wyoming State Line, east of New Castle, via New Castle, Upton to Moorcroft.
14. U. S. 20 N and S Ohio. A request for a change in U. S. 20 N and U. S. 20 S permitting U. S. 20 N to pass through Toledo is approved as follows; U. S. 20 N from the west via Central Avenue to Cherry Street, thence via State Route 102 to a junction with U. S. 20 at Busy Corners, south of Elmore, U. S. 20 between Maumee and Busy Corners is changed to U. S. 20 S.
15. U. S. 60, Virginia. U. S. 60 in Virginia was changed to read as follows; Beginning at Virginia Beach via Cape Henry, Ocean View, Fortress Monroe, Hampton, Newport News, Lee Hall, Richmond, Powhatan, Cumberland, Sprouses, Amherst, Buena Vista, Lexington, Covington.
16. U. S. 360, Virginia. U. S. 360, Virginia, beginning at Reedville via Warsaw, Tappahannock, Richmond, Burkeville, Keysville, Halifax to Danville (this route absorbs present U. S. 60 between Richmond and Burkeville and U. S. 501 between Burkeville and Halifax).
17. U. S. 460, Virginia. U. S. 460, Virginia, beginning at Lynnhaven on U. S. 60, via Norfolk, Portsmouth, Suffolk, Haverly, Petersburg, Blackstone, Burkeville, Farmville, Appamattox, Lynchburg, Bedford to Roanoke. This route absorbs that part of present U. S. 60 between Burkeville and Lynchburg.
18. U. S. 501, Virginia. U. S. 501, Virginia, is changed to read as follows; South Boston, Halifax, Brookneal, Lynchburg, to Buena Vista (this route absorbs that part of present U. S. 60 between Lynchburg and Buena Vista).
19. U. S. 58, Virginia. U. S. 58, Virginia, now terminating at Hilleville, is extended westward to read as follows; via Galax, Independence, Damascus, Abingdon, Bristol, Gate City, Jonesville to Cumberland Gap (This absorbs that part of present U. S. 421 between Bristol and Cumberland Gap).
20. U. S. 340, Virginia. Omit the town of Hillwood.
21. U. S. 29, Virginia, District of Columbia, Maryland. U. S. 29, Virginia, U. S. 29 now begins at Culpepper, Virginia, is extended north and east temporarily over U. S. 15 to Warrenton, then over U. S. 211 to Fairfax, to the District of Columbia line, opposite the Francis Scott Key Bridge. District of Columbia, U. S. 29 is extended through the District of Columbia to Silver Springs, Maryland. Maryland, from Silver Springs via State Route

- 27 to Ellicott City and Baltimore. It is understood that this is a temporary extension, as a new route is now being constructed by the State of Virginia that will make a direct route from Culpepper to Manassas on to the District of Columbia Line to connect ultimately with a by-pass around Washington, permitting also a further development for by-passing around Baltimore and probably Philadelphia and New York City.
22. U. S. 25, Michigan. U. S. 25 in Michigan at present terminates at Port Huron, this route is extended northward following the shore of Lake Huron to Port Austin, as its northern terminus.
23. U. S. 319, Florida. Beginning at Tallahassee via Wakulla, Carrabelle to Apalachicola.
24. U. S. 98, Florida. Beginning at Apalachicola via Panama City, Camp Walton to Pensacola.
25. U. S. 73, Oklahoma. U. S. 73 is extended from its present southern terminus at Atoka to the State line south of Durant.
26. U. S. 224, Pennsylvania, Ohio, Indiana. Beginning at New Castle, Pennsylvania, on State Route 17 to the Pennsylvania-Ohio State Line, west of Hillsville. Ohio, beginning at the Pennsylvania-Ohio State Line, west of Hillsville, via Canfield, Akron, Wadsworth, Lodi, Willard, Tiffin, Findlay, Ottawa, Ottoville, Van Wert, Middlebury to the Ohio-Indiana State Line, west of Middlebury. Indiana, beginning at the Ohio-Indiana State Line, west of Middlebury, via Decatur to Huntington where it intersects U. S. 24.
27. U. S. 466, California. Beginning at an intersection with U. S. 66, at Barstow, via Mojave, Tehachapi, Bakersfield, Famosa, Wasco, Atascadero to Merro.
28. A petition from the State of Oklahoma for an extension southward of U. S. 73 was deferred for further consideration due to the fact that the route requested would traverse part of present U. S. 75 and there is no application from Texas and extension cannot be made without a development in that State.
29. Oklahoma's request for a new U. S. Numbered route between Eureka Springs, Arkansas, and a point on U. S. 60, between Canadian and Pampa, Texas, presented by the State Highway Department of Oklahoma was deferred due to the fact that there was no request from Texas and much of the request from Oklahoma covers unimproved earth construction. The request for this reason was postponed for future action.
30. A request from the States of Arkansas and Missouri, for a U. S. Numbered route between Monett, Missouri, and Rogers, Arkansas, was deferred due to the fact that this is a very short distance, also, owing to the possible development of this route northward through Missouri, which may add to the importance of a numbered route, final determination was deferred.
31. A request from the State Highway Department of Oklahoma for a new route beginning at the Texas Border on U. S. 271, south of Hugo, via Ada, Oklahoma City, Watonga to the Kansas State Line, on U. S. 283, south of Englewood, Kansas, was disallowed because considerably more than half of this entire route is already covered by U. S. 270, and other parts are covered by U. S. 271, U. S. 75 and U. S. 283.
32. A request from the State Highway Department of Missouri, requesting alternate routes for U. S. 40 and U. S. 67, to by-pass St. Louis, but using a privately owned toll bridge, was disallowed for the reason that privately owned toll bridges are not being recognized with U. S. Numbered routes.

MINUTES OF THE EXECUTIVE COMMITTEE

Milwaukee, Wisconsin

October 9, 1933

1. President Moorefield presided, all members were present, also Treasurer W. W. Mack.
2. The Treasurer's Annual Financial Report was read, approved, and he was requested to present the same to the business session of the Association.
3. The Executive Secretary's Annual Financial Statement was approved and copies were ordered to be sent to each State Highway Department.
4. On motion the Secretary was requested to make a reprint of the "Materials" Book and the "Bridge" Book, as the edition in each case is virtually exhausted. These books are to be published as soon as the Committees involved submit any proposed modifications or additions to the text.
5. On motion the Committee on Standards was requested to ask the cooperation of the Bureau of Public Roads in the preparation of typical standards of various kinds of road construction, which will then be published by the Association.
6. On motion the Executive Secretary was requested to confer with the Chief of the Bureau of Public Roads for the purpose of devising a plan of preparing information on the status of road improvements of the entire country and adopt a method of disseminating such information.
7. On motion the Executive Secretary was requested to make a survey and prepare a report for the mid-year meeting of the Executive Committee, covering the advisability of making changes in the U. S. Numbered System which will shorten distances between principal points and consolidate numbers already in existence.
8. The incompleated action of the Executive Committee last April covering the designation of U. S. 466, was concluded by beginning the route at Kingman, Arizona. The full description of this route is as follows:  
  
ARIZONA - NEVADA - CALIFORNIA. U. S. No. 466. ARIZONA, beginning at Kingman, via State route 69 to Boulder Dam. NEVADA, beginning at Boulder Dam via State route 26 West to a junction with State route 5, to a junction with U. S. route 91 at Las Vegas, then via U. S. 91 to the California State line. CALIFORNIA, from the California State line on U. S. 91, thence over U. S. 91 to Barstow, thence via Mojave, Tehachani, Bakersfield, Famosa, Wasco, Atascadero to Morro.
9. An error in the establishment of U. S. 91 in Montana was ordered corrected by designating the same to continue to the Canadian border at Sweet Grass.
10. On motion President Moorefield was designated to represent the Association with the Highway Research Board in making a study and preparing a report on the valuation of road improvements, both past and for the future.

Adjournment.

*W. W. Mack*

Executive Secretary