

We are advised by the Treasurer that there will be sufficient funds available for the purchase of \$5,000.00 worth of these bonds. Five \$1,000.00 Westinghouse Electric bonds at the above rate will cost approximately \$5,225.00. We would accordingly recommend that the Treasurer be authorized to purchase bonds in the above amount.

Respectfully submitted,

s/ F. R. White, Chairman  
s/ Henry H. Blood  
s/ Samuel Eckels. "

4 On motion the Committee commended the report of a special committee to consider the advisability of the publication of a book on "Standards of Highway Practice" and authorized the appointment of the Committee on Standards and W. C. Markham, Executive Secretary, as a Board of Editors to prepare an outline or table of contents of this proposed volume. This book is to be limited to the standards which have been approved by the Association. The Board of Editors was also authorized to secure estimates for the publication of the volume.

5 The Executive Secretary recommended that the Committee approve asking Congress for an additional \$25,000,000 for 1930 and 1931 covering the regular Federal authorization for Federal Aid Highways and an additional \$2,500,000 for forest roads covering the same years. This recommendation was approved.

The following applications for United States Numbered highways were approved:

6 CALIFORNIA - Alternate routes were added to U. S. 99 between Red Bluff and Sacramento, making complete description of U.S. 99 in California as follows; "Beginning at the Oregon-California State line north of Hornbrook via Yreka, Dunsmuir, Redding, Red Bluff, where alternate routes, U. S. 99 East and U. S. 99 West diverge, meeting again at Sacramento. U. S. 99 East; beginning at Red Bluff via Chico, Gridley, Marysville, Roseville to Sacramento. U. S. 99 West; beginning at Red Bluff via Williams, Woodland, Davis to Sacramento. U. S. 99; beginning again at Sacramento via Stockton, Merced, Fresno, Bakersfield, Los Angeles, San Bernardino, Redlands, Indio, Brawley to El Centro."

7 MICHIGAN, WISCONSIN - U. S. 141 was extended, absorbing U. S. 102 in Michigan, and the designation of the entire route is now described as follows; "Michigan, beginning at an intersection with U. S. 41 east of Covington via Covington, Crystal Falls to the Michigan-Wisconsin State line north of Florence, Wisconsin, and from the Michigan-Wisconsin State line southeast of Florence via Iron Mountain to the Michigan-Wisconsin State line north of Niagara. Wisconsin, beginning at the Michigan-Wisconsin State line northwest of Florence via Florence, Commonwealth to the Michigan-Wisconsin State line northwest of Iron Mountain and beginning at the Michigan-Wisconsin State line north of Niagara via Wausaukee, Crivitz, Oconto Falls, Green Bay, Manitowoc, Sheboygan, Port Washington to Milwaukee."

8 UTAH - The road from Thistle to Spanish Fork was added and made a continuation of U. S. 50.

9 UTAH - A road from Pigeon Hollow Junction to Nephi was added and given the No. U. S. 189.

10 WEST VIRGINIA, OHIO - The following road was added, given the No. 250 and is described as follows; West Virginia, beginning at a point on U. S. 50, west of Grafton, via Fairmont, Mannington, Cameron, Moundsville to the Ohio State line at the Ohio River at Wheeling, Ohio; beginning at Bridgeport, on the West Virginia State line, opposite Wheeling, via Cadiz, Dennison, New Philadelphia, Dover, Wooster, Ashland to an intersection with U. S. 20 at Norwalk.

11 NEW JERSEY, DELAWARE - The description of U. S. 40 is changed to read as follows; New Jersey, beginning at Atlantic City via Pleasantville, Mays Landing, Woodstown via Penns Grove Road to Pennsville-Auburn Road, thence to Pennsville to the ferry opposite New Castle, Delaware. Delaware; beginning at New Castle to the Delaware-Maryland State line, east of Elkton.

12 KANSAS, COLORADO - U. S. 36 has been changed to read as follows; Kansas, beginning at the Missouri-Kansas State line opposite St. Joseph via Troy, Hiawatha, Seneca, Marysville, Belleville, Mankato, Smith Center, Phillipsburg, Norton, Oberlin, Atwood, St. Francis to the Kansas-Colorado State line west of St. Francis. Colorado; beginning at the Kansas-Colorado State line west of St. Francis to a point connecting with U. S. 40 at or near Byers.

13 MONTANA - The description of U. S. 10 is amended to read as follows; Montana, beginning at the North Dakota-Montana State line west of Beach via Glendive, Miles City, Hysam, Billings, Big Timber, Livingston, Bozeman to Three Forks, where alternate routes, U. S. 10 North and U. S. 10 South diverge. U. S. 10 North; Beginning at Three Forks via Townsend, Helena to Garrison. U. S. 10 South; Beginning at Three Forks via Whitehall, Butte, Deer Lodge to Garrison. U. S. 10; Beginning again at Garrison via Drummond, Missoula, St. Regis to the Montana-Idaho State line east of Mullan.

14 ARKANSAS, OKLAHOMA, TEXAS - The following route was added to the U. S. numbered system, a number to be assigned when the road is in proper condition for general travel; Arkansas; beginning at Fort Smith, on the Arkansas-Oklahoma State line. Oklahoma; beginning on the Arkansas-Oklahoma State line, opposite Fort Smith, via Poteau, Wister, Talihina, Antlers, Hugo to the Oklahoma-Texas State line, south of Hugo. Texas; beginning at the Oklahoma-Texas State line, south of Hugo, via Paris, Mt. Pleasant, Tyler, Jacksonville, Lufkin to Beaumont.

15 OKLAHOMA, TEXAS - The following route was added, number to be assigned when the road is in proper condition for travel; Oklahoma; beginning at Oklahoma City via Chichasha, Cement, Fort Sill (Federal Reservation), Lawton, to the Oklahoma-Texas State line, north of Burkburnett. Texas; beginning at the Oklahoma-Texas State line, north of Burkburnett, via Wichita Falls, Seymour, Haskell, Abilene, Ballinger, San Angelo to Del Rio.

The following requests for additional numbered routes were disallowed:

16 Kentucky's request that a U. S. number be given the route from Columbus, Indiana to Lexington, Kentucky, was rejected. The State of Indiana did not join in this request.

17 The request from Oklahoma for a change in U. S. 70 from Wilson, Arkansas, via Comanche, Frederick to Vernon, Texas, instead of the present route via Waurika, Burkburnett, Wichita Falls, Texas, to Vernon, Texas, was disapproved. The State of Texas did not approve of this request.

18 Request from Oklahoma for a road from Meeker, Oklahoma, to Pocahontas, Arkansas, was rejected. The State of Arkansas did not make application for this route and much of it is already covered by other U. S. numbers.

19 The following propositions voted on by letter ballot were approved by a majority of the States on the dates indicated and are made a matter of record in this the first meeting of the Executive Committee following ballots taken:

- 10 Action on the application from West Virginia, Ohio and Indiana for a numbered route from Charleston, West Virginia, via Gallipolis and Dayton, Ohio, to Richmond, Indiana, as a temporary location, (with the ultimate terminus at Chicago, Illinois) was deferred, in view of the fact that a privately owned toll bridge is located at Gallipolis, the State Highway Department of Indiana was not ready to indicate the route from Richmond, Indiana, to Chicago, and additional information concerning the disposition of these matters must be furnished by the State Highway Departments involved.
- 11 Action on the application for a new route from Charleston, West Virginia, via Pomeroy, Ohio, through Columbus, Bryan, to a terminus at Muskegon, Michigan, was deferred in view of the fact that there is a privately owned toll bridge at Pomeroy, Ohio, and information concerning the purchase of this bridge by the State, or some political subdivision, has been requested by the Committee.
- 12 Upon motion the application previously made for a re-routing of U. S. 30, west of Mansfield, Ohio, was deferred at the request of the State Highway Department of Ohio.
- 13 A resolution by the State Legislature of West Virginia requesting this Association to take favorable action on a movement to designate a certain road in memory of General Stonewall Jackson, the Committee passed the following resolution:
- "The Executive Committee, with all profound respect for the memory of General Stonewall Jackson and with due admiration for his genius and ability as a military leader, advises that it has no authority to designate officially by name any highway within the United States."
- 14 A request for the selection of a Pan American Highway through different States, as outlined by a report from the "Pan American Highway Association", was declined because of lack of authority. The Committee then adopted the following resolution:
- "This Committee shall adopt the policy of encouraging the connection of numbered U. S. Highways with the highways of countries adjacent to the North and to the South of this country and all State Highway Departments interested are hereby so advised. However, no one route will be selected by this Committee to be known as the Pan American Highway."
- 15 Upon motion Mr. H. G. Shirley, Chairman State Highway Commission of Virginia, was selected to represent the Association on the Committee of the International or World Road Congress, to be held in this country in 1930.
- 16 Upon motion the resignation of Mr. E. F. Kelley, as Chairman of the Committee on Bridges and Structures was accepted with great regret. The Committee on behalf of the Association wishes to go on record as expressing great appreciation for the services of Mr. Kelley in this capacity.
- 17 Upon motion Mr. Albin L. Gemeny, Senior Structural Engineer of the Bureau of Public Roads, was elected as Chairman of the Committee on Bridges and Structures of the Association, to succeed Mr. Kelley.
- 18 Upon motion the President of the Association and the Executive Secretary were instructed to fill all vacancies on the standing committees of the Association.
- 19 Upon motion the following resolution was approved:
- "We endorse the work of the National Conference on Street and Highway Safety, and we, as an Association, and as individuals, pledge ourselves to do everything possible to further the work of the same."

20 On motion the President of the Association was authorized to appoint a Committee on Program and Entertainment for the next annual meeting of the Association. The President announced the following committee:

Samuel Eckels, Pennsylvania, Chairman  
C. E. McCoy, West Virginia  
R. S. Sterling, Texas  
D. H. Blackwood, Arkansas  
A. R. Losh, Bureau of Public Roads  
G. H. Henderson, Rhode Island  
W. C. Davidson, New Mexico

Applications for U. S. Numbered Highways were approved as follows:

21 CALIFORNIA The description of U. S. 48 is changed to read, "Beginning at Mossdale via Tracy, Altamont to Hayward".

22 CALIFORNIA U. S. 99 is given an alternate routing from Stockton to Manteca, and the description is as follows; U. S. 99 East, beginning at Stockton to Manteca. U. S. 99 West, beginning at Stockton via French Camp, Mossdale to Manteca. U. S. 99, beginning again at Manteca via Merced, Fresno, Bakersfield, Los Angeles, San Bernardino, Redlands, Indio, Brawley to El Centro.

23 CALIFORNIA U. S. 101 is given an alternate routing from San Francisco to San Jose, and the description is as follows; U. S. 101 East, beginning at San Francisco via Oakland, Hayward, Niles to San Jose. U. S. 101 West, beginning at San Francisco via Redwood City, Palo Alto, Santa Clara to San Jose.

24 GEORGIA U. S. 80 was extended from Savannah to Tybee Island, making description now read, "Beginning at Tybee Island via Savannah, etc."

25 GEORGIA U. S. 25 is extended from Augusta via Waynesboro, Millen to an intersection with U. S. 80, north of Statesboro.

26 MARYLAND, WEST VIRGINIA U. S. 220 is extended from Cumberland, Maryland, via Cresaptown, Keyser, West Virginia, to New Creek.

27 MISSISSIPPI U. S. 49 is changed so that from Tutwiler via Greenwood to Yazoo City shall be 49 East and from Tutwiler via Drew, Ruleville, Belzoni to Yazoo City is designated 49 West.

28 NEW MEXICO U. S. 64 is extended from Capulin to Raton.

29 PENNSYLVANIA U. S. 309 is extended from Wilkes-Barre north to South Waverly, description reading, "Beginning at South Waverly via Towanda, Tunkhannock, West Pittston, Wyoming, Wilkes-Barre, etc."

30 SOUTH DAKOTA U. S. 77 is extended from South Sioux City, Nebraska, to Milbank, description reading, "Beginning at Milbank, at an intersection with U. S. 12, via Clear Lake, Brookings, Coleman, Dell Rapids, Sioux Falls, Beresford, Elk Point, to an intersection with present U. S. 77, at South Sioux City, Nebraska."

31 SOUTH DAKOTA, NEBRASKA, KANSAS South Dakota, U. S. 83 is extended from Pierre, South Dakota, via Vivian, Presho, Jordan, Winner, Colome, Wewela to the South Dakota-Nebraska State line, south of Wewela. (Signs on this road in South Dakota to be erected when the road has been improved for general interstate traffic). Nebraska, beginning at the South Dakota-Nebraska State line, south of Wewela, via Springview, Bassett, Taylor, Ansley, Mason City, Kearney, Franklin, Alma to the Nebraska-Kansas State Line, south of Alma. (Signs on this road in Nebraska to be erected when the road has been improved for general interstate traffic). Kansas, beginning at the Nebraska-Kansas State Line, south of Alma, via Woodruff, Almena, Norton, Dresden, Gem, Oakley, Scott City, Garden City, Sublette, Liberal to the Kansas-Oklahoma State Line, south of Liberal.

32 TENNESSEE U. S. 511 from Bristol via Bluff City, Jonesboro and

Morristown to Knoxville is changed to U. S. 11 East, and U. S. 11 from Bristol via Kingsport and Rogersville to Knoxville is changed to 11 West.

33 TENNESSEE U. S. 270 from Sparta via McMinnville, Murfreesboro to Nashville is changed to U. S. 70 South and U. S. 70 from Sparta via Lebanon to Nashville is changed to U. S. 70 North.

34 TENNESSEE U. S. 45 from Fulton via Kenton, Trenton to Gadsden is changed to U. S. 45 West and from Fulton via Martin, Greenville, Bradford, Atwood to a junction with U. S. 45 West, at Gadsden, is added to the system and known as 45 East.

The following propositions have been balloted on by members of the Association, have received favorable consideration, and are made a part of this record:

35 Tentative Standard Specifications for White Traffic (Zone) Paint (Ready Mixed) for Brick and Bituminous Pavements.

Voting YES - 29

Alabama  
Connecticut  
Delaware  
Georgia  
Idaho  
Illinois  
Iowa  
Kansas  
Kentucky  
Louisiana

Massachusetts  
Mississippi  
Missouri  
Nebraska  
Nevada  
New Hampshire  
New Jersey  
New York  
North Carolina

North Dakota  
Oregon  
Pennsylvania  
Rhode Island  
South Dakota  
Vermont  
Washington  
West Virginia  
Wisconsin  
Bureau of Public Roads

Voting NO - 7

California  
Indiana

Michigan  
Minnesota  
Ohio

Tennessee  
Virginia

Not Voting - 14

Arizona  
Arkansas  
Colorado  
Florida  
Maine

Maryland  
Montana  
New Mexico  
Oklahoma

South Carolina  
Texas  
Utah  
Wyoming  
Hawaii

36 Tentative Standard Specifications for White Traffic (Zone) Paint (Ready Mixed) for Concrete Pavements.

Voting YES - 28

Alabama  
Delaware  
Georgia  
Idaho  
Illinois  
Iowa  
Kansas  
Kentucky  
Louisiana

Massachusetts  
Mississippi  
Missouri  
Nebraska  
Nevada  
New Hampshire  
New York  
North Carolina  
North Dakota  
New Jersey

Oregon  
Pennsylvania  
Rhode Island  
South Dakota  
Vermont  
Washington  
West Virginia  
Wisconsin  
Bureau of Public Roads

Voting NO - 6

California  
Indiana

Minnesota  
Ohio

Tennessee  
Virginia

should be mailed to each State Highway Department for study.

4 On motion the Committee on Cooperation with the American Road Builders' Association was continued for another year and their request for the following points to be studied was approved:

- a. Snow removal equipment
- b. Development of pavement surfacing finishing machinery.
- c. Desirable maximum sizes and weights of road equipment
- d. The operation and development of traffic control signals
- e. Power requirements for the operating of the various types of road machinery
- f. Survey of the needs for and availability of maintenance equipment
- g. Survey of construction equipment.

5 In view of the fact that a committee of the American Road Builders' Association has made a study of and a report on the subject of standardization of weighing devices for concrete aggregate and also that a sub-committee of our Committee on Materials has made a like study, it was determined that the special committee on Cooperation with the American Road Builders' Association be requested to study the matter to see if the two reports could not be harmonized.

6 The following budget of the Association as prepared by the Executive Secretary for the coming year was approved:

Secretary's salary	\$6,500.00
Stenographer	1,800.00
Rent	1,112.40
Telegrams	100.00
Telephone	60.00
Postage	150.00
Travel	450.00
American Road Bldrs' Convention	100.00
Stationery & Miscl. printing	300.00
Printing Magazine	2,600.00
Engravings for magazine	350.00
Catalogue Envelopes	125.00
Mailing magazine	150.00
Convention expenses	500.00
Miscellaneous	250.00
<b>Total</b>	<b>\$14,547.40</b>

7 Upon motion W. R. Neel, Chairman of the Committee on Cooperation with Contractors was requested to prepare a ballot for the Executive Secretary to send out to the States on endorsement of "Pre-qualification of Bidders".

8 Upon motion the Treasurer was instructed to invest any surplus in the Treasury in good securities.

9 The President was authorized to appoint a committee of the Association on Ways and Means to determine on some method or methods of increasing the funds for the Association work.

10 The request for a United States numbered road in Illinois, which lacked complete confirmation at the June 1929 meeting of the Executive Committee in Chicago, was ordered recorded in the minutes as follows:

11 "Iowa, beginning at Davenport to the Iowa-Illinois State line north of Rock Island. Illinois, beginning at the Iowa-Illinois State line, north of Rock Island, via Rock Island, Jacksonville, Alton to the Illinois-Missouri State line at St. Louis, where it connects with U. S. 67, and the entire route from Davenport, Iowa, through Fredericktown, Missouri, to Dallas, Texas, to be known as U. S. No. 67." The route between St. Louis and Alton is to be temporary until such time as satisfactory evidence is submitted to the Executive Committee that the bridge over the Mississippi River at Alton is to become a free bridge at which time the permanent

route shall be from St. Louis directly north to the bridge over the Mississippi River, thence to Alton.

The Executive Committee and representatives from the four States bordering on Mexico met on Wednesday with the following Commissioners representing the Mexican Government; Messrs. A. Rios, Jose Rivera, Ramon Guemas, Salvador Toscano and Charles M. Upham, Consulting Engineer for the Mexican National Highway Commission. As a result of this meeting the following connections between Mexico and the United States were approved for international road connections:

Matamoras - Brownsville  
 Neuvo Laredo - Laredo  
 Roma - Miex  
 Piedras Negras - Eagle Pass  
 Juarez - El Paso  
 Los Palomas - Columbus  
 Nogales - Nogales  
 Naco - State Highway System (no American town opposite Naco)  
 Mexicala - Calexico  
 Tiajuana - San Diego

- 13 Upon motion the Executive Committee Adjourned to meet in Chicago in June at a date to be fixed after the Executive Secretary corresponds with the members as to the most convenient time.

  
 Executive Secretary.

#### MINUTES OF EXECUTIVE COMMITTEE

Washington, D. C.

May 26, 1930.

- 1 President Samuel Eckels presided. The following members of the Committee were present; F. E. Everett, John A. McDonald, Thomas H. MacDonald, C. H. Purcell, F. G. Shirley, E. H. Wertz, Fred R. Waite, and Treasurer W. W. Mack.
- 2 Cordial invitations to hold the annual meeting of the Association in the following cities were received through the State Highway Departments; Oakland, California; Miami, Florida; Savannah, Georgia; Indianapolis, Indiana; Minneapolis, Minnesota; Jackson, Mississippi; St. Louis, Missouri; Asheville, North Carolina; Cleveland and Columbus, Ohio; Pittsburgh and Philadelphia, Pennsylvania; Memphis, Tennessee; Richmond, Virginia; and Milwaukee, Wisconsin.
- 3 On motion the Committee voted to hold the next annual meeting at Pittsburgh, Pennsylvania, on November 17th, 18th, 19th, and 20th, with headquarters at the Hotel William Penn. The President was authorized to appoint the Committee on Program and Arrangements for the annual meeting.
- 4 The resignation of W. A. Neel of Georgia, as a member of the Executive Committee, and Chairman of the Committee on Cooperation with Contractors was accepted with regrets. The Association recognizing the long years of service and loyal co-operation of Mr. Neel in the work of the Association, instructed the Secretary to write Mr. Neel accordingly.