



STATE OF NORTH CAROLINA  
**DEPARTMENT OF TRANSPORTATION**

P.O. BOX 25201, RALEIGH, NC 27611-5201

## CERTIFICATION OF RULEMAKING

<b>Certifying Agency:</b> Department of Transportation				
<b>Action:</b>	<input checked="" type="checkbox"/>	Adoption	<input type="checkbox"/>	Repeal
<b>Statutory Authority:</b> 136-30, 136-54, 20-115.1 (a, b).				
<b>Public Hearing Not Required For This Action Under:</b> GS 150A-1, 20-1.				
<b>Rule Summary:</b> Route Changes, STAA National Truck Network.				
<b>Circumstances Requiring Rule Adoption, Repeal:</b> Necessary for public safety and welfare.				
<b>Effective Date:</b> September 02, 2011				

September 02, 2011

DATE

  
OFFICER/SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



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**DEPARTMENT OF TRANSPORTATION**

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## Route Changes

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 136-30, 136-54.

**COUNTY** GUILFORD                      **DIVISION** 7

### DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
GUILFORD	1063300	I 840	Add I 840 along existing alignment of I 73 between I 40 and SR 2085 (Joseph Bryan Boulevard).
GUILFORD	1063302	I 840	Add I 840 to replace existing SR 3269 between US 70 (Burlington Road) and I 85.
GUILFORD	1063303	SR 3269	Delete existing SR 3269 and replace with I 840 between I 85 and US 70 (Burlington Road).

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## STAA National Truck Network

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-115.1 (a, b).

**COUNTY** GUILFORD                      **DIVISION** 7

**DECLARE THE FOLLOWING**

County	Ordinance Number	Route	Long Description
GUILFORD	1063301	I 840	Network, concurrent with I 73 between I 40 and SR 2085 (Joseph Bryan Boulevard).
GUILFORD	1063304	I 840	National Network between US 70 (Burlington Road) and I 85.

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The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (136-30, 136-54, 20-115.1 (a, b)).

**All the actions to the Highway Traffic Ordinances herein adopted are effective September 02, 2011 and are identified as follows:**

<b>ORDINANCE TYPE</b>	<b>ADOPT</b>	<b>REPEAL</b>
Route Changes	3	0
STAA National Truck Network	2	0
<b>Total</b>	<b>5</b>	<b>0</b>

The Division Engineer for each affected Division shall cause to be erected appropriate signs indicating the action of the State Traffic Engineer and these ordinances shall be in full force and effect from and after the erection of such signs.

September 02, 2011

**DATE**

**OFFICER SIGNATURE**

James. K. Lacy, P.E.

**TYPED NAME**

State Traffic Engineer

**TITLE**

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (136-30, 136-54, 20-115.1 (a, b)).

All the actions to the Highway Traffic Ordinances herein adopted are effective September 02, 2011 and are identified as follows:

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Route Changes	3	0
STAA National Truck Network	2	0
<b>Total</b>	<b>5</b>	<b>0</b>

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September 02, 2011

DATE



OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Office of the Administrator

1200 New Jersey Ave., SE  
Washington, D.C. 20590

August 2, 2011

In Reply Refer To:HEPH-20

Terry R. Gibson, P.E.  
State Highway Administrator  
North Carolina Department  
of Transportation  
Raleigh, NC 27699-1536

Through: Mr. John F. Sullivan III  
Division Administrator  
Raleigh, North Carolina

Dear Mr. Gibson:

Thank you for your letter, requesting that the combined Eastern and Western portions of the Greensboro Loop from I-40 west of Greensboro to I-40 east of Greensboro be added to the Interstate System as I-840 and Future I-840. Based on your request we are considering the following actions: (i) co-numbering the built portion of the Western Greensboro Loop from I-40 to Joseph Bryan Boulevard as I-73 and I-840; (ii) adding of the built portion of the Eastern Greensboro Loop from U.S. 70 to I-40 to the Interstate System as I-840; (iii) designating the unbuilt portion of the Greensboro Loop from Joseph Bryan Boulevard to U.S. 70 as a future part of the Interstate System.

Based on your request the following determinations were made:

(i) After careful consideration, we are in agreement with the co-numbering of the Western Greensboro Loop from I-40 to Joseph Bryan Boulevard as I-73 and I-840. With concurrence from the Route Numbering Committee of American Association of State Highway and Transportation Officials (AASHTO) the numbering of the 3.56-mile segment will be approved as follows:

I-73/840 from I-40 west of Greensboro to Joseph Bryan Boulevard

(ii) We have reviewed your request for the addition of the built portion of the Eastern Greensboro Loop from U.S. 70 to I-40 east of Greensboro to the Interstate System as I-840. This segment is part of the High Priority Corridor #40 that is designated a future part of the Interstate System by Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991, as amended.

Our Division Office confirms this segment has been completed to Interstate standards and meets a statutory requirement by connecting to existing I-40. We find the requirements of Section 1105(e)(5)(A) have been satisfied and hereby approve the addition of the 2.21-mile segment to the Interstate System as follows:

I-840 from U.S. 70 to I-40 east of Greensboro

The route numbering is contingent on concurrence from AASHTO. Under 23 U.S.C. 119(a)(1)(C), this segment becomes eligible for Interstate Maintenance (IM) funds, and under 23 U.S.C. 104(b)(4), its lane miles and vehicle miles traveled will become eligible for inclusion in the IM funds apportionment formulas.

(iii) The future addition of the 15.26-mile unbuilt segment of the Greensboro Loop between Joseph Bryan Boulevard and U.S. 70, will allow traffic to bypass Greensboro and improve congestion on exiting I-40. After careful consideration of the criteria outlined in 23 U.S.C. 103(c)(4)(B), we find this segment to be a logical future addition to the Interstate System and approve the request.

Enclosed are two signed copies of the 103(c)(4)(B) agreement, for the future addition of I-840 from Joseph Bryan Boulevard to U.S. 70. Please return one executed copy for our records.

Under the agreement, all projects on the proposed route must meet Interstate System design standards for formal addition of this route to the Interstate system under Section 103(c)(4)(A). We recommend that you continue to closely coordinate with the FHWA North Carolina Division Office during construction.

We concur with your proposed I-840 route number for this future route. Our concurrence is based on the condition that the route corridor may only be referred to as "Future I-840" until a route is added to the System. This numbering is also subject to concurrence by the AASHTO, and we are informing the Association by copy of this letter.

The last subparagraph of Section 103(c)(4)(B) provides that:

No law, rule, regulation, map, document, or other record of the United States, or of any State or political subdivision of a State, shall refer to any highway under this subparagraph, nor shall any such highway be signed or marked, as a highway on the Interstate System until such time as the highway is constructed to the geometric and construction standards for the Interstate System and has been designated as a route on the Interstate System.

We advise that, under 23 U.S.C. 103(c)(4)(A) and (B), designation of this route as a part or future part of the Interstate System creates no new Federal financial responsibility nor eligibility under 23 U.S.C. 119(a)(1) for IM funds. However, when this route is added to the Interstate System, its lane miles and vehicle miles traveled will be included in the next calculation of the IM funds apportionment formula.

Sincerely,

A handwritten signature in blue ink, appearing to read "Victor M. Mendez". The signature is fluid and cursive, with the first name "Victor" being the most prominent.

Victor M. Mendez  
Administrator

Enclosures (2)

cc: Marty Vitale (AASHTO)

**23 U.S.C. 103(c) AGREEMENT  
FOR  
INTERSTATE HIGHWAY CONSTRUCTION  
IN THE  
STATE OF NORTH CAROLINA**

This agreement between the State Highway Administrator of the North Carolina Department of Transportation ("State") and the Acting Federal Highway Deputy Administrator ("Parties"):

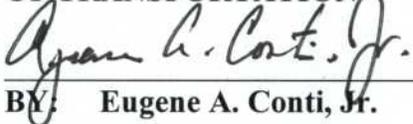
**WITNESSETH**

**WHEREAS**, the State recommends that Greensboro Loop from Joseph Bryan Boulevard to State Route 70, a distance of 15.26 miles solely within the State of North Carolina ("Route"), be designated a future Interstate System route pursuant to the provisions of 23 U.S.C. Section 103(c)(1)(B), and Section 103(c)(4)(B) and

**WHEREAS**, the Administrator has determined that this Route would be a logical addition to the Interstate System (the "Dwight D. Eisenhower National System of Interstate and Defense Highways") and would qualify for designation as part of said System when completed to the geometric and construction standards for the Interstate System.

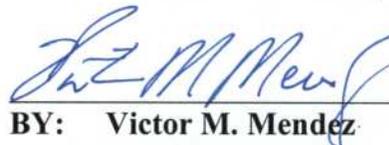
**NOW, THEREFORE**, the Parties hereto agree that this Route shall be constructed by the State in accordance with all requirements of 23 U.S.C. Section 103(c)(1)(B), and Section 103(c)(4)(B) and all other applicable provisions of Title 23, United States Code, within twenty five (25) years after the date of this Agreement, and upon completion of such construction the Administrator shall designate said Route as part of the Interstate System.

**NORTH CAROLINA  
DEPARTMENT  
OF TRANSPORTATION**

  
BY: Eugene A. Conti, Jr.  
Secretary

8/18/2011  
Date

**U.S. DEPARTMENT OF  
TRANSPORTATION**

  
BY: Victor M. Mendez  
Administrator  
Federal Highway  
Administration

08/02/2011  
Date



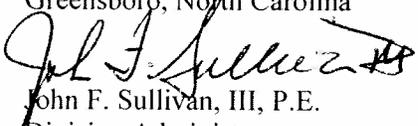
U.S. Department  
of Transportation

Federal Highway  
Administration

# Memorandum

Subject: **INFORMATION/ACTION:** North Carolina – Proposed  
Addition to the Interstate System, Interstate 840 in  
Greensboro, North Carolina

Date: December 1, 2010

From:   
John F. Sullivan, III, P.E.  
Division Administrator  
Raleigh, North Carolina

In Reply Refer To:  
HDA-NC

To: Gloria Shepherd  
Associate Administrator, Planning, Environment, & Realty (HEP-1)  
Washington, DC

The North Carolina Department of Transportation (NCDOT) requests the designation of the Greensboro Outer Loop from I-40 east of Greensboro counterclockwise to I-40 west of Greensboro as a future part of the Interstate System, per their August 4, 2010 letter. In addition, they request that built portions of the eastern and western sections of the Loop be signed as a part of the Interstate System. This route is on the National Highway System (NHS) and the built portions of the eastern and western sections of the Loop have been constructed to Interstate design standards and are open to traffic. The planning and NEPA phases of project development have been completed for the remaining un-built portion between the eastern and western sections of the Greensboro Loop. (See the attached maps for details).

NCDOT's request contains three distinct actions:

- 1) adding of the 2.21 mile built Eastern portion of the Greensboro Loop from I-40 to U.S. 70 to the Interstate System as I-840,
- 2) designating the 15.26 mile un-built portion of the Greensboro Loop from U.S. 70 to Joseph Bryan Boulevard as Future I-840, and
- 3) co-numbering the 3.56 mile built Western portion of the Greensboro Loop from Joseph Bryan Boulevard to I-40 as I-73 and I-840

The North Carolina Division concurs with these requests and recommends approval. We have been in frequent contact with Headquarters staff and have coordinated with them on these requests. Please contact me at (919) 856-4346 if you have any questions. Thank you for your consideration in this matter.

Attachments

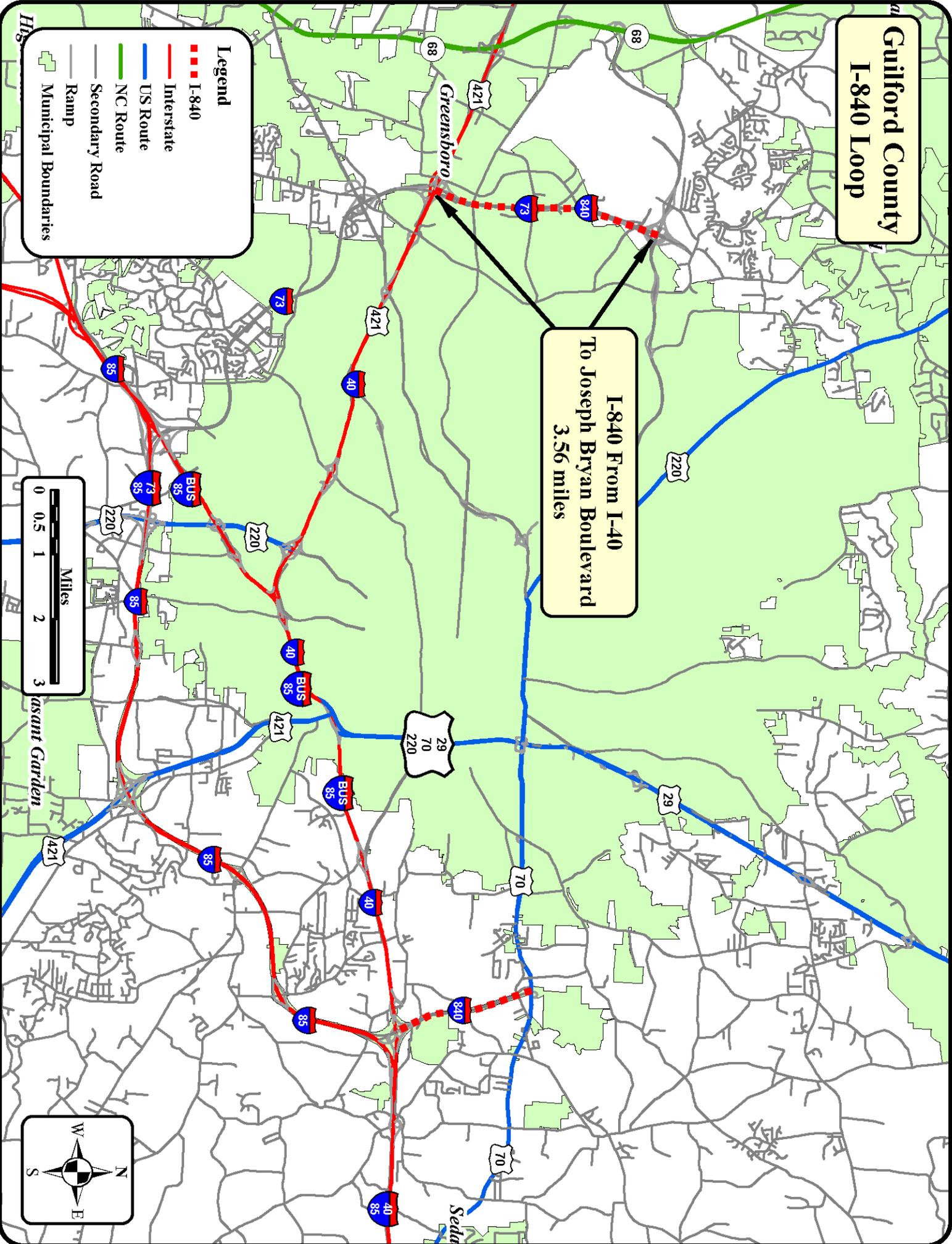


**Guilford County  
I-840 Loop**

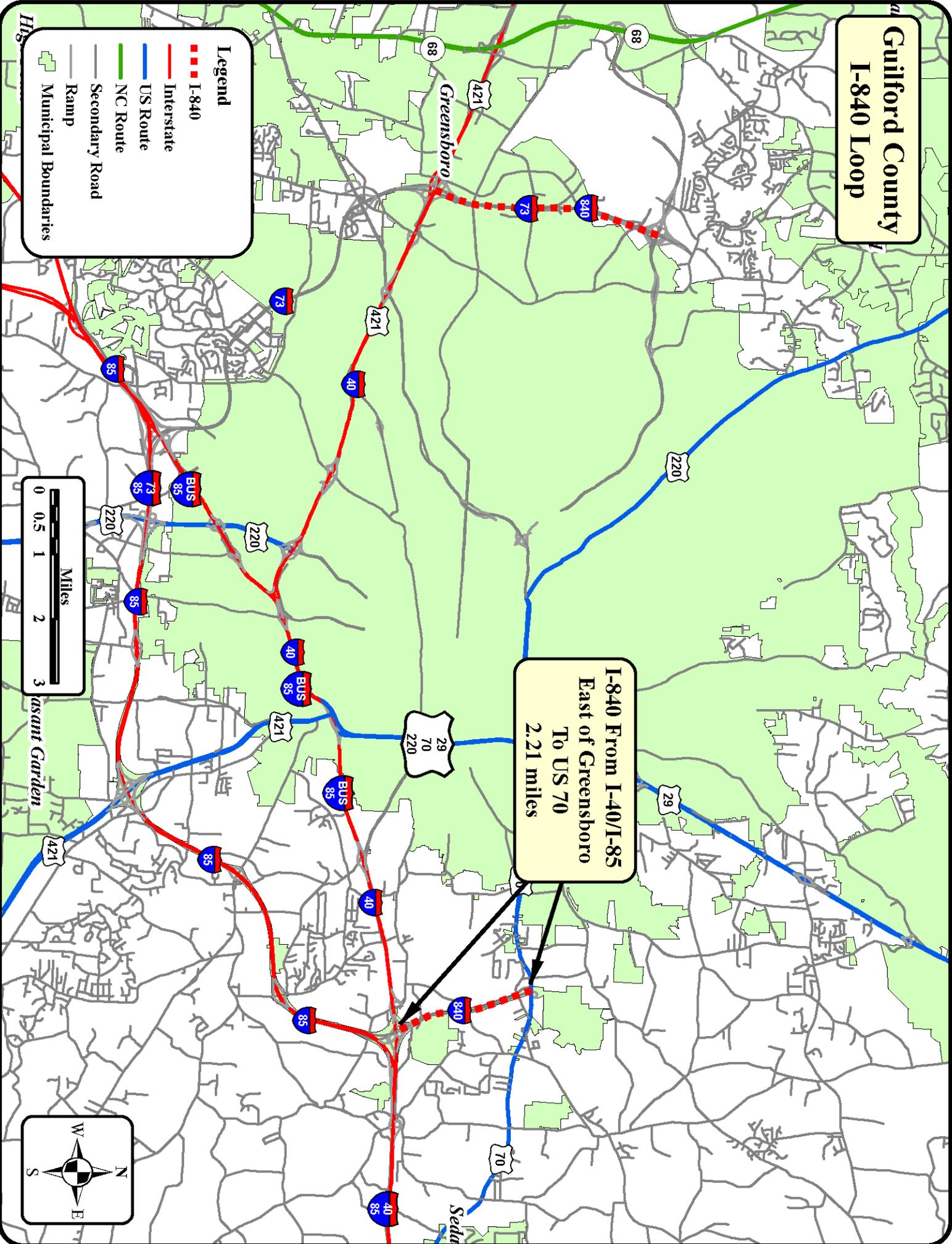
**I-840 From I-40  
To Joseph Bryan Boulevard  
3.56 miles**

**Legend**

- I-840
- Interstate
- US Route
- NC Route
- Secondary Road
- Ramp
- Municipal Boundaries



# Guilford County I-840 Loop



I-840 From I-40/I-85  
East of Greensboro  
To US 70  
2.21 miles

- Legend**
- I-840
  - Interstate
  - US Route
  - NC Route
  - Secondary Road
  - Ramp
  - Municipal Boundaries



**AASHTO Special Committee on U.S. Route Numbering (USRN)**  
**Report to the Standing Committee on Highways (SCOH)**  
 Decisions & Meeting Minutes  
 October 29, 2010 - Biloxi, Mississippi

**Members:**

**Chair Don Vaughn, AL (Region 2)**  
**Ken Sweeney, ME (Region 1)**  
**Kevin Keith, MO (Region 3)**  
**Cathy Nelson, OR (Region 4)**  
**Secretary Marty Vitale, AASHTO**

**Guest(s):** \_\_\_\_\_

The Special Committee on U.S. Route Numbering (USRN) convened on Friday, October 29, 2010, at 7:00 a.m., in the Oak Boardroom at the Beau Rivage Convention Center in Biloxi, Mississippi. The committee considered 32 applications (including three bicycle routes) from 15 states. Actions of the AASHTO Highway Special Committee on U.S. Route Numbering are as follows:

**Applications for Review and Approval by the USRN Committee and SCOH**  
**(results furnished at the SCOH Business Meeting, Saturday, October 30, 2010)**

<b>STATE</b>	<b>PROPOSED ROUTE CHANGE</b>	<b>DESCRIPTION</b>	<b>USRN DECISION</b>
Alabama	I-85	<ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> </ul> <ul style="list-style-type: none"> <li>• INTERSECTION OF I-85 AND PROPOSED I-685 NEAR MONTGOMERY, ALABAMA</li> <li>• NEW LOCATION FROM THE JUNCTION OF I-85/PROPOSED I-685 IN MONTGOMERY, ALABAMA SOUTHERLY AND WESTERLY TO THE JUNCTION OF I-59 IN THE VICINITY OF CUBA, ALABAMA</li> <li>• NEW ALIGNMENT</li> <li>• SOUTH – WEST</li> <li>• MONTGOMERY</li> <li>• 152.39 MILES</li> <li>• I-59 NEAR CUBA, ALABAMA</li> </ul>	<b>APPROVAL PENDING FHWA APPROVAL LETTER</b>
Alabama	I-685	<ul style="list-style-type: none"> <li>• INTERSECTION OF I-85/FUTURE I-85 AT MILE MARKER 14.44 EAST OF MONTGOMERY, ALABAMA</li> <li>• FROM THE JUNCTION OF I-85/FUTURE I-85 WESTERLY TO THE JUNCTION OF I-65 IN MONTGOMERY</li> <li>• OVER AN EXISTING PORTION OF I-85</li> <li>• WEST</li> <li>• MONTGOMERY</li> <li>• 14.44 MILES</li> <li>• I-65 INTERCHANGE AT MILE MARKER 171.157 IN MONTGOMERY</li> </ul>	<b>APPROVAL PENDING FHWA APPROVAL LETTER</b>

STATE	PROPOSED ROUTE CHANGE	DESCRIPTION	USRN DECISION
Alaska	Bicycle Route (new)	<ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> </ul> ALASKA'S MAJOR ARTERIALS FROM SEWARD TO ANCHORAGE; ANCHORAGE TO TOK, WASILLA TO FAIRBANKS; VALDEZ TO FAIRBANKS; ALASKA/CANADA BORDER (ALASKA HWY) TO DELTA JUNCTION; HAINES TO ALASKA/CANADA BORDER; AND, SKAGWAY TO ALASKA/CANADA BORDER	<b>APPROVED</b> <b>PENDING</b> <b>CLARIFICATION</b> <b>OF ROUTE</b> <b>DETAILS</b>
Arizona	US 93	<ul style="list-style-type: none"> <li>• AZ/NV STATE LINE AT THE CENTER OF THE NEW COLORADO RIVER BRIDGE IMMEDIATELY SOUTH OF HOOVER DAM</li> <li>• ON NEW ALIGNMENT TO A JUNCTION WITH EXISTING US 93</li> <li>• NEW ALIGNMENT</li> <li>• US 93 IS A NORTH-SOUTH US HIGHWAY – THIS SEGMENT IS GENERALLY ON AN EAST-WEST ALIGNMENT</li> <li>• LAS VEGAS (30 MI TO NORTH), KINGMAN (70 MI TO SOUTH)</li> <li>• 1.88</li> <li>• JUNCTION WITH EXISTING US 93 AT MILEPOST 2.55</li> </ul>	<b>APPROVED</b>
Georgia	US 19	<ul style="list-style-type: none"> <li>• INTERSECTION OF GEORGIA STATE ROUTE 9/U.S. ROUTE 19 AND GEORGIA STATE ROUTE 237 IN NORTH ATLANTA</li> <li>• THE RELOCATION OF U.S. ROUTE 19 WILL TRAVEL SOUTHERLY ALONG GEORGIA STATE ROUTE 237 AND SOUTHWESTERLY ALONG GEORGIA STATE ROUTE 13</li> <li>• EXISTING ROADWAY</li> <li>• SOUTH AND SOUTHWEST</li> <li>• ATLANTA</li> <li>• 5.47 MILES</li> <li>• THE RELOCATED SECTION OF U.S. ROUTE 19 WILL TERMINATE AT THE INTERSECTION OF GEORGIA STATE ROUTE 13 AND GEORGIA STATE ROUTE 9/U.S. 19 IN MIDTOWN ATLANTA</li> </ul>	<b>APPROVED</b>

STATE	PROPOSED ROUTE CHANGE	DESCRIPTION	USRN DECISION
Indiana	US 24	<ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> <li>• THE NEW ALIGNMENT OF U.S. 24 BEGINS AT LOG MILE 0.00 AT THE INDIANA/OHIO STATE LINE APPROXIMATELY 0.56 MILES BELOW THE EXISTING U.S. 24 IN ALLEN COUNTY, INDIANA</li> <li>• FROM THE OHIO STATE LINE THE ROAD TRAVELS WESTERLY THROUGH THE STATE OF INDIANA AND PROVIDING ACCESS TO FORT WAYNE, HUNTINGTON, WABASH, PERU AND LOGANSPOUR ALL SLIGHTLY BYPASSES THE OLD ALIGNMENT DUE TO IMPROVED ROADS IN THE LAST 15 YEARS</li> <li>• EAST OF I-469, U.S 24 WILL BE TRAVELING OVER A NEW ALIGNMENT, WEST OF I-469 IT WILL TRAVEL OVER EXISTING INTERSTATES</li> <li>• AS DEFINED BY THE AASHTO LOG, U.S. 24 TRAVELS FROM EAST TO WEST. BEGINNING AT THE OHIO STATE LINE, THE EXISTING SEGMENT OF U.S. 24 WOULD BE REROUTED OVER A NEW ALIGNMENT TRAVELING WESTERLY PAST THE INTERSECTION OF STATE ROAD 101 TO THE JUNCTION OF INTERSTATE 469</li> <li>• THE CITY OF WOODBURN, THE CITY OF NEW HAVEN AND THE CITY OF FORT WAYNE, INDIANA ARE THE FOCAL POINT CITIES FOR THE SECTION IN REFERENCE OF THIS REQUEST</li> <li>• ~170 TOTAL MILES. THIS SEGMENT OF U.S. 24 THAT IS PROPOSED TO BE REROUTED OVER A NEW ALIGNMENT AND IS APPROXIMATELY 12 MILES LONG</li> <li>• LOG MILE 169.79 AT THE INDIANA/ILLINOIS STATE LINE. FOR THIS REQUEST, NEW ROAD CONSTRUCTION FOR U.S. 24 TERMINATES AT THE I-469 INTERCHANGE ON THE NORTHEAST SIDE OF THE CITY OF FORT WAYNE</li> </ul>	<p><b>APPROVE COORDINATED WITH OHIO WHICH WAS CONDITIONALLY APPROVED IN NATCHEZ, MS MAY 2010</b></p> <p><b>REFER TO SCOH BUSINESS MEETING MINUTES</b></p>

STATE	PROPOSED ROUTE CHANGE	DESCRIPTION	USRN DECISION
Indiana	US 40	<ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> </ul> <ul style="list-style-type: none"> <li>• LOG MILE 0.00 AT THE OHIO STATE LINE SECTION IN REFERENCE OF THIS REQUEST BEGINS AT LOG MILE 141 AT THE JUNCTION OF U.S. 40 AND STATE ROAD 46 IN TERRE HAUTE IN VIGO COUNTY, INDIANA</li> <li>• FROM THE OHIO STATE LINE ROAD TRAVELS WESTERLY THROUGH THE STATE OF INDIANA AND PROVIDING ACCESS TO RICHMOND, INDIANAPOLIS AND TERRE HAUTE UNTIL IT REACHES THE ILLINOIS STATE LINE</li> <li>• IT IS TRAVELING OVER EXISTING STATE ROAD 46 AND INTERSTATE 70 FOR THIS REQUEST</li> <li>• AS DEFINED BY THE AASHTO LOG, U.S. 40 TRAVELS FROM EAST TO WEST. BEGINNING AT THE JUNCTION OF U.S. 40 AND STATE ROAD 46, THE EXISTING U.S. 40 WILL TRAVEL SOUTH OVER STATE ROAD 46 TO I-70, THEN AT THE I-70 INTERCHANGE, U.S. 40 TRAVELS WESTERLY OVER I-70 PAST THE INTERSECTION OF U.S. 41 TO THE ILLINOIS STATE LINE</li> <li>• TERRE HAUTE, INDIANA</li> <li>• ~156 TOTAL MILES. THIS SEGMENT OF U.S. 40 THAT IS PROPOSED TO BE REROUTED OVER SR 46 AND I-70 IS APPROXIMATELY 14.52 MILES LONG</li> <li>• LOG MILE 156 AT THE ILLINOIS STATE LINE</li> <li>• THE LAST 1.07 MILE OF U.S. 40 IS ALREADY TRAVELLING OVER I-70, THIS WOULD JUST CARRY THE TRAVEL OVER BACK TO SR 46</li> </ul>	<b>APPROVED</b>
Iowa	US 20	<ul style="list-style-type: none"> <li>• JUNCTION OF EXISTING US20 WITH IOWA 4</li> <li>• FROM ITS JUNCTION WITH IOWA 4 TRAVERSING NORTH ALONG IA4 TO THE JUNCTION OF RELOCATED US20 THEN EAST ALONG THE NEW ALIGNMENT THROUGH CALHOUN COUNTY, INTO WEBSTER COUNTY TO JUST NORTHEAST OF THE CITY OF MOORLAND</li> <li>• TRAVERSING OVER EXISTING FACILITY THE FIRST 3.5 MILES, THEN ALONG NEW ALIGNMENT</li> <li>• NORTH THEN EAST</li> <li>• CITY OF KNIERIM (CALHOUN COUNTY) AND CITY OF MOORLAND (WEBSTER COUNTY)</li> <li>• APPROXIMATELY 24.01 MILES</li> <li>• JUNCTION WITH EXISTING US20 JUST WEST OF HAYES AVENUE, NORTH EAST OF THE CITY OF MOORLAND</li> </ul>	<b>APPROVED</b>

STATE	PROPOSED ROUTE CHANGE	DESCRIPTION	USRN DECISION
Iowa	US 30	<ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> </ul> <ul style="list-style-type: none"> <li>• JUST WEST OF "H" AVE IN TAMA COUNTY</li> <li>• FROM ITS JUNCTION WITH THE EXISTING ALIGNMENT OF US30 SOUTHEAST THEN EAST THROUGH THE CITIES OF TOLEDO AND TAMA THEN SOUTHEAST AGAIN TO ITS JUNCTION WITH THE EXISTING ALIGNMENT OF US30</li> <li>• NEW ALIGNMENT</li> <li>• SOUTHEAST</li> <li>• TOLEDO AND TAMA</li> <li>• NEW ALIGNMENT CONSISTS OF A DISTANCE OF APPROXIMATELY 7.06 MILES</li> <li>• BETWEEN "M" AND N" AVE IN TAMA COUNTY</li> </ul>	<b>APPROVED</b>
Iowa	US 30 Business	<ul style="list-style-type: none"> <li>• AT THE NORTH JUNCTION WITH EXISTING US30 JUST WEST OF 'H' AVE</li> <li>• EAST THEN SOUTHEAST THROUGH THE CITY OF TOLEDO THEN SOUTH THROUGH THE CITY OF TAMA THEN EAST THEN NORTHEAST TO ITS SOUTH CONNECTION WITH RELOCATED US30</li> <li>• OVER EXISTING ALIGNMENT OF FORMER US30</li> <li>• SOUTHEAST</li> <li>• THROUGH THE CITIES OF TOLEDO AND TAMA</li> <li>• APPROXIMATELY 5.456 MILES</li> <li>• SOUTH US30 INTERCHANGE JUST EAST OF CITY OF TAMA</li> </ul>	<b>APPROVED</b>
Kentucky	US 60A	<ul style="list-style-type: none"> <li>• (INTERSECTION OR MILE MARKER) THE ROUTE BEGINS ON EXISTING US 60A AT THE INTERSECTION OF EASTERN PARKWAY WITH KY 1631 (CRITTENDEN DRIVE)</li> <li>• US 60A CONTINUES ALONG CRITTENDEN DRIVE AND CENTRAL AVENUE</li> <li>• INTERSECTING WITH 4TH STREET, KY 1020, KY 1631, AND THEN INTERSECTS WITH EXISTING US 60A AT TAYLOR BLVD</li> <li>• OVER AN EXISTING PATHWAY</li> <li>• WEST</li> <li>• LOUISVILLE</li> <li>• 1.960 MILES</li> <li>• THE ROUTE ENDS AT THE INTERSECTION WITH EXISTING US 60A AND CENTRAL AVENUE</li> </ul>	<b>APPROVED</b>

STATE	PROPOSED ROUTE CHANGE	DESCRIPTION	USRN DECISION
Kentucky	US 68	<ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> </ul> <ul style="list-style-type: none"> <li>• (INTERSECTION OR MILE MARKER) NEAR THE INTERSECTION WITH KY 34</li> <li>• WESTWARD INTO MARION COUNTY</li> <li>• NEW ALIGNMENT</li> <li>• GIVE THE DIRECTION OF TRAVEL (NORTH, EAST, SOUTH, AND WEST) WEST</li> <li>• AT THE MARION/BOYLE COUNTY LINE</li> <li>• LENGTH OF ROUTE IN MILES. 2.6</li> <li>• (TERMINAL INTERSECTION OR MILE MARKER) MILEPOINT 22.482 AT THE INTERSECTION WITH LOGAN ROAD</li> </ul>	<b>APPROVED</b>
Kentucky	US 150	<ul style="list-style-type: none"> <li>• (INTERSECTION OR MILE MARKER) JUNCTION WITH KY 555 IN SPRINGFIELD</li> <li>• BYPASSES SPRINGFIELD IN A NORTHWESTLY DIRECTION</li> <li>• NEW ALIGNMENT</li> <li>• GIVE THE DIRECTION OF TRAVEL (NORTH, EAST, SOUTH, AND WEST) WEST</li> <li>• CITY OF SPRINGFIELD</li> <li>• LENGTH OF ROUTE IN MILES. 3.475</li> <li>• (TERMINAL INTERSECTION OR MILE MARKER) MILEPOINT 6.114 AT THE INTERSECTION WITH PREVIOUS US 150</li> </ul>	<b>APPROVED</b>
Kentucky	US 150 Business	<ul style="list-style-type: none"> <li>• (INTERSECTION OR MILE MARKER) THE ROUTE BEGINS AT THE INTERSECTION OF US 150 BUSINESS AND KY 555 IN DOWNTOWN SPRINGFIELD</li> <li>• US 150 BUSINESS CONTINUES NORTHWESTWARD AND INTERSECTS WITH KY 55 AND KY 152</li> <li>• US 150</li> <li>• BUSINESS GOES OVER EXISTING OLD US 150 WHICH HAS BEEN MOVED TO A NEW LOCATION</li> <li>• GIVE THE DIRECTION OF TRAVEL (NORTH, EAST, SOUTH, AND WEST) DIRECTION OF TRAVEL IS NORTHWEST</li> <li>• SPRINGFIELD</li> <li>• LENGTH OF ROUTE IN MILES. 2.1</li> <li>• O (TERMINAL INTERSECTION OR MILE MARKER) THE ROUTE ENDS AT THE INTERSECTION WITH NEWLY BUILT US 150 APPROXIMATELY 2.3 MILES NORTHWEST OF ITS ORIGIN</li> </ul>	<b>CONDITIONAL APPROVAL – ONLY TO BE SIGNED WHEN US 150 IS OPENED TO TRAFFIC</b>

STATE	PROPOSED ROUTE CHANGE	DESCRIPTION	USRN DECISION
Louisiana	US 84	<ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> </ul> <ul style="list-style-type: none"> <li>• (INTERSECTION OR MILE MARKER) US 171 IN MANSFIELD</li> <li>• NORTH 0.63 MILES THEN EAST 0.19 MILES ON NEW ALIGNMENT</li> <li>• NEW ALIGNMENT</li> <li>• GIVE THE DIRECTION OF TRAVEL (NORTH, EAST, SOUTH, AND WEST) NORTH THEN EAST</li> <li>• MANSFIELD</li> <li>• LENGTH OF ROUTE IN MILES. 1</li> <li>• O (TERMINAL INTERSECTION OR MILE MARKER) EXISTING PATHWAY OF US 84</li> </ul>	<b>APPROVED</b>
Louisiana	US 84 Business	<ul style="list-style-type: none"> <li>• (INTERSECTION OR MILE MARKER) SOUTH JCT US 84</li> <li>• SOUTH JCT US 84 EAST AND NORTH TO NORTH JCT US 84 IN MANSFIELD</li> <li>• EXISTING PATHWAY</li> <li>• GIVE THE DIRECTION OF TRAVEL (NORTH, EAST, SOUTH, AND WEST) EAST AND NORTH</li> <li>• MANSFIELD</li> <li>• LENGTH OF ROUTE IN MILES. 1</li> <li>• O (TERMINAL INTERSECTION OR MILE MARKER) NORTH JCT US 84</li> </ul>	<b>APPROVED</b>
Louisiana	US 171	<ul style="list-style-type: none"> <li>• (INTERSECTION OR MILE MARKER) S. JCT US 84</li> <li>• ALONG NEW ALIGNMENT TO TIE IN WITH EXISTING PATHWAY</li> <li>• NEW ALIGNMENT</li> <li>• GIVE THE DIRECTION OF TRAVEL (NORTH, EAST, SOUTH, AND WEST) NORTH AND NORTHWEST</li> <li>• MANSFIELD</li> <li>• LENGTH OF ROUTE IN MILES. 1.0</li> <li>• O (TERMINAL INTERSECTION OR MILE MARKER) 0.4 MILES NORTHWEST OF US 84</li> </ul>	<b>APPROVED</b>
Missouri	US 50 Jackson Co.	<ul style="list-style-type: none"> <li>• RELOCATION – U.S. 50 THIS ROUTE WILL BEGIN NEAR THE EAST CITY LIMITS OF LONE JACK AND WILL CONTINUE NEAR THE WEST CITY LIMITS OF LONE JACK TRAVELING WEST OVER NEW ALIGNMENT THROUGH THE CITY OF LONE JACK FOR AN APPROXIMATE 2.03 MILES AND ENDING EAST OF ROSEHILL ROAD</li> </ul>	<b>APPROVED</b>

STATE	PROPOSED ROUTE CHANGE	DESCRIPTION	USRN DECISION
Missouri	US 50 Moniteau & Cole Counties	<ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> </ul> <ul style="list-style-type: none"> <li>• <u>RELOCATION – U.S. 50 – MONITEAU &amp; COLE COUNTIES:</u> THE ROUTE WILL BEGIN 2.8 MILES WEST OF CALIFORNIA, MISSOURI CONTINUING WEST OF ROUTE D/ROUTE T INTERCHANGE IN ST. MARTINS, MISSOURI TRAVELING EAST AND WEST OVER NEW ALIGNMENT; THE FOCAL POINT OF THE CITIES IS ON THE WEST END OF CALIFORNIA AND THE EAST END OF ST. MARTINS; THE APPROXIMATE LENGTH OF ROUTE IS 17.9 MILES AND WILL END WEST OF ROUTE D/ROUTE T IN ST. MARTINS, MISSOURI</li> </ul>	<b>APPROVED</b>
Missouri	US 50 Business	<ul style="list-style-type: none"> <li>• <u>RECOGNITION – U.S. BUSINESS ROUTE 50 – MONITEAU CO.:</u> THE ROUTE WILL BEGIN AT THE INTERSECTION OF U.S. 50 AND FLAG SPRING ROAD WEST OF THE CITY OF CALIFORNIA CONTINUING EASTERLY THROUGH THE CITY OF CALIFORNIA, MISSOURI; THIS ROUTE WILL TRAVEL OVER EXISTING U.S. ROUTE 50 TO THE INTERSECTION OF JACKET FACTORY ROAD (UPGRADED COUNTY ROAD) TO GOING SOUTH TO THE NEW U.S. 50; THE DIRECTION OF TRAVEL WILL BE BOTH WEST AND EAST, AND SOUTH AND NORTH THROUGH THE CITY OF CALIFORNIA, MISSOURI FOR AN APPROXIMATE LENGTH OF 5 MILES AND WILL END AT THE INTERSECTION OF U.S. 50 AND JACKET FACTORY ROAD TO THE NEW U.S. 50.</li> </ul>	<b>APPROVED</b>
Missouri	US 50 Osage County	<ul style="list-style-type: none"> <li>• <u>RELOCATION – U.S. ROUTE 50:</u> THE ROUTE WILL BEGIN JUST EAST OF THE INTERSECTION OF U.S. 50 AND U.S. 63 CONTINUING WEST OF THE CITY OF LINN, TRAVELING WEST AND EAST OVER NEW ALIGNMENT THRU THE CITIES OF LOOSE CREEK AND LINN FOR AN APPROXIMATE 6.63 MILES AND ENDING EAST OF COUNTY ROADS 604 AND 401 IN OSAGE COUNTY</li> </ul>	<b>APPROVED</b>
Missouri	US 63 Adair County	<ul style="list-style-type: none"> <li>• <u>RELOCATION - U.S. ROUTE 63:</u> THE ROUTE WILL BEGIN NORTH OF THE KIRKSVILLE CITY LIMITS (LOG MILE 24.666) CONTINUING SOUTHWARD ALONG THE EAST KIRKSVILLE CITY LIMITS; THIS IS A NEW ALIGNMENT, GOING SOUTH IN THE DIRECTION OF TRAVEL THROUGH THE CITY OF KIRKSVILLE FOR AN APPROXIMATE LENGTH OF 8.75 MILES AND END SOUTH OF THE KIRKSVILLE CITY LIMITS (LOG MILE 33.415)</li> </ul>	<b>APPROVED</b>

STATE	PROPOSED ROUTE CHANGE	DESCRIPTION	USRN DECISION
Missouri	US 63 Business	<ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> </ul> <ul style="list-style-type: none"> <li>• <u>RECOGNITION – U.S. BUSINESS ROUTE 63:</u> THE ROUTE WILL BEGIN NORTH OF THE KIRKSVILLE CITY LIMITS (LOG MILE 24.666) CONTINUING SOUTHWARD THROUGH THE CITY OF KIRKSVILLE; THIS ROUTE WILL PROCEED TRAVELING SOUTH ON AN EXISTING PATHWAY THROUGH THE CITY OF KIRKSVILLE FOR A TOTAL LENGTH OF 8.094 MILES AND WILL END SOUTH OF THE KIRKSVILLE CITY LIMITS (EXISTING LOG MILE 32.760, NEW LOG MILE 33.415)</li> </ul>	<b>APPROVED</b>
Nebraska	US 83	<ul style="list-style-type: none"> <li>• LOG MILE (LM) 148.63, CONTROL POINT (CP) #1</li> <li>• US-83 CONTINUES WEST TO LM 148.26, CP#2; TURNS NORTH AND CURVES TO A SOUTHERLY DIRECTION TO LM 147.08, CP#3</li> <li>• EXISTING PATHWAY FROM CP#1 TO CP#2, THEN NEW ALIGNMENT UNTIL IT JOINS EXISTING PATHWAY @ CP#3</li> <li>• SOUTH</li> <li>• VALENTINE TO THEDFORD TO NORTH PLATTE</li> <li>• LENGTH OF ROUTE IN MILES</li> <li>• NEW SEGMENT IS 1.55 MILES (1.09 <b>ADDITIONAL</b> MILES); NORTH TO SOUTH STATE BORDERS IS NOW 223 MILES</li> <li>• LM 147.08, CP#3</li> </ul>	<b>APPROVED</b>
Nevada	US 93	<ul style="list-style-type: none"> <li>• AZNV STATELINE AT THE CENTER OF THE COLORADO RIVER BRIDGE</li> <li>• TO THE JUNCTION WITH THE OLD ALIGNMENT OF US93, 2.47 MILES NORTH OF THE CENTER OF BRIDGE</li> <li>• NEW ALIGNMENT</li> <li>• NORTH</li> <li>• BOULDER CITY, LAS VEGAS NV - KINGMAN, PHOENIX AZ</li> <li>• 2.467</li> <li>• AT THE JUNCTION WITH THE OLD ALIGNMENT 2.47 MILES NORTH OF THE CENTER OF THE BRIDGE</li> </ul>	<b>APPROVED</b>

STATE	PROPOSED ROUTE CHANGE	DESCRIPTION	USRN DECISION
North Carolina	I-840	<ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> <li>• JOSEPH BRYAN BOULEVARD, WEST OF GREENSBORO</li> <li>• ACCESSING NORTHERN PORTION OF GREENSBORO</li> <li>• NEW ALIGNMENT</li> <li>• GIVE THE DIRECTION OF TRAVEL (NORTH, EAST, SOUTH, AND WEST)</li> <li>• PROPOSED GREENSBORO LOOP WILL RUN EAST</li> <li>• GREENSBORO, NORTH CAROLINA</li> <li>• UNCONSTRUCTED FUTURE I-840 SEGMENT 15.26 MILES</li> <li>• US 70 EAST OF GREENSBORO</li> </ul>	APPROVED PENDING FHWA'S APPROVAL LETTER
North Carolina	I-840 Loop	<ul style="list-style-type: none"> <li>• SEGMENT A: I-40, WEST OF GREENSBORO</li> <li>• SEGMENT B: US 70, EAST OF GREENSBORO</li> <li>• ACCESSING NORTHERN PORTION OF GREENSBORO</li> <li>• NEW ALIGNMENT</li> <li>• GIVE THE DIRECTION OF TRAVEL (NORTH, EAST, SOUTH, AND WEST)</li> <li>• PROPOSED GREENSBORO LOOP WILL RUN EAST</li> <li>• GREENSBORO, NORTH CAROLINA</li> <li>• SEGMENT A: 3.56 MILES</li> <li>• SEGMENT B: 2.21 MILES</li> <li>• SEGMENT A: JOSEPH BRYAN BOULEVARD WEST OF GREENSBORO</li> <li>• SEGMENT B: I-40 EAST OF GREENSBORO</li> </ul>	APPROVED PENDING FHWA'S APPROVAL LETTER
Oregon	US 20	<ul style="list-style-type: none"> <li>• EXISTING ROUTE MILEPOINT 431</li> <li>• WESTERLY, FROM EDDYVILLE, OREGON TOWARD TOLEDO, OREGON</li> <li>• NEW</li> <li>• ALIGNMENT</li> <li>• GIVE THE DIRECTION OF TRAVEL (NORTH, EAST, SOUTH, AND WEST)</li> <li>• LENGTH OF ROUTE IN MILES. 4.8</li> <li>• (TERMINAL INTERSECTION OR MILE MARKER) EXISTING ROUTE MILEPOINT 440</li> </ul>	APPROVED
Texas	190	<ul style="list-style-type: none"> <li>• MILE SOUTH OF <b>FM</b> 3117</li> <li>• SOUTHEASTWARD ON NEW LOCATION</li> <li>• NEW ALIGNMENT</li> <li>• SOUTHEAST</li> <li>• HEINDENHEIMER</li> <li>• LENGTH OF ROUTE IN MILES. 4.5 MILES</li> <li>• 0.7 MILE SOUTH OF <b>FM</b> 436</li> </ul>	APPROVED

STATE	PROPOSED ROUTE CHANGE	DESCRIPTION	USRN DECISION
Texas	US 380	<ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> </ul> <ul style="list-style-type: none"> <li>• (INTERSECTION OR MILE MARKER) 0.321 MILE EAST OF INTERSECTION WITH COUNTY ROAD 1063</li> <li>• SOUTHWESTWARD ON NEW LOCATION</li> <li>• NEW ALIGNMENT</li> <li>• GIVE THE DIRECTION OF TRAVEL (NORTH, EAST, SOUTH, AND WEST) SOUTH</li> <li>• GREENVILLE, TEXAS</li> <li>• LENGTH OF ROUTE IN MILES. 0.8</li> <li>• O (TERMINAL INTERSECTION OR MILE MARKER) 0.479 MILE WEST OF INTERSECTION WITH US 69</li> </ul>	<b>APPROVED</b>
Virginia	USBRS 1	<ul style="list-style-type: none"> <li>• REALIGNMENT DUE TO BRIDGE CLOSURE PROCEEDING SOUTH ON EXISTING USBRS 1 LOCATED ON TELEGRAPH (SR611), TURN RIGHT ON RICHMOND HWY (VEHICLULAR) US R.1 SOUTH RICHMOND HWY, TURN RIGHT ON LORTON RD (SF 642) WEST TO LORTON ROAD AND CONTINUE WEST PAST INTERSECTION OF GUNSTON RD. TERMINUS: LORTON RD. AT THE INTERSECTION OF GUNSTON COVE RD IS EXISTING US BR1, ROUTE CONTINUES WEST; TOTAL MILEAGE IS 1.75 MILES</li> </ul>	<b>APPROVED</b>

STATE	PROPOSED ROUTE CHANGE	DESCRIPTION <ul style="list-style-type: none"> <li>• <b>BEGINS:</b></li> <li>• <b>DIRECTION OF TRAVEL:</b></li> <li>• <b>FACILITY TYPE:</b></li> <li>• <b>NAME THE FOCAL POINT CITY OR CITIES:</b></li> <li>• <b>LENGTH OF ROUTE IN MILES</b></li> <li>• <b>ENDS:</b></li> </ul>	USRN DECISION
Virginia	USBRS 1 Occoquan	<p><b>STARTING POINT OF ROUTE OR REALIGNMENT - MILES TRAVELED ON THIS FACILITY - TURN LOCATION AND ROAD NAME/ DESIGNATION - GENERAL DIRECTION OF TRAVEL</b></p> <p><b><u>SOUTHBOUND SIDE OF ONE-WAY PAIR</u></b>  THE ROUTE COMES INTO THE TOWN OF OCCOQUAN ON USBR 1 FROM THE NORTH. ROUTE CROSSES A PEDESTRIAN BRIDGE THEN CONTINUES ON MILL STREET, SECONDARY ROAD, RT. 1208. TURN RIGHT AT ELLICOTT ST., (SECONDARY ROAD RT. 1201) SE – ON MILL STREET ELLICOTT STREET 0.05 MILES. TURN LEFT ONTO COMMERCE ST., (SECONDARY ROAD RT. 1203) SW – ONE WAY STREET COMMERCE STREET 0.06 MILES. TURN RIGHT ONTO UNION ST., (SECONDARY ROAD RT. 2100) SE – ONE WAY STREET. <b>SB TERMINUS:</b> UNION STREET/TANYARD HILL IS EXISTING US BR 1, ROUTE CONTINUES SB. <b>TOTAL SB MILEAGE: 0.11 SB</b></p> <p><b><u>NORTHBOUND SIDE OF ONE-WAY PAIR</u></b>  THE ROUTE COMES INTO THE TOWN OF OCCOQUAN FROM THE SOUTH ON US BR 1 ALONG UNION STREET/TANYARD HILL N/A. TURN RIGHT AT COMMERCE ST., (SECONDARY ROAD RT. 1203) NE – ON UNION/TANYARD HILL COMMERCE STREET 0.06 MILES. TURN LEFT AT WASHINGTON ST., (SECONDARY ROAD RT. 1202) SE – ONE WAY STREET WASHINGTON STREET 0.05 MILES. TURN LEFT AT MILL STREET, (SECONDARY ROAD RT. 1208) NE – ONE WAY STREET MILL STREET 0.12 MILES. CONTINUE PAST INTERSECTION OF ELLICOTT STREET NW – ONE WAY STREET. <b>NB TERMINUS:</b> MILL STREET - WHERE IT BECOMES 2 WAY IS EXISTING US BR 1, ROUTE CONTINUES NB <b>TOTAL NB MILEAGE: 0.23 NB</b></p>	APPROVED

The committee expresses appreciation to Ms. Marty Vitale for her continued dedication and support of the work of this committee and her work on the new eballot system.

With no further business, the meeting was adjourned at 7:30 AM.

Submitted by D. W. Vaughn, Chair (Alabama)  
October 29, 2010