



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

June 4, 2018

Mr. Frederick G. Wright
Executive Director
American Association of State Highway and Transportation Officials
444 North Capitol Street, NW, Suite 249
Washington, D.C. 20001

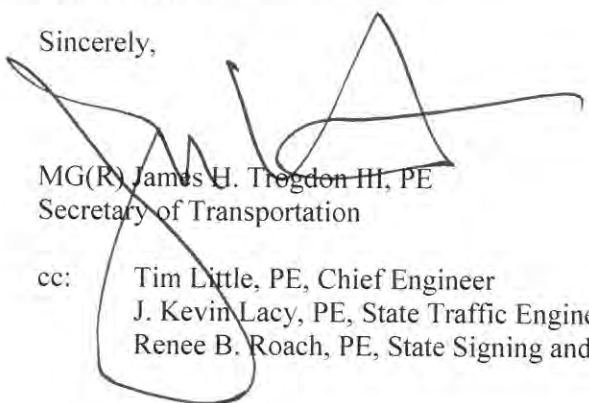
Dear Mr. Wright:

This is in reference to recent review of Interstate and US route applications from the AASHTO Special Committee on US Route Numbering. North Carolina received contingent approval on Interstate applications pending CEO signature. These applications were signed by the Chief Engineer Tim M. Little.

By this letter, I am delegating authority to the Chief Engineer position from this point forward to sign the AASHTO applications for the North Carolina Department of Transportation.

I trust this correspondence will be sufficient for the AASHTO Special Committee on US Route Numbering.

Sincerely,



MG(R) James H. Trogdon III, PE
Secretary of Transportation

cc: Tim Little, PE, Chief Engineer
J. Kevin Lacy, PE, State Traffic Engineer
Renee B. Roach, PE, State Signing and Delineation Engineer

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
SECRETARY'S OFFICE
1501 MAIL SERVICE CENTER
RALEIGH, NC 27699-1501

Telephone: (919) 707-2800
Fax: (919) 733-9150
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601



AASHTO



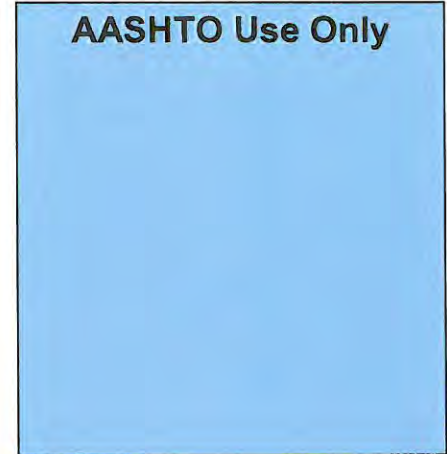
(Spring 2019)

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina for:

- Elimination of a U.S. (**Interstate**) Route
- Establishment of a U.S. (**Interstate**) Route
- Extension of a U.S. (**Interstate**) Route
- Relocation of a U.S. (**Interstate**) Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- **Recognition of a Business Route on U.S. (**Interstate**) Route
- **Recognition of a By-Pass Route on U.S. Route

I-274 (future)



Between US 158 and US 52/Future I-74/Proposed Future I-285
in Forsyth County in Forsyth County

The following states or states are involved:
North Carolina

- *****"Recognition of..."** A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED: April 23, 2019

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.org

- ***Bike Routes:** this form is not applicable for US Bicycle Route System
- Different actions require separate applications even for the same route

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.)

The proposed route is a controlled access, divided, multi-lane freeway on new location and is 16.83 miles in length. This facility will satisfy a great need to alleviate congestion in Winston-Salem, an urbanized area of approximately 244,000 people. A control of access type of facility is currently unavailable to provide movement of traffic around the western portion of the Winston-Salem urbanized area. This application is in conjunction with the application for proposed Future I-285 located at the eastern terminus of proposed Future I-274.

Date facility available to traffic Future Year

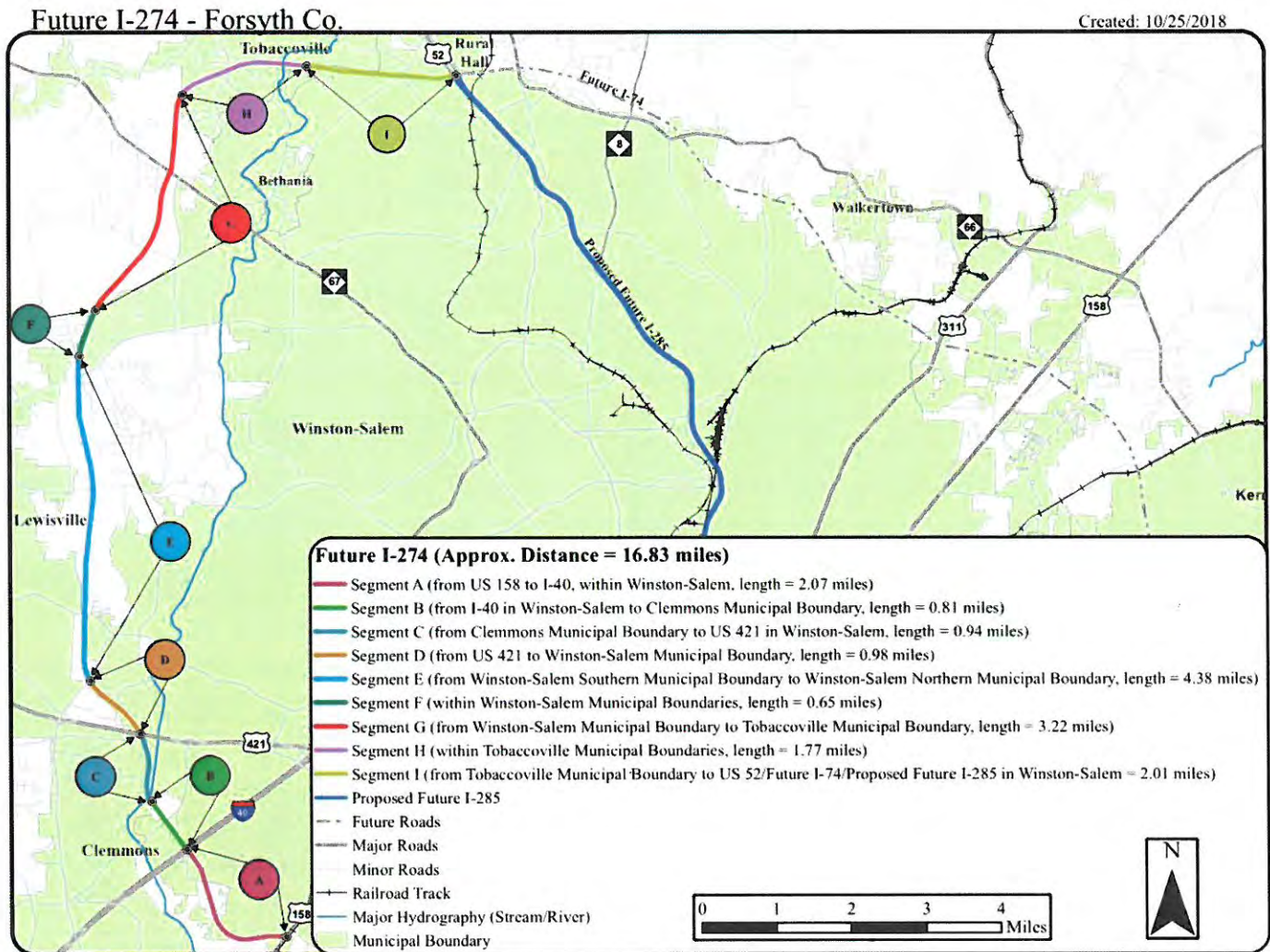
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to pngethe@aaashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.



The weighted average daily traffic (ADT) volume along the proposed route, as shown on the map on page 3, is 14,200 as compared to N/A for the year 2017 for the remaining portions of this U.S. Numbered Route in the State.



The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991* or the *Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

Chief Executive Officer



(Signature)
NCDOT Chief Engineer's Office

(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select "Worksheet Object" – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

Mileage	1	2	3	4	5								6	7				8	9			10	11
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards																		
					Pavement Width Deficiency				Shoulder Width Deficiency				Major Structures				Vertical Sight Distance Deficiency				Show When In Excess of Standard		
					Percent				Percent				Roadway Width Deficiency		H - Loading Deficiency		Percent				Horizontal Curvature	Percent Grade	
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80	Degree	Length		
0	A			7,700																			
2	B			14,700																			
	C			14,700																			
4	D			25,500																			
6																							
8	E	H	E	19,500	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	
10	F			14,200																			
12	G			14,000																			
14	H			9,900																			
16	I			7,500																			
18																							

Attach additional sheet here if necessary

Contact Information:

Name Renee B. Roach, PE
Telephone Number 919-814-5020 (phone), 919-771-2745 (fax)
Email Address rroach@ncdot.gov

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

Explain the direction (north, east, south, and west)

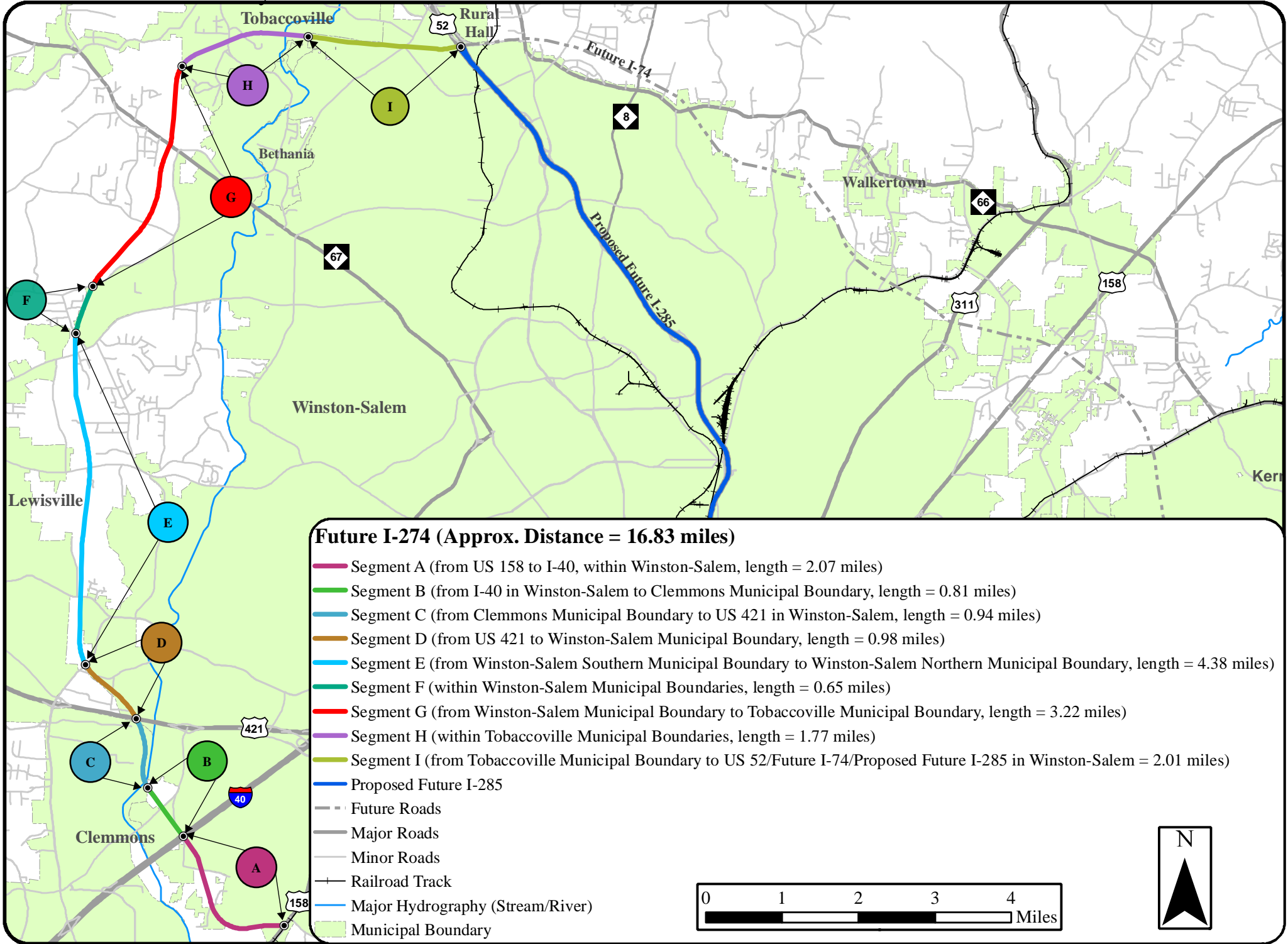
Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

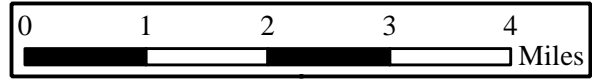
Begin your description here in unformatted single spaced paragraph format:

The proposed route begins at US 158 in Forsyth County. It is going north on the west side of Winston-Salem. The route is traveling along a multi-lane, divided, full control of access facility. The route is going north. The focal point cities along this route are Clemmons, Winston-Salem, and Tobaccoville. The route will cover approximately 16.83 miles. The route ends at US 52/Future I-74/Proposed Future I-285 in Forsyth County.



Future I-274 (Approx. Distance = 16.83 miles)

- Segment A (from US 158 to I-40, within Winston-Salem, length = 2.07 miles)
- Segment B (from I-40 in Winston-Salem to Clemmons Municipal Boundary, length = 0.81 miles)
- Segment C (from Clemmons Municipal Boundary to US 421 in Winston-Salem, length = 0.94 miles)
- Segment D (from US 421 to Winston-Salem Municipal Boundary, length = 0.98 miles)
- Segment E (from Winston-Salem Southern Municipal Boundary to Winston-Salem Northern Municipal Boundary, length = 4.38 miles)
- Segment F (within Winston-Salem Municipal Boundaries, length = 0.65 miles)
- Segment G (from Winston-Salem Municipal Boundary to Tobaccoville Municipal Boundary, length = 3.22 miles)
- Segment H (within Tobaccoville Municipal Boundaries, length = 1.77 miles)
- Segment I (from Tobaccoville Municipal Boundary to US 52/Future I-74/Proposed Future I-285 in Winston-Salem = 2.01 miles)
- Proposed Future I-285
- - - Future Roads
- Major Roads
- Minor Roads
- Railroad Track
- Major Hydrography (Stream/River)
- Municipal Boundary





AASHTO



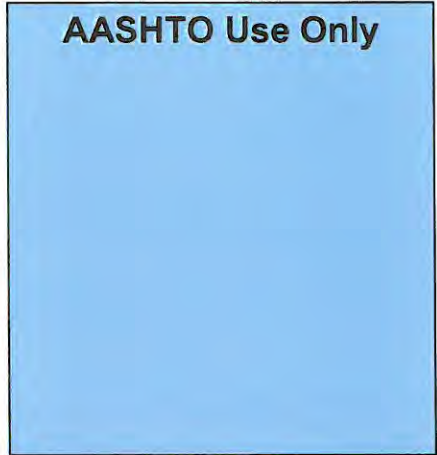
(Spring 2019)

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina for:

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
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- **Recognition of a Business Route on U.S. (Interstate) Route
- **Recognition of a By-Pass Route on U.S. Route

I-285 (future)



Between I-40/I-285 in Forsyth County and Future I-74/Proposed Future I-274 (Winston-Salem Northern Beltway) in Forsyth County

The following states or states are involved:
North Carolina

- *****"Recognition of..."**A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED: April 23, 2019

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.org

- ***Bike Routes:** this form is not applicable for US Bicycle Route System
- Different actions require separate applications even for the same route

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.)

Proposed Future I-285 will be concurrent with a section of US 52 between I-40/I-285 and Future I-74/Proposed Future I-274 (Winston-Salem Northern Beltway) in Forsyth County. While the existing section is a controlled access, divided, multi-lane highway, a proposed project will upgrade US 52 to interstate standards and add additional capacity between I-40/I-285 and Future I-74/Proposed Future I-274 (Winston-Salem Northern Beltway). Winston-Salem is a major transfer point for motor freight services. Numerous freight operators are in the Winston-Salem area, with substantial truck volumes utilizing US 52 to access other major highways in and around Winston-Salem. US 52 also provides access to the Innovation Quarter of Winston-Salem. This area houses research, business and several college education facilities for a total of approximately 2 million square feet of office space in 330 acres. This application is in conjunction with the application for proposed Future I-274 located at the northern terminus of proposed Future I-285.

Date facility available to traffic: Future Year

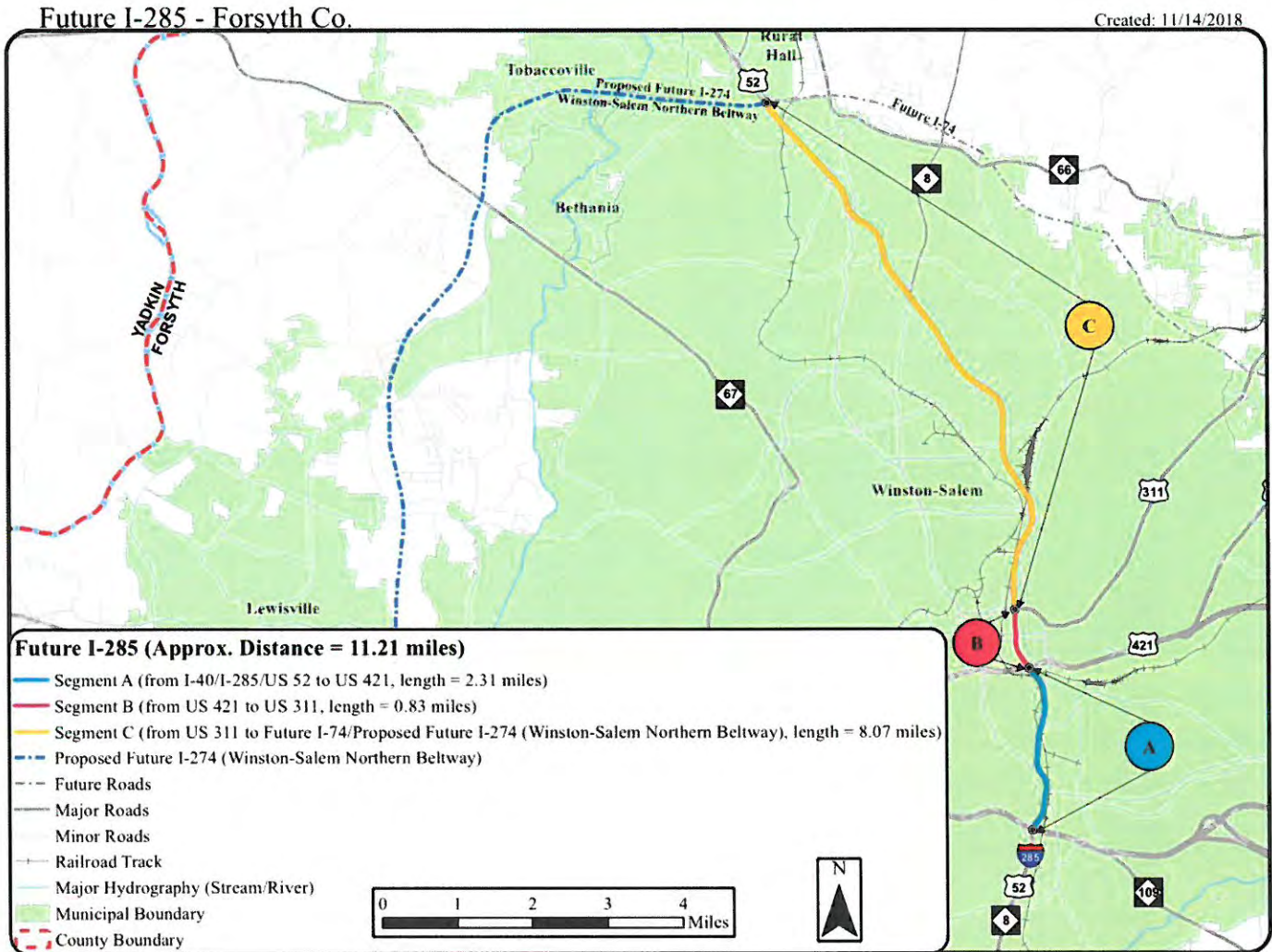
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 52

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

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(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.



The weighted average daily traffic (ADT) volume along the proposed route, as shown on the map on page 3, is 45,000 as compared to 34,000 for the year 2018 for the remaining portions of this U.S. Numbered Route in the State.



The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

Chief Executive Officer

(Signature)

NCDOT Chief Engineer's Office

(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

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High type, heavy duty	H
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Low type, dustless	L (show in red)
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NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

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Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

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							Roadway Width Deficiency		H-Loading Deficiency			Horizontal Curvature	Percent Grade											
					Percent				Percent				Percent				Percent		Degree	Length				
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60			80			
0	A	H	E	59,600	Proposed Project to Upgrade to Interstate Standards											None	None							
2				63,800																				
4				B		38,900	None	None	None	None	None	None	None	None	None			None	None					
6	C	H	E	38,900	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None			
8																								
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Attach additional sheet here if necessary

Contact Information:

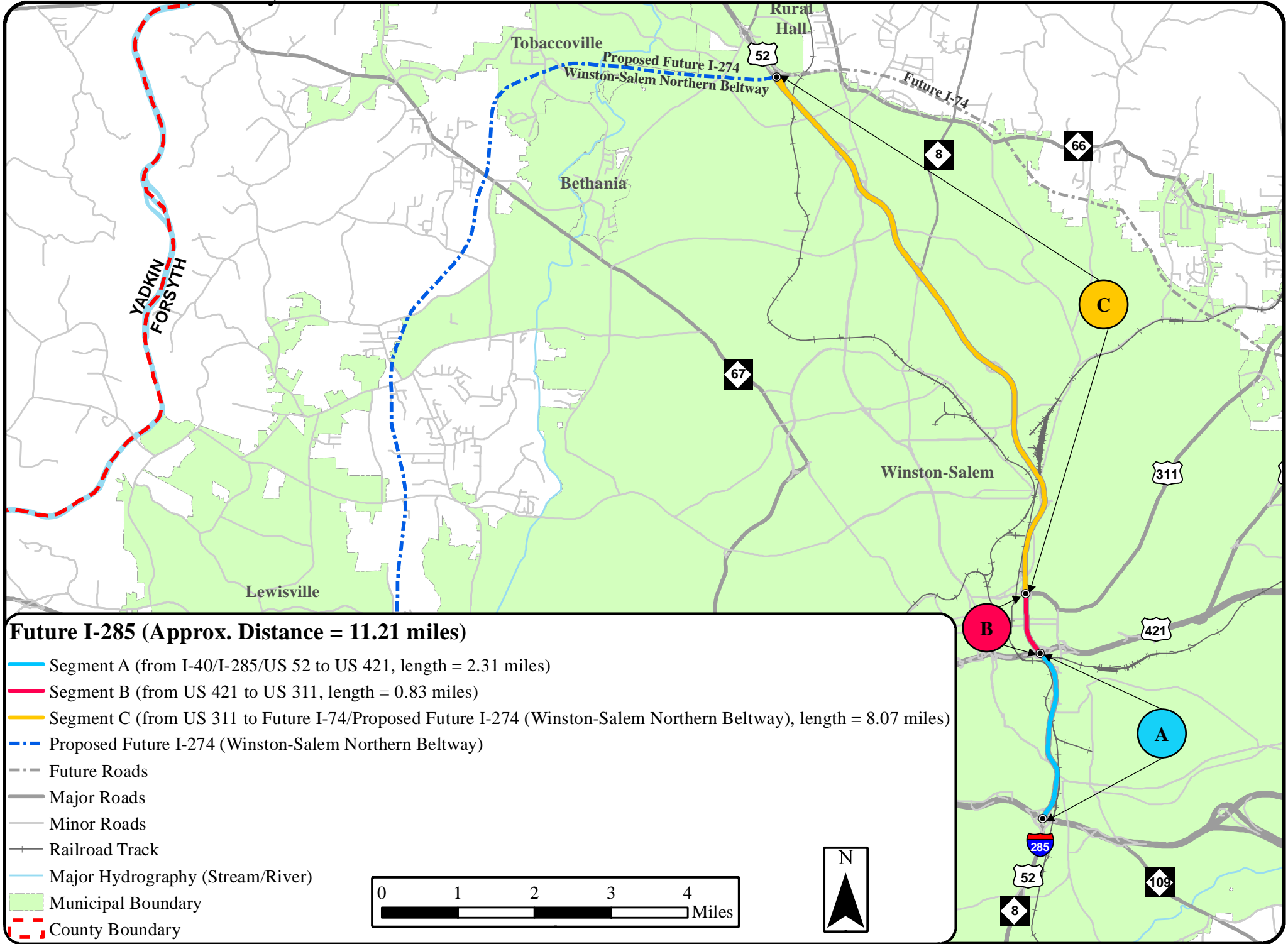
Name Renee B. Roach, PE
Telephone Number 919-814-5020 (phone), 919-771-2745 (fax)
Email Address rroach@ncdot.gov

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

- Where does the route begin?
- Where is it going?
- What type of facility is it traveling over?
- Explain the direction (north, east, south, and west)
- Name the focal point city or cities
- Total number of miles the route will cover
- Where does it end?

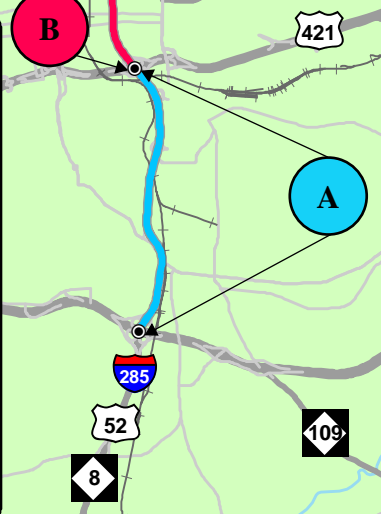
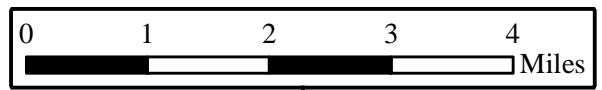
Begin your description here in unformatted single spaced paragraph format:

The route begins at I-40/I-285 in Winston-Salem, Forsyth County. It is going along existing US 52 alignment. The route is traveling along a multi-lane, divided, full control of access facility. The route is going north and west. The focal point city along this route is Winston-Salem. The route will cover approximately 11.21 miles. The route ends at Future I-74/Proposed Future I-274 (Winston-Salem Northern Beltway) in Forsyth County.



Future I-285 (Approx. Distance = 11.21 miles)

- Segment A (from I-40/I-285/US 52 to US 421, length = 2.31 miles)
- Segment B (from US 421 to US 311, length = 0.83 miles)
- Segment C (from US 311 to Future I-74/Proposed Future I-274 (Winston-Salem Northern Beltway), length = 8.07 miles)
- - - Proposed Future I-274 (Winston-Salem Northern Beltway)
- - - Future Roads
- Major Roads
- Minor Roads
- + + + Railroad Track
- Major Hydrography (Stream/River)
- Municipal Boundary
- County Boundary





125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

March 28, 2019

Special Committee on U.S. Route Numbering
c/o Ms. Patricia NG'Ethe
American Association of State Highway and
Transportation Officials (AASHTO)
444 N. Capitol Street NW, Suite 249
Washington, D.C. 20001

Dear Ms. NG'Ethe:

Attached please find the following applications for consideration for changes to the following numbered routes:

- BU 79-B in Williamson County
- IH 169 in Cameron County
- US 62/US 85 in El Paso County
- US 175 and Business US 175-H in Henderson County

If you have any questions, please contact Esther Marie Colvin, Planner, Transportation Planning and Programming Division at (512) 486-5041.

Sincerely,

James M. Bass,
Executive Director

Attachments

cc: Marc D. Williams, P.E., Deputy Executive Director, TxDOT
Peter Smith, P.E., Transportation Planning and Programming Division, Division Director, TxDOT
Esther Marie Colvin, Transportation Planning and Programming Division, TxDOT

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer



AASHTO



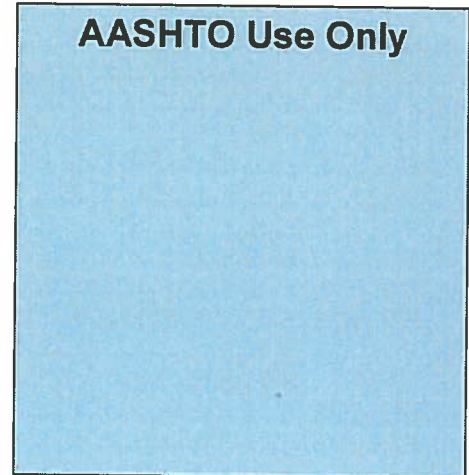
Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or TEXAS Department of Transportation for:
(STATE NAME)

- Elimination of a U.S. Route
- Establishment of a U.S. (**Interstate**) Route
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- Establishment of a Temporary U.S. Route
- **Recognition of a Business Route on U.S. (**Interstate**) Route**
- **Recognition of a By-Pass Route on U.S. Route**

BU 79



Between: State Highway 95 and US 79; and Business US 79-B and US 79.

The following states or states are involved:

Texas

- *****"Recognition of..."**A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
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DATE SUBMITTED: April 19, 2019

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The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.) In the City of Taylor, Williamson County, Texas, the Texas Transportation Commission approved (1) the removal of Business US 79 from the state highway system from State Highway 95 eastward to US 79; and that jurisdiction, control and maintenance be transferred to the City; (2) the removal of the concurrent designation of Business US 79 from BU 79 southward to US 79, leaving the designation of SH 95.

Date facility available to traffic: BU 79 is currently open to traffic.

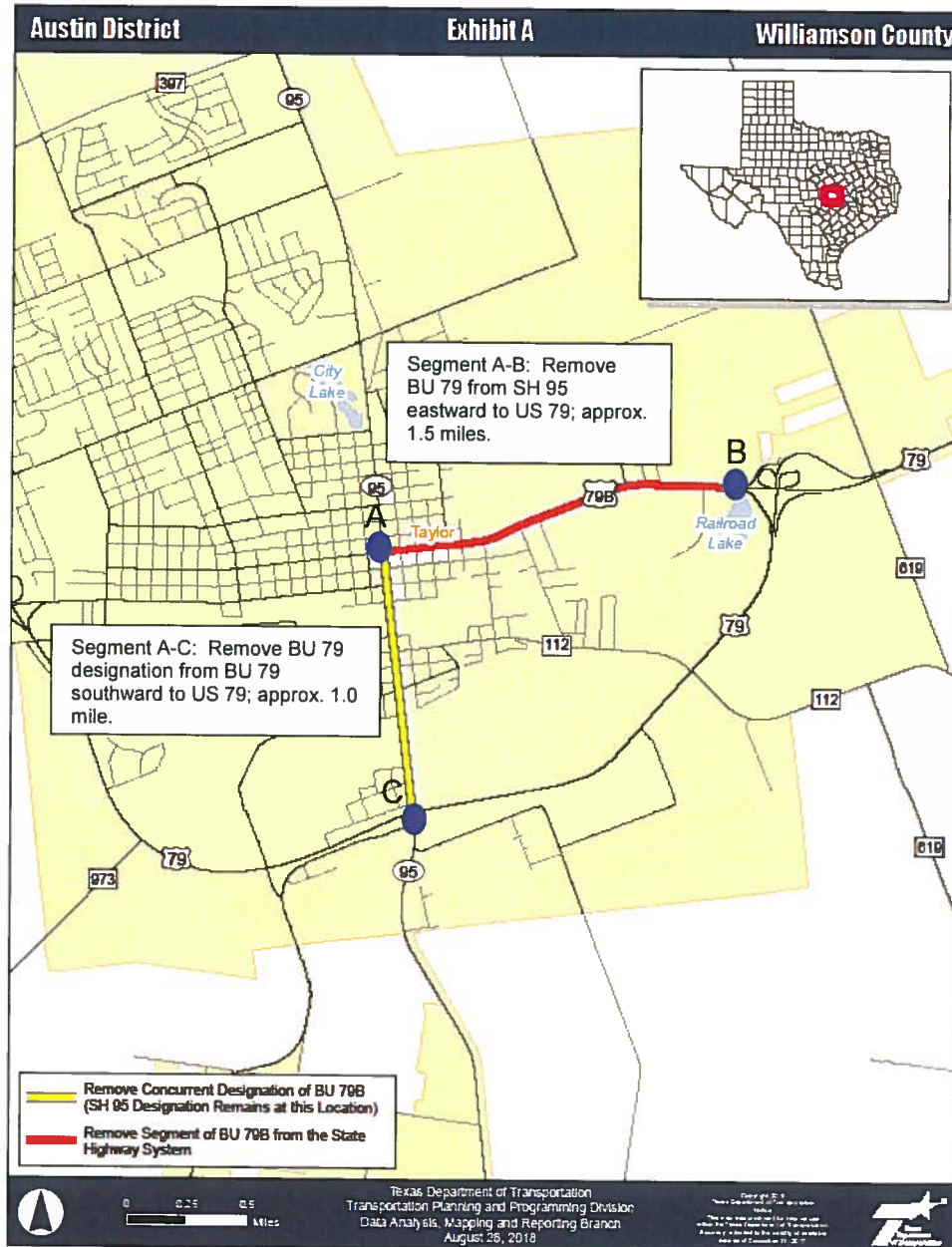
Does the petitioned route run concurrently with a portion of an existing U.S. Route? No If so, where? N/A

Does the petitioned route run concurrently with a portion of an existing Interstate Route? No If so, where? N/A

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to pngethe@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 7,438 for segment A-B and 6,087 for segment A-C as compared to 9,000 for the year 2017 for all other U.S. Numbered Routes in the State.

The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991* or the *Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.



(Signature)

Chief Executive Officer

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of September 27, 2018 as follows: (Copy excerpt from minutes.)

In Taylor, WILLIAMSON COUNTY, on BUSINESS US 79-B, the state of Texas acquired and/or used certain land for highway purposes.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director has recommended that BU 79-B be removed from the state highway system, a distance of 1.5 miles, from SH 95 eastward to US 79, and that jurisdiction, control, and maintenance be transferred to the City of Taylor (city).

A portion of the land (Tract 1), RCSJ 0204-04-047, is no longer needed for a state highway purpose.

In accordance with Texas Transportation Code, Chapter 202, Subchapter B, the Texas Transportation Commission (commission) may waive payment for real property transferred to a governmental entity if the governmental entity assumes jurisdiction, control, and maintenance of right of way for public road purposes. The city has agreed to assume jurisdiction, control, and maintenance and has requested that Tract 1 be transferred to the city.

IT IS THEREFORE ORDERED by the commission that BU 79-B is removed from the state highway system, a distance of 1.5 miles, from SH 95, eastward to US 79, and jurisdiction, control, and maintenance are transferred to the city.

FURTHER, IT IS ORDERED by the commission that Tract 1 is no longer needed for a state highway purpose. The commission recommends, subject to approval by the attorney general, that the governor of Texas execute a proper instrument transferring Tract 1 to the City of Taylor, Texas; SAVE AND EXCEPT, however, there is excepted and reserved herefrom all of the state's rights, titles, and interests, if any, in and to all of the oil, gas, sulphur, and other minerals, of every kind and character, in, on, under, and that may be produced from the real property.

FURTHER, if Tract 1 ceases to be used for public road purposes, the real property shall immediately and automatically revert to this state.

IT IS UNDERSTOOD that following approval of the application by the AASHTO Special Committee on US Route Numbering, the commission will confirm the designation by minute order.

Minute Order Number # 115344

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select "Worksheet Object" – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

Contact Information:

Name Esther Marie Colvin

Telephone Number 512.486.5041

Email Address esther.colvin@txdot.gov

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Removal of BU 79(B)

Begin your description here in unformatted single spaced paragraph format:

Route begins: From SH 95

Which direction is the route heading: Eastward

What type of roadway (FM, SH, US, IH, Business US or Business IH) or facility (Bridge, At Grade Intersection, Interchange or Bypass) is this route traveling over: SH 95

Explain the direction (north, east, south and west): East

Name of the focal point city or cities: Taylor, Texas

Total number of miles the route will cover: 1.5 mile

Where does the route end: At US 79

Remove concurrent designation of BU 79(B)

Begin your description here in unformatted single spaced paragraph format:

Route begins: From BU 79 (B)

Which direction is the route heading: Southward

What type of roadway (FM, SH, US, IH, Business US or Business IH) or facility (Bridge, At Grade Intersection, Interchange or Bypass) is this route traveling over: BU 79B, FM 112 and US 79

Explain the direction (north, east, south and west): South

Name of the focal point city or cities: Taylor, Texas

Total number of miles the route will cover: 1.0 mile

Where does the route end: At US 79



AASHTO



(August 2018)

American Association of State Highway and Transportation Officials

An Application from the State Highway or TEXAS Department of Transportation for:
(STATE NAME)

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of an Interstate Route
- Relocation of a U.S. (Interstate) Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- **Recognition of a Business Route on U.S. (Interstate) Route
- **Recognition of a By-Pass Route on U.S. Route

IH 169

AASHTO Use Only

Between Old Alice Road and the new limits of access control approximately 0.4 mile east of FM 1847

The following states or states are involved:

Texas

- ******Recognition of...** A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED: April 19, 2019

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.org

- ***Bike Routes:** [this form is not applicable for US Bicycle Route System](#)
- Different actions require separate applications even for the same route

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.)

Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended, has identified Farm-to-Market Road (FM) 511 from U.S. 77/Interstate 69 East (IH 69E) to the Port of Brownsville, Texas, as part of the High Priority Corridor 18 system on the National Highway System (NHS). According to Section 1105(e)(5) of ISTEA, as amended, segments of FM 511 from U.S. 77 to the Port of Brownsville may be designated as part of the I-69 system at such time it is determined that a segment meets the Interstate design standards approved under Section 109(b) of Title 23, United States Code and connects or is planned to connect to an existing Interstate system segment by July 1, 2037.

The Texas Transportation Commission took action on August 28, 2008 (Minute Order 111504) to designate FM 511 from IH 69E to Old Port Isabel Road as State Highway (SH) 550. This action was taken as part of an overall transportation improvement program to provide a new ultimate 10-mile alternate route (SH 550) between the Port of Brownsville and IH 69E.

In compliance with the requirements of Section 1105(e)(5), as amended, and 23 CFR 470, Appendix B to Subpart A of Part 470, the Texas Department of Transportation (TxDOT) has conducted a study of a 2.5-mile four-lane divided access controlled (two lanes in each direction) segment of SH 550 in Brownsville to determine if it meets the Interstate designation criteria. The SH 550 segment extends from the existing IH 169 terminus at Old Alice Road to approximately 0.4 mile east of FM 1847. At the eastern terminus of access control, SH 550 transitions to two-lane ramps in each direction that provide connectivity to the SH 550 frontage roads east of FM 1847.

The results of the study confirm that this segment meets the Interstate design standards, as established by AASHTO in *A Policy on Design Standards – Interstate System, 5th edition* (2005), that were in effect at the time of the segment's design and construction. It has also been determined that the new limits of SH 550 access control east of FM 1847 would be a logical terminus for the extension of IH 169. Furthermore, upgrading SH 550 to Interstate standards and extending the existing 1.5-mile segment of IH 169 an additional 2.5 miles east would provide substantial service to the traveling public. This proposed IH 169 segment will connect to and complement those portions of the phased 10-mile-long transportation improvement program that have already been constructed (frontage roads, SH 550 mainlanes and interchanges, and exclusive truck lanes) to improve access and mobility between IH 69E and the Port of Brownsville.

Therefore, in accordance with the enacted Congressional legislation and referenced FHWA regulations, TxDOT is submitting this application in support of its request that AASHTO approve the extension and signing of IH 169 along this 2.5-mile segment of SH 550. TxDOT is also currently coordinating with FHWA to process a request to approve this extension of IH 169. As additional connecting access controlled four-lane divided tolled highway segments of SH 550 are completed and extended towards the port, subsequent IH 169 extension and signing requests will be made for those segments.

Date facility available to traffic Existing facility is currently open to traffic.

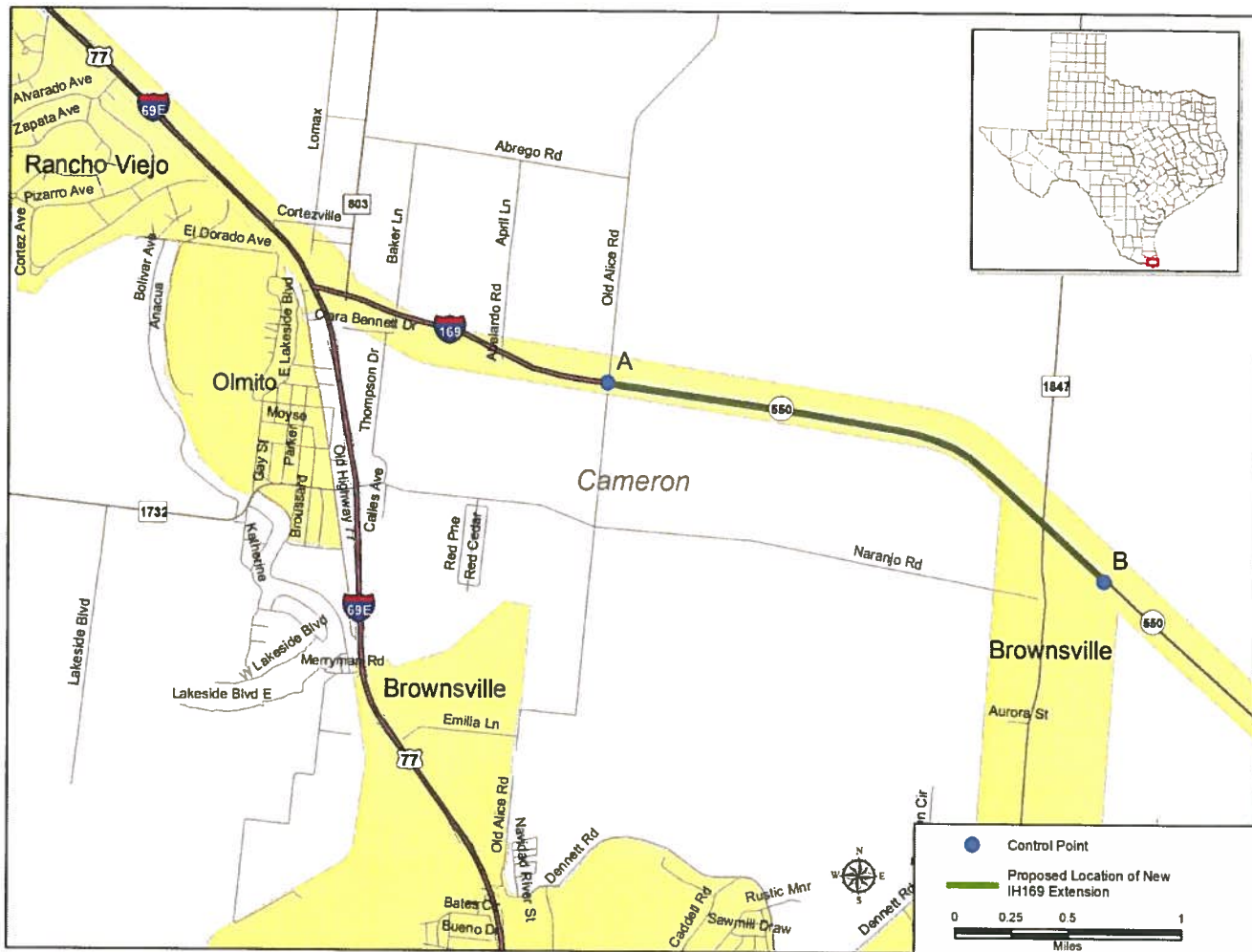
Does the petitioned route run concurrently with a portion of an existing U.S. Route? No If so, where? N/A

Does the petitioned route run concurrently with a portion of an existing Interstate Route? No If so, where? N/A

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to pngethe@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 17,061 as compared to 55,000 for the year 2017 for all other Interstate Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.



(Signature)

Chief Executive Officer

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of March 27, 2014 as follows: (Copy excerpt from minutes.)

In accordance with Appendix B to 23 CFR Part 470, Subpart A, and the policies of the Federal Highway Administration and the American Association of State Highway and Transportation Officials (AASHTO), state departments of transportation must coordinate changes to the interstate system with AASHTO by submitting an application for recognition of new interstate route segments to the Special Committee on US Route Numbering.

The Texas Department of Transportation (department) proposes to designate several segments of highways in Texas as INTERSTATE HIGHWAY 69 (I-69) in the next six years. This minute order authorizes the department to petition the AASHTO Special Committee on US Route Numbering to recognize those designated segments as I-69 that comply with federal regulations and are of sufficient length to provide substantial service to the traveling public.

IT IS THEREFORE ORDERED by the commission that the department is authorized to submit applications to the AASHTO Special Committee on US Route Numbering requesting the recognition of I-69 along various existing routes through Texas as those route segments become eligible for inclusion on the interstate system.

IT IS FURTHER ORDERED that following approval of the applications by the AASHTO Special Committee on US Route Numbering, the commission will designate such route segments as I-69 by minute order.

Minute Order Number # 113899

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select "Worksheet Object" – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

Mileage	1	2	3	4	5	6	7	8	9	10	
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards						Show V Excess of
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Horizontal Curvature	
							Roadway Width Deficiency				H - Loading Deficiency
					Percent		Percent		Percent		Percent
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	20 40 60 80	Degree					
0	A-B 2.5 mi	H	F	17,061 Year 2017	None	None	None	None	None		
20											
40											
60											
80											
100											
120											
140											
160											

Attach additional sheet here if necessary

Contact Information:

Name: Roger Beall

Telephone Number: 512-486-5154

Email Address: roger.beall@txdot.gov

The following description will be provided to the AASHTO Highways Special Committee on U.S. Route Number (USRN).

Extension of IH 169

Begin your description here in unformatted single spaced paragraph format:

Route begins: At Old Alice Road in Brownsville, Texas

Which direction is the route heading: Eastward

What type of roadway (FM, SH, US, IH, Business US or Business IH) or facility (Bridge, At Grade Intersection, Interchange or Bypass) is this route traveling over: Old Alice Road and FM 1847

Explain the direction (north, east, south and west): west to east

Name of the focal point city or cities: Brownsville

Total number of miles the route will cover: 2.5 miles

Where does it end: Approximately 0.4 mile east of FM 1847



AASHTO



Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or TEXAS Department of Transportation for:
(STATE NAME)

- Elimination of a U.S. Route
- Establishment of a U.S. (**Interstate**) Route
- Extension of a U.S. (**Interstate**)Route
- Relocation of a U.S. . (**Interstate**) Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- **Recognition of a Business Route on U.S. (**Interstate**) Route
- **Recognition of a By-Pass Route on U.S. Route

US 62/US 85

AASHTO Use Only

Between: Paisano Street (US 62/US 85) and 6th Avenue

The following states or states are involved:

Texas

- *****"Recognition of..."**A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting **Interstate** establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED:April 19, 2019

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.org

- ***Bike Routes:** [this form is not applicable for US Bicycle Route System](#)

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.) Prior to this application, US 62/US 85 existed on two separate roads in El Paso near the Mexico border: El Paso Street (one-way) and Stanton Street (two-way); the Texas Transportation Commission approved the removal of US 62/US 85 from the state highway system along El Paso Street from Paisano Street south to 6th Avenue; and that jurisdiction, control and maintenance be transferred to the City of El Paso. The path of US62/US 85 still remains along Stanton Street, which is a two-way roadway.

Date facility available to traffic: US 62/US 85 is currently open to traffic.

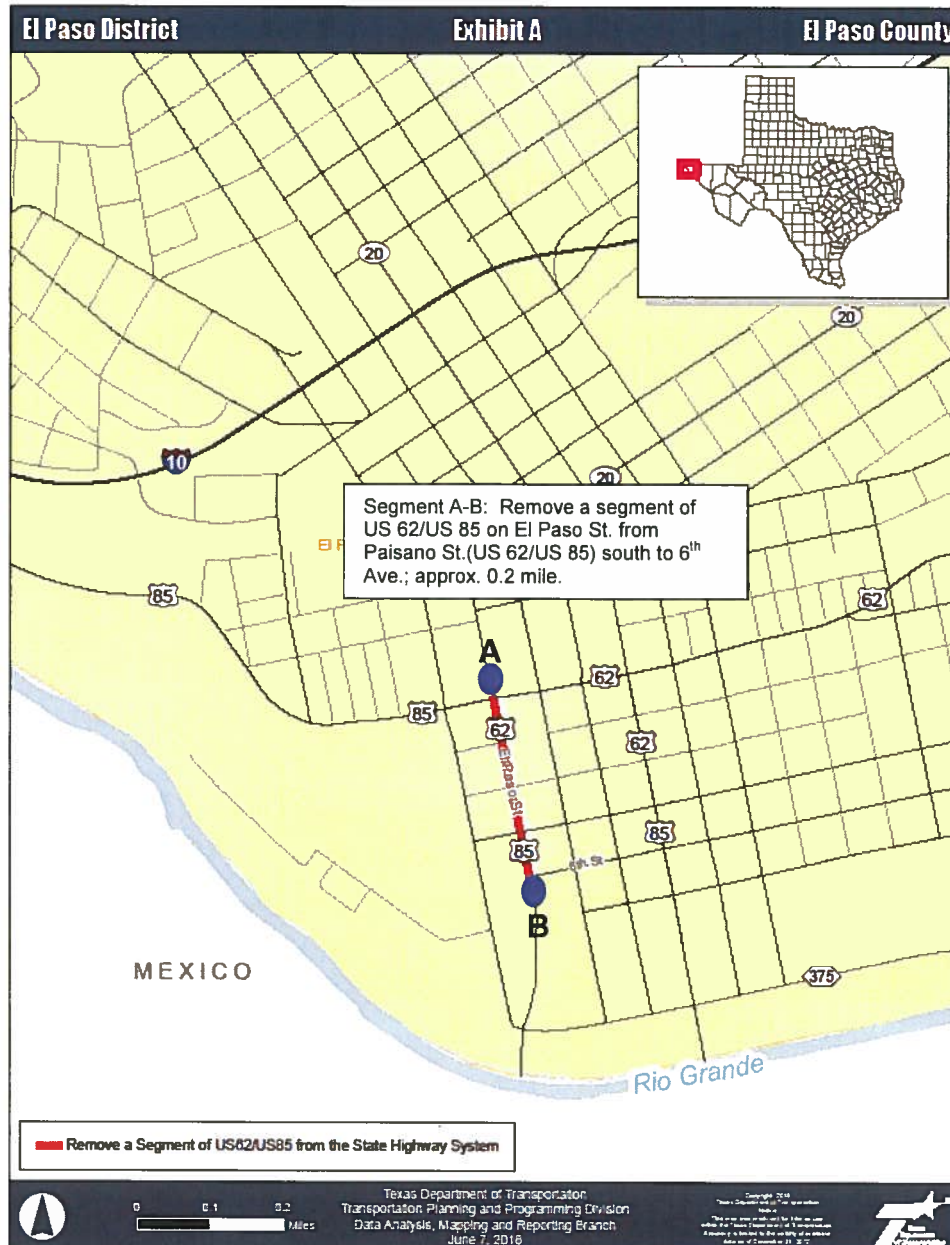
Does the petitioned route run concurrently with a portion of an existing U.S. Route? No If so, where? N/A

Does the petitioned route run concurrently with a portion of an existing Interstate Route? No If so, where? N/A

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to pngethe@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 3,052 as compared to 9,000 for the year 2017 for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.



(Signature)

Chief Executive Officer

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of June 28, 2018 as follows: (Copy excerpt from minutes.)

In El Paso, EL PASO COUNTY, on US HIGHWAY 62/US 85, the state of Texas used certain land for highway purposes to which there is no record title in the state's name.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director has recommended that a segment of US 62/US 85 on El Paso Street, from Paisano Street south to 6th Avenue, be removed from the state highway system, a distance of 0.2 mile, and that control, jurisdiction, and maintenance be transferred to the City of El Paso (city).

The land (Tract 1), RCSJ 0167-03-002, shown on Exhibit A, is no longer needed for a state highway purpose.

In accordance with V.T.C.A., Transportation Code, Chapter 202, Subchapter B, the Texas Transportation Commission (commission) may recommend the quitclaim to the city of any interest that might have accrued to the state by use of the property. The city will assume control, jurisdiction, and maintenance of Tract 1 and has requested the quitclaim to the city.

IT IS THEREFORE ORDERED by the commission that a segment of US 62/US 85 is removed from the state highway system on El Paso Street, from Paisano Street south to 6th Avenue, a distance of 0.2 mile, and control, jurisdiction and maintenance are transferred to the City of El Paso.

IT IS FURTHER ORDERED by the commission that Tract 1 is no longer needed for a state highway purpose. The commission recommends, subject to approval by the attorney general, that the governor of Texas execute a proper instrument quitclaiming the state's right and interest in Tract 1 to the City of El Paso, Texas.

IT IS UNDERSTOOD that following approval of the application by the AASHTO Special Committee on US Route Numbering, the commission will confirm the designation by minute order.

Minute Order Number # 115254

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select "Worksheet Object" – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

Mileage	1	2	3	4	5										6	7	8	9	10		
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards																
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Show V Excess of									
							Roadway Width Deficiency		H - Loading Deficiency				Horizontal Curvature								
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0	A-B 0.2 mi	H	E	3,052 Year 2017	None				None				None				None				
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120																					
140																					
160																					

Attach additional sheet here if necessary

Contact Information:

Name Esther Marie Colvin

Telephone Number 512.486.5041

Email Address esther.colvin@txdot.gov

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Removal of a segment of US 62/US 85

Begin your description here in unformatted single spaced paragraph format:

Route begins: At Paisano Street (US 62/US 85)

Which direction is the route heading: Southward

What type of roadway (FM, SH, US, IH, Business US or Business IH) or facility (Bridge, At Grade Intersection, Interchange or Bypass) is this route traveling over: US 62 and 6th Avenue

Explain the direction (north, east, south and west): South

Name of the focal point city or cities: El Paso, Texas

Total number of miles the route will cover: 0.2 mile

Where does the route end: At 6th Avenue



AASHTO



Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or TEXAS Department of Transportation for:
(STATE NAME)

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- Relocation of a U.S. Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- **Recognition of a Business Route on U.S. Route
- **Recognition of a By-Pass Route on U.S. Route

US 175



Between: 0.5 mile west of Farm To Market (FM) 315 to approximately 0.5 mile east of FM 315 (US 175).

The following states or states are involved:

Texas

- *****“Recognition of...”**A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED: April 19, 2019

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.org

- ***Bike Routes:** [this form is not applicable for US Bicycle Route System](#)

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.) In the City of Poynor, Henderson County, Texas, the Texas Transportation Commission approved the designation of US 175 along a new location from approximately 0.5 mile west of FM 315 to approximately 0.5 mile east of FM 315, a distance of approximately 1.0 mile.

Date facility available to traffic: US 175 was opened to traffic in June of 2018.

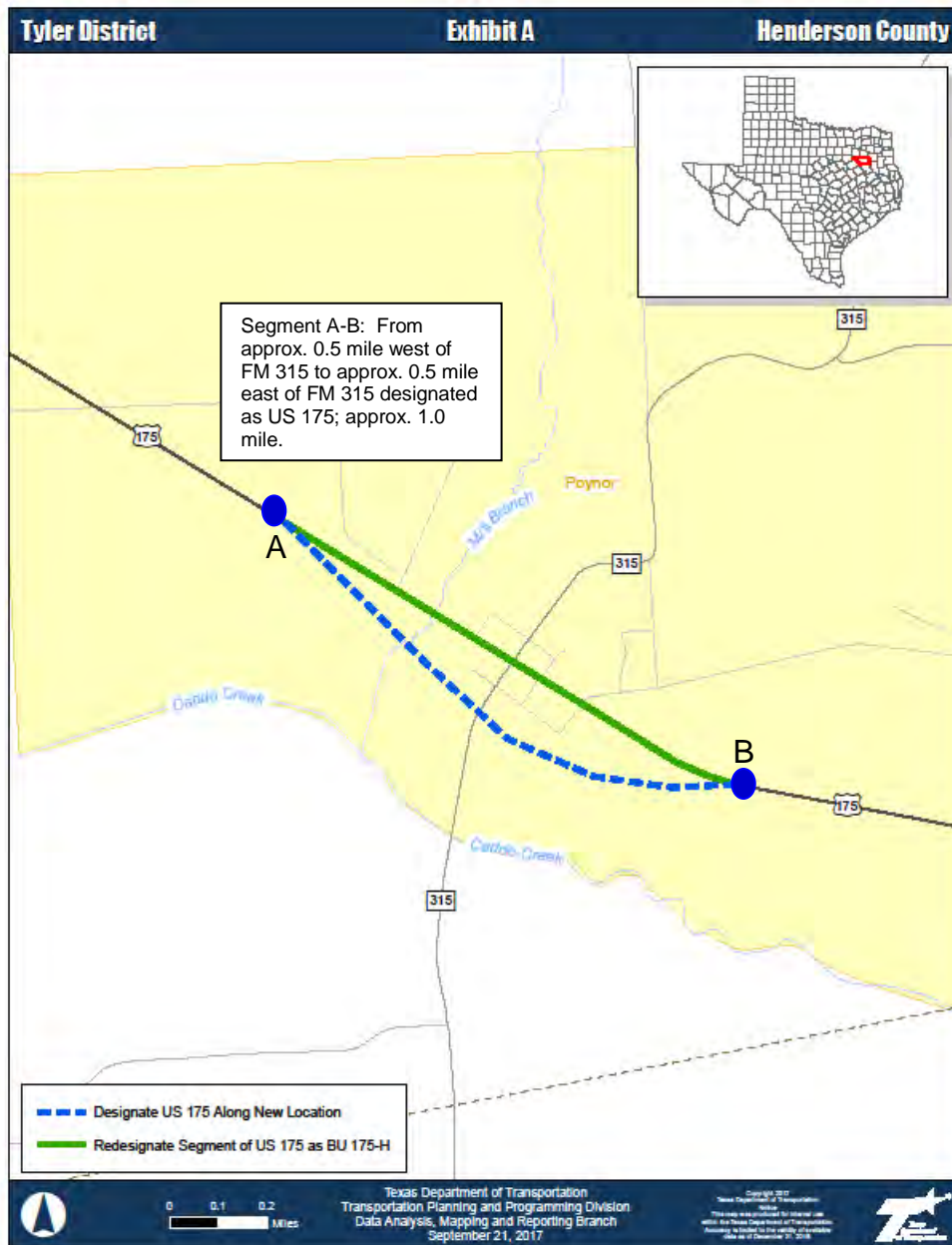
Does the petitioned route run concurrently with a portion of an existing U.S. Route? No If so, where? N/A

Does the petitioned route run concurrently with a portion of an existing Interstate Route? No If so, where? N/A

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to pngethe@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is N/A as compared to 9,000 for the year 2017 for all other U.S. Numbered Routes in the State.

The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991* or the *Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.



(Signature)

Chief Executive Officer

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of October 26, 2017 as follows: (Copy excerpt from minutes.)

In Tyler, Texas, the Tyler District Office requested the following designations of U.S. Highway 175 (US 175):

(1) designation of US 175 along a new location from approximately 0.5 mile west of FM 315 to approximately 0.5 mile east of FM 315, a distance of approximately 1.0 mile; and (2) redesignation of US 175 as BU 175-H from approximately 0.5 mile west of FM 315 to approximately 0.5 mile east of FM 315, a distance of approximately 1.0 mile.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director of the Texas Department of Transportation has recommended these actions.

The Texas Transportation Commission (commission) finds that these actions will facilitate the flow of traffic, promote public safety, and maintain continuity of the state highway system and are necessary for the proper development and operation of the system.

IT IS THEREFORE ORDERED by the commission that: (1) US 175 is designated along a new location from approximately 0.5 mile west of FM 315 to approximately 0.5 mile east of FM 315, a distance of approximately 1.0 mile; and (2) US 175 is redesignated as BU 175-H from approximately 0.5 mile west of FM 315 to approximately 0.5 mile east of FM 315, a distance of approximately 1.0 mile.

IT IS UNDERSTOOD that following approval of the application by the AASHTO Special Committee on US Route Numbering, the commission will confirm the designation by minute order.

Minute Order Number # 115094

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

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Mileage	1	2	3	4	5							6	7	8	9	10	11
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards												
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Show When In Excess of Standard					
							Roadway Width Deficiency		H - Loading Deficiency			Horizontal Curvature	Percent Grade				
					Percent			Percent			Percent			Percent		Degree	Length
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140																	
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Attach additional sheet here if necessary

Contact Information:

Name Esther Marie Colvin

Telephone Number 512.486.5041

Email Address esther.colvin@txdot.gov

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

New location of US 175

Begin your description here in unformatted single spaced paragraph format:

Route begins: From approximately 0.5 mile west of FM 315

Which direction is the route heading: Eastward

What type of roadway (FM, SH, US, IH, Business US or Business IH) or facility (Bridge, At Grade Intersection, Interchange or Bypass) is this route traveling over: FM 315

Explain the direction (north, east, south and west): East

Name of the focal point city or cities: Poynor, Texas

Total number of miles the route will cover: 1.0 mile

Where does the route end: Approximately 0.5 mile east of FM 315



AASHTO



Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or TEXAS Department of Transportation for:
(STATE NAME)

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- Relocation of a U.S. Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- **Recognition of a Business Route on U.S. Route
- **Recognition of a By-Pass Route on U.S. Route

BU 175



Between: 0.5 mile west of FM 315 to approximately 0.5 mile east of FM 315.

The following states or states are involved:

Texas

- *****"Recognition of..."**A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED: April 19, 2019

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

- ***Bike Routes:** [this form is not applicable for US Bicycle Route System](#)

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.) In the City of Poynor, Henderson County, Texas, the Texas Transportation Commission approved the redesignation of US 175 as BU 175-H from approximately 0.5 mile west of FM 315 to approximately 0.5 mile east of FM 315, a distance of approximately 1.0 mile.

Date facility available to traffic: BU 175-H is currently opened to traffic.

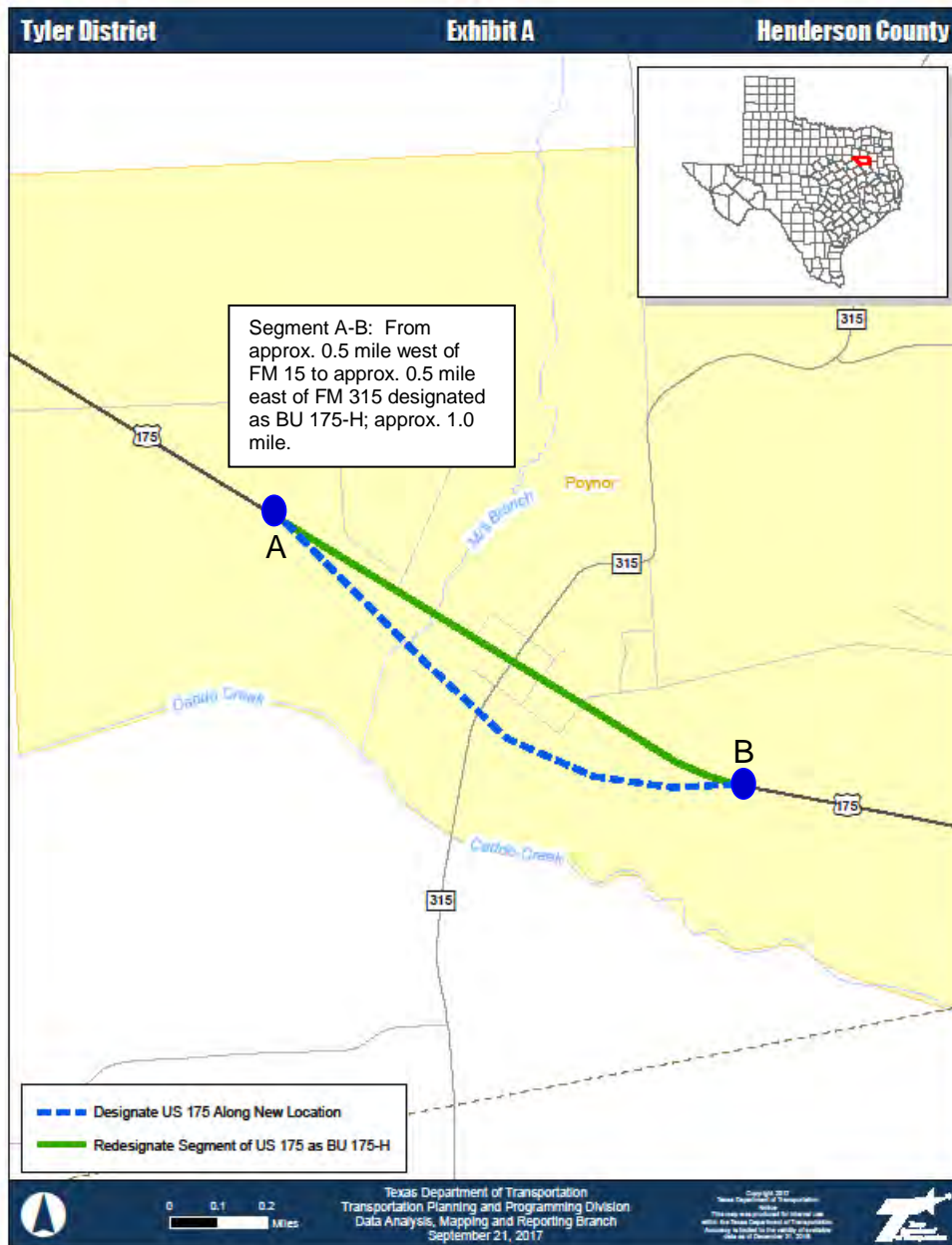
Does the petitioned route run concurrently with a portion of an existing U.S. Route? No If so, where? N/A

Does the petitioned route run concurrently with a portion of an existing Interstate Route? No If so, where? N/A

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to pngethe@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 4,251 as (compared to 9,000 for the year 2017 for all other U.S. Numbered Routes in the State.

The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991* or the *Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.



(Signature)

Chief Executive Officer

Texas

(Member Department)

This petition is authorized by official action of Texas Transportation Commission

under date of October 26, 2017 as follows: (Copy excerpt from minutes.)

In Tyler, Texas, the Tyler District Office requested the following designations of U.S. Highway 175 (US 175):

(1) designation of US 175 along a new location from approximately 0.5 mile west of FM 315 to approximately 0.5 mile east of FM 315, a distance of approximately 1.0 mile; and (2) redesignation of US 175 as BU 175-H from approximately 0.5 mile west of FM 315 to approximately 0.5 mile east of FM 315, a distance of approximately 1.0 mile.

Pursuant to Texas Transportation Code, §§201.103 and 221.001, the executive director of the Texas Department of Transportation has recommended these actions.

The Texas Transportation Commission (commission) finds that these actions will facilitate the flow of traffic, promote public safety, and maintain continuity of the state highway system and are necessary for the proper development and operation of the system.

IT IS THEREFORE ORDERED by the commission that: (1) US 175 is designated along a new location from approximately 0.5 mile west of FM 315 to approximately 0.5 mile east of FM 315, a distance of approximately 1.0 mile; and (2) US 175 is redesignated as BU 175-H from approximately 0.5 mile west of FM 315 to approximately 0.5 mile east of FM 315, a distance of approximately 1.0 mile.

IT IS UNDERSTOOD that following approval of the application by the AASHTO Special Committee on US Route Numbering, the commission will confirm the designation by minute order.

Minute Order Number # 115094

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

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Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
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Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

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	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards															
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							Roadway Width Deficiency		H - Loading Deficiency			Horizontal Curvature	Percent Grade							
					Percent			Percent			Percent			Percent		Degree	Length			
10	20	30	#	20	40	60	80	10	20	30	40	20	40	60	80			20	40	60
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120																				
140																				
160																				

Attach additional sheet here if necessary

Contact Information:

Name Esther Marie Colvin

Telephone Number 512.486.5041

Email Address esther.colvin@txdot.gov

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Former alignment of US 175 (BU 175-H)

Begin your description here in unformatted single spaced paragraph format:

Route begins: From approximately 0.5 mile west of FM 315

Which direction is the route heading: Eastward

What type of roadway (FM, SH, US, IH, Business US or Business IH) or facility (Bridge, At Grade Intersection, Interchange or Bypass) is this route traveling over: FM 315

Explain the direction (north, east, south and west):East

Name of the focal point city or cities: Poynor, Texas

Total number of miles the route will cover: 1.0 mile

Where does the route end: Approximately 0.5 mile east of FM 315

AMERICAN ASSOCIATION OF
STATE HIGHWAY AND
TRANSPORTATION OFFICIALS



**APPLICATION FOR DESIGNATION OF A
U.S. BICYCLE ROUTE (JUNE 12, 2017)**

Member State Submitting Application: Virginia

USBR No. 76

Date: March 21st, 2019

This is an application for (please check):

- Establishment of a new U.S. Bicycle Route or segment
- Realignment of an existing U.S. Bicycle Route
- Deletion of a U.S. Bicycle Route or segment

Route Connects Atlee Rd (VA-638) and Atlee Station Rd (VA-637)
(e.g., State Border, International Border, Existing US Bicycle Route, etc.)

The following state or states are involved: Virginia

Map and Route Log

Attachment A: Map (PDF the map in color and attach to this form)

Route Log for U.S. Bicycle Route 76 Westbound

Starting Point of Route or Realignment	Miles traveled on this facility	Turn location and road name/ designation	General Direction of Travel
Atlee Rd (VA-638) and Chamberlayne Rd (US-301)			
Atlee Rd (638)	.9	Atlee Station Rd (VA-638)	North
Terminus: Atlee Station Rd (VA-637)	Total Mileage: .9		

By signing below, the applicant attests to the following statements:

The state affirms that this application complies with the current *Purpose and Policy in Establishment and Extending United States Bicycle Routes*.

The State agrees and pledges its good faith that it will not erect, remove, or significantly alter any U.S. Bicycle Route, including markers and/or maps, without the authorization, consent, or approval of the *Standing Committee on Highways of the American Association of State Highway and Transportation Officials*, notwithstanding the fact that the changes proposed are entirely within this State.

The state affirms concurrence from all regional and local agencies that have ownership or operational authority over any part of the proposed routing of the U.S. Bicycle Route within this state.

Virginia

Member State


Signature of State DOT Chief Executive
Officer or other authorized official

3/29/2019
Date

(A letter from your Member State Chief Executive Officer with a signature is sufficient for the completion of this application, if the agency chooses not to include the signature on this form.)

Member State contact person:

Name: John Bolecek

Title: Statewide Bicycle and Pedestrian Planner

Agency: Virginia Department of Transportation

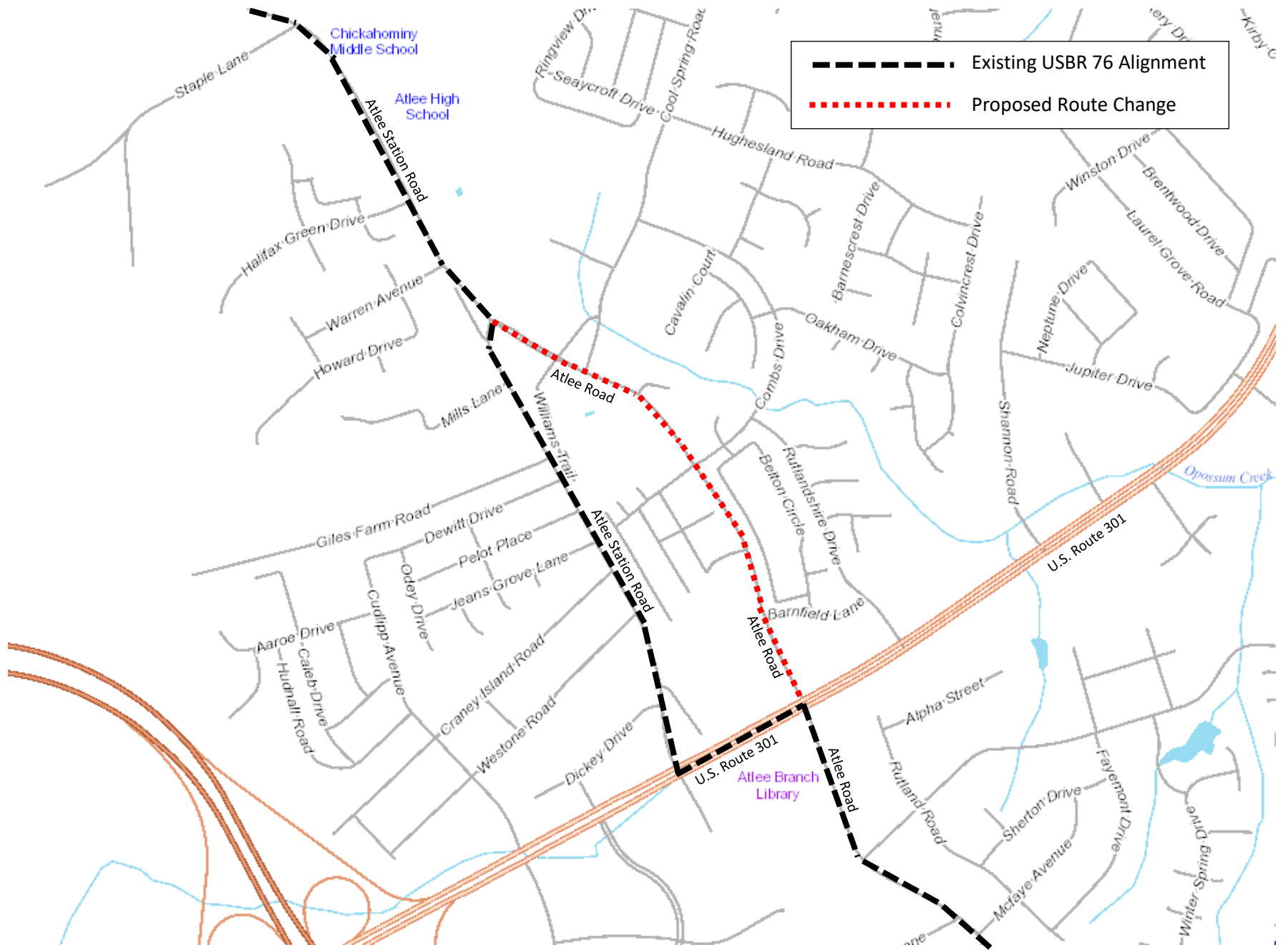
Address: 1401 E. Broad St

City / State / ZIP: Richmond, VA 23219

Telephone: 804-371-4869

FAX: 804-225-4785

E-Mail: John.Bolecek@vdot.virginia.gov



U.S. Bicycle Route 76 Proposed Route Change

VIRGINIA: At a regular meeting of the Board of Supervisors for Hanover County held in the Board Room of the Hanover County Administrative Building on the 13th day of March, at 3:00 p.m.

Present: Mr. W. Canova Peterson, IV, Chairman
Mr. Scott A. Wyatt, Vice Chairman
Mr. Sean Davis
Mr. Wayne T. Hazzard
Ms. Angela Kelly-Wiecek
Ms. Faye O. Prichard
Mr. Aubrey M. Stanley

RESOLUTION

WHEREAS, U.S. Bicycle Route 76 (USBR 76) was established in 1982 as a cross-country bicycle route with 50.7 miles passing through Hanover County; and

WHEREAS, a 0.23-mile segment of the USBR 76 is located on U.S. Route 301 between Atlee Rd and Atlee Station Rd; and

WHEREAS, this segment of U.S. Route 301 is a multi-lane highway which carries approximately 23,000 vehicles per day with a posted speed limit of 45 mph, making it unconducive to bicycle passage, and

WHEREAS, at the time that USBR 76 was established, Atlee Rd through Rutland did not exist, and

WHEREAS, the recent completion of the Atlee Rd extension project provides a direct connection between Atlee Rd and Atlee Station Rd; and

WHEREAS, Atlee Rd through Rutland is more accommodating for bicycle passage due to lower traffic volume and speed; and

WHEREAS, re-routing USBR 76 through Rutland via Atlee Rd as shown on the attached map would eliminate bicycle travel on U.S. Route 301 except to cross.

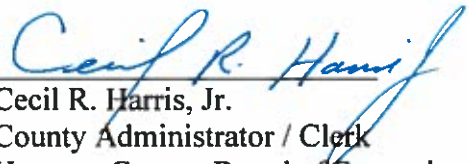
NOW, THEREFORE, BE IT RESOLVED that the re-routing USBR 76 through Rutland via Atlee Rd as shown on the attached map appears to be in the best interest of the citizens of Hanover County and other bicyclists:

BE IT FURTHER RESOLVED that a certified copy of this resolution be forwarded to the Virginia Department of Transportation.

On a motion by Mrs. Kelly-Wiecek, seconded by Ms. Prichard, the members of the Board of Supervisors voted to adopt this resolution, as follows:

	Vote:
W. Canova Peterson	Aye
Sean M. Davis	Aye
Wayne T. Hazzard	Aye
Angela Kelly-Wiecek	Aye
Faye O. Prichard	Aye
Aubrey M. Stanley	Aye
Scott A. Wyatt	Aye

Dated: March 14, 2019


Cecil R. Harris, Jr.
County Administrator / Clerk
Hanover County Board of Supervisors