



**TRANSPORTATION CABINET**

Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Secretary

January 30, 2015

Mr. Bud Wright  
Executive Director  
American Association of State Highway and Transportation Officials  
444 East Capitol Street NW, Suite 249  
Washington, DC 20001

Dear Mr. Wright:

The Kentucky Transportation Cabinet respectfully electronically submits the following U.S. Route Numbering application for review and consideration for approval by the Special Committee on U.S. Route Numbering:

- The designation of Interstate 69 from the Wendell H. Ford Western Kentucky Parkway near Nortonville, Kentucky to KY 425 south of Henderson, Kentucky.

If you have any questions, please contact John Moore with the Division of Planning at (502) 564-7183.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael W. Hancock", written over a large, stylized circular flourish.

Michael W. Hancock, P.E.  
Secretary  
Kentucky Transportation Cabinet

MH/JM/DK/BC

Attachments





**American Association of State Highway and Transportation Officials**

An Application from the State Highway or Transportation Department of Highways for Kentucky:

- 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-69

**AASHTO Use Only**

**Action taken by SCOH:**

Between the Wendell H Ford Western Kentucky Parkway near Nortonville and KY 425 south of Henderson

The following states or states are involved:  
Kentucky

- **\*\*\*"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:**

**SUBMIT APPLICATION ELECTRONICALLY TO [usroutes@aaashto.org](mailto: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.

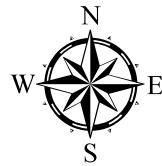
**Explanation and Reasons for the Request:** (Keep concise and pertinent.) The I-69 corridor is identified in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) as a High Priority Corridor on the National Highway System. In April 2008, Congress amended SAFETEA-LU to include the section of the Edward T. Breathitt Pennyrile Parkway (from the Wendell H. Ford Western Kentucky Parkway interchange near Nortonville to Henderson) as part of the I-69 corridor. The Kentucky Transportation Cabinet has entered into an agreement with the Kentucky Division of FHWA (attached) for the requested route designation of I-69, upon meeting the conditions of the agreement.

Date facility available to traffic Summer 2015

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? \_\_\_\_\_

# I-69 Designation



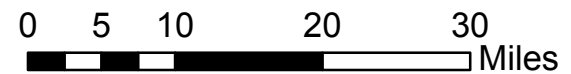
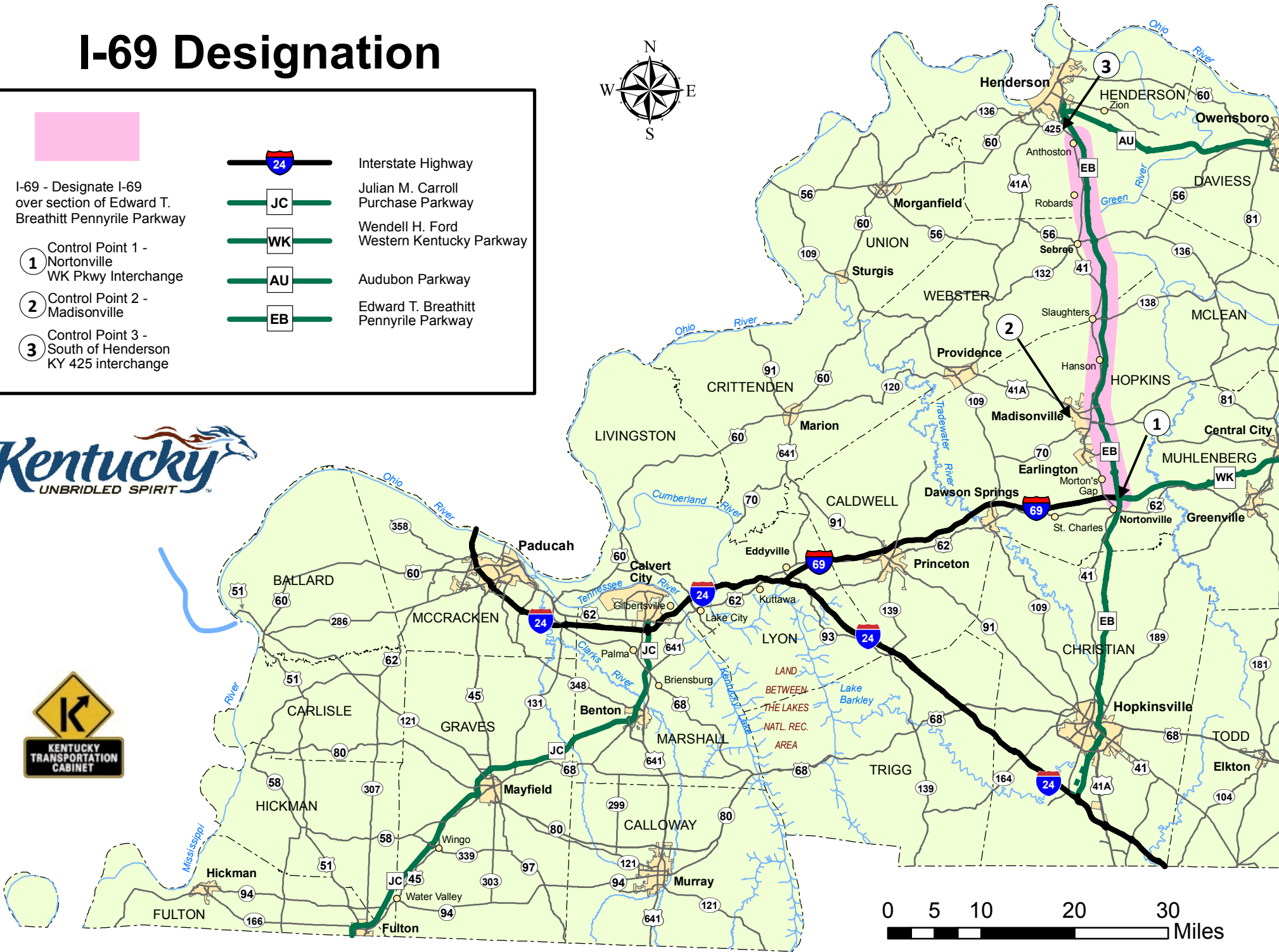
I-69 - Designate I-69 over section of Edward T. Breathitt Pennyriple Parkway

	Interstate Highway
	Julian M. Carroll Purchase Parkway
	Wendell H. Ford Western Kentucky Parkway
	Audubon Parkway
	Edward T. Breathitt Pennyriple Parkway

**1** Control Point 1 - Nortonville WK Pkwy Interchange

**2** Control Point 2 - Madisonville

**3** Control Point 3 - South of Henderson KY 425 interchange



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 14292 as compared to 45102 for the year 2014 for all other Interstate Routes ~~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.

Please see attached letter from Sec. Hancock  
(Signature)

Chief Executive Officer



(Member Department)

This petition is authorized by official action of \_\_\_\_\_

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

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.

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

<b>Column 3: Pavement Condition</b>	<b>Code</b>
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	Comparison to Applicable AASHTO Design Standards							10	11
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	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	Percent				
					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length		
30	①Western KY Pkwy Interchange - Nortonville	H	G	18,960	Meets all applicable AASHTO standards								
	②Madisonville, Exit 42	H	G	26,500									
	③KY 425 Interchange - Henderson	H	G	11,660									
80													

Attach additional sheet here if necessary

Contact Information:

**Name:** Dawn Kelly or Ron Willhoit

**Telephone Number:** 502-564-7183

**Email Address:** [dawn.kelly@ky.gov](mailto:dawn.kelly@ky.gov) or [ron.willhoit@ky.gov](mailto:ron.willhoit@ky.gov)

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**Begin your description here:**

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

- **Where does the route begin?**  
The route begins at the interchange of existing I-69 and the Wendell H. Ford Western Kentucky Parkway near Nortonville.
- **Where is it going?**  
The route extends north via Edward T. Breathitt Pennyrile Parkway to the city of Henderson, Kentucky.
- **What type of facility is it traveling over?**  
The route travels along an existing Kentucky Parkway (Edward T. Breathitt Pennyrile Parkway, 4+ lanes, limited access).
- **Explain the direction (north, east, south, and west)**  
The route will head in an northerly direction.
- **Name the focal point city or cities**  
Nortonville, via Madisonville, to Henderson
- **Total number of miles the route will cover**  
The total number of miles over the entire I-69 designation will be approximately 42.
- **Where does it end?**  
The route will end at the interchange with Kentucky highway KY 425 just south of Henderson.