TRANSPORTATION CABINET
Frankfort, Kentucky 40622
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 an U.S. Route Numbering application to revise US 127 and establish US 127X (Business) in Albany for consideration and approval by the Special Committee on U.S. Route Numbering.

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

Sincerely,

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

MH/JM/RW/BC

Attachments

Kentucky
UNBRIDLED SPIRIT

An Equal Opportunity Employer M/F/D

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

US 127

AASHTO Use Only

Action taken by SCOH:

Between US 127 west of Albany including the Bypass and the alignment and relocation of US 127X (Business) in Albany

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: April 2015
SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aashto.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.

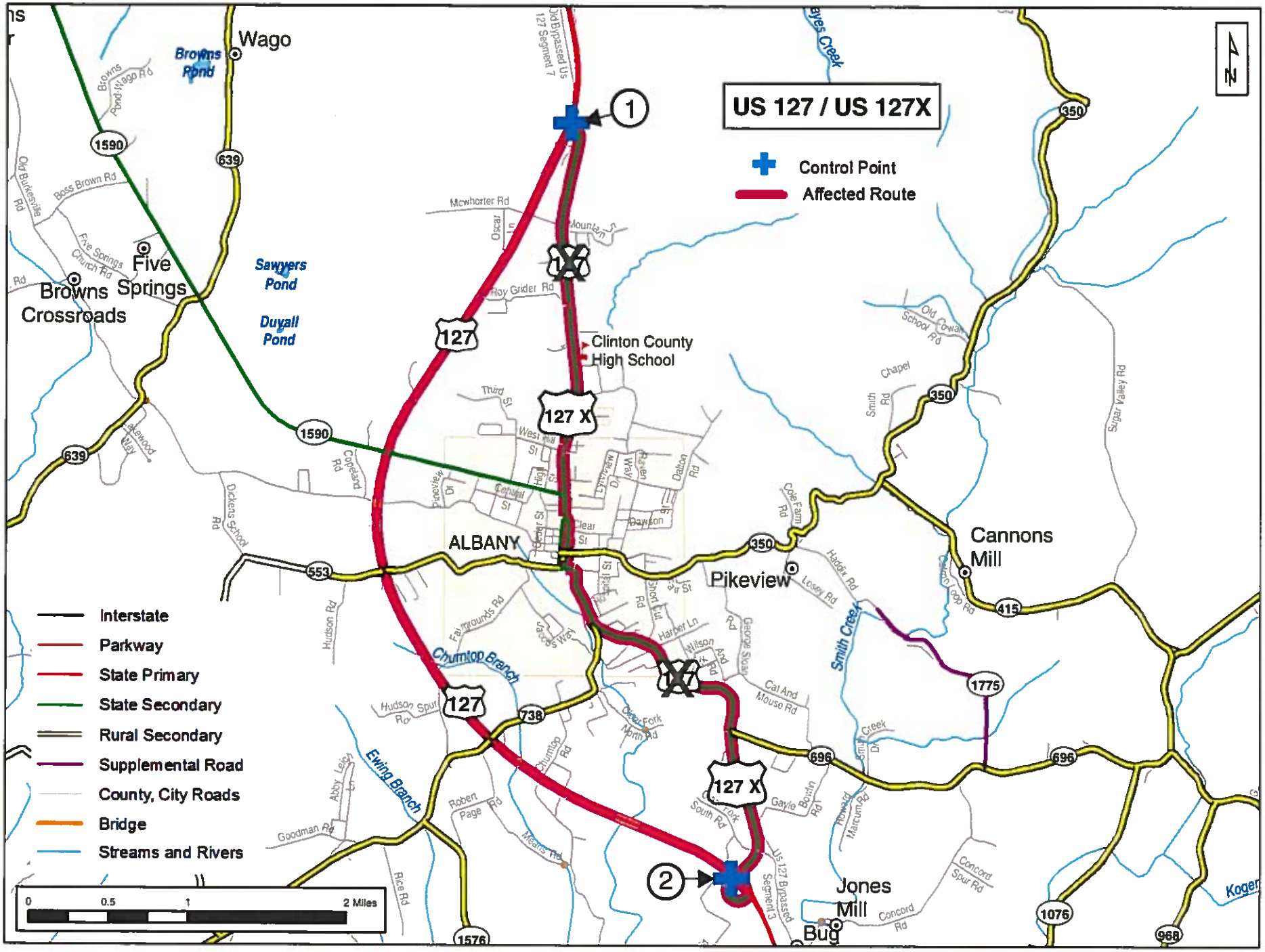
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely 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.) This proposal will designate the newly constructed section of Roadway in Albany as US 127. It will also re-designate the bypassed section of US 127X (Business). This proposed routing of US 127 will pull the heavy traffic away from the city's population and decrease safety concerns

Date facility available to traffic Fall 2014

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? _____



Disclaimer: KYTC provides this map as a reference only. Users are to validate information independently.
Copyright: 2015 Kentucky Transportation Cabinet. All rights reserved.

Date: 1/28/2015

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 usroutes@aashto.org or mvitale@aashto.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.)

(See attached Map)

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, not withstanding 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 6529 as compared to 4664 for the year 2014 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 _____
(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.

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 Control Points and Mileage	2 Pavement Type	3 Pavement Condition	4 Traffic ADT	5 Comparison to Applicable AASHTO Design Standards: Pavement Width Deficiency (Percent)	6 Shoulder Width Deficiency (Percent)	7 Major Structures: Roadway Width Deficiency (Percent)	8 Major Structures: H - Loading Deficiency (Percent)	9 Vertical Sight Distance Deficiency (Percent)	10 Show When In Excess of Standard: Horizontal Curvature (Degree)	11 Show When In Excess of Standard: Percent Grade (Length)
					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80		
200	(1) 0.0	H	E	5,225	Meets all applicable AASHTO standards						
	(2) 6.0	H	E	4,275							
220											

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 or ron.willhoit@ky.gov

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 junction with US 127X (Business) north of Albany

- Where is it going?
  The routes extends south to the junction with US 127X (Business) south of Albany near the Tennessee State Line

- What type of facility is it traveling over?
  The route travels along the Albany Bypass

- Explain the direction (north, east, south, and west)
  The routes will head in a southerly direction

- Name the focal point city or cities
  Albany

- Total number of miles the route will cover
  The total number of miles over the entire US 127 designation will be approximately 210

- Where does it end?
  The route will end at the Tennessee State Line

KENTUCKY TRANSPORTATION CABINET
U.S. Numbered Route Mileage For Submission To AASHTO
U.S. 127 -- Kentucky

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Kentucky	Regular	Ohio State Line	0	0	Concurrent with U.S. 25, U.S. 42
		Covington	1	1	Crosses I-71, I-75
		Fort Mitchell	3	4	Crosses I-71, I-75
		Crestview Hills	2	6	Crosses I-275
		Florence	4	10	Leaves U.S. 25
		Florence	1	11	Crosses I-71, I-75
		Jct. E. Warsaw	19	30	Leaves U.S. 42
		Jct. N. Glencoe	3	33	Crosses I-71
		Frankfort	42	75	Joins U.S. 421
		Frankfort	2	77	Leaves U.S. 421
		Frankfort	2	79	Crosses U.S. 60
		Frankfort	2	81	Crosses I-64
		Jct. N. Lawrenceburg	7	88	U.S. 127 Bypass begins and leaves
	Bypass	Jct. N. Lawrenceburg	0	0	Route begins and leaves U.S. 127
		Lawrenceburg	3	3	Crosses U.S. 62
		Jct. S. Lawrenceburg	4	7	Route ends and rejoins U.S. 127
	Regular	Lawrenceburg	3	91	Joins U.S. 62
		Lawrenceburg	1	92	Leaves U.S. 62
		Jct. S. Lawrenceburg	4	96	U.S. 127 Bypass ends and rejoins
		Jct. S. Lawrenceburg	1	97	Crosses Martha Layne Collins Bluegrass Parkway
		Jct. N. Harrodsburg	13	110	U.S. 127 Bypass begins and leaves
	Bypass	Jct. N. Harrodsburg	0	0	Route begins and leaves U.S. 127
		Jct. N.E. Harrodsburg	2	2	Crosses U.S. 68
		Jct. S. Harrodsburg	3	5	Route ends and rejoins U.S. 127
	Regular	Harrodsburg	2	112	Joins U.S. 68, Leaves U.S. 68
		Jct. S. Harrodsburg	2	114	U.S. 127 Bypass ends and rejoins
		Jct. N. Danville	5	119	U.S. 127 Bypass begins and leaves
	Bypass	Jct. N. Danville	0	0	Route begins and leaves U.S. 127
		Jct. W. Danville	2	2	Crosses U.S. 150, Joins U.S. 150 Bypass
		Jct. S. Danville	3	5	Route ends and rejoins U.S. 127
	Regular	Danville	2	121	Joins U.S. 150
		Danville	1	122	Leaves U.S. 150
		Jct. S. Danville	2	124	Crosses U.S. 150 Bypass, U.S. 127 Bypass ends and rejoins
		Jct. S. Russell Springs	46	170	Crosses Louie B. Nunn Parkway
		Jct. N. Jamestown	4	174	U.S. 127 Bus. begins and leaves
	Business	Jct. N. Jamestown	0	0	Route begins and leaves U.S. 127
		Jct. S.W. Jamestown	3	3	Route ends and rejoins U.S. 127
	Regular	Jct. S.W. Jamestown	3	176	U.S. 127 Bus. ends and rejoins
		Jct. N. Albany	24	201	U.S. 127 Bus. begins and leaves

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Kentucky					
	Business	Jct. N. Albany	0	0	Route begins and leaves U.S. 127
		Jct. S. Albany	6	6	Route ends and rejoins U.S. 127
	Regular	Jct. S. Albany	6	207	U.S. 127 Bus. ends and rejoins
		Tennessee State Line	3	210	