



## TRANSPORTATION CABINET

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

**Steven L. Beshear**  
Governor

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

April 2, 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 relocation of US 60 from existing US 60 and near KY 2830 east of Owensboro to existing US 60 and near KY 54 in Owensboro.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael W. Hancock", written over a large, stylized blue scribble.

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

MH/JM/DK/BC

Attachments



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

An Application from the State Highway or Transportation Department of \_\_\_\_\_ 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

US 60

**AASHTO Use Only**

Action taken by SCOH:

Between Existing US 60 and KY 2830 east of Owensboro and existing US 60 and KY 54

The following states or states are involved:  
Kentucky

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- **\*\*"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@ashto.org](mailto: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.) Reconstructed US 60 on the east side of Owensboro provides a safer and more efficient route to interstate traffic. The new alignment eliminates a busy intersection on the east side of Owensboro as part of US 60, improving the continuity of the route. The Cabinet proposes to route US 60 onto the newly constructed roadbed. This new route provides important access to the developing east side of Owensboro as well as to industry in east Daviess County and other counties surrounding it.

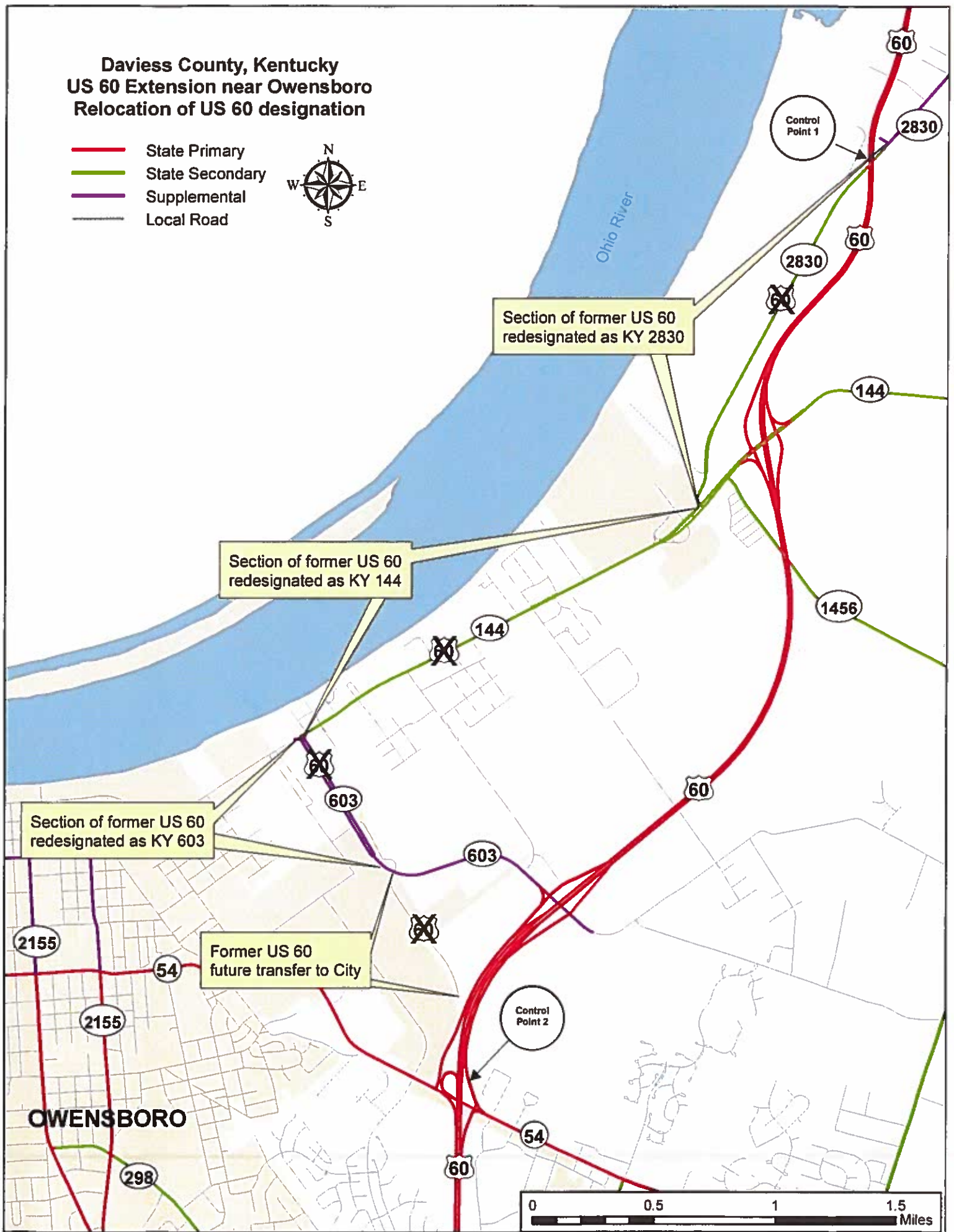
Date facility available to traffic September 2014

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? \_\_\_\_\_

**Daviess County, Kentucky  
US 60 Extension near Owensboro  
Relocation of US 60 designation**

- State Primary
- State Secondary
- Supplemental
- Local Road



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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 20,623 as compared to 7,918 for the year 2014 for all other U.S. Numbered Routes in the State.

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*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:</b>	<b>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:</b>	<b>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	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						
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 80 80	Degree	Length														
15	①0.0	H	G	31,160	Meets all applicable AASHTO standards															
	②5.0	H	G	11,550																
30																				
45																				
60																				
75																				

Attach additional sheet here if necessary

Contact Information: Kentucky Transportation Cabinet, Division of Planning  
**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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The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Numbering (USRN).

**Begin your description here:**

Where does the route begin? The route begins at existing US 60 east of Owensboro.

Where is it going? It will extend west to existing US 60 near KY 54 in Owensboro.

What type of facility is it traveling over? It is traveling over new 4-lane, divided construction.

Explain the direction (north, east, south, and west): The route continues in a southwesterly direction.

Name the focal point city or cities: The focal city is Owensboro, Kentucky.

Total number of miles the route will cover: The new section of the route covers about 5 miles.

Where does it end? The route ends at existing US 60 near KY 54 in Owensboro.



**KENTUCKY TRANSPORTATION CABINET**  
**U.S. Numbered Route Mileage For Submission To AASHTO**  
**U.S. 60 -- Kentucky**

<u>State</u>	<u>Type</u>	<u>Intersection</u>	<u>Point to Point Mileage</u>	<u>Accumulated Mileage in State</u>	<u>Remarks</u>
<b>Kentucky</b>	Regular	W. Virginia State Line	0	0	
		Catlettsburg	1	1	Joins U.S. 23
		Ashland	5	6	U.S. 23 Bus. begins and leaves
		Ashland	2	8	Leaves U.S. 23, Joins U.S. 23 Bus., Leaves U.S. 23 Bus., U.S. 23 Spur begins and leaves
		Jct. E. Grayson	12	20	Crosses I-64
		Jct. E. Olive Hill	22	42	Crosses I-64
		Jct. E. Owingsville	41	83	Crosses I-64
		Jct. E. Mount Sterling	13	96	Crosses I-64
		Mount Sterling	4	100	Joins U.S. 460, Leaves U.S. 460
		Jct. N.E. Winchester	8	108	Crosses I-64
		Jct. E. Lexington	21	129	Crosses I-75
		Lexington	4	133	Joins U.S. 25, U.S. 421
		Lexington	1	134	Leaves U.S. 25 & U.S. 421, Joins U.S. 27 & U.S. 68
		Lexington	1	135	Leaves U.S. 27 & U.S. 68
		Jct. E. Versailles	9	144	Bluegrass Parkway begins and leaves
		Versailles	2	146	U.S. 60 Bus. begins and leaves
	Business	Versailles	0	0	Route begins and leaves U.S. 60
		Versailles	1	1	Joins U.S. 62
		Versailles	1	2	Route ends and rejoins U.S. 60
	Regular	Versailles	2	148	Joins U.S. 62, U.S. 60 Bus. ends and rejoins
		Versailles	1	149	Leaves U.S. 62
		Jct. S.E. Frankfort	7	156	Crosses I-64
		Frankfort	1	157	Joins U.S. 421
		Frankfort	2	159	Leaves U.S. 421, U.S. 460 ends and joins
		Frankfort	4	163	Crosses U.S. 127
		Middletown	35	198	Crosses I-265
		Saint Matthews	7	205	Crosses I-264
		Saint Matthews	2	207	U.S. 60 Alt. begins and leaves
	Alternate	Saint Matthews	0	0	Route begins and leaves U.S. 60
		Louisville	2	2	Crosses I-64
		Louisville	2	4	Crosses U.S. 31E, U.S. 150
		Louisville	4	8	Crosses I-65
		Shively	4	12	Route ends and rejoins U.S. 60, Joins U.S. 31W
	Regular	Louisville	3	210	Joins U.S. 42, Crosses I-64
		Louisville	1	211	U.S. 42 ends, Joins U.S. 31E
		Louisville	1	212	U.S. 31E ends, Joins U.S. 31W, U.S. 31 begins and leaves
		Louisville	2	214	Joins U.S. 150
		Louisville	1	215	Leaves U.S. 150
		Shively	4	219	U.S. 60 Alt. ends and rejoins
		Shively	1	220	Crosses I-264
		West Point	15	235	U.S. 31W Bus. begins and leaves

<u>State</u>	<u>Type</u>	<u>Intersection</u>	<u>Point to Point Mileage</u>	<u>Accumulated Mileage in State</u>	<u>Remarks</u>
<b>Kentucky</b>	Regular	Jct. S.W. West Point	2	237	U.S. 31W Bus. ends and rejoins
		Fort Knox	3	240	Leaves U.S. 31W
		Jct. E. Cloverport	44	284	U.S. 60 Bus. begins and leaves
	Business	Jct. E. Cloverport	0	0	Route begins and leaves U.S. 60
		Jct. W. Cloverport	3	3	Route ends and rejoins U.S. 60
	Regular	Jct. W. Cloverport	2	286	U.S. 60 Bus. ends and rejoins
		Maceo	24	310	Joins U.S. 231
		Jct. S.E. Owensboro	11	321	William H. Natcher Parkway begins and leaves
		Owensboro	1	322	Leaves U.S. 231
		Owensboro	2	324	U.S. 431 begins and leaves
		Jct. W. Owensboro	3	327	Audubon Parkway begins and leaves
		Henderson	26	353	Joins U.S. 41 Alt., Crosses U.S. 41
		Jct. S.W. Henderson	4	357	Leaves U.S. 41 Alt.
		Jct. E. Morganfield	18	375	U.S. 60 Bypass begins and leaves
		Bypass	Jct. E. Morganfield	0	0
	Jct. S.W. Morganfield		3	3	Route ends and rejoins U.S. 60
	Regular	Jct. S.W. Morganfield	3	378	U.S. 60 Bypass ends and rejoins
		Marion	29	407	U.S. 641 begins and leaves
		Jct. S.E. Paducah	39	446	Joins U.S. 62
		Paducah	2	448	U.S. 60 Bus. begins and leaves
		Business	Paducah	0	0
	Paducah		3	3	Joins U.S. 45 Bus.
	Paducah		1	4	Leaves U.S. 45 Bus.
	Paducah		2	6	Crosses U.S. 45, Ends and rejoins U.S. 60
	Regular		Paducah	4	452
		Paducah	1	453	Leaves U.S. 45, U.S. 60 Bus. ends and rejoins
		Paducah	3	456	Crosses I-24
		Wickliffe	28	484	Joins U.S. 51, U.S. 62
		Illinois State Line	5	489	Concurrent with U.S. 51, U.S. 62