



Matthew G. Bevin
Governor

**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Greg Thomas
Secretary

September 7, 2016

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 applications for review and consideration for approval by the Special Committee on U.S. Route Numbering:

1. The relocation of US 431 around the west side of Russellville in Logan County.
2. The extension of US 79 around the south side of Russellville in Logan County.

We also electronically submit the revisions to the route log of U.S. Numbered Highways reflecting the changes that will result from the proposed revisions.

If you have any questions, please contact Ron Willhoit at (502)782-5092.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Thomas".

Greg Thomas
Secretary

JM/RW/BC

Attachments





AASHTO



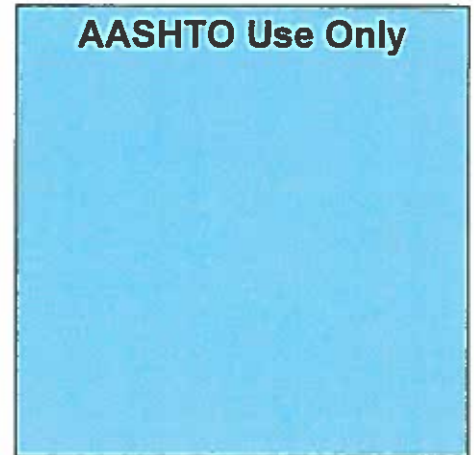
Updated August 1, 2016

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Highway 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 431



Between US 431 in Russellville and US 68 in Russellville

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: September 2016

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.) Currently, US 431 pass through Russellville along narrow and congested streets. This current route poses serious issues for mobility and safety of commercial and commuter traffic. The construction of the Southern Russellville Bypass provides a preferred route for US 431 in Russellville that can accommodate higher mobility for "thru" traffic along this route. The Cabinet proposes to route US 431 concurrent with US 79 from their junction to junction with US 68 (Russellville Bypass), US 431 would follow the Russellville Bypass – US 68 until it intersects US 431. This would create a less complicated routing along a consistent four-lane facility.

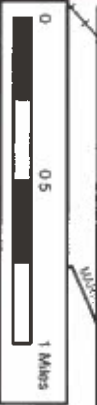
Date facility available to traffic 2017

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 68 on the west side of Russellville

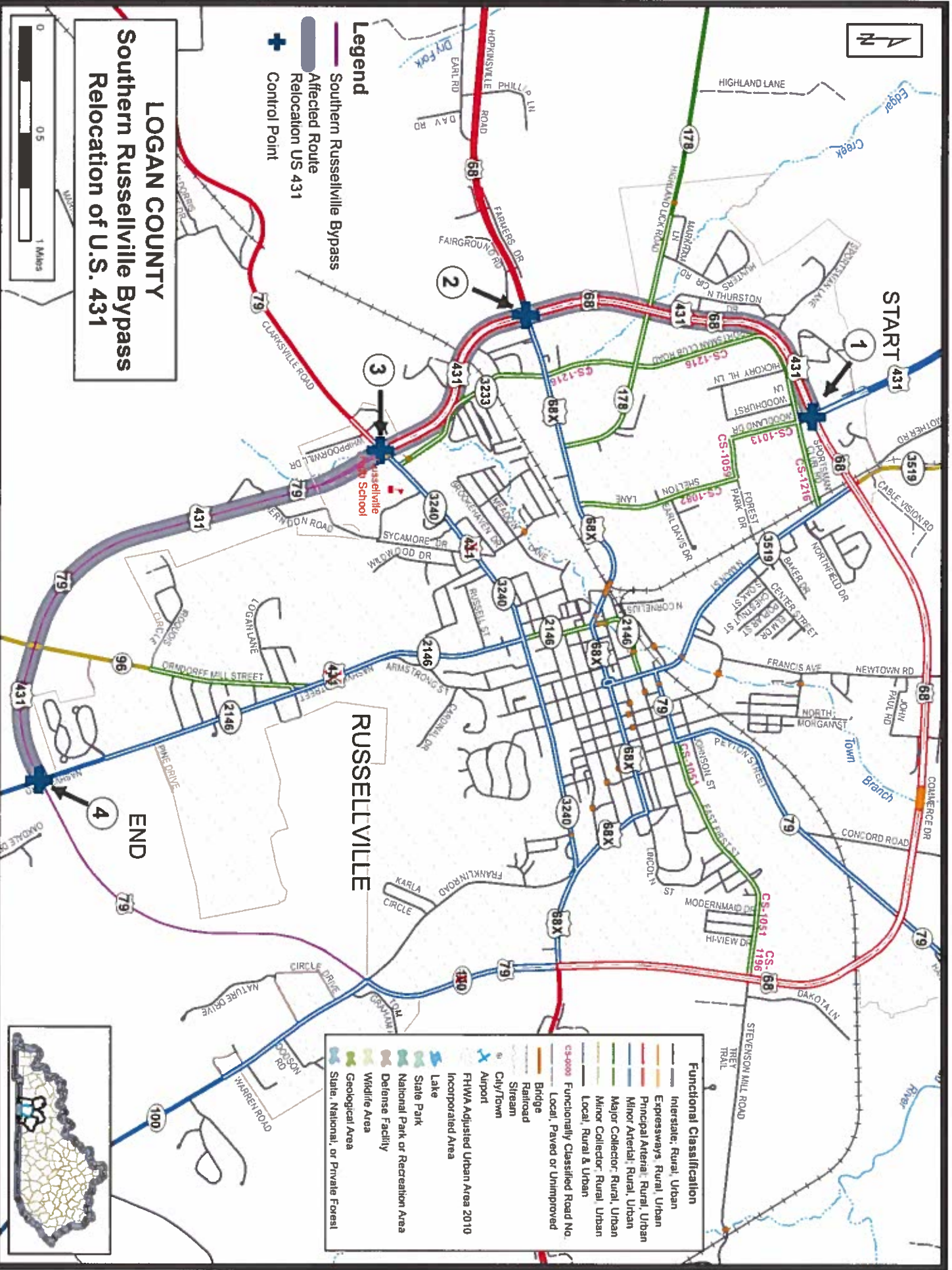
Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? _____



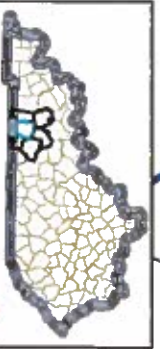
LOGAN COUNTY Southern Russellville Bypass Relocation of U.S. 431



- Legend**
- Southern Russellville Bypass
 - Affected Route Relocation US 431
 - Control Point



- Functional Classification**
- Interstate: Rural, Urban
 - Expressways: Rural, Urban
 - Principal Arterial: Rural, Urban
 - Minor Arterial: Rural, Urban
 - Major Collector: Rural, Urban
 - Minor Collector: Rural, Urban
 - Local, Rural & Urban
 - Functionally Classified Road No. (CS-0000)
 - Local, Paved or Unimproved
 - Bridge
 - Railroad
 - Stream
 - City/Town
 - Airport
 - FHWA Adjusted Urban Area 2010
 - Incorporated Area
 - Lake
 - State Park
 - National Park or Recreation Area
 - Defense Facility
 - Wildlife Area
 - Geological Area
 - State, National, or Private Forest



Disclaimer: KYTC provides this map as a reference only. Users are to validate information independently.
Copyright: 2016 Kentucky Transportation Cabinet. All rights reserved.

Date: 8/24/2016

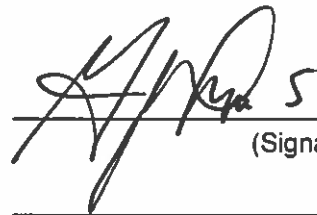


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 4160 as compared to 7667 for the year 2015 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.)

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.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

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							SHOW WHEN IN EXCESS OF STANDARD	
					PAVEMENT WIDTH DEFICIENCY	SHOULDER WIDTH DEFICIENCY	MAJOR STRUCTURES		VERTICAL SIGHT DISTANCE DEFICIENCY	HORIZONTAL CURVATURE	PERCENT GRADE		
							ROADWAY WIDTH DEFICIENCY	H - LOADING DEFICIENCY					
PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 20 40 60 80	DEGREE	LENGTH							
60	①	0.0 H	E	5132	Meets all applicable AASHTO standards								
	②	2.0 H	E	4289									
70	③	3.0 H	E	3363*									
	④	5.0 H	E	3363*									
80													

* Based on 2017 Traffic Forecast Report - Southern Russellville Bypass

Contact Information:

Name: Ron Willhoit

Address: KYTC, Division of Planning, 200 Mero Street, 5th Floor West, Frankfort, KY 40601

Telephone Number: 502-782-5092

Email: ronwillhoit@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?**

US 431 originate south of Owensboro, Kentucky. The US 431 (Southern Russellville Bypass) will begin at its intersection with US 68 and continue on the west and south side of Russellville, concurrent with US 68 and US 79 to its intersection with US 79 and KY 2146.

- **Where is it going?**

The route extends south concurrent with US 68 along the west side of Russellville to the junction with US 79.

- **What type of facility is it traveling over?**

The route is concurrent with US 68 (Russellville Bypass).

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

The route will head is a southwesterly direction

- **Name the focal point city or cities?**

Russellville.

- **Total number of miles the route will cover?**

The total number of miles over the entire US 431 designation will be approximately 84 miles

- **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. 431 -- 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>
Kentucky	Regular	Owensboro	0	0	Route begins and leaves U.S. 60
		Central City	33	33	Joins U.S. 62
		Central City	1	34	Leaves U.S. 62
		Central City	1	35	Crosses Western Kentucky Parkway
		Jct. N.W. Russellville	34	69	Joins U.S. 68
		Jct. W. Russellville	2	71	Concurrent with U.S. 62, Jct. U.S..68 Bus. and leaves.
		Jct. S.W. Russellville	1	72	Joins U.S. 79
		Jct. S Russellville	3	75	Concurrent with U.S. 79 and leaves
		Tennessee State Line	12	84	

08/29/16