

# American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of  
Kentucky

for

- the Elimination of a U.S. (I) Route \_\_\_\_\_
- the Establishment of a U.S. (I) Route \_\_\_\_\_
- \* the Establishment of a U.S. Bike Route \_\_\_\_\_
- the Relocation of a U.S. (I) Route \_\_\_\_\_
- \* the Relocation of a U.S. Bike Route \_\_\_\_\_
- the Extension of a U.S. (I) Route \_\_\_\_\_
- the Establishment of a U.S. Alternate Route \_\_\_\_\_
- the Establishment of a Temporary U.S. Route \_\_\_\_\_
- \*\* the Recognition of a Business Route on U.S. (I) Route US 127X
- \*\* the Recognition of a By-Pass Route on U.S. Route \_\_\_\_\_

Between \_\_\_\_\_ and \_\_\_\_\_

The following states or states are involved:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\* Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable.  
\*\* 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.

For AASHTO Use Only

Date received \_\_\_\_\_

Date application acknowledged \_\_\_\_\_

Date to Special Committee on U.S. Route Numbering \_\_\_\_\_

Date considered by the Standing Committee on Highways \_\_\_\_\_

Action of Standing Committee on Highways \_\_\_\_\_

Member Department Notified \_\_\_\_\_

Date submitted:

August 24, 20 07

**SUBMIT SIX COPIES**

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 Jamestown as US 127. It will also redesignate the bypassed section of US 127 as US 127X (Business). This proposed routing of US 127 will pull the heavy traffic away from the city's population and decrease safety concerns.

Description: From the junction with US 127, via Jamestown to the junction with US 127, south of Jamestown.

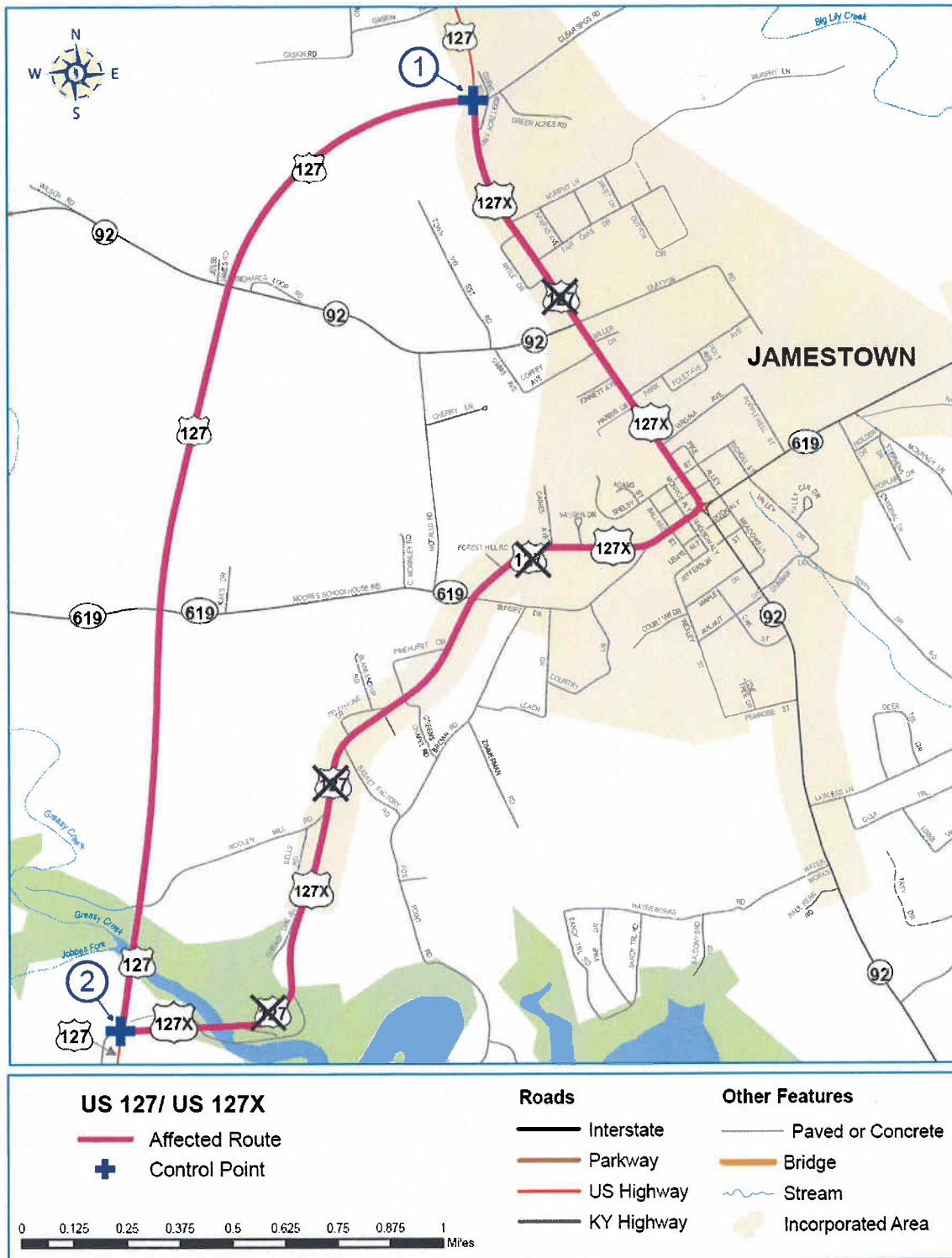
Date facility available to traffic 8-28-06

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 127 in Russell County

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:**

(A photographic reduction or section of departmental map attached to this sheet. May be folded to sheet size, but do not use a map larger than four 8.5 x 11 inch sheets in size.)



(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.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 7453 as compared to 8576 for the year 2006 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.



(Signature)

**Chief Executive Officer**

(Member Department)

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

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

## 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.

# 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								
					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		DEGREE	LENGTH		
	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	20 40 60 80	20 40 60 80				
0													
140	① 0.0	H	E	11,200	<b>Meets all applicable AASHTO standards</b>								
140	② 3.0	H	E	3,090									
160													
180													
200													
220													
240													
260													
280													
300													

**KENTUCKY TRANSPORTATION CABINET**  
**U.S. Numbered Route Mileage For Submission To AASHTO**  
**U.S. 127 -- 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	North of Napoleon	0	0	Route begins; crosses US 42	
		Glencoe	3	3	Crosses I-71	
		Frankfort	42	45	Crosses US 421	
		Frankfort	2	47	Crosses US 421	
		Frankfort	2	49	Crosses US 60	
		Frankfort	2	51	Crosses I-64	
			N. Lawrenceburg	6	57	US 127B (Bypass) begins and leaves
		Bypass	N. Lawrenceburg	0	0	Route begins and leaves US 127
			Lawrenceburg	3	3	Crosses US 62
			S. Lawrenceburg	3	6	Route ends; rejoins US 127
		Regular	Lawrenceburg	3	60	Joins US 62
			Lawrenceburg	1	61	Leaves US 62
			McBrayer	4	65	Crosses US 127B (Bypass)
			S. Lawrenceburg	1	66	Crosses Bluegrass Parkway
			N. Harrodsburg	13	79	US 127B (Bypass) begins and leaves
		Bypass	Harrodsburg	0	0	Route begins and leaves US 127
			Harrodsburg	2	2	Crosses US 68
			S. Harrodsburg	3	5	Route ends; rejoins US 127
		Regular	Harrodsburg	2	81	Joins and leaves US 68
			S. Harrodsburg	2	83	Crosses US 127B (Bypass)
			N. Danville	5	88	US 127B (Bypass) begins and leaves
		Bypass	N. Danville	0	0	Route begins and leaves US 127
			Danville	2	2	Crosses US 150
			S. Danville	3	5	Route ends; rejoins US 127
		Regular	Danville	2	90	Crosses US 150
			Danville	1	91	Crosses US 150
			S. Danville	2	93	Crosses US 150B (Bypass) and US 127B (Bypass)
			North of Russell Springs	46	139	Crosses Louie B. Nunn Parkway
			Jamestown	4	143	US 127X (Business) begins and leaves
		Business	Jamestown	0	0	Route begins and leaves US 127
			Jamestown	3	3	Route ends; rejoins US 127
		Regular	TN State Line	35	178	