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 US 60

*☐ 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 _____

**☐ the Recognition of a By-Pass Route on U.S. Route _____

Between Grahamton and Hog Wallow

The following states or states are involved:
Kentucky

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:

March 24, 2006

* 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.

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.)

US 60 was reconstructed between Grahamton and Hog Wallow in Meade County, Kentucky to provide a safer and more efficient route to interstate traffic. This section of road has been straightened, greatly improving potentially dangerous curves and intersections.

The Cabinet proposes to route US 60 onto the newly constructed roadbed. This new route provides crucial access of military vehicles to the Fort Knox Military Reservation in that area.

The revised mileage log may also reflect other changes along US 60 that apparently have not been previously updated.

Date facility available to traffic 10/20/2004

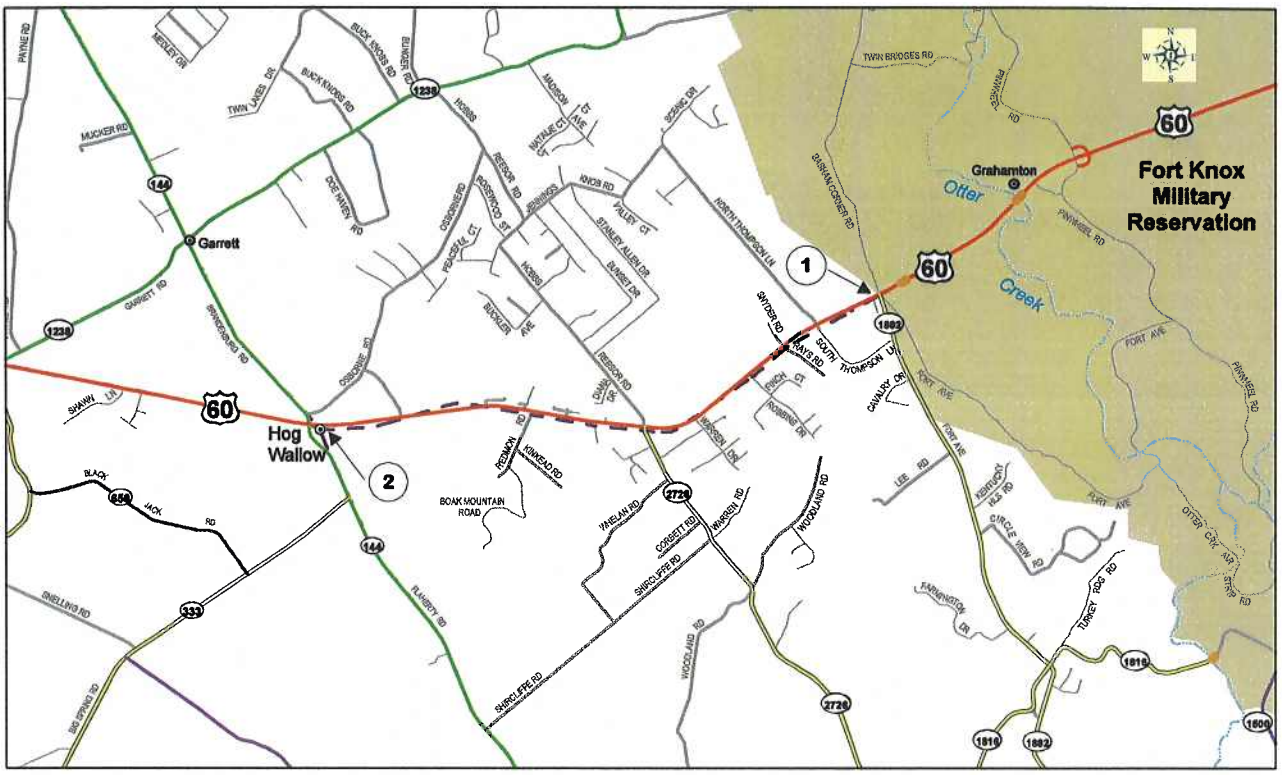
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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

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.)

US 60 Meade County, Kentucky



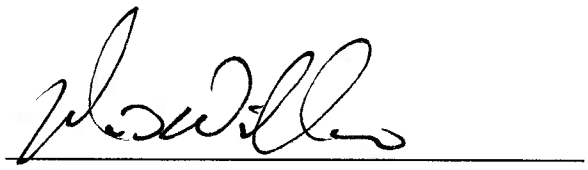
(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one 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, 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 5400 as compared to 8540 for the year 2005 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 Kentucky Transportation Cabinet

(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.

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.

Mileage	1 Control Points and Mileage	2 Pavement Type	3 Pavement Condition	4 Traffic ADT	5 Pavement Width Deficiency (Percent 10 20 30 40)	6 Shoulder Width Deficiency (Percent 20 40 60 80)	7 Major Structures: Roadway Width Deficiency (Percent 10 20 30 40)	8 Major Structures: H - Loading Deficiency (Percent 20 40 60 80)	9 Vertical Sight Distance Deficiency (Percent 20 40 60 80)	10 Show When In Excess of Standard: Horizontal Curvature (Degree)	11 Show When In Excess of Standard: Percent Grade (Length)
240	1) 0.0	H	E	5680	Meets all applicable AASHTO standards						
	2) 3.9	H	E	5210							
260											
280											
300											
320											
340											
360											
380											
400											

Comparison to Applicable AASHTO Design Standards

Attach additional sheet here if necessary

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

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Kentucky	Regular	Ohio State Line	0	0	
		Catlettsburg	1	1	Joins US 23
		Ashland	6	7	Leaves US 23
		Jct Coalton	12	19	Crosses I-64
		W of Grayson	14	33	Crosses I-64
		Jct Counts Crossroads	8	41	Crosses I-64
		Jct E Owingsville	41	82	Crosses I-64
		Jct Ewington	13	95	Crosses I-64
		Mt. Sterling	3	98	Crosses US 460
		Jct W of Mt. Sterling	8	106	Crosses I-64
		NE Winchester	5	111	Crosses I-64
		Jct E Lexington	16	127	Crosses I-75
		Lexington	4	131	Joins US 25, US 421
		Lexington	1	132	Leaves US 25, US 421, Joins US 27, US 68
		Lexington	1	133	Leaves US 27, US 68
		Jct E Versailles	10	143	Bluegrass Parkway begins and leaves
		Versailles	2	145	US 60 Business begins and leaves
	Business	Jct E Versailles	0	0	Route begins, leaves US 60
		Versailles	1	1	Crosses US 62
		Jct N Versailles	1	2	Route ends, rejoins US 60
	Regular	Versailles	1	146	US 60 Business ends, Crosses US 62
		Jct Jett	9	155	Crosses I-64
		Frankfort	1	156	Joins US 421
		Frankfort	1	157	Leaves US 421, US 460 joins and ends
		Frankfort	4	161	Crosses US 127
		Jct E Middletown	35	196	Crosses I-265
		Jct St. Matthews	7	203	Crosses I-264
		St. Matthews	2	205	US 60 Alternate joins and begins
	Alternate	Jct St. Matthews	0	0	Route begins, leaves US 60
		Jct Louisville	3	3	Crosses I-64
		Louisville	1	4	Crosses US 31E, US 150
		Jct Louisville	3	7	Crosses I-65
		Jct Shively	4	11	Route ends, joins US 31W, US 60
	Regular	Louisville	4	209	Joins US 42, Crossed I-64
		Louisville	1	210	Leaves US 42, Joins US 31E
		Louisville	1	211	Leaves US 31E, Joins US 31W
		Louisville	2	213	Joins US 150
		Louisville	1	214	Leaves US 150
		Jct Shively	3	217	US 60A joins and ends
		Jct Shively	1	218	Crosses I-264
		Tip Top	23	241	Leaves US 31W
		Jct E Cloverport	44	285	US 60 Business begins and leaves
	Business	Jct E Cloverport	0	0	Route begins, leaves US 60
		Jct W Cloverport	3	3	Route ends, rejoins US 60

	Regular	Jct W Cloverport	2	287	US 60 Business ends
		Maceo	25	312	Joins US 231
		Jct E Owensboro	8	320	US 60 Bypass begins & leaves, Leaves US 231
	Bypass	Jct E Owensboro	0	0	Route begins, leaves US 60
		Jct SE Owensboro	3	3	William H. Natcher Parkway begins & leaves
		Jct S Owensboro	1	4	Crosses US 231
		Jct SW Owensboro	2	6	Crosses US 431
		Jct W Owensboro	3	9	Audubon Parkway begins & leaves
		Jct W Owensboro	1	10	Route ends, rejoins US 60
	Regular	Owensboro	2	322	US 431 joins and ends
		Jct W Owensboro	3	325	US 60 Bypass joins and ends
		Henderson	25	350	Crosses US 41, joins US 41A
		Henderson	4	354	Leaves US 41A
		Jct E Morganfield	18	372	US 60 Bypass begins and leaves
	Bypass	Jct E Morganfield	0	0	Route begins, leaves US 60
		Jct SW Morganfield	3	3	Route ends, rejoins US 60
	Regular	Jct SW Morganfield	3	375	US 60 Bypass ends, rejoins US 60
		Marion	29	404	US 641 begins
		Jct E Paducah	39	443	Joins US 62
		Jct E Paducah	2	445	US 60 Business begins and leaves
	Business	Jct E Paducah	0	0	Route begins, leaves US 60
		Paducah	3	3	Joins US 45 Business
		Paducah	1	4	Leaves US 45 Business
		Jct W Paducah	2	6	Crosses US 45, joins US 60, route ends
	Regular	Paducah	4	449	Leaves US 62, joins US 45
		Paducah	1	450	Leaves US 45
		Paducah	1	451	US 60 Business joins and ends
		Jct W Paducah	2	453	Crosses I-24
		Wickliffe	28	481	Joins US 51 and US 62
		Illinois State Line	5	486	