



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

Please save and send as a word file. You can attach a map in PDF or JPG with the application to

[usroutes@ashto.org](mailto:usroutes@ashto.org) (M.Vitale)

An Application from the State Highway or Transportation Department of KANSAS 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 59
- 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

<b>AASHTO Use Only</b>	
<b>Date received: AUG 24, 2009</b>	
<b>Date to Special Committee on U.S. Route Number: OCT 2, 2009</b>	
<b>Date Presented to Standing Committee on Highways (SCOH): OCT 24, 2009</b>	
<b>Action taken by SCOH:</b>	
<b>Member Department Notified:</b>	

Between Jct. W. Baldwin and Jct. S. Ottawa

The following states or states are involved:

KANSAS

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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: August 25, 2009

SUBMIT APPLICATION ELECTRONICALLY TO [usroutes@ashto.org](mailto:usroutes@ashto.org)

\*[U.S. Bicycle Route System](#): this form is not applicable for US Bicycle Route System see new form.

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.

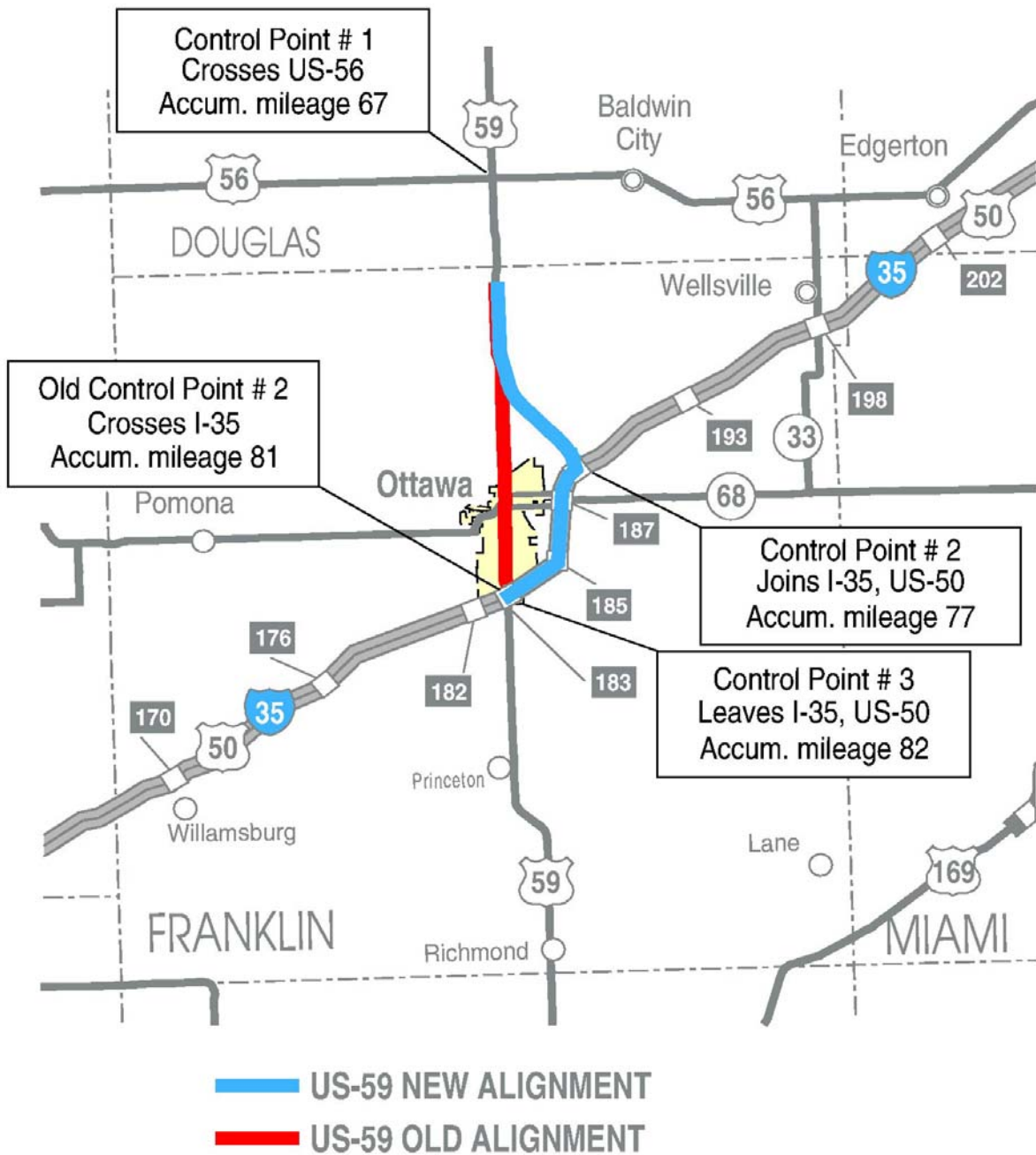
**Explanation and Reasons for the Request (US and Interstates Only):** (Keep concise and pertinent.) This alignment is on a new four-lane facility and will relieve congestion through the city of Ottawa, as well as replace deficient vertical sight distances and increase traffic capacity.

Date facility available to traffic 11/01/2009

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? Yes  
If so, where? US-59 will travel over existing I-35 from a new junction east of the city, then south to the current junction of I-35 & US-59.

Map of state, or portion thereof, indicating proposed addition or change in the (This includes US and Interstates)  
 U.S. Numbered or Interstate Numbered System:



(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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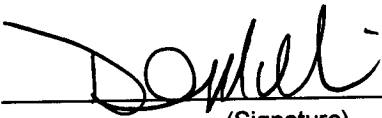
The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 18,270 as compared to 4,670 for the year 2007 for all other U.S. Numbered Routes in the State.

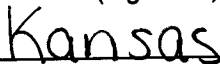
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*The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of 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.)

A letter from your Chief Executive Officer is sufficient with the CEO signature is sufficient or copying the CEO on the email message you send AASHTO when submitting your application.

**(US and Interstates Only)**

**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.*

Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)

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	20	40	60	80			
67 <sup>0</sup>	#1																						
		H	E	7,160																			
77	#2																						
		H	E	17,000																			
82	#3																						

Attach additional sheet here if necessary

**(Contact person regarding this application:**

Name: Fred Holthaus

Address: Eisenhower State Office Bldg., 700 SW Harrison St., Topeka, KS 66603-3745

Telephone Number: 785-296-4866

Fax Number: 785-296-8168

Email Address: [fredh@ksdot.org](mailto:fredh@ksdot.org)

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**Description** to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

- Where does the route begin? (Intersection or Mile Marker) The change in this route is between the US-56/US-59 junction west of Baldwin City, Milepost 67, and the junction of US-59 and I-35 south of Ottawa, Milepost 82.
- Describe where it is going? The new alignment will bypass the city of Ottawa to the east side.
- What type of facility is it traveling over? (New alignment or over an existing pathway) This is a four-lane divided, full access controlled facility with portions being on new alignment.
- Give the direction of travel(north, east, south, and west) South
- Name the focal point city or cities Ottawa, Kansas
- Length of route in miles. 10
- Where does it end? (Terminal intersection or mile marker) The change ends at the junction of US-59 and I-35 at the south edge of Ottawa.

50	Kansas	Regular	State Line	0	0	NONE
50	Kansas	Regular	Overland Park	5	5	Crosses U.S. 69
50	Kansas	Regular	Lenexa	3	8	Leaves I-435, joins I-35 and U.S. 56 and U.S. 169
50	Kansas	Regular	Olathe	7	15	Leaves U.S. 169
50	Kansas	Regular	Jct. E. Gardner	1	16	Leaves U.S. 56
50	Kansas	Regular	Jct. E. Ottawa	26	42	Joins U.S. 59
50	Kansas	Regular	Jct. S. Ottawa	5	47	Leaves U.S. 59
50	Kansas	Regular	Jct. E. Lebo	26	73	Crosses U.S. 75
50	Kansas	Regular	Jct. E. Emporia	23	96	Leaves I-35
50	Kansas	Regular	Jct. W. Emporia	5	101	Crosses I-35
50	Kansas	Regular	Florence	43	144	Crosses U.S. 77
50	Kansas	Regular	Jct. E. Newton	26	170	Joins I-135, U.S. 81
50	Kansas	Regular	Newton	2	172	Leaves I-135, U.S. 81
50	Kansas	Regular	Hutchinson	32	204	<b>NONE</b>
50	Kansas	Regular	Jct. S. St. John	48	252	Crosses U.S. 281
50	Kansas	Regular	Kinsley	37	289	Crosses U.S. 183
50	Kansas	Regular	Jct. W. Kinsley	1	290	Joins U.S. 56
50	Kansas	Regular	Jct. Wright	28	318	Joins U.S. 283
50	Kansas	Regular	Jct. E. Dodge City	2	320	Leaves U.S. 56, U.S. 283
50	Kansas	Regular	Jct. W. Dodge City	10	330	Joins U.S. 400
50	Kansas	Regular	Jct. E. Garden City	45	375	Joins U.S. 83; U.S. 50 Bus, begins and leaves
50	Kansas	Business	Jct. E. Garden City	0	0	Route begins, leaves U.S. 50 , U.S. 83 and U.S. 400
50	Kansas	Business	Garden City	2	2	Joins U.S. 83 Bus.
50	Kansas	Business	Jct. N. Garden City	3	5	Route ends, rejoins U.S. 50, U.S. 83 and U.S. 400; U.S. 83 Bus. begins
50	Kansas	Regular	Jct. N. Garden City	5	380	Leaves U.S. 83; U.S. 50 Bus. rejoins and ends; U.S. 83 Bus. begins and leaves
50	Kansas	Regular	State Line	66	446	NONE



59	Kansas	Regular	State Line	0	0	NONE
59	Kansas	Regular	Atchison	1	1	Joins U.S. 73
59	Kansas	Regular	Atchison	1	2	Leaves U.S. 73
59	Kansas	Regular	Nortonville	15	17	U.S. 159 joins and ends
59	Kansas	Regular	Williamstown	25	42	Joins U.S. 24
59	Kansas	Regular	Jct. N. Lawrence	8	50	Leaves U.S. 24, joins U.S. 40
59	Kansas	Regular	N. Lawrence	1	51	Crosses I-70
59	Kansas	Regular	Lawrence	3	54	Leaves U.S. 40
59	Kansas	Regular	Jct. W. Baldwin	13	67	Crosses U.S. 56
59	Kansas	Regular	Jct. E. Ottawa	10	77	Joins I-35 and U.S. 50
59	Kansas	Regular	Jct. S. Ottawa	5	82	Leaves I-35 and U.S. 50
59	Kansas	Regular	Garnett	21	103	Joins U.S. 169 Bus.
59	Kansas	Regular	Jct. S. Garnett	1	104	Joins U.S. 169; U.S. 169 Bus. ends
59	Kansas	Regular	Jct. S. Garnett	4	108	Leaves U.S. 169
59	Kansas	Regular	Moran	24	132	Crosses U.S. 54
59	Kansas	Regular	Parsons	45	177	Crosses U.S. 160
59	Kansas	Regular	Chetopa	28	205	Joins U.S. 166
59	Kansas	Regular	Chetopa	1	206	Leaves U.S. 166
59	Kansas	Regular	State Line	3	209	NONE