



**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 (M.Vitale)

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 **US 68**
- 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

**AASHTO Use Only**

**Date received:**

**Date to Special Committee on U.S. Route Number:**

**Date Presented to Standing Committee on Highways (SCOH):**

**Action taken by SCOH:**

**Member Department Notified:**

Between Brannon and Nicholasville

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:**March 31, 2010  
**SUBMIT APPLICATION ELECTRONICALLY TO** 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.

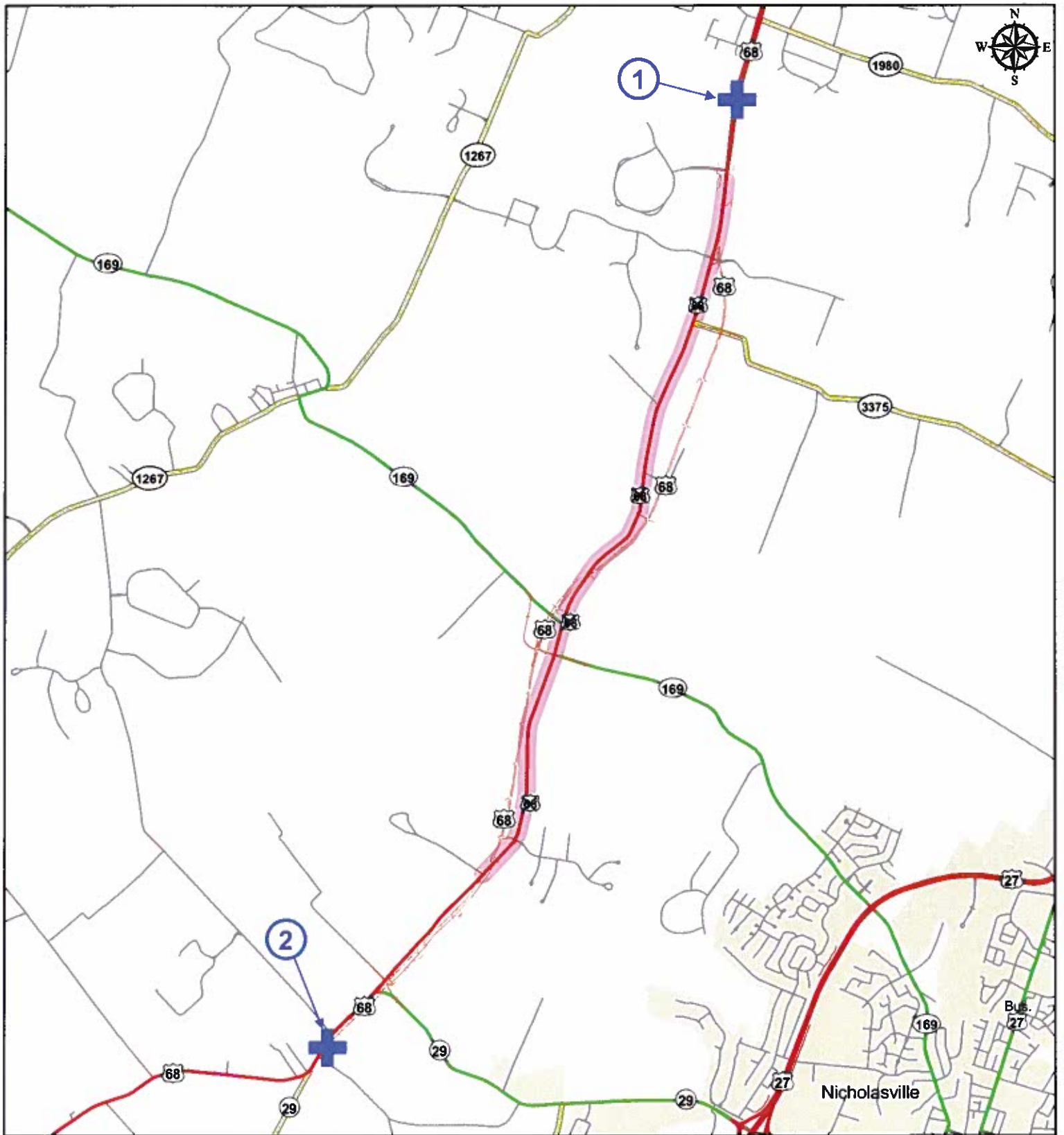
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely 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 section of new US 68 was built to continue to provide a safer, shorter, and more efficient route for traffic. It has been drastically straightened, removing potentially dangerous curves and intersections.

Date facility available to traffic 08-01-2010

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?



# US 68 Jessamine County, Kentucky Proposed Routing

## State Primary Road System

-  Interstate
-  Parkway
-  Other State Primary
-  State Secondary
-  Rural Secondary
-  Supplemental Road
-  Bypassed Route
-  Control Point
-  Local Road
-  Incorporated Area



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 12400 as compared to 8200 for the year 2008 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 Required – see note below)

**Chief Executive Officer**

(Member Department)

This petition is authorized by official action of

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

**(This includes US, Interstates)**

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.

**(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: 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.

*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	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	20 40 60 80	20 40 60 80								
0														
320														
340	① 0.0 ② 6.0	H H	E E	15600 9290	<b>Meets all applicable AASHTO standards</b>									
360														
380														
400														
420														
440														
160														

**(Contact person regarding this application:**

Name: Crystal Casey

Address: KYTC, Division of Planning, 200 Mero St, 5<sup>th</sup> Floor West, Frankfort, KY 40601

Telephone Number: 502-564-7183

Fax Number: 502-564-2865

Email Address: crystal.casey@ky.gov

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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 route begins on existing US 68 near the intersection with KY 1980.
- Describe where it is going? US 68 continues and intersects with KY 3375, KY 169 (twice), and then KY 29 and then intersects with existing US 68 west of Nicholasville near the intersection with southbound KY 29.
- What type of facility is it traveling over? (New alignment or over an existing pathway) It is a new alignment.
- Give the direction of travel(north, east, south, and west) Direction of travel is south.
- Name the focal point city or cities Nicholasville
- Length of route in miles. 6.019
- Where does it end? (Terminal intersection or mile marker) The route ends at the intersection with existing US 68 near the intersection with southbound US KY 29 near Nicholasville.

**KENTUCKY TRANSPORTATION CABINET**  
**U.S. Numbered Route Mileage For Submission To AASHTO**  
**U.S. 68 -- 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	Ohio State Line	0	0	Concurrent with U.S. 62
		Maysville	6	6	U.S. 68 Bus., U.S. 62 Bus. end and rejoin
	Business	Ohio State Line	0	0	Concurrent with U.S. 62 Bus.
		Maysville	4	4	Route ends and rejoins U.S. 68, U.S. 62
	Regular	Maysville	2	8	Leaves U.S. 62
		Paris	39	47	U.S. 68 Bus. begins and leaves
	Business	Paris	0	0	Route begins and leaves U.S. 68, Joins U.S. 460
		Paris	1	1	Leaves U.S. 460
		Paris	2	3	Route ends and rejoins U.S. 68, Joins U.S. 27
	Regular	Jct. N.W. Paris	2	49	Joins U.S. 27
		Paris	1	50	Crosses U.S. 460
		Paris	1	51	U.S. 68 Bus. ends and rejoins
		Lexington	13	64	Crosses I-64, I-75
		Lexington	3	67	Joins U.S. 60, Crosses U.S. 25, U.S. 421, Leaves U.S. 60
		Lexington	1	68	Leaves U.S. 27
		Jct. N.E. Harrodsburg	30	98	Crosses U.S. 127 Bypass
		Harrodsburg	1	99	Joins U.S. 127, Leaves U.S. 127
		Perryville	11	110	Joins U.S. 150, Leaves U.S. 150
		Jct. N.W. Edmonton	76	186	Crosses Louie B. Nunn Parkway
		Glasgow	10	196	Joins U.S. 31E Bus., Leaves U.S. 31E Bus.
		Glasgow	1	197	Crosses U.S. 31E
		Oakland	18	215	Crosses I-65
	Bowling Green	5	220	Joins U.S. 31W	
	Bowling Green	6	226	Leaves U.S. 31W	
	Bowling Green	1	227	U.S. 68 Bus. begins and leaves	
	Business	Bowling Green	0	0	Route begins and leaves U.S. 68
		Bowling Green	2	2	Joins U.S. 231 Bus., Leaves U.S. 231 Bus.
		Bowling Green	1	3	Route ends and rejoins U.S. 68, Crosses U.S. 231
	Regular	Bowling Green	4	231	Joins U.S. 231, U.S. 231 Bus. begins and leaves
		Bowling Green	1	232	Leaves U.S. 231, U.S. 68 Bus. ends and rejoins
		Bowling Green	1	233	Crosses William H. Natcher Parkway
		Jct. E. Auburn	13	246	U.S. 68 Bus. begins and leaves
	Business	Jct. E. Auburn	0	0	Route begins and leaves U.S. 68
		Jct. W. Auburn	3	3	Route ends and rejoins U.S. 68
	Regular	Jct. W. Auburn	3	249	U.S. 68 Bus. ends and rejoins
		Jct. E. Russellville	7	256	U.S. 68 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>
	Business	Jct. E. Russellville	0	0	Route begins and leaves U.S. 68
		Jct. W. Russellville	3	3	Route ends and rejoins U.S. 68
	Regular	Jct. N.W. Russellville	4	260	Joins U.S. 431
		Jct. W. Russellville	2	262	Leaves U.S. 431, U.S. 68 Bus. ends and rejoins
		Jct. E. Elkton	12	274	U.S. 68 Bus. begins and leaves
	Business	Jct. E. Elkton	0	0	Route begins and leaves U.S. 68
		Jct. W. Elkton	5	5	Route ends and rejoins U.S. 68
	Regular	Jct. W. Elkton	5	279	U.S. 68 Bus. ends and rejoins
		Jct. E. Fairview	5	284	U.S. 68 Alt. begins and leaves
	Alternate	Jct. E. Fairview	0	0	Route begins and leaves U.S. 68
		Jct. W. Fairview	2	2	Route ends and rejoins U.S. 68
	Regular	Jct. W. Fairview	2	286	U.S. 68 Alt. ends and rejoins
		Jct. E. Hopkinsville	6	292	U.S. 68 Bypass begins and leaves
	Bypass	Jct. E. Hopkinsville	0	0	Route begins and leaves U.S. 68
		Jct. S.E. Hopkinsville	2	2	Crosses U.S. 41
		Jct. S. Hopkinsville	2	4	Crosses U.S. 41 Alt.
		Jct. S. Hopkinsville	1	5	Edward T. Breathitt Parkway begins and leaves
		Jct. W. Hopkinsville	6	11	Route ends and rejoins U.S. 68
	Regular	Hopkinsville	3	295	Crosses Edward T. Breathitt Parkway
		Hopkinsville	1	296	Joins U.S. 41, U.S. 41 Alt. ends and joins
		Hopkinsville	1	297	Leaves U.S. 41
		Jct. W. Hopkinsville	3	300	U.S. 68 Bypass ends and rejoins
		Jct. E. Cadiz	11	311	Crosses I-24
		Cadiz	4	315	U.S. 68 Bus. begins and leaves
	Business	Cadiz	0	0	Route begins and leaves U.S. 68
		Jct. S.W. Cadiz	5	5	Route ends and rejoins U.S. 68
	Regular	Jct. S.W. Cadiz	4	319	U.S. 68 Bus. ends and rejoins
		Draffenville	34	353	Joins U.S. 641
		Draffenville	1	354	Leaves U.S. 641, Crosses Julian M. Carroll Parkway
		Jct. S.E. Reidland	11	365	Crosses I-24
		Jct. S.E. Paducah	1	366	Route ends and rejoins U.S. 62