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@aashto.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
- ☐ 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 150

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 Mt. Vernon and Crab Orchard

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:March 31, 2010

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aashto.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.

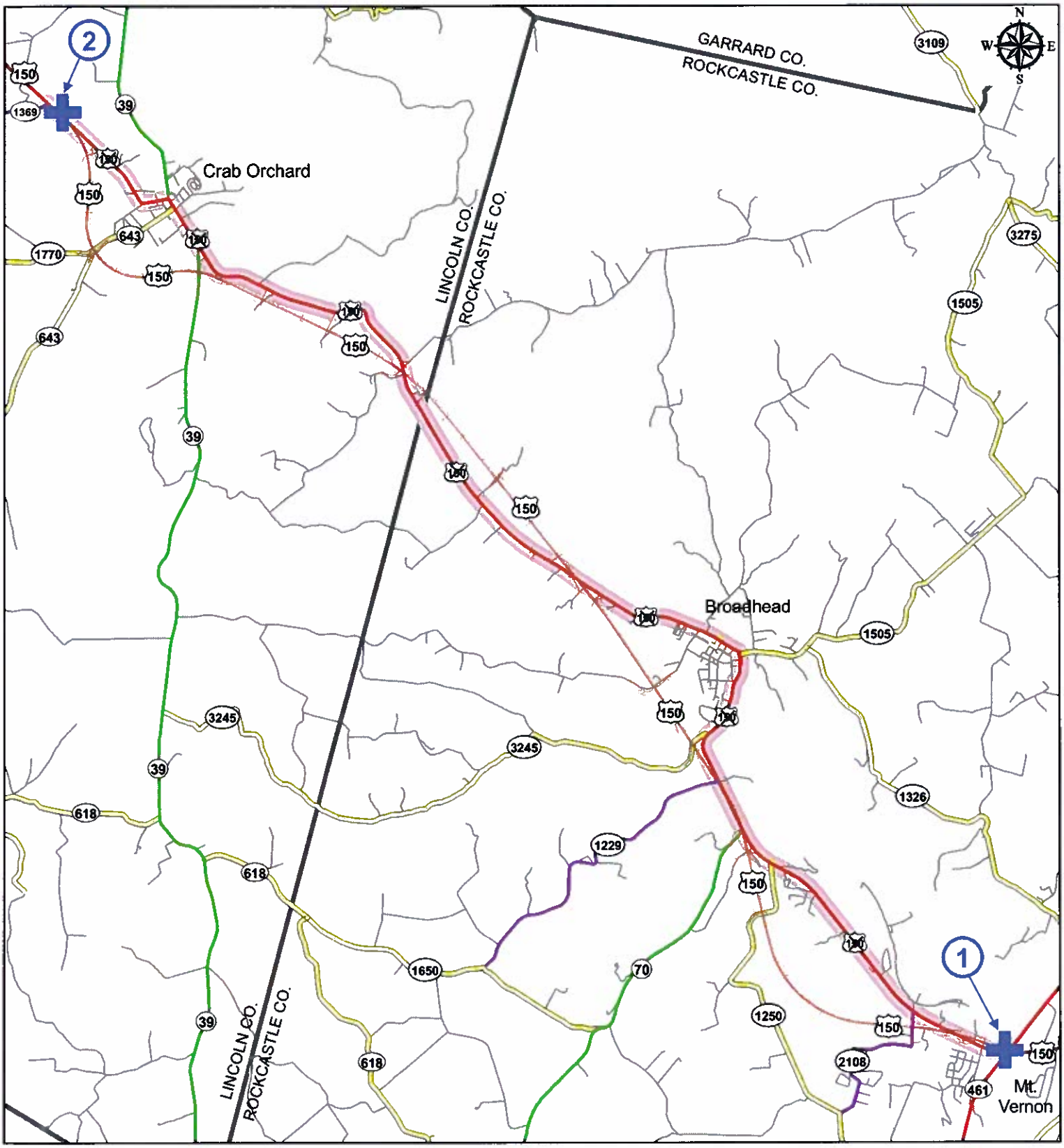
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely 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 150 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 11-01-2010

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 150
Lincoln and Rockcastle Counties, Kentucky
Proposed Routing

0 1 2 3 4 Miles

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, 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 5000 as compared to 8200 for the year 2008 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 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.

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 CONTROL POINTS AND MILEAGE	2 PAVEMENT TYPE	3 PAVEMENT CONDITION	4 TRAFFIC ADT	5 COMPARISON TO APPLICABLE AASHTO DESIGN STANDARDS: 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
0											
320											
340	① 0.0 ② 6.8	H H	E E	7740 4270	Meets all applicable AASHTO standards						
360											
380											
400											
420											
440											
160											

(Contact person regarding this application:

Name: Crystal Casey

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

Telephone Number: 502-564-7183

Fax Number: 502-564-2865

Email Address: crystal.casey@ky.gov

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 150 at the intersection with KY 461, west of Mt. Vernon.
- Describe where it is going? US 150 continues and intersects with KY 2108, KY1250, KY 70, KY 1229, KY 3245, KY 39, KY 643, and KY 1369 and then intersects with existing US 150, west of Crab Orchard.
- 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 northwest.
- Name the focal point city or cities Crab Orchard, Brodhead, and Mt. Vernon
- Length of route in miles. 6.770
- Where does it end? (Terminal intersection or mile marker) The route ends at the intersection with existing US 150 at the intersection with KY 1369 near Crab Orchard.

KENTUCKY TRANSPORTATION CABINET
U.S. Numbered Route Mileage For Submission To AASHTO
U.S. 150 -- Kentucky

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Kentucky	Regular	Mount Vernon	0	0	Route begins and leaves U.S. 25
		Stanford	24	24	Crosses U.S. 27
		Jct. S.E. Danville	8	32	U.S. 150 Bypass begins and leaves
	Bypass	Jct. S.E. Danville	0	0	Route begins and leaves U.S. 150
		Jct. S. Danville	2	2	Crosses U.S. 127, Joins U.S. 127 Bypass
		Jct. W. Danville	3	5	Route ends and rejoins U.S. 150
	Regular	Danville	3	35	Joins U.S. 127
		Danville	1	36	Leaves U.S. 127
		Jct. W. Danville	1	37	U.S. 150 Bypass ends and rejoins, Crosses U.S. 127 Bypass
		Perryville	9	46	Joins U.S. 68, Leaves U.S. 68
		Jct. S.E. Springfield	14	60	U.S. 150 Bus. begins and leaves
	Business	Jct. S.E. Springfield	0	0	Route begins and leaves U.S. 150
		Jct. N.W. Springfield	4	4	Route ends and rejoins U.S. 150
	Regular	Jct. N.W. Springfield	5	65	U.S. 150 Bus. ends and rejoins
		Jct. E. Bardstown	12	77	Crosses Bluegrass Parkway
		Bardstown	2	79	Joins U.S. 62
		Bardstown	1	80	Leaves U.S. 62, Joins U.S. 31E
		Jct. S. Mount Washington	18	98	U.S. 31E Bus. begins and leaves
		Jct. N. Mount Washington	2	100	U.S. 31E Bus. ends and rejoins
		Louisville	5	105	Crosses I-265
		Louisville	7	112	Crosses I-264
		Louisville	3	115	Crosses U.S. 60 Alt.
		Louisville	1	116	Leaves U.S. 31E
		Louisville	1	117	Crosses I-65
		Louisville	3	120	Joins U.S. 31W, U.S. 60
		Louisville	1	121	Leaves U.S. 31W, U.S. 60
		Louisville	1	122	Joins I-64
		Louisville	2	124	I-264 ends and joins
		Indiana State Line	1	125	Concurrent with I-64