



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
- 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 460

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 Mize and Ezel

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@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.

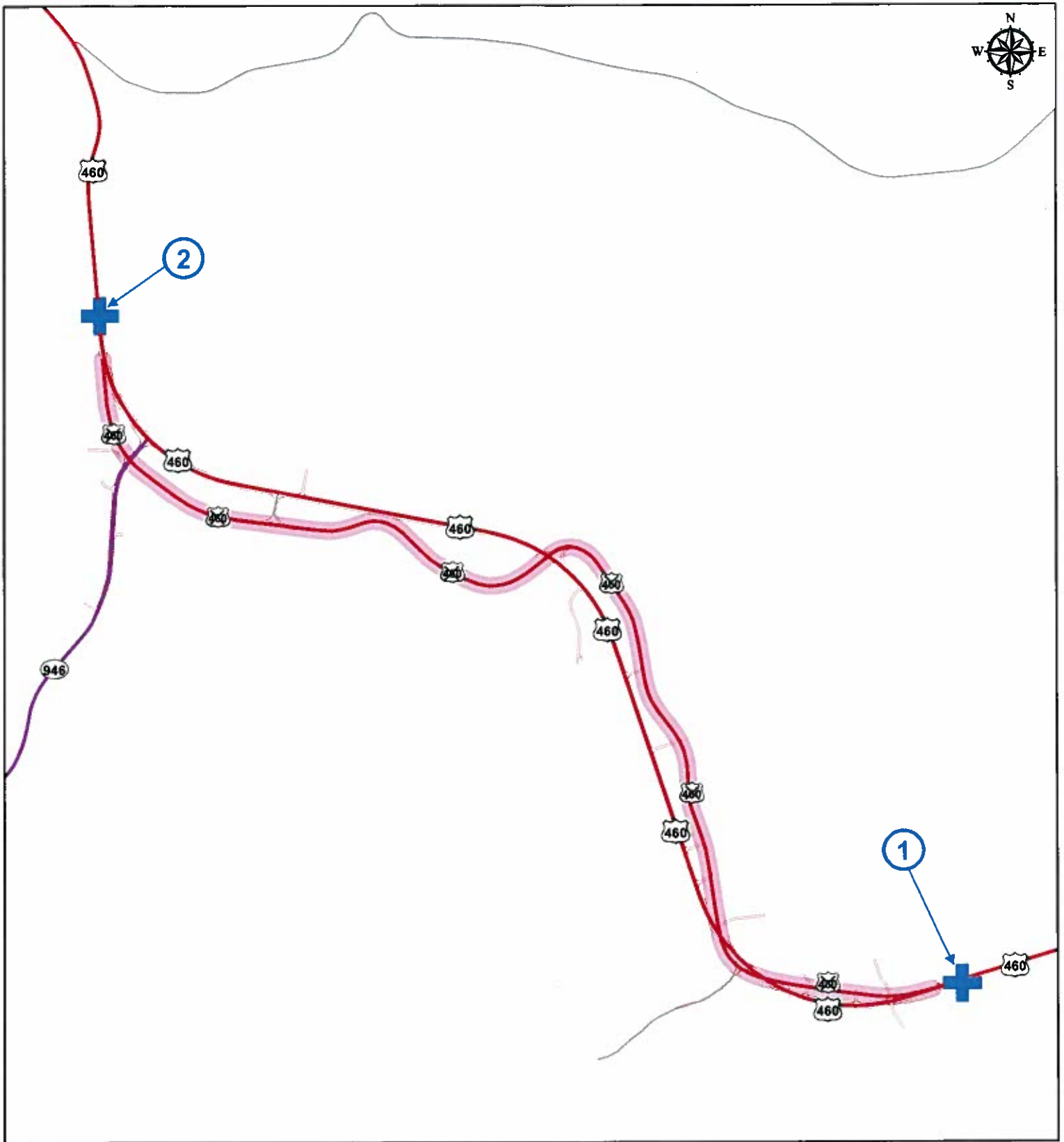
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely 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 460 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 05-01-2009

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? No
If so, where?



US 460 Morgan County, Kentucky Proposed Routing



State Primary Road System

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

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.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 1750 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	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				
0												
320												
	① 0.0	H	E	1750	Meets all applicable AASHTO standards							
	② 1.5	H	E	1750								
340												
360												
380												
400												
420												
440												
160												

(Contact person regarding this application:

Name: Bonnie Lynch

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: bonnie.lynch@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 460 near the intersection with KY 203.
- Describe where it is going? US 460 continues and intersects with KY 946.
- 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 west.
- Name the focal point city or cities Mize and Ezel
- Length of route in miles. 1.464
- Where does it end? (Terminal intersection or mile marker) The route ends near the intersection with KY 772

KENTUCKY TRANSPORTATION CABINET
U.S. Numbered Route Mileage For Submission To AASHTO
U.S. 460 -- 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	Virginia State Line	0	0	
		Jct. S. Pikeville	25	25	Joins U.S. 23, U.S. 119
		Pikeville	7	32	Leaves U.S. 119
		Jct. W. Paintsville	35	67	Leaves U.S. 23
		Salyersville	16	83	Mountain Parkway Ext begins and leaves
		Mount Sterling	73	156	Joins U.S. 60, Leaves U.S. 60
		Mount Sterling	2	158	Crosses I-64
		Paris	21	179	Joins U.S. 68 Bus.
		Paris	1	180	Leaves U.S. 68 Bus.
		Paris	1	181	Crosses U.S. 27, U.S. 68
		Georgetown	14	195	Crosses I-75
		Georgetown	1	196	Crosses U.S. 62, U.S. 460 bypass begins and leaves
	Bypass	Georgetown	0	0	Route begins and leaves U.S. 460, Joins U.S. 62
		Georgetown	3	3	Crosses U.S. 25
		Georgetown	2	5	Leaves U.S. 62
		Jct. W. Georgetown	1	6	Route ends and rejoins U.S. 460
	Regular	Georgetown	1	197	Crosses U.S. 25
		Jct. W. Georgetown	2	199	U.S. 460 Bypass ends and rejoins
		Frankfort	14	213	Route ends and joins U.S. 60, U.S. 421