



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@aaashto.org (M.Vitale)

An Application from the State Highway or Transportation Department of Transportation of Kentucky 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 431**
- 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 2nd Street and US 60 in the city of Owensboro

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@aaashto.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.

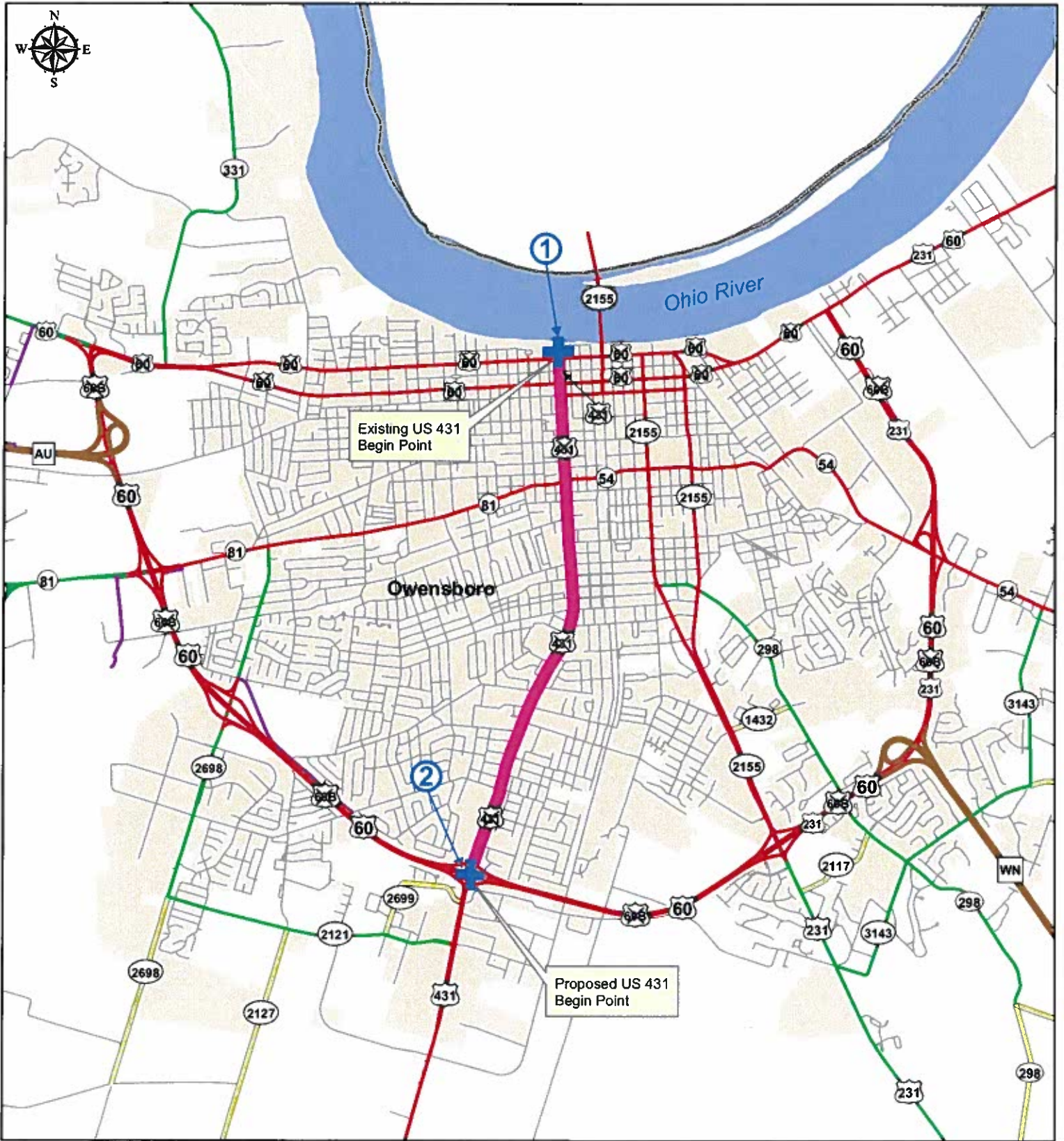
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely 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.) Separate applications are being submitted to remove the US 60 designation from 2nd Street and 4th Street inside the US 60 Bypass in Owensboro and redesignate the US 60 Bypass as US 60. This application requests that the US 431 designation be removed from the current alignment and the new northern terminus be relocated to the Owensboro Bypass, now to be designated as US 60.

Date facility available to traffic Open

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 431 Davies County, Kentucky Proposed Routing

State Primary Road System

- | | | | |
|---|---------------------|---|-------------------|
|  | Interstate |  | Affected 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 20500 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	6					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 10 20 30 40	PERCENT 20 40 60 80	PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 20 40 60 80	PERCENT 20 40 60 80	DEGREE	LENGTH							
0														
320														
340	① 0.0 ② 3.3	H H	E E	7370 25300	Meets all applicable AASHTO standards									
360														
380														
400														
420														
440														
160														

(Contact person regarding this application:

Name: Dawn Mattingly

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

Telephone Number: 502-564-7183

Fax Number: 502-564-2865

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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 will begin at US 60 (currently US 60 Bypass) in south Owensboro.
- Describe where it is going? It will continue along the existing US 431 route to the Tennessee State Line.
- What type of facility is it traveling over? (New alignment or over an existing pathway) Existing pathway - new begin point.
- Give the direction of travel(north, east, south, and west) South
- Name the focal point city or cities This change occurs within the city of Owensboro.
- Length of route in miles. Removal of approximately 3.3 miles
- Where does it end? (Terminal intersection or mile marker) US 431 ends at the Tennessee State Line.

KENTUCKY TRANSPORTATION CABINET
U.S. Numbered Route Mileage For Submission To AASHTO
U.S. 431 -- 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	Owensboro	0	0	Route begins and leaves U.S. 60
		Central City	33	33	Joins U.S. 62
		Central City	1	34	Leaves U.S. 62
		Central City	1	35	Crosses Western Kentucky Parkway
		Jct. N.W. Russellville	34	69	Joins U.S. 68
		Jct. W. Russellville	2	71	Leaves U.S. 68, U.S. 68 Bus. ends and rejoins
		Jct. S.W. Russellville	1	72	U.S. 79 begins and leaves
		Tennessee State Line	15	87	