



**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 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
- 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 60B**

**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 US 60 at the Owensboro Bypass east and US 60 at the Owensboro Bypass west

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:**

**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.)

In 2009, the City of Owensboro, Kentucky adopted the Downtown Owensboro Placemaking Initiative, a market-based Illustrative Master Plan and comprehensive package of catalyst projects intended to jump-start downtown revitalization. One of these projects involves the re-design of 2nd Street, converting it into a pedestrian friendly, two-way main street through downtown.

Presently, 2nd Street and 4th Street form a one-way east-west couplet through the downtown area. The Downtown Owensboro Traffic Study, a study to develop a plan of transportation improvements needed to implement the Master Plan, recommends the conversion of 4th Street to two-way as well. In order to facilitate the City's plan, this application requests the removal of the US 60B designation from the Owensboro Bypass, from the eastern terminus of the Bypass at US 60 to the western terminus of the Bypass at US 60. The request to re-designate the Bypass as US 60 is being made in a separate application.

This application also references the requested removal of US 431 from Frederica Street between the Bypass and 2nd Street. The request for removal of US 431 for the subject section will be submitted as a separate application.

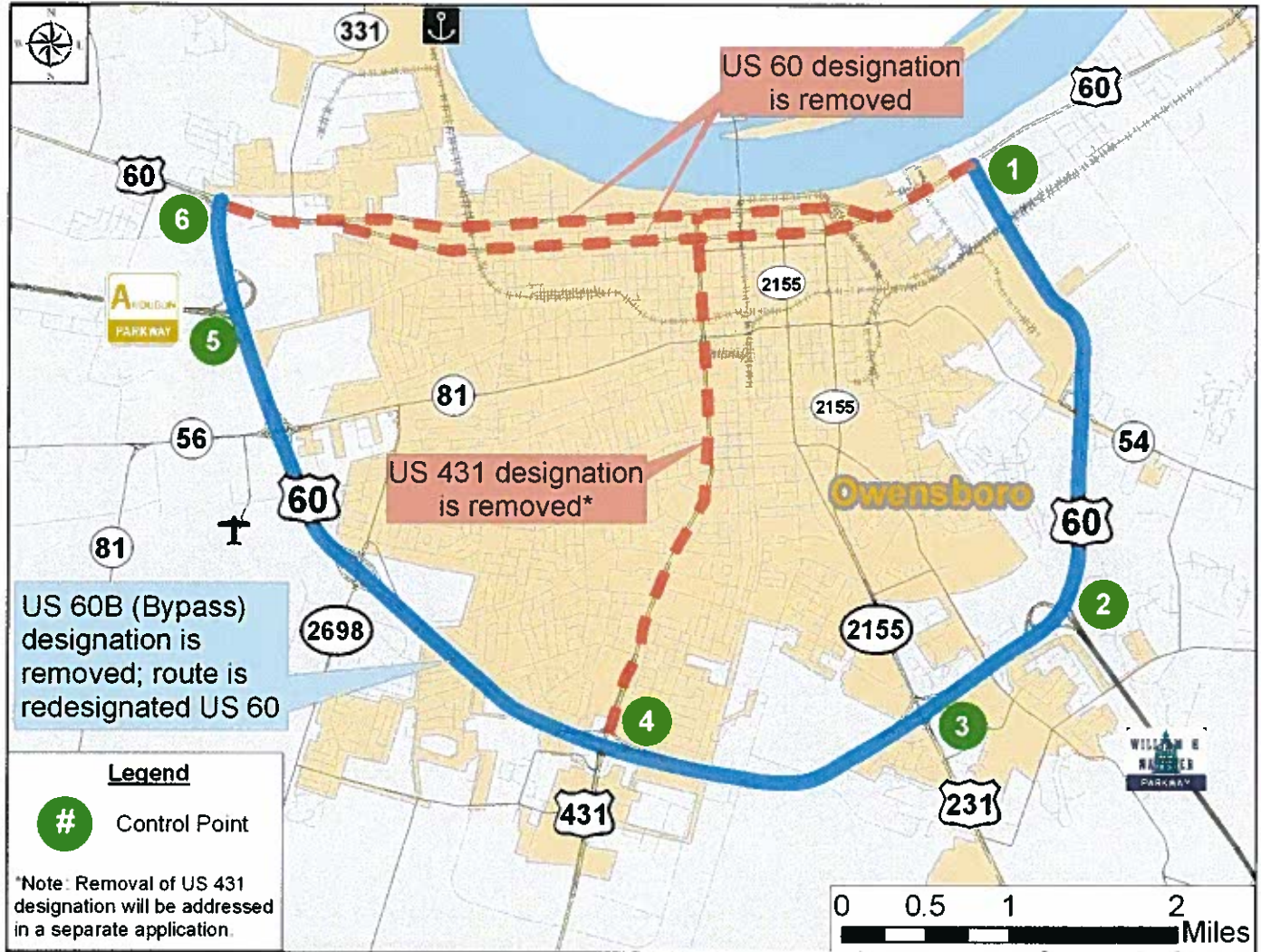
Date facility available to traffic Upon approval

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes  
If so, where? The current US 60 Bypass (US 60B) will become US 60

Does the petition propose a new routing over a portion of an existing Interstate Route? No  
If so, where?

**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:**

There are two ways to do this follow the instructions below or convert your map in PDF format and submit as a separate document along with this application to [usroutes@aaashto.org](mailto:usroutes@aaashto.org). It is your preference, however all files are converted to PDF once received by AASHTO.



(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 23,900 as compared to 8,200 for the year 2010 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:</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)

Comparison to Applicable AASHTO Design Standards														
Mileage	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	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		Degree	Length
					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80					
0	① 0.0	H	G	17,700	Meets all applicable AASHTO standards									
	② 2.9	H	G	25,600										
	③ 3.9	H	G	30,300										
	④ 6.0	H	G	24,900										
	⑤ 9.6	H	G	20,400										
	⑥ 10.2	H	G	17,800										
20														
40														
60														
80														
100														
120														

Attach additional sheet here if necessary



**(Contact person regarding this application:**

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Address: Kentucky Transportation Cabinet, Division of Planning, 200 Mero Street, 5<sup>th</sup> Floor West, Frankfort, KY 40622

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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 where US 60 currently intersects the Owensboro Bypass (US 60B) on the east side of Owensboro
- Describe where it is going? The Owensboro Bypass will be designated as US 60 and the US 60B designation will be removed. US 60 will head in a westerly direction along the Bypass, south of Owensboro.
- What type of facility is it traveling over? (New alignment or over an existing pathway) US 60 will be routed over an existing pathway, the Owensboro Bypass (presently designated as US 60B), a four-lane, median-divided, access-controlled facility
- Give the direction of travel(north, east, south, and west) The route will head in a general westerly direction.
- Name the focal point city or cities Owensboro, Kentucky
- Length of route in miles. The re-designated portion of US 60 will travel along the Owensboro Bypass a distance of 10.212 miles.
- Where does it end? (Terminal intersection or mile marker) The route will rejoin the current US 60 alignment on the west side of Owensboro.

<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	Jct. S.W. West Point	2	237	U.S. 31W Bus. ends and rejoins
		Fort Knox	3	240	Leaves U.S. 31W
		Jct. E. Cloverport	44	284	U.S. 60 Bus. begins and leaves
	Business	Jct. E. Cloverport	0	0	Route begins and leaves U.S. 60
		Jct. W. Cloverport	3	3	Route ends and rejoins U.S. 60
	Regular	Jct. W. Cloverport	2	286	U.S. 60 Bus. ends and rejoins
		Maceo	24	310	Joins U.S. 231
		Jct. S.E. Owensboro	11	321	William H. Natcher Parkway begins and leaves
		Owensboro	1	322	Leaves U.S. 231
		Owensboro	2	324	U.S. 431 begins and leaves
		Jct. W. Owensboro	3	327	Audubon Parkway begins and leaves
		Henderson	26	353	Joins U.S. 41 Alt., Crosses U.S. 41
		Jct. S.W. Henderson	4	357	Leaves U.S. 41 Alt.
		Jct. E. Morganfield	18	375	U.S. 60 Bypass begins and leaves
	Bypass	Jct. E. Morganfield	0	0	Route begins and leaves U.S. 60
		Jct. S.W. Morganfield	3	3	Route ends and rejoins U.S. 60
	Regular	Jct. S.W. Morganfield	3	378	U.S. 60 Bypass ends and rejoins
		Marion	29	407	U.S. 641 begins and leaves
		Jct. S.E. Paducah	39	446	Joins U.S. 62
		Paducah	2	448	U.S. 60 Bus. begins and leaves
	Business	Paducah	0	0	Route begins and leaves U.S. 60, U.S. 62
		Paducah	3	3	Joins U.S. 45 Bus.
		Paducah	1	4	Leaves U.S. 45 Bus.
		Paducah	2	6	Crosses U.S. 45, Ends and rejoins U.S. 60
	Regular	Paducah	4	452	Leaves U.S. 62, Joins U.S. 45, U.S. 45 Bus. begins and leaves
		Paducah	1	453	Leaves U.S. 45, U.S. 60 Bus. ends and rejoins
		Paducah	3	456	Crosses I-24
		Wickliffe	28	484	Joins U.S. 51, U.S. 62
		Illinois State Line	5	489	Concurrent with U.S. 51, U.S. 62