



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 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
- 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 62

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 Grand Rivers and Kentucky Dam Village State Resort Park

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.) In November 2009, the US Army Corps of Engineers completed construction of a new bridge and approaches over the Tennessee River near Kentucky Lake Dam. This new roadway eliminates through traffic over the Kentucky Lake Dam. This will allow maintenance of the dam and plans are to convert the bypassed roadbed to bicycle and pedestrian paths. US 62 designation will be moved to the new roadway for the benefit of the traveling public.

Date facility available to traffic 11-25-09

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?

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. It is your preference, however all files are converted to PDF once received by AASHTO.

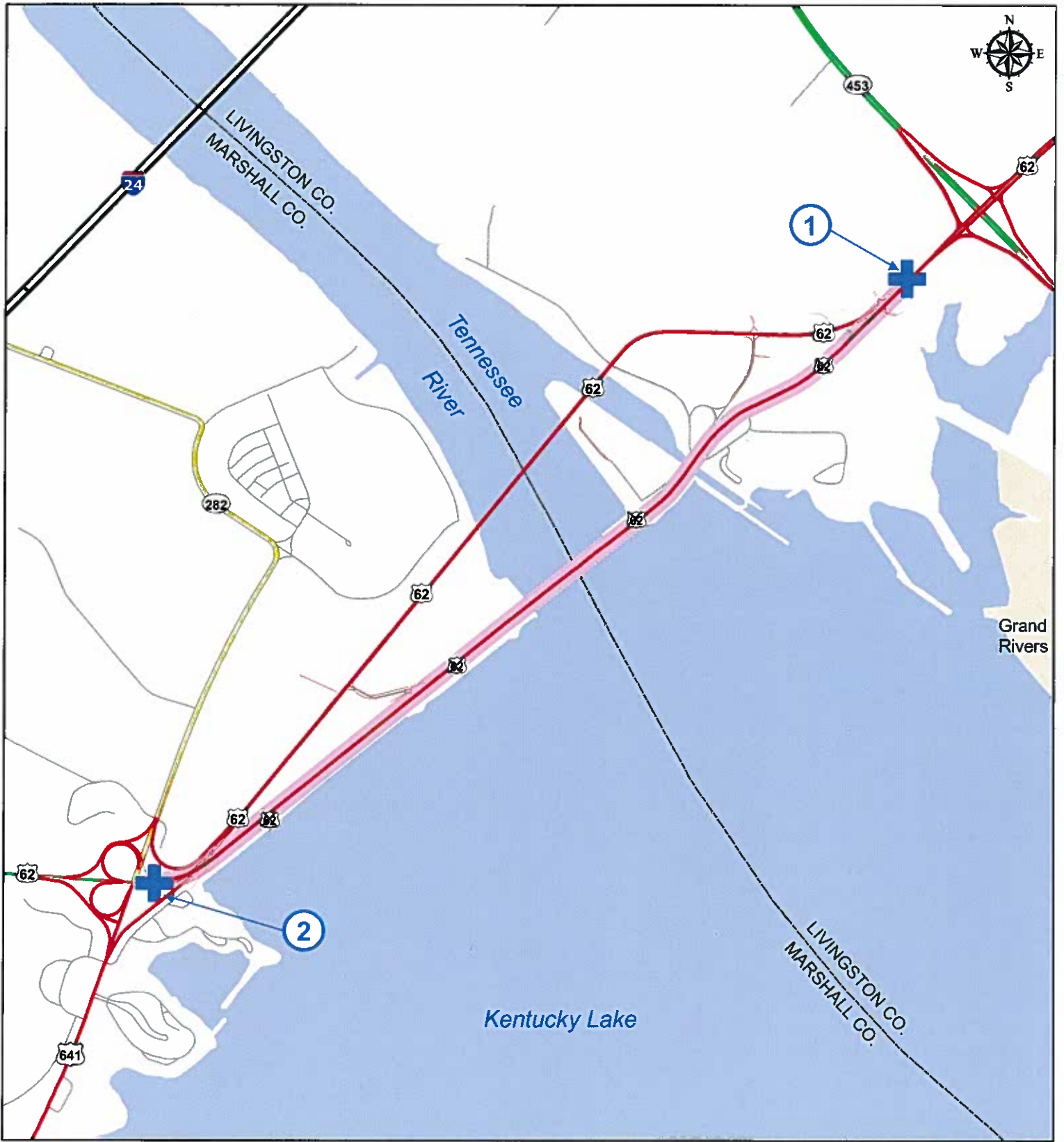
INSERT YOUR MAP HERE

INSTRUCTIONS ON HOW TO INSERT A FILE:

- Go to the top "Standard Formatting" toolbar and
- Select "View"
- Select "Toolbars"
- Select "Forms"
- Once the Forms toolbar is in view you can unlock the FORM's Gold Lock that looks like this 
- Insert your MAP as a file or picture by selecting "Insert" from the standard formatting toolbar
- Relock the Gold Lock to protect the form 
- If this doesn't work, then send the MAP as an attachment with your email along with the application. 

(A photographic reduction or section of departmental map attached to this sheet. May be folded to sheet size, but do not use a map larger than four 8.5 x 11 inch sheets in size.)

(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.)



US 62 Marshall and Livingston Counties, 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.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 6600 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 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												
	① 0.0 ② 2.3	H H	E E	7450 5800	Meets all applicable AASHTO standards							
340												
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

Email Address: dawn.mattingly@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 62 near the intersection with KY 453 northwest of Grand Rivers.
- Describe where it is going? US 62 continues across the Tennessee River near the Kentucky Lake Dam and crosses the Livingston County/Marshall County line and intersects with existing US 62 and US 641 at the Kentucky Dam Village State Resort Park.
- What type of facility is it traveling over? (New alignment or over an existing pathway) It is a new bridge and approaches over the Tennessee River near the Kentucky Lake Dam.
- Give the direction of travel(north, east, south, and west) Direction is southwest for the new section.
- Name the focal point city or cities Grand Rivers and Kentucky Dam Village State Resort Park near Gilbertsville
- Length of route in miles. 2.269
- Where does it end? (Terminal intersection or mile marker) The route ends at the intersection with US 641 near Kentucky Dam Village State Resort Park.

KENTUCKY TRANSPORTATION CABINET
U.S. Numbered Route Mileage For Submission To AASHTO
U.S. 62 -- 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. 68
		Maysville	6	6	U.S. 62 Bus., U.S. 68 Bus. end and rejoin
	Business	Ohio State Line	0	0	Concurrent with U.S. 68 Bus.
		Maysville	4	4	Route ends and rejoins U.S. 62, U.S. 68
	Regular	Maysville	2	8	Leaves U.S. 68
		Cynthiana	41	49	Joins U.S. 27
		Jct. S. Cynthiana	2	51	Leaves U.S. 27
		Georgetown	17	68	Crosses I-75
		Georgetown	1	69	Joins U.S. 460 Bypass, Crosses U.S. 460
		Georgetown	3	72	Crosses U.S. 25
		Georgetown	2	74	Leaves U.S. 460 Bypass
		Jct. S.W. Georgetown	3	77	Crosses I-64
		Jct. S.W. Georgetown	2	79	Joins U.S. 421
		Midway	3	82	Leaves U.S. 421
		Versailles	7	89	Joins U.S. 60
		Versailles	1	90	Leaves U.S. 60, Joins U.S. 60 Bus.
		Versailles	1	91	Leaves U.S. 60 Bus.
		Lawrenceburg	10	101	Joins U.S. 127
		Lawrenceburg	1	102	Leaves U.S. 127
		Lawrenceburg	1	103	Crosses U.S. 127 Bypass
		Bardstown	41	144	Joins U.S. 150
		Bardstown	1	145	Leaves U.S. 150, Joins U.S. 31E
		Bardstown	1	146	Leaves U.S. 31E
		Elizabethtown	22	168	Crosses I-65
		Elizabethtown	2	170	Crosses U.S. 31W
		Elizabethtown	1	171	Crosses U.S. 31W Bypass
		Beaver Dam	66	237	Joins U.S. 231
		Beaver Dam	1	238	Leaves U.S. 231
		Central City	18	256	Joins U.S. 431
		Central City	1	257	Leaves U.S. 431
		Jct. E. Nortonville	23	280	Crosses Edward T. Breathitt Parkway
		Nortonville	1	281	Crosses U.S. 41
		Jct. E. Eddyville	36	317	Crosses Western Kentucky Parkway
		Eddyville	2	319	Joins U.S. 641
		Kuttawa	4	323	Crosses I-24
		Jct. E. Calvert City	11	334	Leaves U.S. 641
		Calvert City	2	336	Crosses I-24
		Calvert City	1	337	Julian M. Carroll Parkway begins and leaves
		Jct. S.E. Paducah	9	346	U.S. 68 ends and rejoins
		Jct. S.E. Paducah	3	349	Joins U.S. 60
		Paducah	2	351	U.S. 60 Bus. begins and leaves
		Paducah	4	355	Leaves U.S. 60, Joins U.S. 45
		Paducah	1	356	Leaves U.S. 45
		Paducah	1	357	Crosses I-24
		Bardwell	27	384	Joins U.S. 51
		Wickliffe	8	392	Joins U.S. 60
		Illinois State Line	5	397	Concurrent with U.S. 51, U.S. 60