

**American Association of State Highway and Transportation Officials**

**Seven (7) Page Form**

An Application from the State Highway or Transportation Department of  
Kentucky

for (select one of the following):

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- X Relocation of a U.S. (Interstate) Route **US 119**
- 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
- \*Establishment of a U.S. Bicycle Route (A NEW FORM IS BEING DEVELOPED FOR US BIKE ROUTES – continue to use this until the new form is finalized)
- \*Relocation of a U.S. Bicycle Route (SAA)

Between Open Fork and Pikeville

The following states or states are involved:  
Kentucky

<b>For AASHTO Use Only</b>	Date received	Date application acknowledged	Date to Special Committee on U.S. Route Numbering	Date considered by the Standing Committee on Highways	Action of Standing Committee on Highways	Member Department Notified
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- \* **Bicycle Routes:** Attach map on page 3. Obtain Signatures, page 4. Type a statement indicating that there are no deficiencies on the proposed US Bike Route. Other sections not applicable.
- \*\*\***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 Select from Calendar:** August 29, 2008

**SUBMIT APPLICATION ELECTRONICALLY TO** [usroutes@ashto.org](mailto:usroutes@ashto.org)

You may convert your form as a PDF file, print then scan or submit as a saved word file. Send only one copy, please.

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 119 was built to continue to provide a safer, shorter, and more efficient route to interstate traffic. It has been drastically straightened, removing potentially dangerous curves and intersections. Much of US 119 through Pike County has already been improved as part of the Appalachian Development Highway System (ADHS). This is the last section of US 119 in Pike County to be improved with ADHS funds.

The Cabinet proposes to route U.S. 119 onto the newly constructed roadbed north of Pikeville in Pike County, Kentucky. This new route should particularly facilitate travel between Pikeville, the Eastern Kentucky region, and West Virginia.

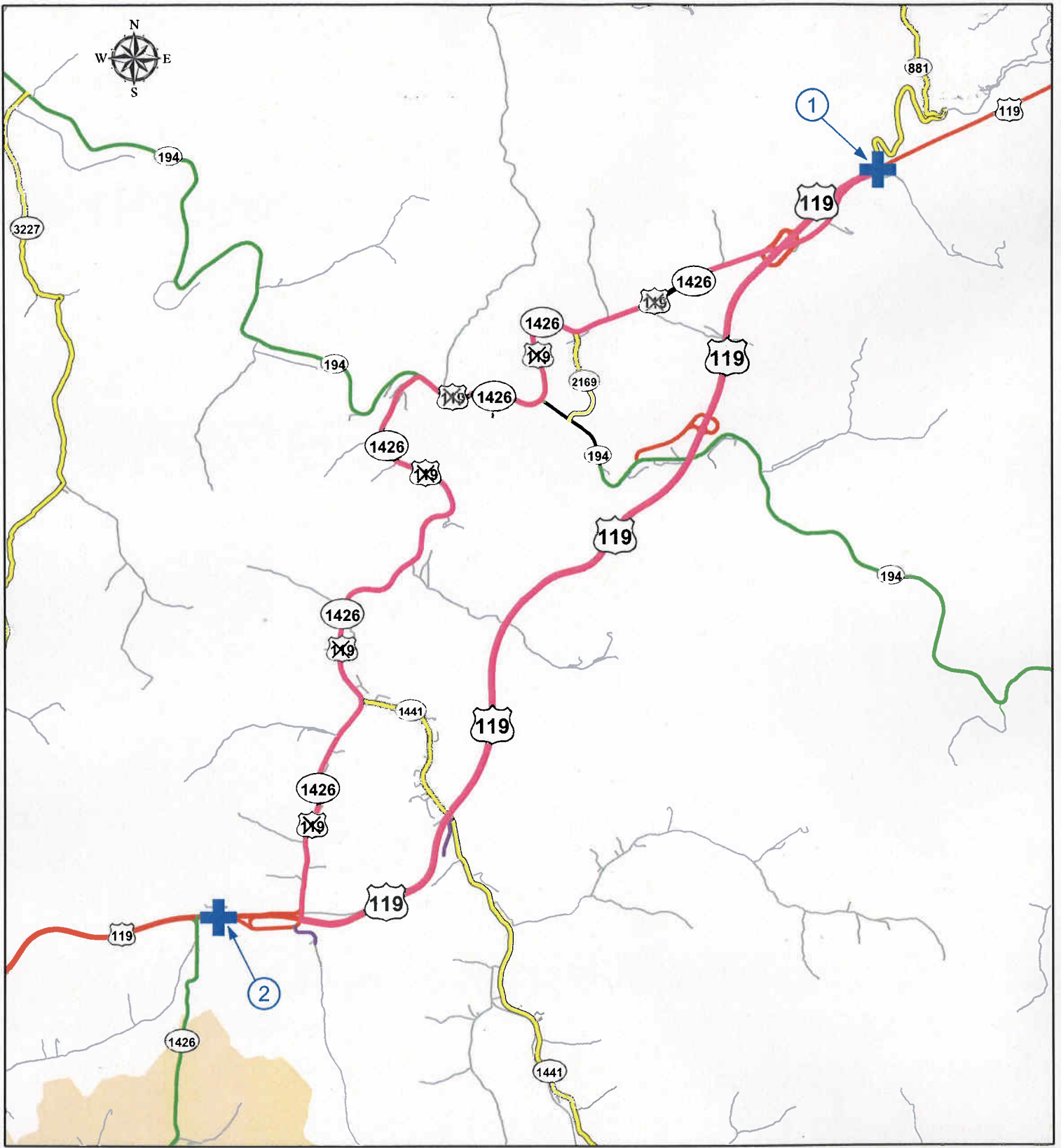
Date facility available to traffic? March 2008

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 119 / KY 1426**  
**Pike County, Kentucky**  
 Proposed Routing



**State Primary Road System**

- Other State Primary
- State Secondary
- Rural Secondary
- Supplemental Road
- Affected Route
- + Control Point
- Local Road
- Pikeville

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 12,195 as compared to 8,390 for the year 2007 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**

**Secretary  
Kentucky Transportation Cabinet  
(Member Department)**

This petition is authorized by official action of  
under date of \_\_\_\_\_ as follows: (Copy excerpt from minutes.)

**(This includes US, Interstates and Bicycle Routes)**

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: 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: 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.*

**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	PERCENT	PERCENT	PERCENT	DEGREE	LENGTH		
0	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	20 40 60 80	20 40 60 80				
	① 15	H	E	9,140	<b>Meets all applicable AASHTO standards</b>						
	② 23	H	E	13,100							
40											
80											
120											
160											
160											



**(This includes US, Interstates and Bicycle Routes)**

**Contact regarding this application:**

Name: Dawn Mattingly

Address: Kentucky Transportation Cabinet, Division of Planning, 200 Mero Street, 5<sup>th</sup> floor West, Frankfort, KY 40601

Telephone Number: 502-564-7183

Fax Number: 502-564-2865

Email Address: dawn.mattingly@ky.gov

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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) – It begins on existing US 119 northeast of Pikeville near the intersection with KY 881.
- Describe where it is going? It will travel southwest to another point on existing US 119 near the intersection with KY 1426.
- What type of facility is it traveling over? (New alignment or over an existing pathway) – It is traveling over new alignment.
- Give the direction of travel(north, east, south, and west) – Southwest
- Name the focal point city or cities – North of Pikeville near Meta and Zebulon
- Length of route in miles. – The new US 119 segment is approximately 7.686 miles long.
- Where does it end? (Terminal intersection or mile marker) – It ends on existing US 119 near the intersection with KY 1426

**KENTUCKY TRANSPORTATION CABINET**  
**U.S. Numbered Route Mileage For Submission To AASHTO**  
**U.S. 119 -- 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>
<b>Kentucky</b>	<b>Regular</b>	West Virginia State Line	0	0	
		Jct N Pikeville	26	26	Joins US 23, US 460
		Jct S Pikeville/Shelbiana	7	33	Leaves US 460
		Jct S Jenkins	25	58	Leaves US 23
		Harlan	53	111	Joins US 421
		Harlan	1	112	Leaves US 421
		Pineville	29	141	Route ends, junction US 25E

August 29, 2008