

# American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of  
 Kentucky

for

- the Elimination of a U.S. (I) Route \_\_\_\_\_
- the Establishment of a U.S. (I) Route \_\_\_\_\_
- \* the Establishment of a U.S. Bike Route \_\_\_\_\_
- the Relocation of a U.S. (I) Route US 231
- \* the Relocation of a U.S. Bike Route \_\_\_\_\_
- the Extension of a U.S. (I) Route \_\_\_\_\_
- the Establishment of a U.S. Alternate Route \_\_\_\_\_
- the Establishment of a Temporary U.S. Route \_\_\_\_\_
- \*\* the Recognition of a Business Route on U.S. (I) Route \_\_\_\_\_
- \*\* the Recognition of a By-Pass Route on U.S. Route \_\_\_\_\_

Between \_\_\_\_\_ and \_\_\_\_\_

The following states or states are involved:  
 Kentucky

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**For AASHTO Use Only**

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 \_\_\_\_\_

Date submitted:

August 24, 2007

\* Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable.  
 \*\* 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.

**SUBMIT SIX COPIES**

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:** (Keep concise and pertinent.) During times of accidents on I-65 traffic is detoured along US 31W through downtown Bowling Green which has created safety and security concerns as well as congestion. The proposed routing of US 68 will pull the heavy and potentially toxic traffic away from the city's population core along a roadway that is less congested and better suited to handle the traffic volume.

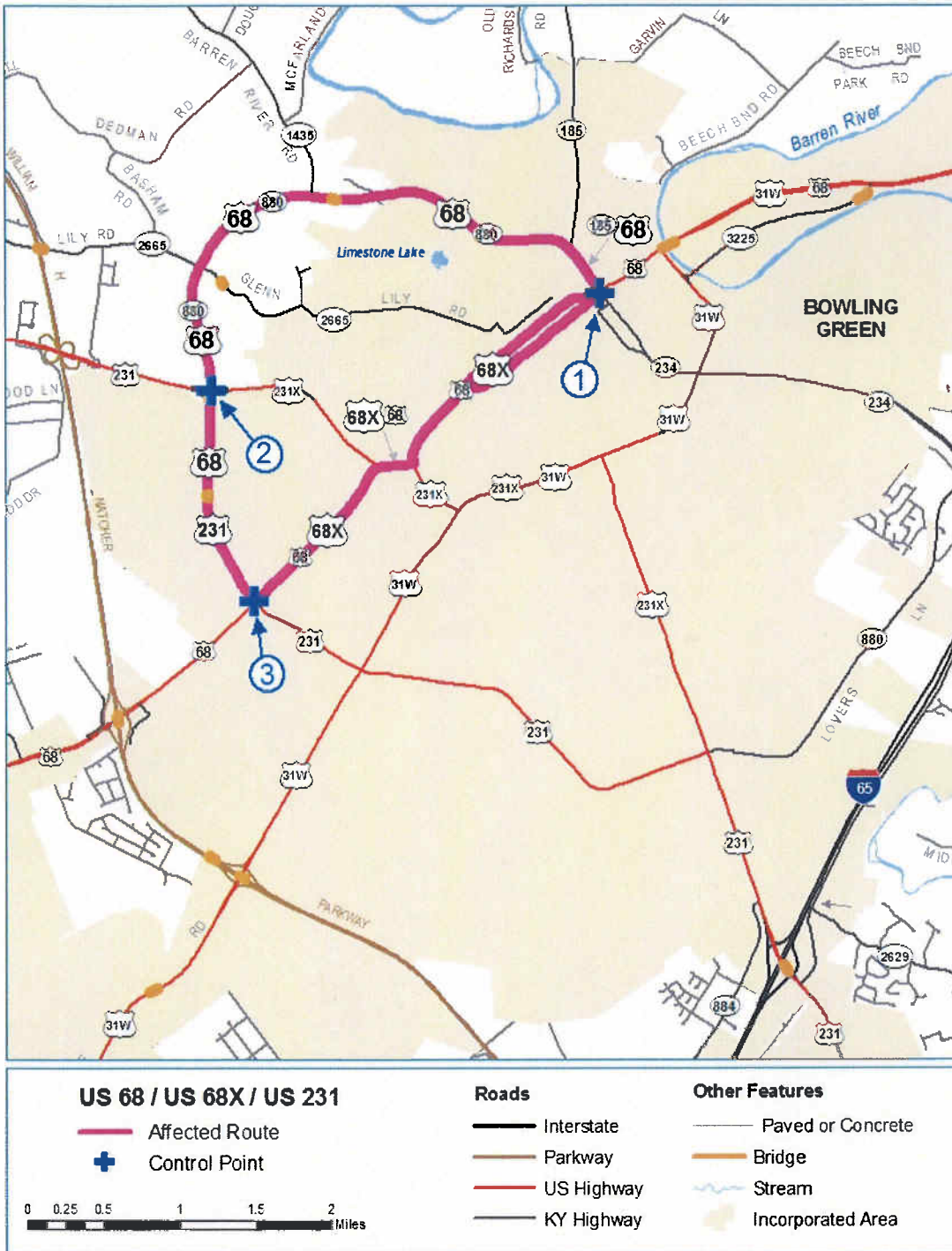
Date facility available to traffic \_\_\_\_\_

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 U.S. Numbered or Interstate Numbered System:**

(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.)

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 7067 as compared to 8576 for the year 2006 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)

**Chief Executive Officer**

\_\_\_\_\_  
(Member Department)

This petition is authorized by official action of \_\_\_\_\_

under date of \_\_\_\_\_ as follows: (Copy excerpt from minutes.)

**AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS  
US 68**

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							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										
220	① 0.0 ② 4.0 ③ 1.5	H H H	E E E	17300 15200 25300	Meets all applicable AASHTO standards												
240																	
260																	
280																	
300																	
320																	
340																	
360																	

**KENTUCKY TRANSPORTATION CABINET**  
**U.S. Numbered Route Mileage For Submission To AASHTO**  
**U.S. 231 -- 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>	Regular	Indiana State Line	0	0	
		Maceo	4	4	Joins US 60
		Jct E Owensboro	8	12	Leaves US 60, Joins US 60 Bypass
		Jct S Owensboro	4	16	Leaves US 60 Bypass
		Beaver Dam	26	42	Joins US 62
		Beaver Dam	1	43	Leaves US 62
		Jct S Beaver Dam	3	46	Crosses Western Kentucky Parkway
		Jct N Morgantown	8	54	Crosses William Natcher Parkway
		Jct S Morgantown	9	63	Crosses William Natcher Parkway
		Bowling Green	20	83	Crosses William Natcher Parkway
		Bowling Green	2	84	Crosses US 231 Business (Beginning), joins US 68
	Business	Bowling Green	0	0	Route begins, leaves US 68
		Bowling Green	2	2	Joins and leaves US 68 Business
		Bowling Green	1	3	Joins US 31W
		Bowling Green	1	4	Leaves US 31W
		Bowling Green	2	6	Rejoins US 231
	Regular	Bowling Green	1	85	Leaves US 68
		Bowling Green	1	86	Crosses US 31W
		Bowling Green	3	89	Crosses US 231 Business (Ending)
		Bowling Green	1	90	Crosses I-65
		Scottsville	18	108	Joins US 31E
		Tennessee State Line	9	117	