

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 _____
- * 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 US 68
- ** 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.

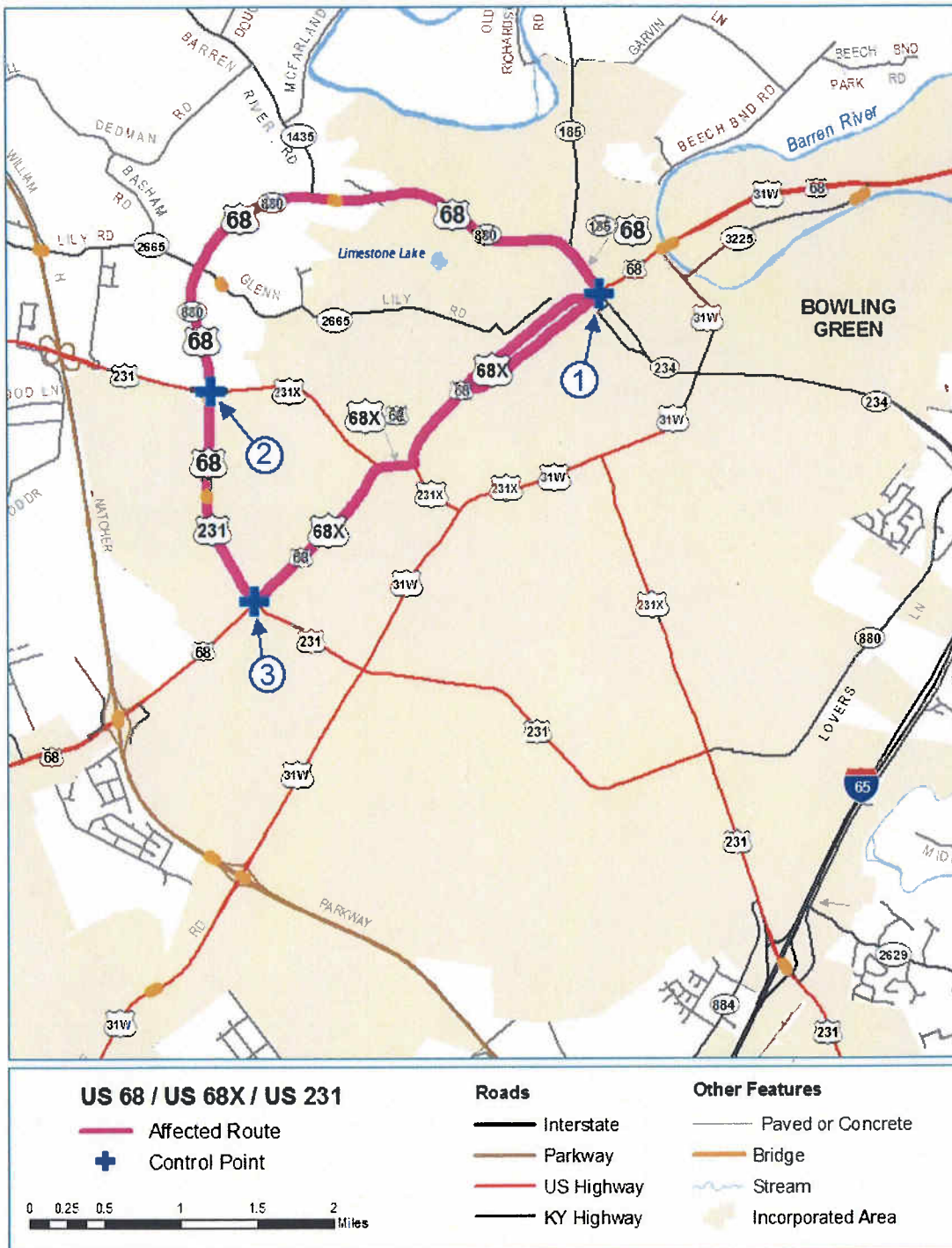
Date facility available to traffic _____

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 68 in Bowling Green

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.

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.

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 10 20 30 40	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. 68 -- 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	Maysville	0	0	State line
		Maysville	6	6	Crosses US 62 Business
		Jct S Maysville	2	8	Leaves US 62
		Jct E Paris	39	47	US 68 begins and leaves
	Business	Paris	0	0	Route begins and leaves US 68
		Paris	1	1	Crosses US 460
		Paris	2	3	Route ends, joins US 27
	Regular	Jct W Paris	2	49	Joins US 27
		Paris	1	50	Crosses US 460
		Paris	2	52	US 68 Business ends and joins
		Jct E Lexington	13	65	Crosses I-75/I-64
		Lexington	3	68	Crosses US 25/US 421, US 60
		Lexington	1	69	Leaves US 27
		E of Harrodsburg	30	99	Crosses US 127 Bypass
		Harrodsburg	1	100	Crosses US 127
		Perryville	10	110	Crosses US 150
		Jct NW of Edmonton	77	187	Crosses Louie B Nunn Cumberland Parkway
		Glasgow	15	202	Joins and leaves US 31E Business
		Glasgow	1	203	Crosses US 31E
		Jct S Oakland	18	221	Crosses I 65
		NE of Bowling Green	5	226	Joins US 31W
		Bowling Green	6	232	Leaves US 31W
		Bowling Green	1	233	US 68 Business begins and leaves
	Business	Bowling Green	0	0	Route begins, leaves US 68
		Bowling Green	2	2	Crosses US 231 Business
		Bowling Green	1	3	Crosses US 231
	Regular	S Bowling Green	4	237	US 231 joins, crosses US 231 Business
		W Bowling Green	1	238	US 231 leaves, US 60 Bypass ends
		Jct SW Bowling Green	1	239	Crosses William H Natcher Parkway
		E of Auburn	13	252	US 68 Business begins and leaves
	Business	E of Auburn	0	0	Route begins and leaves US 68
			3	3	Route ends and rejoins US 68
	Regular	W of Auburn	3	255	US 68 Business ends
Russellville		7	262	US 68 Business begins and leaves	
Business	Russellville	0	0	Route begins and leaves US 68	
		3	3	Route ends and rejoins US 68	
Regular	Russellville	4	266	US 431 joins	
	Russellville	2	268	US 431 leaves, US 68 Business ends	

		E of Elkton	12	280	Crosses US 68 Business
	Business	Elkton	0	0	Route begins and leaves US 68
			5	5	Route ends and rejoins US 68
	Regular	W of Elkton	5	285	Crosses US 68 Business
		E of Fairview	5	290	US 68 Alternate begins and leaves
	Alternate	Fairview	0	0	Route begins and leaves US 68
			2	2	Route ends and rejoins US 68
	Regular	W of Fairview	2	292	US 68 Alternate ends
		Jct E Hopkinsville	6	298	US 68 Bypass begins and leaves
	Bypass	Hopkinsville	0	0	Route begins and leaves US 68
			2	2	Crosses US 41
			2	4	Crosses US 41 Alternate
			7	11	Route ends and rejoin US 68
	Regular	Hopkinsville	3	301	Joins US 41
		Hopkinsville	1	302	US 41 Alternate begins and leaves
		Hopkinsville	1	303	Leaves US 41
		Hopkinsville	4	307	US 68 Bypass ends
		Jct E of Montgomery	11	318	Crosses I-24
		Near Cadiz	4	322	US 68 Business begins and leaves
	Business	Near Cadiz	0	0	Route begins and leaves US 68
			5	5	Route ends and rejoins US 68
	Regular	Cadiz	4	326	US 68 Business rejoins and ends
		Draffenville	34	360	Crosses US 641
		Jct N of Draffenville	1	361	Crosses Julian M Carroll Parkway
		Jct S of Reidland	11	372	Crosses I 24
		Reidland	1	373	Route ends junction US 62