

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of
KANSAS

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-75
- * the Establishment 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 Yates Center and Altoona

The following states or states are involved:
KANSAS

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:

FALL, 2005

* 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.) This is a minor re-alignment at the junction of state route 39 which removes the existing US-75 alignment from the dam at Wilson County State Lake.

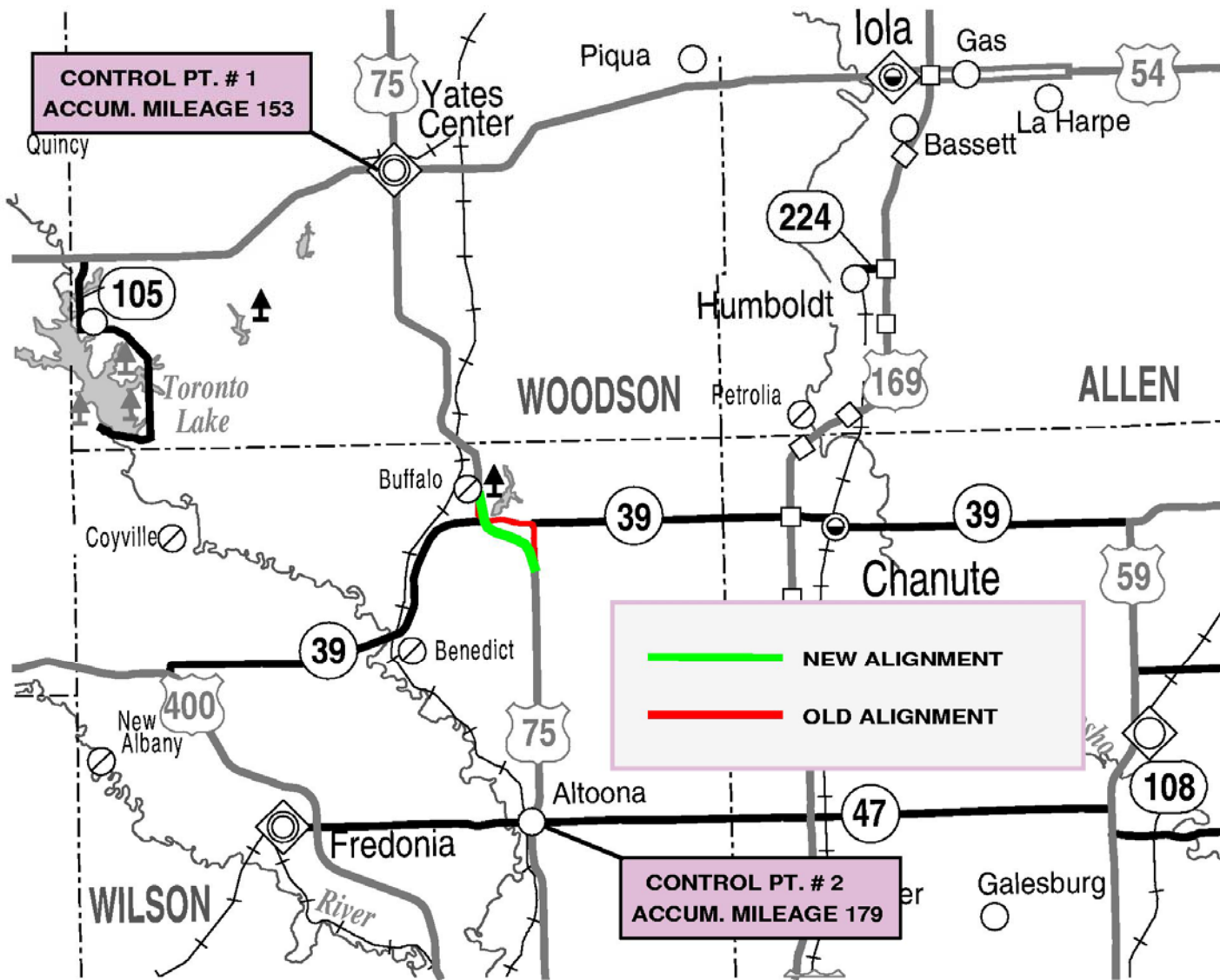
Date facility available to traffic Immediately

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.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 1810 as compared to 3980 for the year 2004 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.

Chief Executive Officer

(Signature)

(Member Department)

This petition is authorized by official action of _____

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

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.

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		Degree	Length												
	10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80			
0	#1																						
	153																						
20		H	E	1810																			
40	#2																						
	179																						
60																							
80																							
100																							
120																							
140																							
160																							

Attach additional sheet here if necessary

Fall 2005

Request from Kansas Department of Transportation to
Relocate US-75 through Fairview area
 (includes a change on US 36 also)

and

Relocate US-75 through Buffalo area

Revised Route Log page if approved:

<u>State</u>	<u>Type</u>	<u>Intersection</u>	<u>Point to point Mileage</u>	<u>Accumulated Mileage in State</u>	<u>Remarks</u>
UNITED STATES HIGHWAY NUMBER 75					
Kansas		State Line	0	0	
		Jct. W. Fairview	12	12	Crosses US 36
		Holton	26	38	
		Jct. N. W. Topeka	26	64	Crosses US 24
		Jct. N. W. Topeka	2	66	Joins I 70
		Jct. W. Topeka	2	68	Leaves I 70, Joins I 470
		Jct. S. W. Topeka	6	74	Leaves I 470
		Jct. S. Carbondale	16	90	Crosses US 56
		Jct. E. Lebo	25	115	Crosses I 35
		Yates Center	38	153	Crosses US 54
		Altoona	27	179	US 75 Bus. Begins and leaves
<hr/>					
UNITED STATES ROUTE 75 BUSINESS					
	Business	Jct. N. Altoona	0	0	Route begins and leaves
		Altoona	1	1	
		Jct. S. Altoona	1	2	Route ends, rejoins US 75
<hr/>					
	Regular	Jct. S. Altoona	2	182	US 75 Bus. rejoins and ends
		Jct. W. Neodesha	9	191	Joins US 400
		Jct. N. Independence	4	195	Leaves US 400
		Independence	9	204	Joins US 160
		Jct. W. Independence	3	207	Leaves US 160
		Jct. N. Caney	16	223	Joins US 166
		Caney	2	225	Leaves US 166
		State Line	3	228	

***** NOTE:**

This log page contains the following changes since the 1989 edition of the AASHTO log:

- A route relocation south of Yates Center approved 6/10/1991;
- The establishment of US 400 through southern Kansas approved 11/12/1994;
- A route relocation through the Topeka area approved 5/29/1998;
- The elimination of a Bypass route through the Topeka area approved 5/29/1998;
- A route relocation near Fairview/US 36 junction area (current request)
- A route relocation near Buffalo between Yates Center and Altoona (current request)