

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 US-77 BUSSINESS
- 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 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 S. Jct. Arkansas City and N. Jct. Arkansas City

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:

November 8, _____, 20 05

* 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.) With the completion of the final portion of the new alignment of US-77 around the eastern side of the city, the need for a through town business route has diminished sharply and is hereby being eliminated.

Date facility available to traffic Immediately

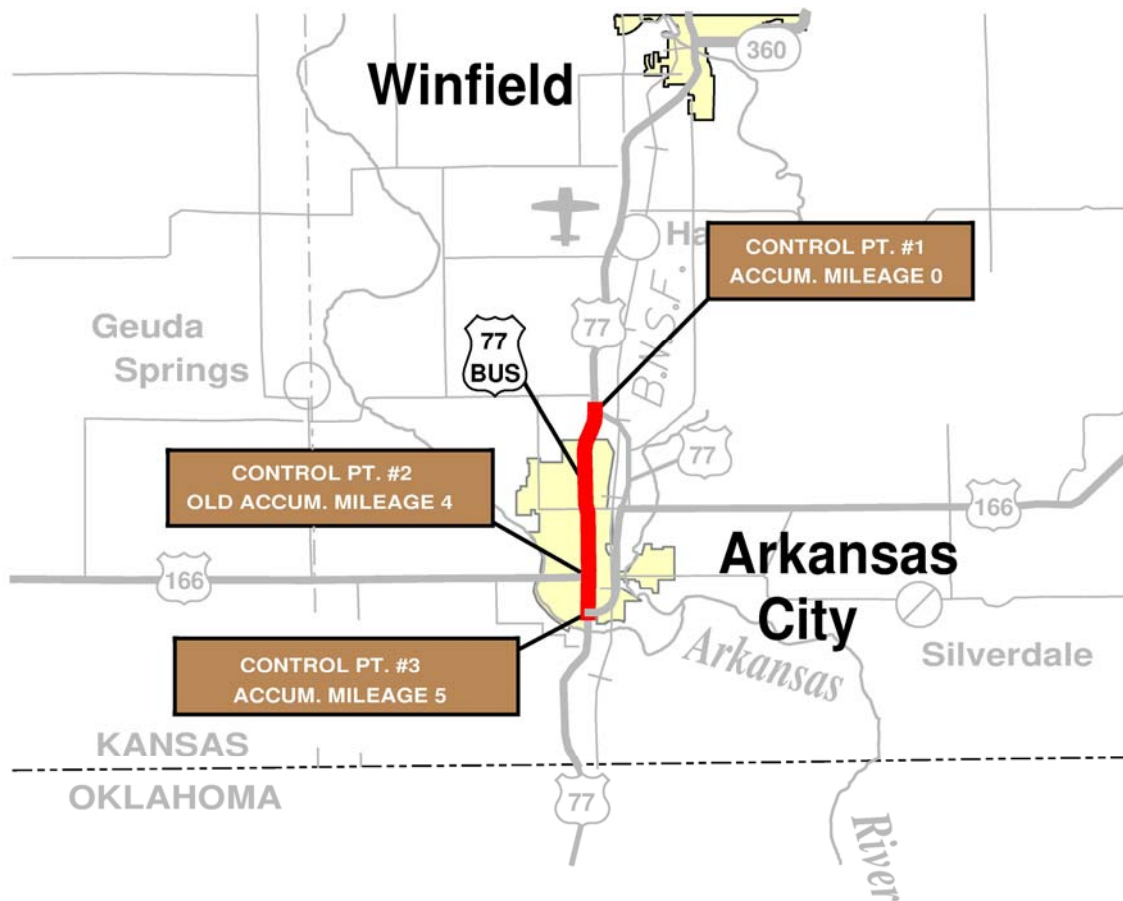
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

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.)

US-77 BUS - ELIMINATE COWLEY COUNTY



— US 77 BUSINESS, REMOVE

(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 5120 as compared to 3980 for the year 2004 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.)

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 | | | | | | | | | | | | | |
| 0 | | | | | 10 | 20 | 30 | 40 | 20 | 40 | 60 | 80 | 10 | 20 | 30 | 40 | 20 | 40 | 60 | 80 | | | | |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | | | | | | | | | | | | | |
| 60 | | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | | | | | | | | | | | | | | | | | | | | | | | | |
| 100 | | | | | | | | | | | | | | | | | | | | | | | | |
| 120 | | | | | | | | | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | | | | | | | | |
| 160 | | | | | | | | | | | | | | | | | | | | | | | | |

Attach additional sheet here if necessary

November 2005
Request from Kansas Department of Transportation to
Remove US-77 Business through Arkansas City 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 77 | | | | | |
| Kansas | | State Line | 0 | 0 | |
| | | Jct. W. Marysville | 11 | 11 | Joins US 36 |
| | | Marysville | 1 | 12 | Leaves US 36 |
| | | Jct. E. Riley | 45 | 57 | Joins US 24 |
| | | Riley | 4 | 61 | Leaves US 24 |
| | | Jct. W. Junction City | 28 | 89 | Crosses I 70, US 40 |
| | | Jct. N. Herington | 25 | 114 | Joins US 56 |
| | | Jct. E. Marion | 22 | 136 | Leaves US 56 |
| | | Florence | 8 | 144 | Crosses US 50 |
| | | Jct. N. El Dorado | 27 | 171 | Crosses I 35 |
| | | El Dorado | 4 | 175 | Joins US 54 |
| | | Augusta | 17 | 192 | Leaves US 54 |
| | | Winfield | 31 | 223 | Crosses US 160 |
| | | Jct. N Arkansas City | 9 | 232 | US 77 Bus. Begins and leaves |
| <hr/> UNITED STATES ROUTE 77 BUSINESS <hr/> | | | | | |
| | Business | Jct. N. Arkansas City | 0 | 0 | Route begins and leaves |
| | | Jct. Arkansas City | 4 | 4 | Joins US 166 |
| | | Jct. S. Arkansas City | 1 | 5 | Route ends, rejoins US 77 |
| | Regular | Jct. E. Arkansas City | 2 | 234 | Joins US 166 |
| | | Arkansas City | 3 | 237 | Leaves US 166: US 77 Bus Joins & ends |
| | | State Line | 4 | 241 | |

***** NOTE:**

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

- The elimination of a business route at Herington approved 6/10/1991
- The establishment of a business route through the Arkansas City area approved 5/29/1998
- A route relocation through the Arkansas City area approved 5/29/1998
- The extension of a business route in Arkansas City approved 5/6/2005
- The relocation of a portion of the route in Arkansas City approved 5/6/2005
- The elimination of a business route in Arkansas City (current request)