

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of

KANSAS

for
24

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- Relocation of a U.S. (Interstate) Route
- 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. Bike Route
- *Relocation of a U.S. Bike Route

Between KS/MO State Line and Victory Junction

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 _____

- *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.
- All applications requesting **Interstate** establishment or changes are subject to concurrence and approval by the FHWA

Date submitted: August 28, 2008

SUBMIT APPLICATION ELECTRONICALLY TO mvitale@ashto.org

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.

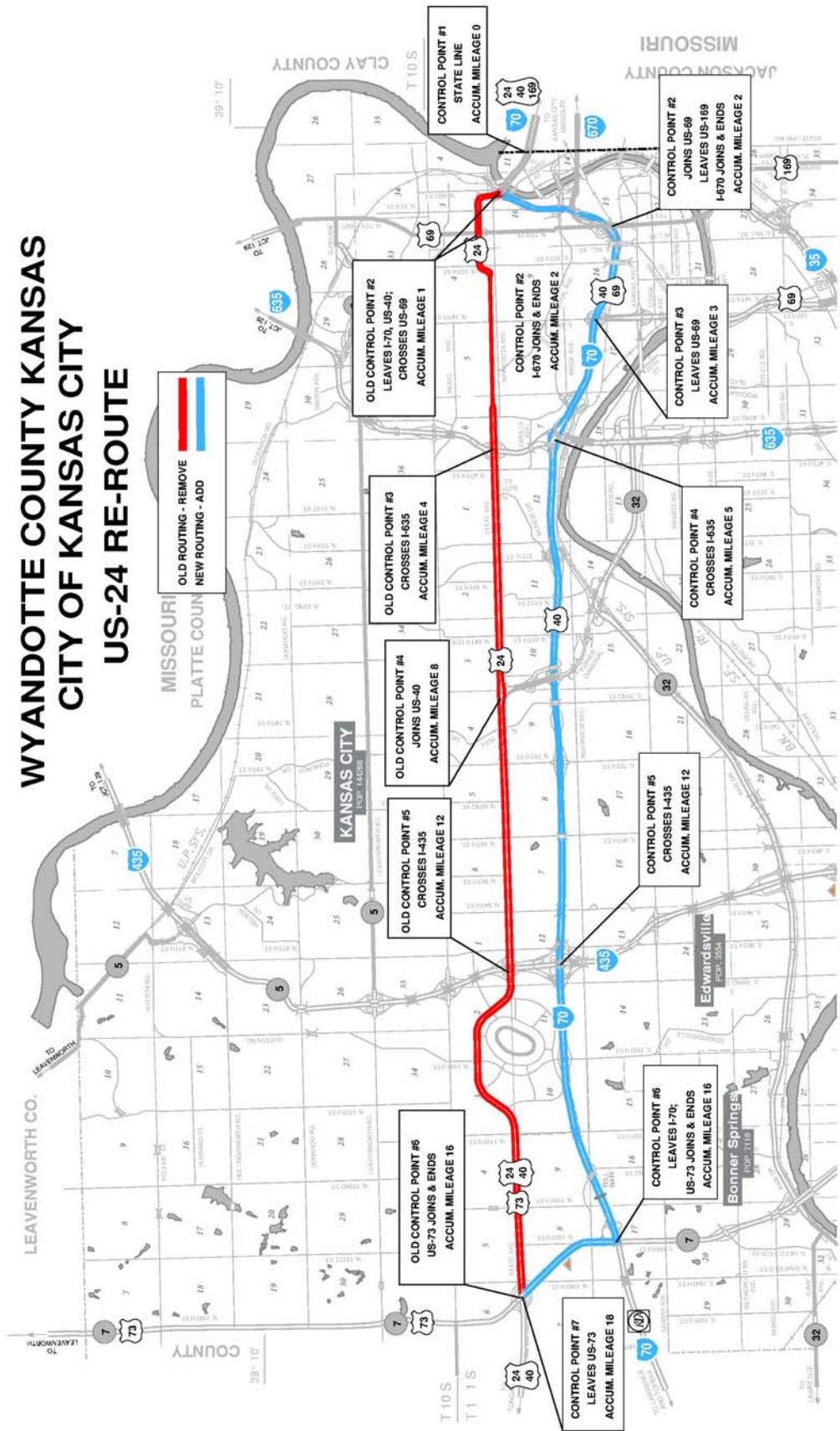
Explanation and Reasons for the Request: (Keep concise and pertinent.) **This request is being done to eliminate the closely parallel routing of US-24 on State Avenue to other US and Interstate routes through Kansas City. US-24 is currently parallel with, and only about 1 mile away from I-70.**

Date facility available to traffic **12/01/2008**

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? **YES** If so, where? **US-24 will be routed along I-70 from the Missouri State line, west to the US-73 junction, then north to Victory Junction at the western edge of Wyandotte County.**

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:



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 63,500 as compared to 4540 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.)

A letter from your Chief Executive Officer is sufficient with the CEO signature is sufficient or copying the CEO on the email message you send AASHTO when submitting your application.

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	30	40	60	80	Degree	Length	
0	#1																						
		H	E	48,280																			
2	#2																						
		H	E	81,400																			
3	#3																						
		H	E	79,100																			
5	#4																						
		H	E	67,500																			
12	#5																						
		H	E	48,500																			
16	#6																						
		H	E	27,200																			
18	#7																						

Attach additional sheet here if necessary

24	Kansas	Regular	Kansas City	0	0	State Line
24	Kansas	Regular	Kansas City	2	2	Leaves US-169, joins U.S. 69; I-670 joins & ends
24	Kansas	Regular	Kansas City	1	3	Leaves us-69
24	Kansas	Regular	Kansas City	2	5	Crosses I-635
24	Kansas	Regular	Kansas City	7	12	Crosses I-435
24	Kansas	Regular	Kansas City	4	16	Leaves I-70; US-73 joins & ends
24	Kansas	Regular	Victory Junction	2	18	Leaves US-73
24	Kansas	Regular	Jct. N. Lawrence	23	41	Leaves U.S. 40, joins U.S. 59
24	Kansas	Regular	Williamstown	8	50	Leaves U.S. 59
24	Kansas	Regular	North Topeka	19	69	Joins U.S. 75
24	Kansas	Regular	Jct. N.W. Topeka	3	71	Leaves U.S. 75; U.S. 75 Bypass begins and leaves
24	Kansas	Regular	Manhattan	48	120	NONE
24	Kansas	Regular	Jct. E. Riley	15	135	Joins U.S. 77
24	Kansas	Regular	Riley	4	139	Leaves U.S. 77
24	Kansas	Regular	Jct. S. Concordia	50	189	Crosses U.S. 81
24	Kansas	Regular	Jct. N. Osborne	59	248	Joins U.S. 281
24	Kansas	Regular	Osborne	4	252	Leaves U.S. 281
24	Kansas	Regular	Stockton	32	284	Crosses U.S. 183
24	Kansas	Regular	Hill City	32	316	Crosses 283
24	Kansas	Regular	Jct. N. Halford	56	372	Crosses U.S. 83
24	Kansas	Regular	Jct. W. Colby	19	391	Joins I-70
24	Kansas	Regular	Jct. E. Goodland	26	417	U.S. 24 Bus. begins leaves
24	Kansas	Business	Jct. E. Goodland	0	0	Route begins, leaves U.S. 24 and I-70
24	Kansas	Business	Jct. W. Goodland	3	3	Route ends, rejoins U.S. 24 and I-70
24	Kansas	Regular	Jct. W. Goodland	2	419	U.S 24 Bus, rejoins and ends
24	Kansas	Regular	State Line	18	437	NONE

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

Contact regarding this application:

Name: Fred Holthaus

Address: Kansas Department of Transportation, Eisenhower State Office Building, Topeka, Kansas 66603-3745

Telephone Number: 785-296-4866

Fax Number: 785-296-8168

Email Address: fredh@ksdot.org

Description to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application: **US-24 KANSAS**

- Where does the route begin? (Intersection or Mile Marker) The change for this route begins at the Kansas-Missouri State line, milepost 0.,
- Describe where it is going? The route then proceeds westerly to the junction of US-73/State Rte.7 at the west edge of Wyandotte county at milepost 18.
- What type of facility is it traveling over? (New alignment or over an existing pathway) The route travels over existing I-70, a multi-lane divided facility.
- Give the direction of travel(north, east, south, and west) West
- Name the focal point city or cities. The entire route change is within the Kansas City, Kansas area
- Length of route in miles. 18
- Where does it end? (Terminal intersection or mile marker) Junction US-73, MILEPOST 18.