

DEPARTMENT OF HIGHWAYS
STATE OF OKLAHOMA

COMMISSION MEETING Aug 9, 1958

ITEM NO. 27

SUBJECT: General - Extension of US 169 Designation

*AAS to
Route
US 169*

DIRECTOR'S RECOMMENDATION _____

ACTION OF THE COMMISSION:

Mr. Wilcox moved and Mr. Coine seconded: That the Commission re-affirm their action under date of November 12, 1957, Item 742, as follows:

That the Commission approve submission to the Route Numbering Committee of the A.S.H.O. for extension of US 169 designation from Okmulgee to include over present existing routes as follows:

Beginning at Okmulgee and extending through Chandler, Muskogee, Muskogee, Wetumka, Calvin, Ada, Tishomingo to Kelli.

COMMENTS:

DISTRIBUTION:

Mr. _____

B. A. Stolt

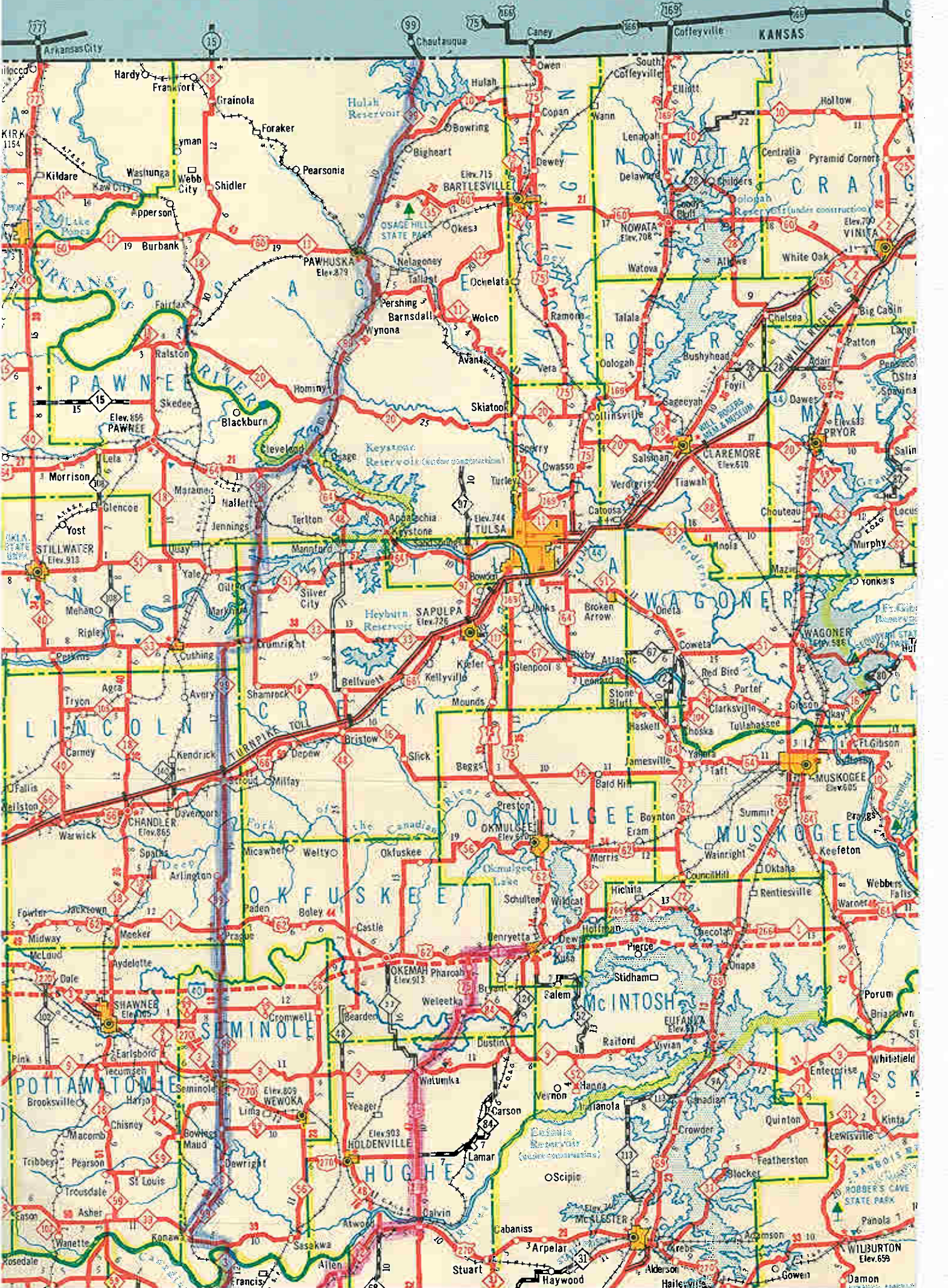
The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee 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)

Provides a single numbered US route between Madill, Oklahoma and Tulsa, Oklahoma.

Does the petition propose a new routing over a portion of an existing U. S. Route yes? If so, where:
US 62 and US 75 from Okmulgee south and west to 7.0 miles west of Henryetta,
then follows US 75 through Weleetka and Wetumka to Calvin.



INSTRUCTIONS FOR PREPARATION OF PAGE NO. 5

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: <i>Pavement Type.</i>	<i>Code</i>
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (Show in red)
Not paved	N (Show in red)

Column 3: <i>Pavement Condition.</i>	<i>Code</i>
Excellent	E
Good	G
Fair	F (Show in red)
Poor	P (Show in red)

NOTE: In columns 2 and 3, where pavement 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 **XX**—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 AASHO Primary Standards. Entries that fall to the right of the tolerance line (dashed) should be shaded in red.

Columns 7 & 8: *Major Structures.* Show in these columns those structures that do not meet AASHO Primary 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 substandard 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.

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 AASHO Primary Standards. Portion of line past the tolerance line shall be shown in red.

Column 10: *Horizontal Curvature.* Curves in excess of AASHO applicable Primary 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 point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

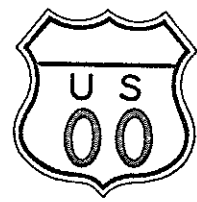
AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS



AN APPLICATION

FROM THE STATE HIGHWAY DEPARTMENT OF

Oklahoma



FOR

- the Establishment of a U.S. Route
- the Relocation of U.S. Route
- the Extension of U.S. Route 169.....
- the Establishment of an Alternate U.S. Route
- the Establishment of a Temporary U.S. Route
- * the Recognition of a Business Route on U.S. Route
- * the Recognition of a By-pass Route on U.S. Route

BETWEEN

Madill, Oklahoma and Glenpool, Oklahoma

The Following
State or States are
Involved:

(In case more than one State is involved, an application must be submitted by each State for that portion within the respective State.)

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Date Received 12-20-57

Date application acknowledged 1-3-58

Date to Route Number Committee 5-20-58

Date considered by Executive Committee 6-26-58

Action of Executive Committee Approved - subject to completion of route to primary standards and protection of all railroad grade crossings.

Member Department Notified 7-9-58
(This block to be completed by AASHO General Office.)

Date Submitted:

....., 19.....

* A local vicinity map only needed on Sheet 3, and completion of Sheet 5 not needed, except where routing is of considerable length.

SUBMIT SIX COPIES

The State Highway Department agrees and pledges its good faith that it will not erect, remove, or change any U. S. Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway 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 2106 as compared to 1805 for the year of 1957 for all other U. S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised July 1, 1940" has been read and is accepted.

In our opinion, this petition complies with the above policy:

.....
(Signature)

Chief Administrative Official,
(Member Department)

This petition is authorized by official action of Oklahoma State Highway Commission under date of November 12, 1957 as follows: (Copy excerpt from Minutes)

The Commission approved submission to the Route Numbering Committee of the American Association of State Highway Officials for extension of US 169 designation from Glenpool to Madill over present existing routes as follows:

Beginning at Glenpool and extending through Okmulgee, Henryetta, Weleetka, Wetumka, Calvin, Ada, Tishomingo to Madill.

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and 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 system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee 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)

Provides a single numbered US Route between Madill, Oklahoma and Tulsa, Oklahoma.

Does the petition propose a new routing over a portion of an existing U. S. Route Yes? If so, where:

US 72 and US 75 from Okmulgee south and west to 7.0 miles west of Henryetta,

then follows US 75 through Weleetka and Wetumka to Calvin.

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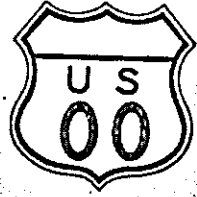
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AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS



AN APPLICATION

FROM THE STATE HIGHWAY DEPARTMENT OF
OKLAHOMA



FOR

- the Establishment of a U.S. Route
- the Relocation of U.S. Route
- the Extension of U.S. Route 169....
- the Establishment of an Alternate U.S. Route
- the Establishment of a Temporary U.S. Route
- the Recognition of a Business Route on U.S. Route
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The Following
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(In case more than one State is involved, an application must be submitted by each State for that portion within the respective State.)

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Date Received 11-12-58

Date application acknowledged

Date to Route Number Committee 11-28-58

Date considered by Executive Committee 11-29-58

Action of Executive Committee See attached sheet for action taken

Member Department Notified 12-17-58

(This block to be completed by ASHO General Office.)
2nd Submission

Date Submitted:

19.....

* A local vicinity map only needed on Sheet 5, and completion of Sheet 5 not needed, except where routing is of considerable length.

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Beginning at Glenpool and extending through Okmulgee, Henryetta, Weleetka, Wetumka, Calvin, Ada, Tishomingo to Madill.

RECEIVED
FROM THE STATE HIGHWAY DEPARTMENT OF
OKLAHOMA

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

Report on request for reconsideration of the extension of U. S.
169 from Glenpool to Madill, Oklahoma.

Routing Proposed As Follows:

Proposed marking would extend U. S. 169 from its present southern terminus at Glenpool southerly through Okmulgee, Henryetta, Weleetka, Wetumka, Calvin, Ada and Tishomingo to Madill (U. S. 70).

Action Taken As Follows:

The conditional approval given by the Executive Committee to this application at its June 26th, 1958 meeting was re-affirmed and extended, as the revised application does not indicate that any appreciable improvements in standards have been made and therefore does not qualify for inclusion in the U. S. System.

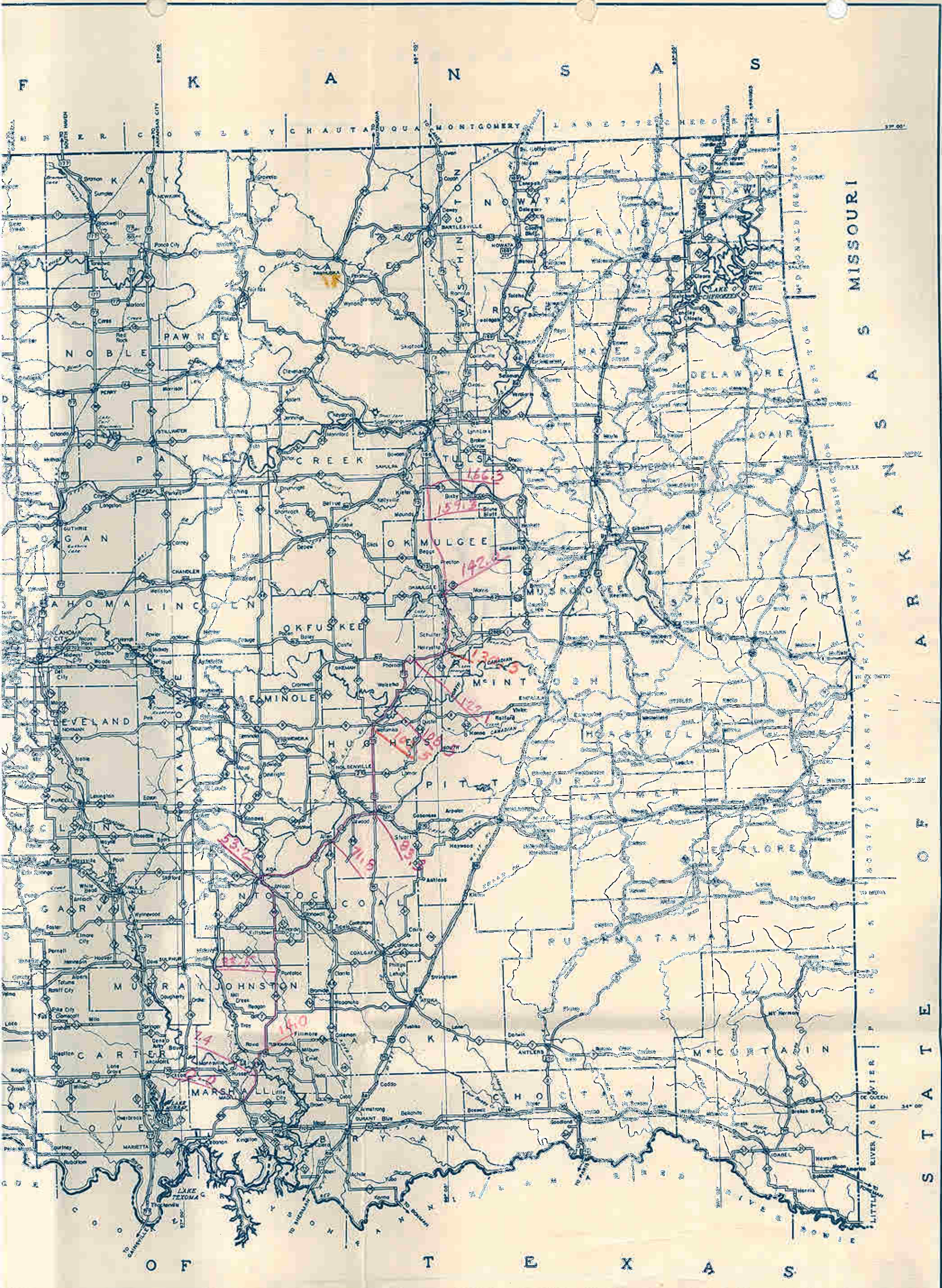
Where it is contemplated at the present time approximately 7.0 miles of relocation and reconstruction of US 169 north of Ponca, this to be a 4-lane facility; also approximately 1.0 mile south of Ponca, this will be a 2-lane facility.

The Highway Commission has requested that US 169 be extended from Glenpool south to Chickasha. Action on this request will be taken by the State Planning Committee of the American Association of State Highway Officials at their next meeting in London on October 22nd.

With reference to the routing of US 169 through Tulsa, may we say that with the approval of the State Highway Department upon planning is completed and adopted, and sufficient construction completed, the marked highways will then be open to allow to permit the most expeditious travel routes.

Very truly yours,

G. H. Little,
Chief Engineer



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May 5, 1958

Item 299

General - Extension of US 169 Designation

Mr. Wilcoxson moved and Mr. Goins seconded: That the Commission re-affirm their action under date of November 12, 1957, Item 782, as follows:

That the Commission approve submission to the Route numbering Committee of the A.A.S.H.O. for extension of US 169 designation from Glenpool to Madill over present existing routes as follows:

Beginning at Glenpool and extending thru Okmulgee, Henryetta, Weleetka, Wetumka, Calvin, Ada, Tishomingo to Madill.

Brad 2
Tucker
Hicks

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS



PRESIDENT
C. R. McMillan
Columbia, South Carolina

TREASURER
E. L. Roethiger
Madison, Wisconsin

EXECUTIVE SECRETARY
A. E. Johnson
917 Nat'l Press Bldg.
Washington 4, D. C.
Telephone NA 8-2438

January 3, 1958

Mr. C. A. Stoldt, Mem. AASHO
Director
Oklahoma Department of Highways
Capitol Office Building
Oklahoma City, Oklahoma

RECEIVED
JAN 7 1958

DIRECTOR HIGHWAY
DEPARTMENT

Dear Mr. Stoldt:

This will acknowledge receipt of your letter of December 10, 1957 to which was attached 6 copies of an application requesting approval of the U. S. Route Numbering Committee for the extension of U. S. Route 169 from Glenpool, Oklahoma south to Madill, Oklahoma.

This request will be presented to the U. S. Route Numbering Committee at its next meeting which will probably be held in the latter part of June this year.

Very truly yours,

A handwritten signature in cursive script, appearing to read "A. E. Johnson".

A. E. Johnson
Executive Secretary

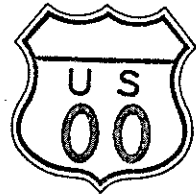
JHA/alm

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS



AN APPLICATION

FROM THE STATE HIGHWAY DEPARTMENT OF
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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 PRIMARY AASHO 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	PERCENT	PERCENT	PERCENT	PERCENT	PERCENT	PERCENT	PERCENT			PERCENT	PERCENT	PERCENT
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	
Marshall Co. 7.4	I	E	R/R 800													
Johnson Co. 11.0	I	G	1085													
20.0	I	G	1170													
33.5	H	E	832													
33.5																
40.0																
53.2	H	G	1654													
53.2	H	F	4785													
60.0	H	G	3967													
71.8	I	G	2264													
71.8																
80.0	I	G	1315													
83.9			R/R													
83.9			R/R													
83.9	H	F	1100												55°	
83.9																
97.5100																
97.5100																
102.0	H	G	1500													
102.0																
102.0	H	E	2985													
102.0																
102.3	H	G	4200													
102.3																
120.0	H	G	R/R 3430													
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120.0	H	E	3000													
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120.0																

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

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