

AGENDA ITEM 233a

US Highway 62 Relocation through Oklahoma City Area

Add to the State Highway System a segment of new road to be designated as US Highway 62 beginning at the junction with the Southwest Toll Road and extending north to the junction with State Highway 37, a distance of 1.0 mile.

Add to the State Highway System a segment of new road to be designated as US Highway 62 and State Highway 37 beginning at its junction with State Highway 37 north of Newcastle and extending north to its junction with State Highway 37 west of Moore, a distance of 3.0 miles.

Add to the State Highway System a segment of new road to be designated as US Highway 62 beginning at its junction with State Highway 37 west of Moore and extending northerly and easterly to its junction with Interstate Highway 35 at South 74th Street, a distance of 10.8 miles.

Add US Highway 62 designation on Interstate Highway 35 beginning at its interchange at South 74th Street and extending northerly to its interchange at North 23rd Street, a distance of 7.2 miles.

Add to the State Highway System a segment of road to be designated as State Highway 37A beginning at its junction with the old location US Highway 62 and 277 and extending east to the junction with the new location of US Highway 62, a distance of 0.8 mile.

Remove from the State Highway System a segment of old road designated as US Highway 62 and 277 beginning at the junction with the Southwest Toll Road and extending north to State Highway 37, a distance of approximately 1.0 mile.

Remove from the State Highway System a segment of old road designated as US Highway 62 and 277 and State Highway 37 beginning at the junction with State Highway 37 north of Newcastle and extending northerly to the junction with State Highway 37 west of Moore, a distance of 3.0 miles.

Remove from the State Highway System a segment of old road designated as US Highway 62 and 277 beginning at the junction with State Highway 37 west of Moore and extending north to the junction with State Highway 152, a distance of 6.4 miles.

Remove from the State Highway System a segment of old road designated as State Highway 37 beginning at the junction with the old location of US Highway 62 and 277 extending east to the junction with the new location of US Highway 62, a distance of 0.5 mile.

Redesignate US Highway 62 and 277 as State Highway 152 beginning at the junction with old location at its intersection with Meridian Avenue and extending easterly to its intersection with May Avenue, a distance of 2.1 miles.

Remove US Highway 62 and 277 designation from State Highway 3 beginning at the intersection of May Avenue and South Twenty-ninth Street and extending east to Agnew Avenue, a distance of 0.6 mile.

Item 233a (Continued)

Remove US Highway 277 designation from State Highway 3 beginning at the intersection of Agnew Avenue and South Twenty-ninth Street and extending east to the junction with US Highway 77 at Robinson Avenue, a distance of 2.2 miles.

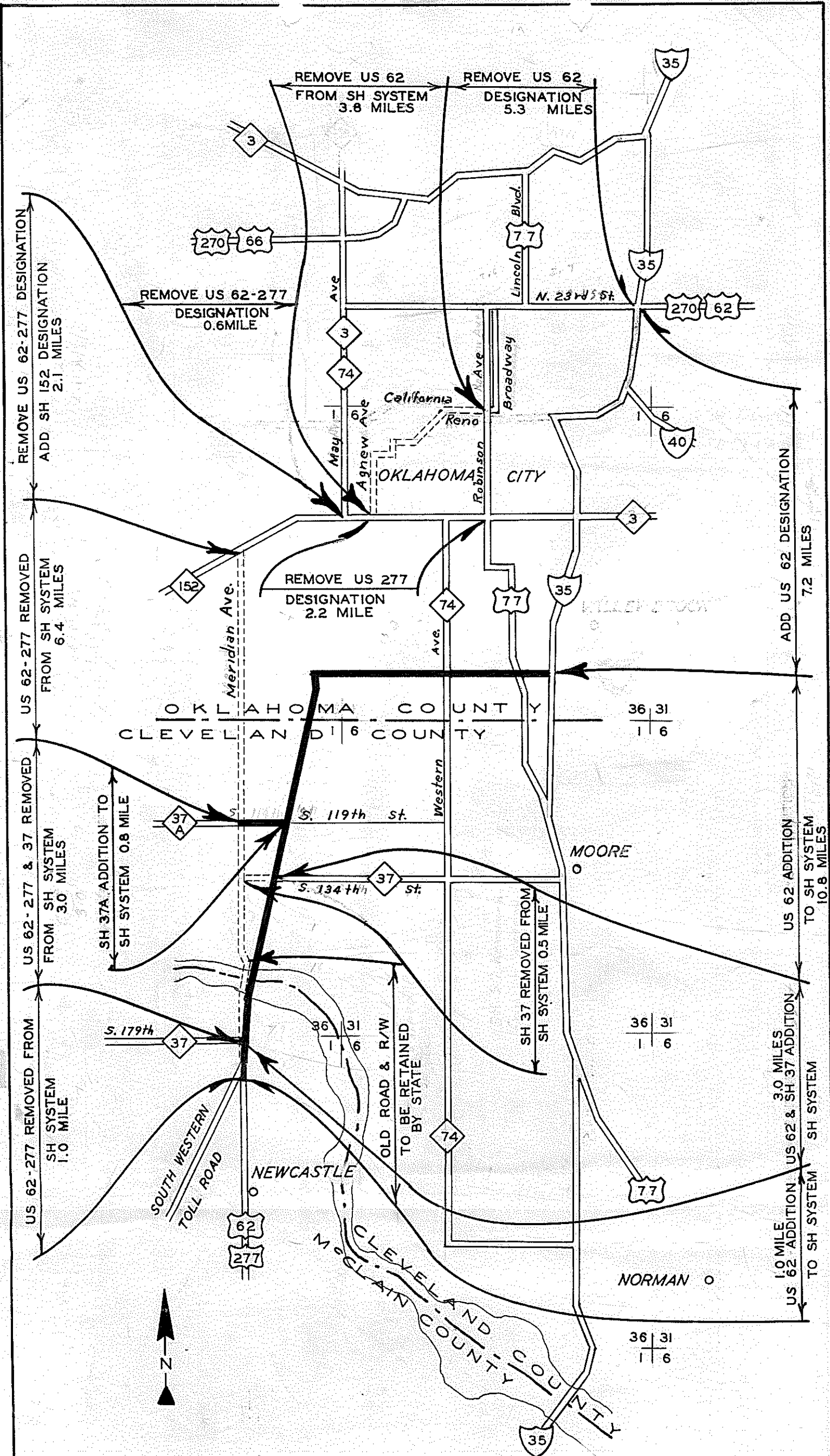
Remove from the State Highway System a segment of old road designated as US Highway 62 beginning at the intersection of South Twenty-ninth Street and Agnew Avenue and extending north to South Twelfth, thence east to Exchange Avenue, thence northeast to the intersection of Exchange and Reno Avenue. The east bound traffic on Reno Avenue to Broadway and the west bound traffic from Reno and Exchange Avenue north on Western Avenue to California Avenue, thence east to Broadway, a distance of 3.8 miles.

Remove US Highway 62 designation from US Highway 77 beginning at the intersections with Reno Avenue, north bound traffic on Broadway to North Twenty-third Street, south bound traffic on Robinson Avenue to North Twenty-third Street, and from US Highway 270 east on North Twenty-third Street to the intersection with Interstate Highway 35, a distance of 5.3 miles.

All segments of old road removed from the State Highway System will be transferred to Oklahoma City for further maintenance or abandonment except that segment of old road beginning at the junction with the Southwest Toll Road and extending northerly to the north end of the South Canadian River Bridge.

These additions and revisions will become effective upon completion of construction.

ACTION APPROVED September 4, 1963



US 62 RELOCATION
 FROM SOUTH WEST TOLL ROAD
 THROUGH OKLAHOMA CITY
 OKLAHOMA, CLEVELAND & McCLAIN COUNTIES
 JULY 31, 1963

APPROVED SEPT. 4 1963 ITEM 233 A
 OKLAHOMA STATE HIGHWAY COMMISSION
 APPROVED ADDITION TO SH SYSTEM **—————**
 APPROVED DELETION TO SH SYSTEM **- - - - -**
 PRESENT SH SYSTEM **=====**

September 16, 1963

Board of County Commissioners
McCain County
Purcell, Oklahoma

Dear Sirs:

The Oklahoma State Highway Commission in regular session September 4, 1963, Item 233a, approved the following revision in the State Highway System.

U.S. Highway 62 relocation, U.S. Highway 277, State Highway 37, 37A, and 152 revision.

A copy of the commission minutes concerning this action and a sketch map indicating the location of this revision is enclosed for your information.

Sincerely,



William M. Dane
Planning Engineer

WMD/da

Enclosures

cc: Maintenance Engineer
Division Engineer III - L. S. Hill
Commissioner - C. Hubert Cragg

July 16, 1964

73105

Board of County Commissioners
Oklahoma County
Oklahoma City, Oklahoma

Re: US 62

Gentleman:

Recently, you were informed of the State Highway Commission Action concerning the relocation of the above referenced U. S. Numbered Highways in your county.

This is to inform you that such relocation was approved by the Route Numbering Committee of the American Association of State Highway Officials on June 3, 1964.

Very truly yours,

Jack L. Nohmitt
Assistant Chief Engineer

W. A. Wood

Wm. A. Wood
Assistant Planning Engineer

WAW/bc

cc: Maintenance Engineer
Division Engineer IV
Commissioner Crags

R. W. Hicks ✓

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

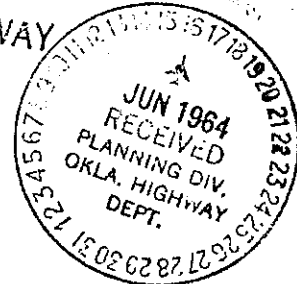


PRESIDENT
J. Burch McMorran
Superintendent
Department of Public Works
Albany, New York

TREASURER
S. N. Pearman
Chief Highway Commissioner
Columbia, South Carolina

RECEIVED
JUN 15 1964
EXECUTIVE SECRETARY
A. E. Johnson
917 Nat'l Press Bldg.
Washington 4, D. C.
Telephone NA 8-2438

DIRECTOR HIGHWAY
DEPARTMENT



June 12, 1964

Mr. F. D. Lyons, Director
Oklahoma Department of Highways
Jim Thorpe Building
Oklahoma City, Oklahoma 73105

Re: US Route 62 Relocation (Tahlequah)
US Route 62 Relocation (Jacktown)
US Route 62 Relocation (Oklahoma City)
US Route 64 Relocation
US Route 64 By-Pass
US Route 64 Relocation (Tulsa)
US Route 66 Relocation
US Route 75 A Relocation
US Route 81 Relocation
US Route 169 Relocation
US Route 75 and 169 Temporary
US Route 62, 277, 281 Relocation
US Route 277 and 281 Business Route
US Route 281 and 277 Relocation

Dear Mr. Lyons:

Attached hereto are your file copies of the applications covering the above listed revisions in the US Route Numbering System in Oklahoma.

These applications were approved by the US Route Numbering Subcommittee and the Executive Committee at the meetings June 2 and 3, 1964 in Saratoga Springs, New York.

Yours very truly,

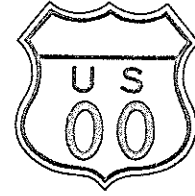
A. E. Johnson
Executive Secretary

JHA:mr
Enclosure

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

AN APPLICATION

FROM THE STATE HIGHWAY DEPARTMENT OF
..... O K L A H O M A



FOR

- the Establishment of a U.S. Route
- the Relocation of U.S. Route ...62....
- the Extension of U.S. Route
- 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 Interchange at N.
2 miles N. of New- 23rd and IH-35 in
castle, Oklahoma and Oklahoma City, Okla.

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.)

.....Oklahoma.....
.....
.....
.....
.....

Date Received	4-13-64
Date application acknowledged	4-13-64
Date to Route Number Committee	4-30-64
Date considered by Executive Committee	6-3-64
Action of Executive Committee	Approved
Member Department Notified	6-12-64

(This block to be completed by AASHO General Office.)

Date Submitted:

..... April 7, 19 64

* A local vicinity map needed on Page 3. On Page 5 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 so indicated in accordance with Page 4 instructions.

SUBMIT SIX COPIES

88105

July 17, 1964

City Clerk
City of Oklahoma City
Oklahoma City, Oklahoma

Re: US 62

Gentlemen:

Recently, you were informed of the State Highway Commission Action concerning the relocation of the above referenced U. S. Numbered Highways in your city.

This is to inform you that such relocation was approved by the Route Numbering Committee of the American Association of State Highway Officials on June 3, 1964.

Very truly yours,

Jack L. Noblitt
Assistant Chief Engineer



Wm. A. Wood
Assistant Planning Engineer

WAW/bc

cc: Maintenance Engineer
Division Engineer IV
Commissioner Gregg

R. W. Hicks L

73105

July 16, 1964

Board of County Commissioners
Cleveland County
Norman, Oklahoma

Re: US 62

Gentlemen:

Recently, you were informed of the State Highway Commission Action concerning the relocation of the above referenced U. S. Numbered Highways in your county.

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Very truly yours,

Jack L. Koblitt
Assistant Chief Engineer



W. A. Wood
Assistant Planning Engineer

WAN/bc

cc: Maintenance Engineer
Division Engineer III
Commissioner Cragg

R.W. Hicks

"AASHO Approval" enclosed w/Div. Engr. III copy

73105

July 16, 1964

Board of County Commissioners
McClain County
Purcell, Oklahoma

Re: US 62

Gentlemen:

Recently, you were informed of the State Highway Commission Action concerning the relocation of the above referenced U. S. Numbered Highways in your county.

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Very truly yours,

Jack L. Noblitt
Assistant Chief Engineer



Wm. A. Wood
Assistant Planning Engineer

WAW/bo

cc: Maintenance Engineer
Division Engineer III
Commissioner Gregg
R. W. Hicks

September 16, 1963

Board of County Commissioners
Oklahoma County
Oklahoma City, Oklahoma

Dear Sirs:

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U. S. Highway 62 relocation, U. S. Highway 277, State Highway 37, 37A, and 152 revision.

A copy of the commission minutes concerning this action and a sketch map indicating the location of this revision is enclosed for your information.

Sincerely,



William M. Dane
Planning Engineer

WMD/ds

Enclosures

cc: Maintenance Engineer
Division Engineer IV - C. O. Brewster
Commissioner - C. Hubert Cragg

September 16, 1963

City Clerk
City of Oklahoma City
Oklahoma City, Oklahoma

Dear Sir:

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Sincerely,



William N. Dane
Planning Engineer

WMD/ds

Enclosures

cc: Maintenance Engineer
Division Engineer IV - C. O. Brewster
Commissioner - C. Hubert Cragg

September 16, 1963

Board of County Commissioners
Cleveland County
Norman, Oklahoma

Dear Sirs:

The Oklahoma State Highway Commission in regular session September 4, 1963, Item 233a, approved the following revision in the State Highway System.

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Sincerely,



William M. Dane
Planning Engineer

WMD/ds

Enclosures

cc: Maintenance Engineer
Division Engineer III - L. S. Hill
Commissioner - C. Hubert Gragg

US 62

62

January 27, 1961

Mr. A. E. Johnson, Executive Secretary
American Association of State Highway Officials
917 National Press Building
Washington 4, D. C.

Dear Mr. Johnson:

Enclosed are six (6) copies of an application from the Oklahoma State Highway Commission requesting approval by the Route Numbering Committee to reroute US 62 through Oklahoma City, Oklahoma.

This rerouting would provide the best road presently available for US 62. This route will be temporary in nature and US 62 will be rerouted over the Southwest and South Expressways in approximately three years.

The Oklahoma State Highway Commission requests approval of this route.

Very truly yours, ✓

G. H. Bittle
Chief Engineer

GHB:pb

6-27-61

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS



PRESIDENT
D. H. Bray
State Highway Engineer
Frankfort, Kentucky

TREASURER
E. L. Roettiger
State Highway Engineer
Madison, Wisconsin

EXECUTIVE SECRETARY
A. E. Johnson
917 Nat'l Press Bldg.
Washington 4, D. C.
Telephone NA 8-2488

62

W. G. Jones
"Route"

February 24, 1961

Mr. G. H. Bittle, Mem. AASHO
Chief Engineer
Department of Highways
Capitol Office Building
Oklahoma City 5, Oklahoma



Dear Mr. Bittle:

This will acknowledge receipt of your letter of January 27, 1961, submitting an application (6 copies) for the relocation of U. S. 62 through Oklahoma City, Oklahoma.

This request will be placed on the agenda of the U. S. Route Numbering Committee and the Executive Committee at their summer meeting to be held June 27, 1961, in Louisville, Kentucky.

Yours very truly,

A. E. Johnson
Executive Secretary

JHA/McD



State Copy

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

62



AN APPLICATION

FROM THE STATE HIGHWAY DEPARTMENT OF

OKLAHOMA



FOR

- the Establishment of a U.S. Route
- the Relocation of U.S. Route **62**
- the Extension of U.S. Route
- 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

Agnew Ave. & US-29th St. and **Reno & Broadway**
Oklahoma City **California & Robinson**
in Oklahoma City

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.)

Date Received	1-30-61
Date application acknowledged	2-24-61
Date to Route Number Committee	5-24-61
Date considered by Executive Committee	6-28-61
Action of Executive Committee	Approved
Member Department Notified	7-10-61

(This block to be completed by AASHO General Office.)

Date Submitted:

January 27, 1961

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

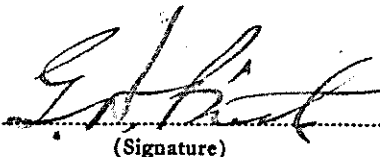
SUBMIT SIX COPIES

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 15,300 as compared to 2160 for the year of 1960 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, Oklahoma Dept. of Highways
(Member Department)

This petition is authorized by official action of Oklahoma State Highway Commission
under date of January 3, 1961 as follows: (Copy excerpt from Minutes)

Item 11. Changes in the State Highway System.

(a) OKLAHOMA COUNTY. Mr. Dane presented to the Commission a request of the Oklahoma City Planning Commission for the rerouting of US 62 in Oklahoma City as follows:

Along SW 29th Street to Agnew Avenue and thence north to SW 12th Street and thence east to Exchange Avenue; thence northeast to the intersection of Exchange and Reno Avenue. From this point eastbound traffic would proceed on Reno Avenue to Broadway and westbound traffic would move west on California to Western Avenue and thence south to Exchange Avenue.

Mr. Dane told the Commission the proposed re-routing does not fit the future plans for routing of US-62, when upon completion of the Southwest and South Expressways US 62 will be routed over them to South Shields.

Action: Mr. Stuart moved and Mr. Bell seconded: That the request of the Oklahoma City Planning Commission be approved subject to concurrence of the AASHO Route Numbering Committee, and contingent upon the City performing the following:

1. Elimination of diagonal parking both sides of Agnew Avenue and SW 12th Street each way from the intersection of Agnew and SW 12th Street.
2. Installation of traffic signals at the intersection of California and Western Avenue, at the intersection of Lee and California and at the intersection of Shartel and California.
3. Establish left turn preference by use of signalization at the intersection of Reno Avenue and Broadway.
4. Pay for and erect all signs necessary to make the change.

(This will be a temporary re-routing of US 62 until the South and Southwest Expressways are completed. Completion time will be approximately 3 years.)

Motion carried unanimsouly.

O 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		HORI- ZONTAL CURVA- TURE	PER- CENT GRADE						
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 20 40 60 80	DEGREE	LENGTH										
0																	
20																	
40																	
60																	
80																	
100																	
120																	
140																	
160																	

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

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)

The proposed change is to make maximum use of existing facilities & improve the flow of US 62 traffic by routing over the higher capacity route.

The proposed routing of US 62 is 0.6 mile shorter travel distance than the existing route of US 62. The proposed route is four lane construction throughout with 1.3 miles of 4 lane divided construction. The proposed route crosses both the North Canadian River and the C.R.I. & P.R.R. on the Exchange Avenue bridge which has a 48' roadway and 3' painted median and now carries no US or State routes.

The present routing of US 62 is over two, three, and four lane pavement in poor condition and is extremely congested with follow mileage on SH 3, SH 74, US 277, & US 77. The Robinson Ave. bridge over the North Canadian River has a 35' roadway marked for four lanes and the underpass under the C.R.I. & P.R.R. has a 35' roadway marked as three lanes. These facilities carry US 77 and US 62 routes.

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

.....

.....

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>	Code
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>	Code
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 $\text{R}\times\text{R}$ —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.