

AGENDA ITEM 189b

US Highway 62 Business - Okmulgee County

Add US Highway 62 Business designation on US Highway 75 Business beginning at its junction with Interstate Highway 40 at the Campbell Street interchange and extending easterly on Main Street in Henryetta to its junction with US Highway 62 and 75 east of Henryetta a distance of 2.9 miles.

Action - Approved October 6, 1967

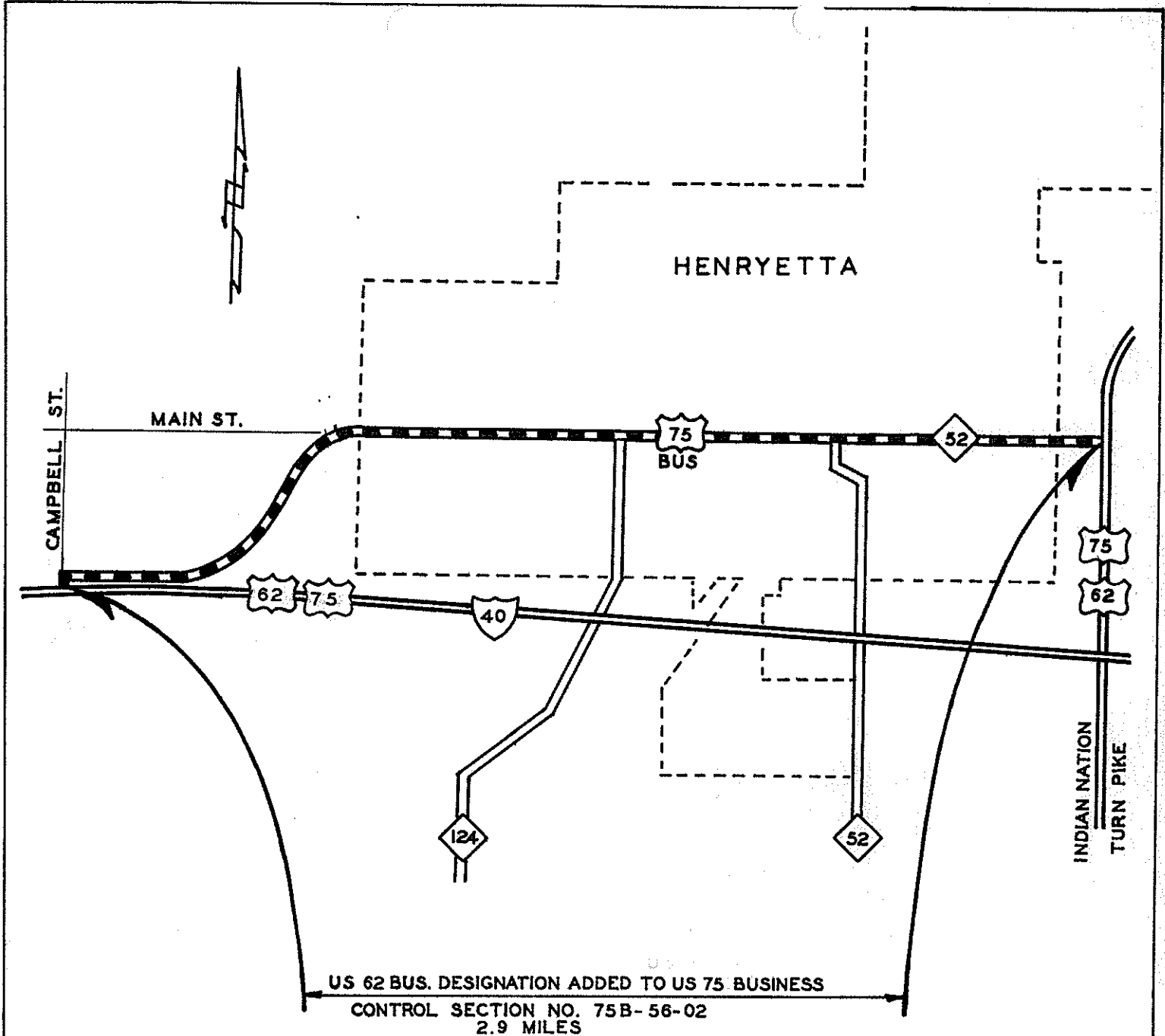
AGENDA ITEM 189 b

US Highway 62 Business - Okmulgee County



Mr. Bradley told the Commission at the meeting of May 1, 1967, the Commission approved the transfer of the US 62 designation from its existing location between Okemah and Henryetta to a location following I-40 from the junction of SH 27 south of Okmulgee, easterly over I-40 to the junction of US 75 south-east of Henryetta. This action eliminated all US 62 designation in the City of Henryetta; however, a city route designated as US 75 Business now utilizes the former US 62 route through the Henryetta Business District, extending due east over the Main Street connection to US 75 east of town.

Mr. Bradley recommended that for the convenience of the traveling public the US 75 Business route beginning at the junction with I-40 west of Henryetta and extending easterly via Main Street approximately two miles to US 75 be also designated as US 62 Business and that necessary markers be provided so indicating. This will add no additional mileage to the State Highway System.

Action - Approved October 6, 1967



US 62 BUS. DESIGNATION ADDED  
US 75 WEST THROUGH HENRYETTA  
TO I-40  
OKMULGEE COUNTY  
JANUARY 9, 1968

APPROVED OCTOBER 6, 1967 ITEM 189 B  
OKLAHOMA STATE HIGHWAY COMMISSION  
APPROVED ADDITION TO SH SYSTEM   
PRESENT SH SYSTEM 

File

January 18, 1968

Board of County Commissioners  
Okmulgee County  
Okmulgee, Oklahoma 74447

Gentlemen:

The Oklahoma State Highway Commission in regular session October 6, 1967, Item 189b, approved the following revision in the State Highway System:

Add US Highway 62 Business designation on US Highway 75 Business beginning at its junction with Interstate Highway 40 at the Campbell Street interchange and extending easterly on Main Street in Henryetta to its junction with US Highway 62 and 75 east of Henryetta, a distance of 2.9 miles.

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,

J. M. Copeland  
Planning Engineer

JMC:a

Enclosures

cc: A. H. Osborn, Maintenance Engineer  
Jack G. Freeman, Division Engineer  
Commissioner G. Nat Irish

January 18, 1968

C  
City Clerk  
City of Henryetta  
Henryetta, Oklahoma 74437

Gentlemen:

O  
The Oklahoma State Highway Commission in regular session  
October 6, 1967, Item 189b, approved the following revision  
in the State Highway System:

P  
Add US Highway 62 Business designation on US Highway 75  
Business beginning at its junction with Interstate Highway  
40 at the Campbell Street interchange and extending easterly  
on Main Street in Henryetta to its junction with US Highway  
62 and 75 east of Henryetta, a distance of 2.9 miles.

A copy of the Commission minutes concerning this action and  
a sketch map indicating the location of this revision is en-  
closed for your information.

Sincerely,

Y  
  
J. M. Copeland  
Planning Engineer

JMC:a

Enclosures

cc: A. H. Osborn, Maintenance Engineer

Jack G. Freeman, Division Engineer

Commissioner G. Nat Irish

# 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 .....
- 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 62 .....
- \*  the Recognition of a By-pass Route on U.S. Route .....

BETWEEN

Through Henryetta  
and .....

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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Member Department Notified  
*(This block to be completed by AASHO General Office.)*

Date Submitted:

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

\* 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

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)*

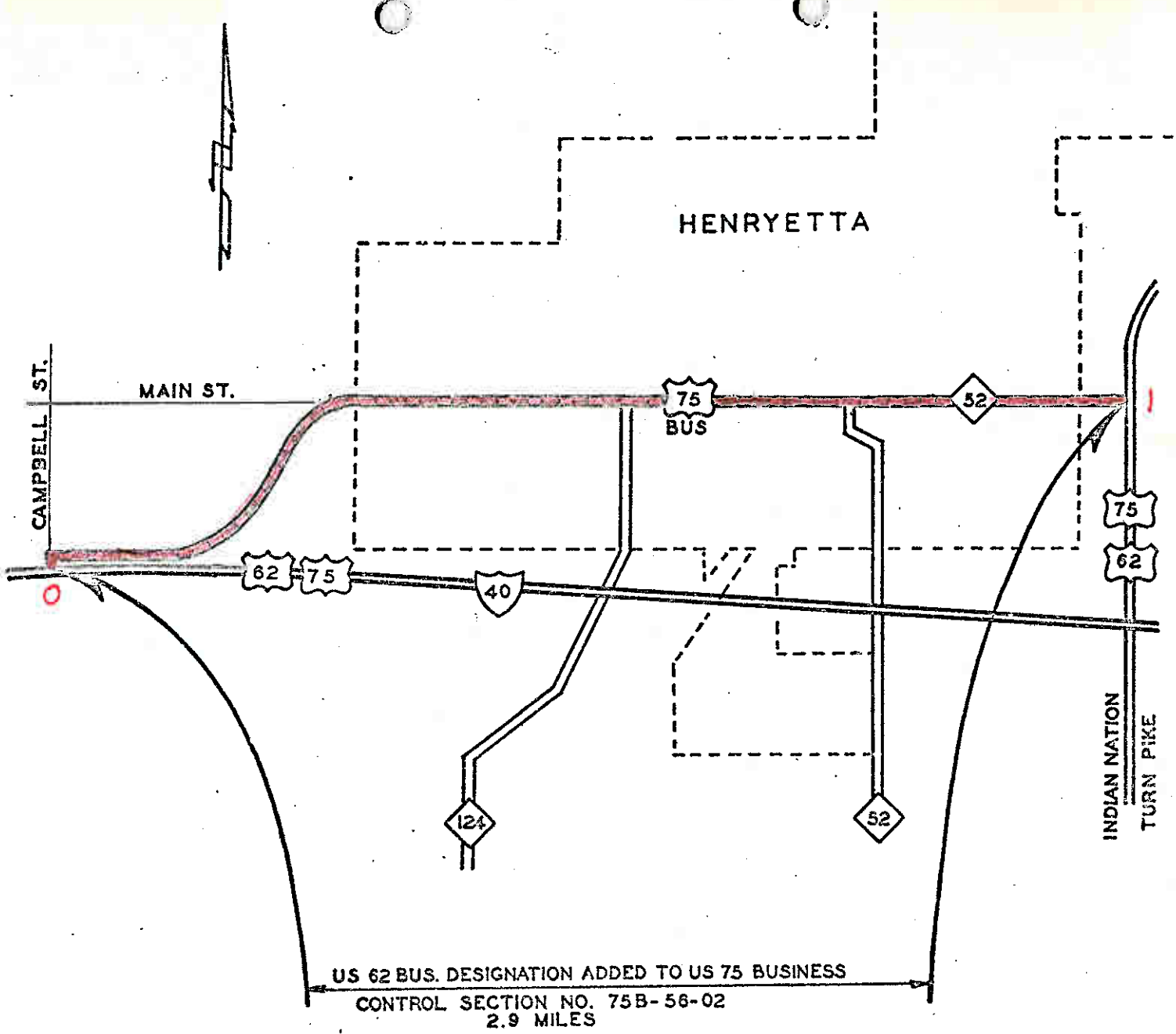
This route is recommended for the convenience of the traveling public following US Highway 62 through Henryetta. This route is also marked as US 75 Business.

1934

Does the petition propose a new routing over a portion of an existing U. S. Route Yes? If so, where:  
US 75 Business all the way.


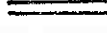
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US 62 BUS. DESIGNATION ADDED TO US 75 BUSINESS  
 CONTROL SECTION NO. 75B-56-02  
 2.9 MILES

US 62 BUS. DESIGNATION ADDED  
 US 75 WEST THROUGH HENRYETTA  
 TO I-40  
 OKMULGEE COUNTY  
 JANUARY 9, 1968

APPROVED OCTOBER 6, 1967 ITEM 189 B  
 OKLAHOMA STATE HIGHWAY COMMISSION  
 APPROVED ADDITION TO SH SYSTEM   
 PRESENT SH SYSTEM 



## 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 **XXR**—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.