

AGENDA ITEM NO. 270 a

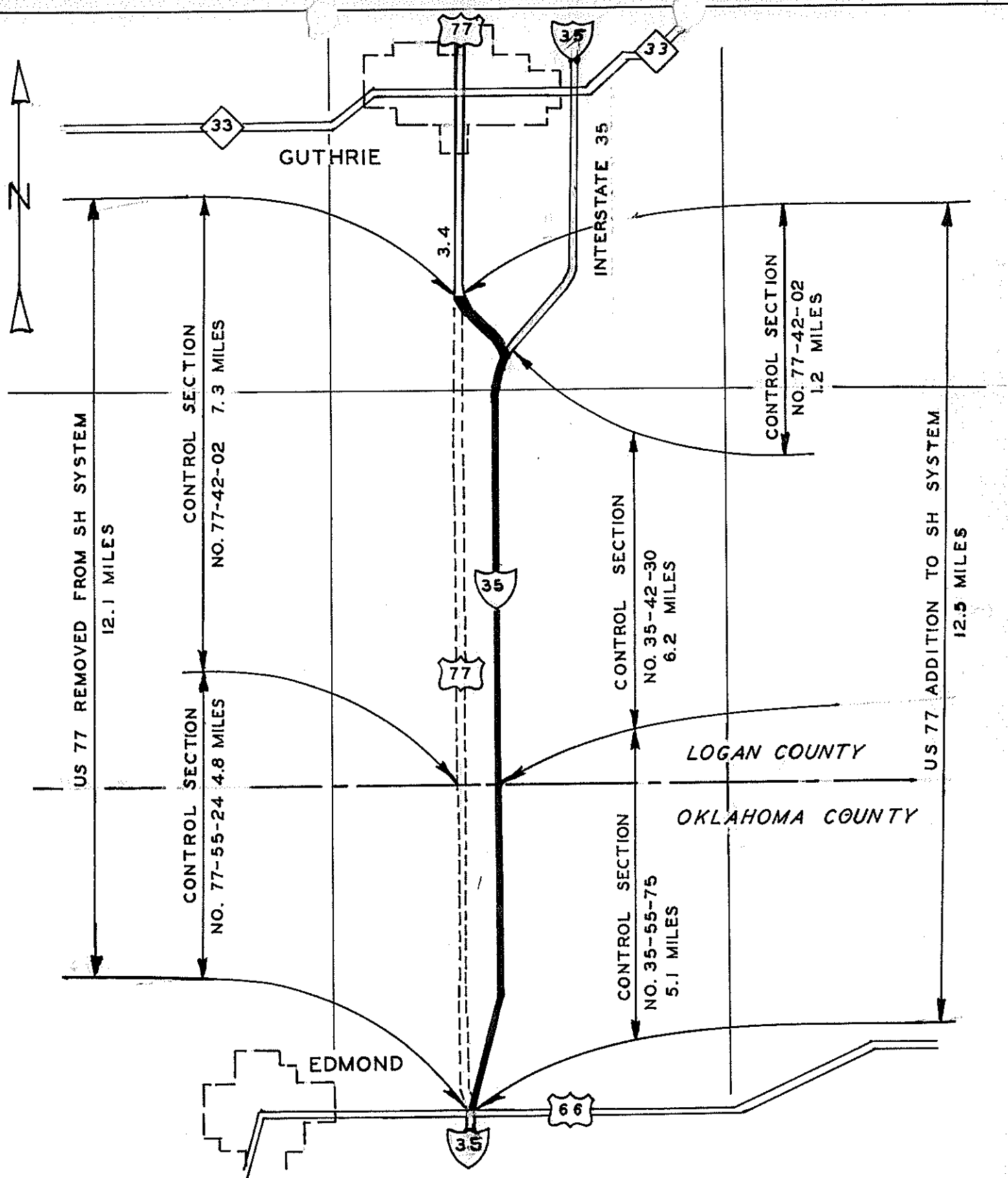
US Highway 77 Relocation - Oklahoma and Logan Counties

Remove from the State Highway System that part of the old US Highway 77 from the junction with Interstate Highway 35, three miles east of Edmond, and extending north to the junction with the new location south of Guthrie a distance of 12.1 miles. This section of old highway will be transferred to Oklahoma or Logan county for further maintenance or abandonment.

Addition to the State Highway System as US Highway 77, beginning at the junction with the old location, three miles east of Edmond, and extend northerly over Interstate Highway 35, 11.3 miles thence northwesterly to the junction with the old location south of Guthrie, a distance of 1.2 miles.

This highway relocation will be formally submitted to the American Association of State Highway Officials Route Numbering Committee for their approval and will become effective upon receipt of this approval.

ACTION: Approved November 6, 1961



US 77 RELOCATION	APPROVED <u>NOV. 6 1961</u> ITEM <u>270 A</u>
SOUTH OF GUTHRIE	OKLAHOMA STATE HIGHWAY COMMISSION
OKLAHOMA AND LOGAN COUNTY	
AUG. 18, 1960	APPROVED ADDITION TO SH SYSTEM <input type="checkbox"/>
FAI PROJECTS I-35-4 (8) (9) (10) (11)	APPROVED DELETION TO SH SYSTEM <input type="checkbox"/>
FAP PROJECTS F-130 (11) (12)	PRESENT SH SYSTEM <input type="checkbox"/>

November 16, 1961

County Commissioners
Oklahoma County
Oklahoma City, Oklahoma

Dear Sirs;

The State Highway Commission minutes have been revised for the re-
location of US Highway 77 from Bradbury Corner to Guthrie. This
revision will become effective when approved by the American
Association of State Highway Officials. We will inform you of this
when we receive the approval.

A copy of the revised minutes is enclosed, which replaces the minutes
submitted in our letter of November 13, 1961.

Sincerely,

G. H. Bittle
Chief Engineer



William M. Dane
Planning Engineer

WMD/RH/ka

cc Maintenance Engineer
Division Engineer 4
Commissioner, Roy J. Turner

November 16, 1961

County Commissioners
Logan County
Guthrie, Oklahoma

Dear Sirs;

The State Highway Commission minutes have been revised for the relocation of US Highway 77 from Bradbury Corner to Guthrie. This revision will become effective when approved by the American Association of State Highway Officials. We will inform you of this when we receive the approval.

A copy of the revised minutes is enclosed, which replaces the minutes submitted in our letter of November 13, 1961.

Sincerely,

G. H. Bittle
Chief Engineer

William M. Dane

William M. Dane
Planning Engineer

WMD/RH/ka

cc Maintenance Engineer
Division Engineer 4
Commissioner, Roy J. Turner

November 13, 1961

Board of County Commissioners
Oklahoma County
Oklahoma City, Oklahoma

Dear Sirs;

The Oklahoma State Highway Commission in regular session Nov. 6, 1961, Item 270 A, approved the following revision in the State Highway System.

US Highway 77 - Relocation, Oklahoma and Logan Counties.

Remove from the State Highway System that part of the old US Highway 77 from the junction with Interstate Highway 35, three miles east of Edmond, and extending north to the junction with the new location south of Guthrie a distance of 12.1 miles. This section of old highway will be transferred to Oklahoma or Logan county for further maintenance or abandonment.

Addition to the State Highway System as US Highway 77, beginning at the junction with the old location, three miles east of Edmond, and extend northerly over Interstate Highway 35, 11.3 miles thence northwesterly to the junction with the old location south of Guthrie, a distance of 1.2 miles.

This Highway Relocation will be formally sent to the American Association of State Highway Officials for their approval of US Highway Relocation.

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,

G. H. Bittle
Chief Engineer

William M. Dane

William M. Dane
Planning Engineer

WMD/RH/ka

Enc:

cc Maintenance Engineer
Division Engineer 4
Commissioner Roy J. Turner

November 13, 1961

Board of County Commissioners
Logan County
Guthrie, Oklahoma

Dear Sirs;

The Oklahoma State Highway Commission in regular session Nov. 6, 1961, Item 270 A, approved the following revision in the State Highway System.

US Highway 77 - Relocation, Oklahoma and Logan Counties.

Remove from the State Highway System that part of the old US Highway 77 from the junction with Interstate Highway 35, three miles east of Edmond, and extending north to the junction with the new location south of Guthrie a distance of 12.1 miles. This section of old highway will be transferred to Oklahoma or Logan county for further maintenance or abandonment.

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This Highway Relocation will be formally sent to the American Association of State Highway Officials for their approval of US Highway Relocation.

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,

G. H. Bittle
Chief Engineer



William M. Dane
Planning Engineer

WMD/RH/ksa

Enc:

cc Maintenance Engineer
Division Engineer 4
Commissioner Roy J. Turner

November 28, 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 77 from 3 miles east of Edmond, Oklahoma along Interstate 35 for a distance of 11.3 miles then on a connecting stub for a distance of 1.2 miles to present US 77 south of Guthrie, Oklahoma. This will provide the best route available.

The Oklahoma State Highway Commission requests your approval of this relocation.

Very truly yours,

G. H. Bittle
Chief Engineer

GHB/REN/ns

ENCLS

US 77

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS



PRESIDENT
J. C. Womack
State Highway Engineer
Sacramento 7, California

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 8-2438

July 2, 1962

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

Re: U.S. 56 Relocation
U.S. 54 Relocation
U.S. 77 Relocation

Dear Mr. Bittle:

Attached hereto are your copies of the above listed applications.

The Executive Committee, on the recommendation of its Subcommittee, the U. S. Route Numbering Committee, approved these requests at its meeting on June 19, 1962, at Santa Monica, California.

Yours very truly,

A. E. Johnson
Executive Secretary

JIA:j

Attachments



AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS



PRESIDENT
J. C. Womack
State Highway Engineer
Sacramento 7, California

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 8-2438

December 11, 1961

Mr. C. K. Bittles, Sr., MHA
Chief Engineer, Department of Highways
Capitol Office Building
Oklahoma City 5, Oklahoma

Re: U. S. 77 Relocation

Dear Mr. Bittles:

This will acknowledge receipt of your letter of November 28, 1961, transmitting an application, (2 copies) for the relocation of U. S. 77 in the vicinity of Edward, Oklahoma.

The application has been placed on the agenda of the U. S. Route Study Sub-Committee of the Executive Committee for action at the 1962 annual meeting to be held at Santa Monica, California, in June.

Yours very truly,

A. E. Johnson
Executive Secretary

JHA/c



State Copy

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 77
- 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

3 miles east of Edmond and south of Guthrie

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	<u>12-6-61</u>
Date application acknowledged	<u>12-11-61</u>
Date to Route Number Committee	<u>5-15-62</u>
Date considered by Executive Committee	<u>6-19-62</u>
Action of Executive Committee	<u>APPROVED</u>
Member Department Notified	<u>7-2-62</u>

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

Date Submitted:

November 28, 19 61

* 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 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)

Present US 77 parallels Interstate 35 from the Bradbury Corner interchange 3 miles east of Edmond, north to a point approximately 3½ miles south of Guthrie. US 77 follows I 35 from Bradbury Corner south. There is no direct connection from US 77 south to US 77 north through this interchange.

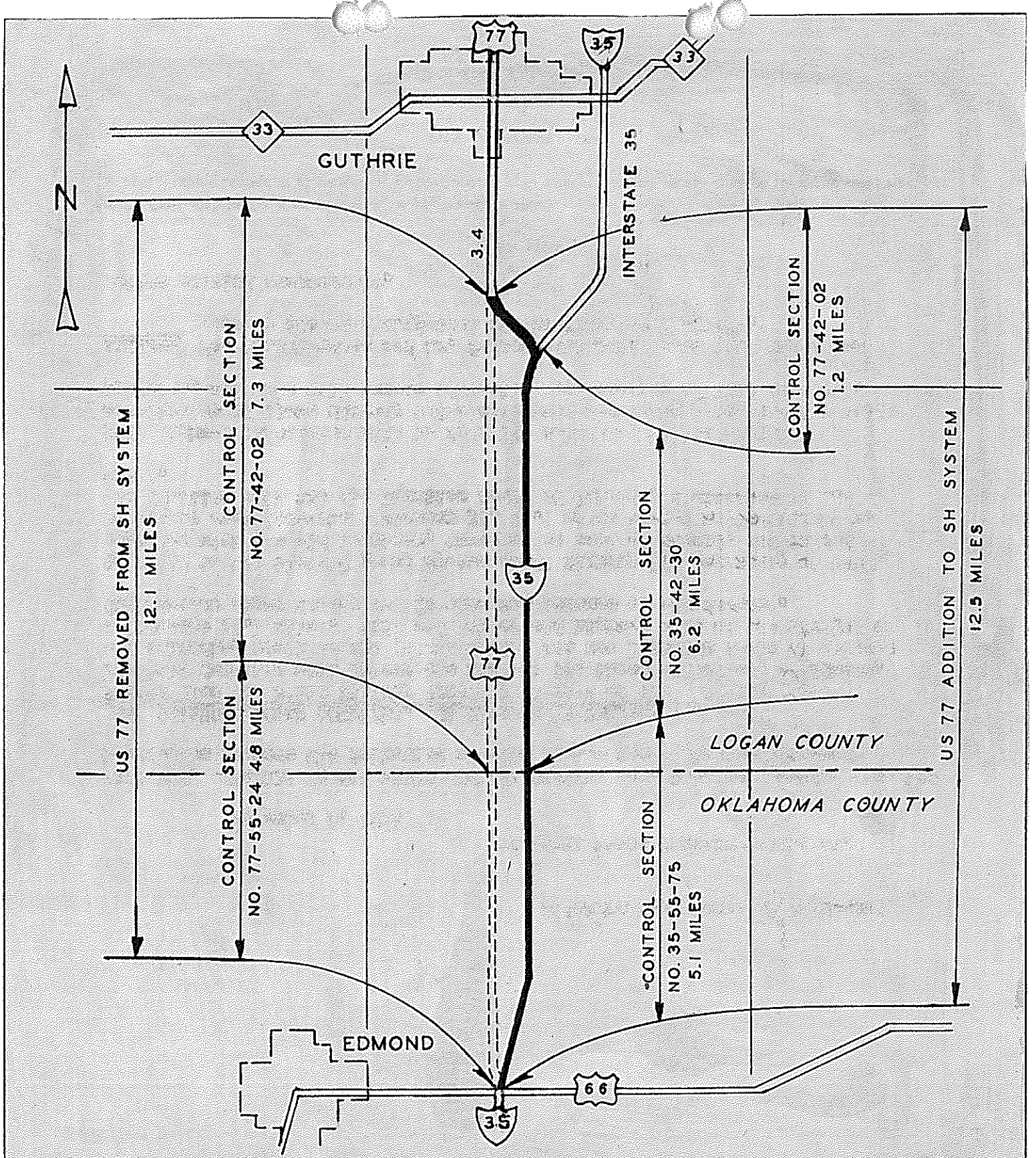
The present highway is to be removed from the FA Primary System and added to the FA Secondary System, and is to be removed from the State Highway System and returned to the counties. The traffic volume will be reduced to local traffic only and cannot be economically justified for expenditure of State maintenance funds.

The proposed location follows I 35 on fully controlled access 4-lane highway for a distance of 11.3 miles. Provision has been made for a direct connecting Wye type interchange to present US 77 into Guthrie.

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

.....

.....



US 77 RELOCATION	APPROVED <u>NOV. 6 1961</u> ITEM <u>270 A</u>
SOUTH OF GUTHRIE	OKLAHOMA STATE HIGHWAY COMMISSION
OKLAHOMA AND LOGAN COUNTY	
AUG. 16, 1960	APPROVED ADDITION TO SH SYSTEM <input checked="" type="checkbox"/>
PAI PROJECTS 1-35-4 (8) (9) (10) (11)	APPROVED DELETION TO SH SYSTEM <input type="checkbox"/>
FAP PROJECTS F-130 (11) (12)	PRESENT SH SYSTEM <input type="checkbox"/>

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 **RR**—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.



0 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 DEGREE	PERCENT GRADE LENGTH
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					
11.3 12.3				4,740 2,000	None #	# #	# #	# #	# #	# #	# #	# #	# #
20													
40													
60													
80													
100													
120													
140													
160													

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

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 4,480 as compared to 2,160 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 Department of Highways

(Member Department)

This petition is authorized by official action of Oklahoma State Highway Commission under date of November 6, 1961 as follows: (Copy excerpt from Minutes)

ITEM 270. CHANGES IN THE STATE HIGHWAY SYSTEM. Mr. Dane recommended that the Commission approve the following changes in the State Highway System:

(a) OKLAHOMA-LOGAN COUNTIES. US Highway 77 Relocation.

Remove from the State Highway System that part of the old US Highway 77 from the junction with Interstate Highway 35, three miles east of Edmond, and extending north to the junction with the new location south of Guthrie a distance 12.1 miles. This section of old highway will be transferred to Oklahoma or Logan County for further maintenance or abandonment.

Addition to the State Highway System as US Highway 77, beginning at the junction with the old location, three miles east of Edmond, and extend northerly over Interstate Highway 35, 11.3 miles thence northwesterly to the junction with the old location south of Guthrie, a distance of 1.2 miles.

This highway relocation will be formally submitted to the American Association of State Highway Officials Route Numbering Committee for their approval, and this will become effective upon receipt of this approval.

Action: Mr. Stuart moved and Mr. Turner seconded: That the Commission approve the recommendation of the Planning Engineer.

Motion carried unanimously.