

AGENDA ITEM 159 c
AGENDA ITEM 191

US Highway 60; 77, and 177 Relocation Kay County

Transfer from the State Highway System a segment of old road designated as US Highway 60, 77 and 177 beginning at the SW corner of Section 34, T 26N, R 1 E and extending east to its junction with the new road southwest of Ponca City, a distance of 4.4 miles. This segment of old road will be transferred to Kay for further maintenance or abandonment.

Add to the State Highway System a temporary segment of road to be designated as US Highway 60, 77 and 177 beginning at the SW corner of section 34, T 26N, R 1 E and extending north to its junction with the new road a distance of 0.5 mile.

Add to the State Highway System a segment of new road to be designated as US Highway 60, 77 and 177 beginning at its junction at the west $\frac{1}{4}$ Section line of Section 34, T 26N, R 1 E and extending easterly to its junction with the old road southwest of Ponca City a distance of 4.5 miles.

Transfer from the State Highway System a segment of old road designated as US Highway 60 Business Route beginning at its junction with US Highway 60, 77 and 177 at the intersection of Waverly Street with Harding Avenue and extending north to South Avenue a distance of 1.0 mile. This segment of old road will be transferred to Kay County or the City of Ponca City for further maintenance or abandonment.

Add to the State Highway System a segment of new road to be designated as US Highway 60 Business Route beginning at its junction with the new location of US Highway 60, 77 and 177 and extending easterly to the intersection of South Avenue with Pine Street thence north to Grand Avenue and east to its junction with US Highway 77 at the intersection of Fourteenth Street thence south to its junction with US Highway 60 at Harding Avenue a distance of 5.7 miles.

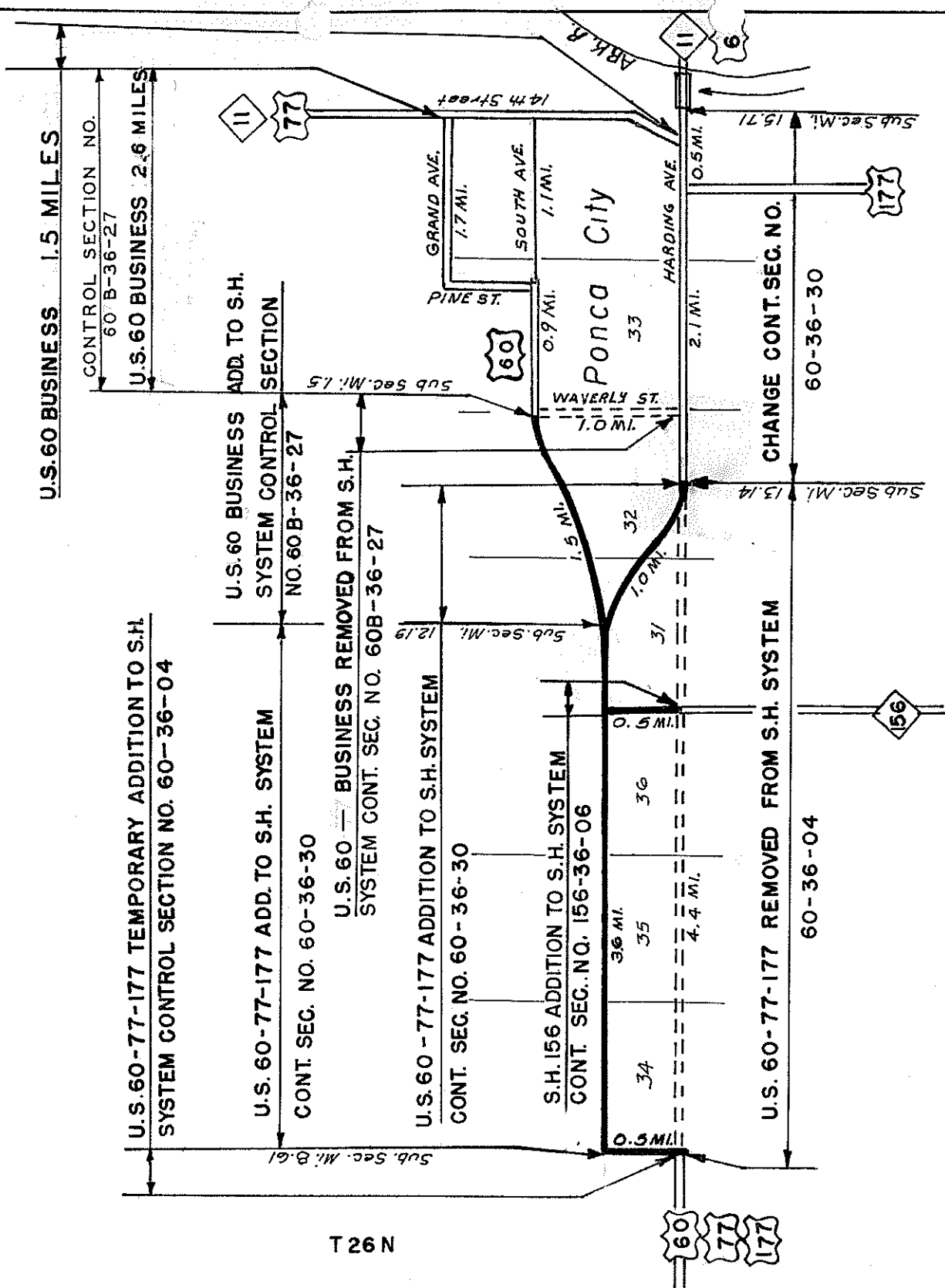
Add to the State Highway System a segment of road to be designated as State Highway 156 beginning its junction with the old location of US Highway 60; 77 and 177 and extending north to its junction with the new location at US Highway 60; 77 and 177 a distance at 0.5 mile.

These revisions to the State Highway System will become effective upon the completion of construction of FAP Project F-283 (7).

ACTION Approved July 14, 1969
AMMENDED Approved August 11, 1969

R 2 E

R 1 E



U.S. 60, 77 & 177 Relocation
 Ponca City East
 Kay County
 Date May 29, 1969
 F.A.P. Project F-283 (7)

Amended August 11, 1969 Item 191
 Approved JULY 14, 1969 Item 159 C

OKLAHOMA STATE HIGHWAY COMMISSION
 Approved Addition To S.H. System **————**
 Approved Deletion To S.H. System **-----**
 Present S.H. System **=====**

file

August 14, 1969

C

Board of County Commissioners
Kay County
New Kirk, Oklahoma 74647

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Dear Sirs;

The Oklahoma State Highway Commission in regular session July 14, 1969, Item 159 c and ammended August 11, 1969, Item 191, approved the following revision in the State Highway System.

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US 60, 77 and 177 relocation Ponca City east and US 60 Business Route through Ponca City.

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

Y

Sincerely,


J. M. Copeland,
Planning Engineer

JMC:ol

Enc:

cc Maintenance Engineer A. H. Osborn
Division Engineer Ray Stanley
Commissioner Leon Cook

August 14, 1969

C
O
P
Y
City Clerk Ponca City
Municipal Building
Ponca City, Oklahoma 74601

Dear Sirs;

The Oklahoma State Highway Commission in regular session July 14, 1969, Item 159 c and amended August 11, 1969, Item 191, approved the following revision in the State Highway System.

US 60, 77 and 177 relocation Ponca City east and US 60 Business Route through Ponca City.

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:ol

Enc:

cc Maintenance Engineer A. H. Osborn
Division Engineer Ray Stanley
Commissioner Leon Cook

July 16, 1969

Board of County Commissioners
Kay County
Newkirk, Oklahoma 74647

Dear Sirs:

The Oklahoma State Highway Commission in regular session July 14, 1969, Item 159 c, approved the following revision in the State Highway System.

Relocation of US Highways 60, 77, 177 and State Highway 156; and the establishment of US 77 Business route in the Ponca City area.

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:ol

Enc:

cc: Maintenance Engineer A. H. Osborn
Division Engineer Ray Stanley
Commissioner Leon Cook

File

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Oklahoma State Highway Dept.

Date January 12, 1968

Ray Stanley, Division Engineer

J. M. Copeland, Planning Engineer

State Highway System Revisions

Attached are two copies each of four agenda items for your review and approval. Please indicate any changes or corrections on one copy of each and return them to this office.

The items are as follows:

- US 60, 60 Business, 77, 177 and SH 156 Revisions in Kay County from Tonkawa to Ponca City
- US 62 Relocation Lincoln County west of Meeker
- SH 11 Relocation Kay County at Blackwell
- SH 33 Relocation Payne County east of US 177

Thanking you for your cooperation.

J. M. Copeland
Planning Engineer

RWH
Ralph W. Hicks
Systems Section

JMC:RWH:a

Attachments

November 7, 1969

Tom Terry, Division Engineer

Month C. Murphy, Planning Engineer

US Highway 60, 77 and 177 - Key County

This is to advise that US Highway 60, 77 and 177 relocation, from Ponca City, west, has been approved by the AASHO Route Numbering Committee, October 26, 1969.

MCM:hs

Monty C. Murphy, P. E.
Planning Engineer

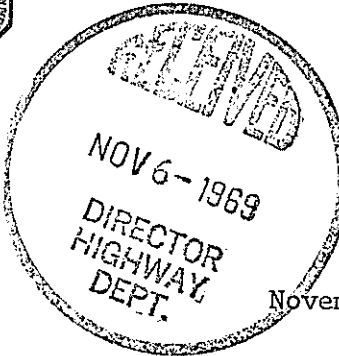
Attach.

cc: J. M. Copeland,
Maintenance Engineer

C
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Y

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

PRESIDENT
Douglas B. Fugate
Commissioner
Department of Highways
Richmond, Virginia 23219



EXECUTIVE DIRECTOR
A. E. Johnson
341 Nat'l Press Bldg.
Washington, D. C. 20004
Telephone 628-2438

November 3, 1969

Mr. Truman Branscum
Oklahoma Department of Highways
Jim Thorpe Building
Oklahoma City, Oklahoma 73105

Dear Mr. Branscum:

At its meeting in Philadelphia, Pennsylvania, on October the 26th, the Executive Committee took the following action on requests by your Department for changes in the U. S. Route Numbered System in Oklahoma.

The relocation of U. S. Routes 60, 77, and 177 and the designation of a Business Route on U. S. 60 in Ponca City were approved.

The relocation of U. S. Route 62 near Headrick, U. S. Route 64 in Sand Springs and U. S. 270 at McAlester were all approved.

Your request for the extension of U. S. Route 377 from Madill to Cleveland was unanimously denied on the same grounds as previously. However, the Committee will again consider this application if and when this route has been brought up to the necessary geometric design standards required for modern traffic.

Yours truly,

A. E. Johnson
Executive Director

H. J. Rhodes
Assistant to the Director

HJR:fms

Enclosures



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 60, 77, & 177
- 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 ..60.....
- * the Recognition of a By-pass Route on U.S. Route

BETWEEN

A point west of and Ponca City
Ponca 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	8/25/69
Date application acknowledged	8/25/69
Date to Route Number Committee	9/23/69
Date considered by Executive Committee	10/26/69
Action of Executive Committee	A.P.P. ROUTED
Member Department Notified	11/3/69

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

Date Submitted:
AUG 21 1969

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* 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