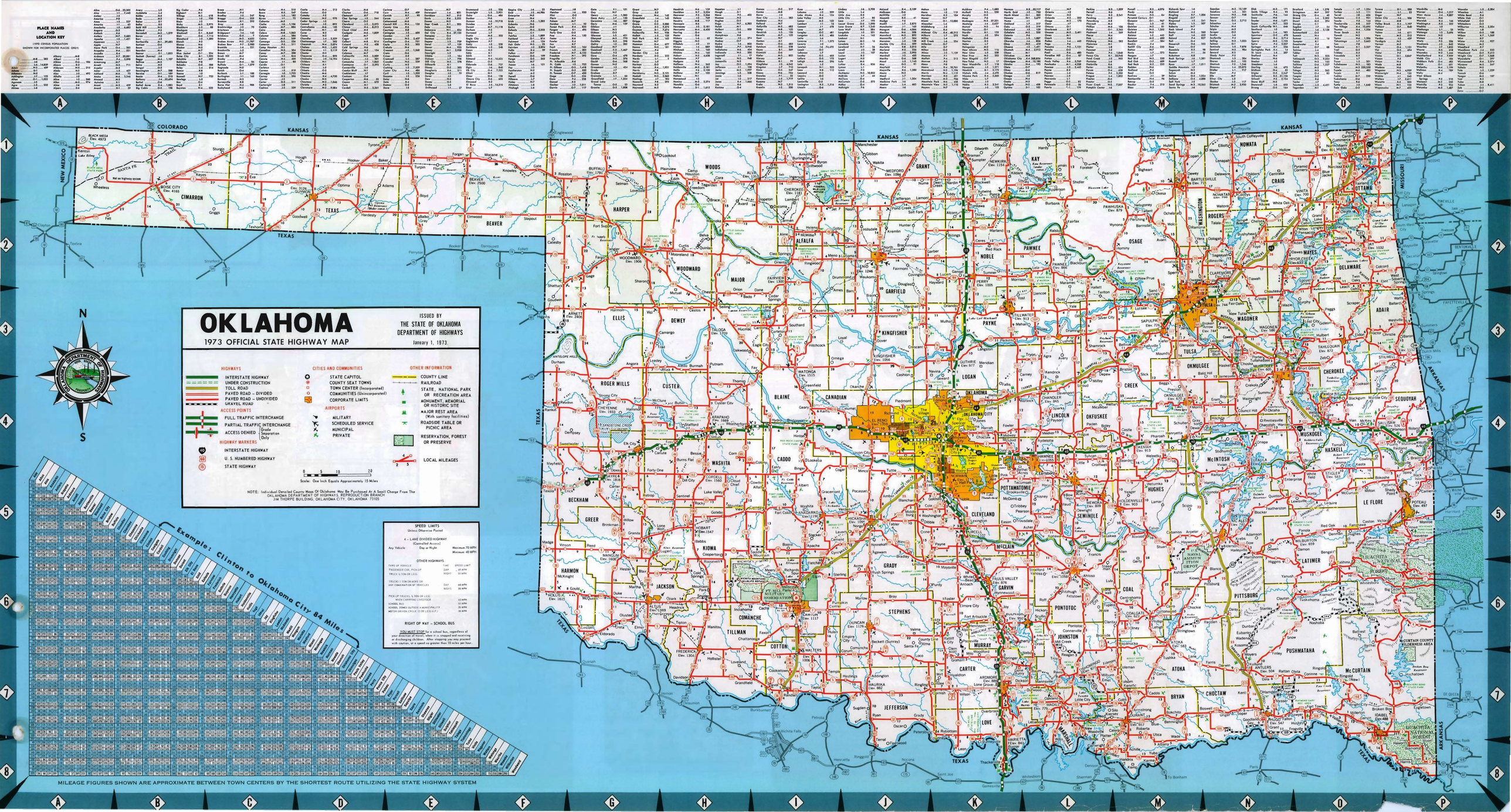
PLACE NAMES AND LOCATION KEY
(1970 CENSUS POPULATION SHOWN FOR INCORPORATED PLACES ONLY)
OKLAHOMA
1973 OFFICIAL STATE HIGHWAY MAP
ISSUED BY
THE STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
January 1, 1973
HIGHWAYS
INTERSTATE HIGHWAY
UNDER CONSTRUCTION
TOLL ROAD
PAVED ROAD – DIVIDED
PAVED ROAD – UNDIVIDED
GRAVEL ROAD
ACCESS POINTS
FULL TRAFFIC INTERCHANGE
PARTIAL TRAFFIC INTERCHANGE
ACCESS DENIED
Grade Separation Only
HIGHWAY MARKERS
INTERSTATE HIGHWAY
U. S. NUMBERED HIGHWAY
STATE HIGHWAY
CITIES AND COMMUNITIES
STATE CAPITOL
COUNTY SEAT TOWNS
TOWN CENTER (Incorporated)
COMMUNITIES (Unincorporated)
CORPORATE LIMITS
AIRPORTS
MILITARY
SCHEDULED SERVICE
MUNICIPAL
PRIVATE
OTHER INFORMATION
COUNTY LINE
RAILROAD
STATE, NATIONAL PARK OR RECREATION AREA
MONUMENT, MEMORIAL OR HISTORIC SITE
MAJOR REST AREA (With sanitary facilities)
ROADSIDE TABLE OR PICNIC AREA
RESERVATION, FOREST OR PRESERVE
LOCAL MILEAGES
Scale: One Inch Equals Approximately 15 Miles
NOTE: Individual Detailed County Maps Of Oklahoma May Be Purchased At A Small Charge From The OKLAHOMA DEPARTMENT OF HIGHWAYS, REPRODUCTION BRANCH JIM THORPE BUILDING, OKLAHOMA CITY, OKLAHOMA 73105
SPEED LIMITS
Unless Otherwise Posted
4 – LANE DIVIDED HIGHWAY (Controlled Access)
Any Vehicle — Day or Night — Maximum 70 MPH, Minimum 40 MPH
OTHER HIGHWAYS
TYPE OF VEHICLE — TIME — SPEED LIMIT
PASSENGER CAR, PICK-UP TRUCK & TOW OR LESS — DAY — 65 MPH; NIGHT — 55 MPH
TRUCKS 1 TON OR MORE OR ANY COMBINATION OF VEHICLES — DAY — 60 MPH; NIGHT — 50 MPH
PICK-UP TRUCKS, ½ TON OR LESS WHEN CARRYING LIVESTOCK — 50 MPH
SCHOOL BUS — 55 MPH
SCHOOL ZONES OUTSIDE A MUNICIPALITY — 35 MPH
MOTOR DRIVEN CYCLE (3 OR LESS H.P.) — 35 MPH
RIGHT OF WAY – SCHOOL BUS
YOU MUST STOP for a school bus, regardless of your direction of travel, when it is stopped and receiving or discharging children. After stopping you may proceed with caution, at a speed no greater than 10 miles per hour.
Example: Clinton to Oklahoma City 84 Miles
MILEAGE FIGURES SHOWN ARE APPROXIMATE BETWEEN TOWN CENTERS BY THE SHORTEST ROUTE UTILIZING THE STATE HIGHWAY SYSTEM