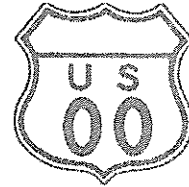
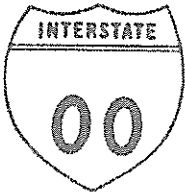


American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of
Oklahoma

for

- the Elimination of a U.S. (I) Route _____
- the Establishment of a U.S. (I) Route _____
- * the Establishment of a U.S. Bike Route _____
- the Relocation of a U.S. (I) Route US 183
- * the Relocation of a U.S. Bike Route _____
- the Extension of a U.S. (I) Route _____
- the Establishment of a U.S. Alternate Route _____
- the Establishment of a Temporary U.S. Route _____
- ** the Recognition of a Business Route on U.S. (I) Route _____
- ** the Recognition of a By-Pass Route on U.S. Route _____

Between South of Arapaho and Choctaw Ave. in Clinton

The following states or states are involved:
 Oklahoma

For AASHTO Use Only

Date received _____

Date application acknowledged _____

Date to Special Committee on U.S. Route Numbering _____

Date considered by the Standing Committee on Highways _____

Action of Standing Committee on Highways _____

Member Department Notified _____

Date submitted:

09/20 , 20 06

* Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable.
 ** A local vicinity map needed on page 3. On page 6 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 indicated in accordance with page 5 instructions.

SUBMIT SIX COPIES

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. 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 routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

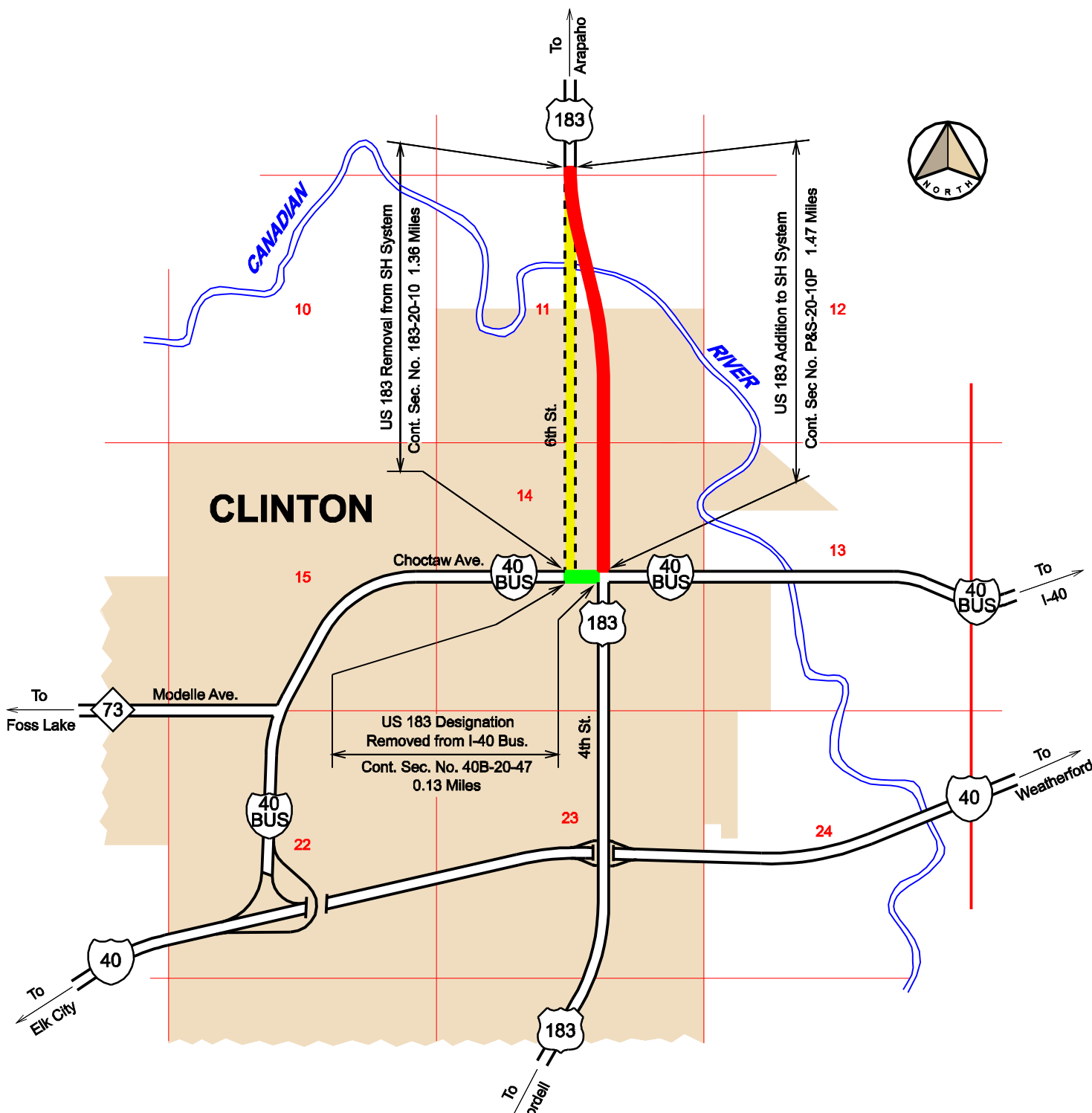
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways 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.) US 183 traffic would be relocated over a new four lanes facility. This would provide a more direct routing and reduced traffic congestion within the city limits of Clinton. The new construction was completed August, 2005.

Date facility available to traffic Presently opened to traffic

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

Does the petition propose a new routing over a portion of an existing Interstate Route? _____ If so, where? No

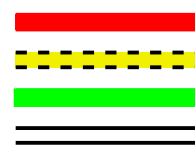


Approved September 2, 1997 Item No. 178

Oklahoma State Transportation Commission

Relocation of US 183
 City of Clinton
 Custer County
 STPY-9N(013)
 Systems Section

Addition to SH System
 Removal from SH System
 Designation Removal
 Present SH System

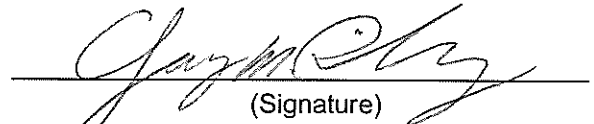


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding 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 6900 as compared to 5600 for the year 2005 for all other U.S. Numbered Routes in the State.

The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991* or the *Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.


(Signature)

Chief Executive Officer

Oklahoma Department of Transportation
(Member Department)

This petition is authorized by official action of The Transportation Commission

under date of September 2, 1997 as follows: (Copy excerpt from minutes.)

See attached copy of Commission Agenda Item 178; Approved September 2, 1997.

FOR PRESENTATION AT COMMISSION MEETING SEPTEMBER, 2, 1997

AGENDA ITEM NO: 178

SUBJECT: State Highway System Revision
US-183 at Clinton

COUNTY: Custer

This item is necessitated by the proposed relocation of US-183 at Clinton in Custer County Construction Project STP-9N(013).

Add to the State Highway System upon **completion of new construction**, a segment of new highway to be designated US - 183, beginning at I-40 Business and 4th Street and extending northwesterly 1.47 miles to connect with the present facility north of Clinton.

Remove US-183 designation, upon **completion of new construction**, from Interstate Highway 40 Business, beginning at 4th Street in Clinton and extending west 0.13 miles to 6th Street. In accordance with state law, a Public Removal Hearing was held May 6, 1997.

Remove from the State Highway System, upon **completion of new construction**, a portion of US-183, beginning at Interstate Highway 40 Business and 6th Street n Extending north 1.38 miles to new construction north of Clinton. This section of old US-183 will be transferred to appropriate local jurisdiction for further maintenance. In accordance with state law, a Public Removal Hearing was held May 6, 1997.

The relocation of US-183 must be submitted to the American Association of State Highway and Transportation (AASHTO) for approval.

These proposed revisions will become effective upon approval by the State Transportation Commission, completion of construction and concurrence by AASHTO.

The Department recommends approval of this item.

Commission Action Approved: September 2, 1997

Instructions for Preparation of Page 6

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:	Pavement Type.	Code
	High type, heavy duty	H
	Intermediate type	I
	Low type, dustless	L (show in red)
	Not paved	N (show in red)

Column 3:	Pavement Condition	Code
	Excellent	E
	Good	G
	Fair	F (show in red)
	Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements 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 RXR - 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 AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 **Major Structures.** Show in these columns those structures that do not meet AASHTO 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 sub-standard 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. If there are no deficiencies indicate by the use of the word NONE.

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 AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: **Horizontal Curvature.** Curves in excess of AASHTO applicable 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 mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

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 AASHTO Design Standards																	
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Width Deficiency	Show When In Excess of Standard										
							Roadway Width Deficiency		H - Loading Deficiency			Horizontal Curvature	Horizontal Grade									
	Percent				Percent				Percent				Degree	Length								
0	10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40	60	80		
0.62	H	F	6,900	NONE				NONE				NONE				NONE				NONE	NONE	
0.74	H	F	6,500	NONE				NONE				NONE				NONE				NONE	NONE	
0.136																						
60																						
80																						
100																						
120																						
140																						
160																						

Attach additional sheet here if necessary

United States Route 183

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Oklahoma		State Line	0	0	
		Jct. N. Buffalo	10	10	Joins U.S. 64
		Jct. S. Buffalo	2	12	Leaves U.S. 64
		Jct. W. Ft. Supply	18	30	Joins U.S. 270, and U.S. 412
		Woodward	15	45	Leaves U.S. 412
		Jct. N.W. Seiling	31	76	Leaves U.S. 270
		Jct. W. Seiling	2	78	Crosses U.S. 60
		Clinton	44	122	Crosses I-40 Bus.
		Clinton	1	123	Crosses I-40
		Snyder	62	185	Crosses U.S. 62 Bus.
		Jct. S. Snyder	1	186	Crosses U.S. 62
		Davidson	28	214	Joins U.S. 70
		State Line	3	217	