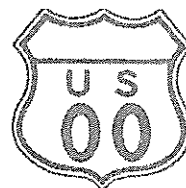
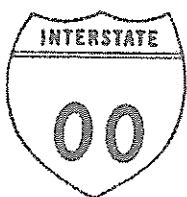


# American Association of State Highway and Transportation Officials



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 60 Business
- \* 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 Ave. in Ponca City and Pine St. in Ponca City

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 _____
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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.

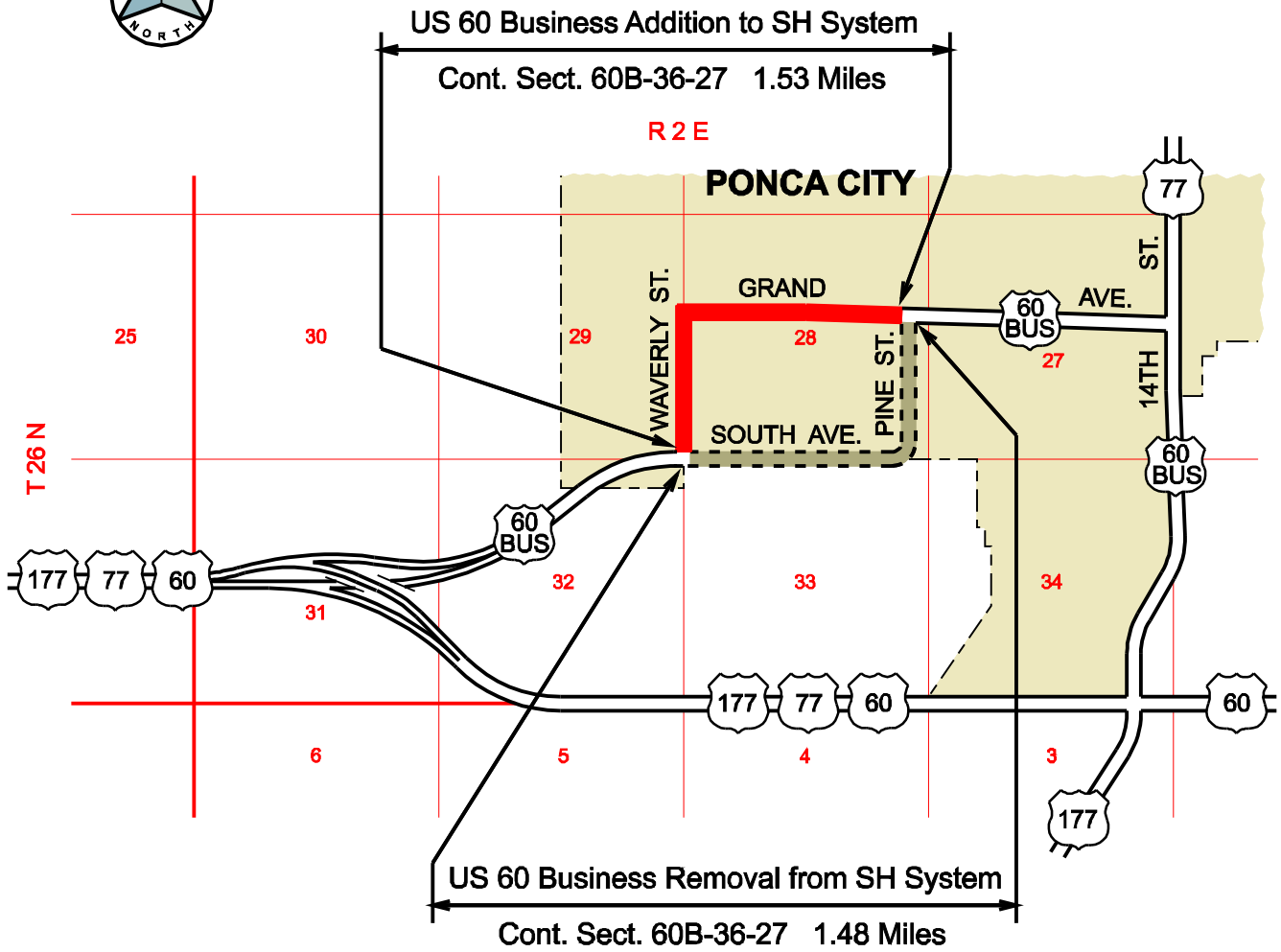
The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely 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.) The new route will provide a four lane route throughout the City of Ponca City, so to improve the movement of vehicle traveling in and through the City.

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? No If so, where? \_\_\_\_\_



**DIVISION IV MILEAGE**

January 1, 2000 Mileage = 1,428.02  
 Current Division Mileage = 1,426.45  
 Addition Mileage = 1.53  
 Removal Mileage = 1.48  
 New Division Mileage = 1,426.50

Approved December 5, 2005 Item No. 190a  
**Oklahoma State Transportation Commission**

Relocation of US 60 Business  
 In Ponca City  
 Kay County  
 October 25, 2005  
 Systems Section

Addition to SH System █  
 Removal from SH System   
 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.

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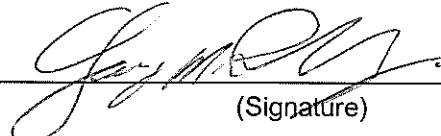
The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 5,200 as compared to 5,600 for the year 2005 for all other U.S. Numbered Routes in the State.

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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 December 5, 2005 as follows: (Copy excerpt from minutes.)

**See attached copy of Commission Agenda Item 190a; Approved December 5, 2005:**

**PRESENTED AT COMMISSION MEETING OF DECEMBER 5, 2005**

**AGENDA ITEM NO.:** 190a

**SUBJECT:** State Highway System Revision  
Relocation of US 60 Business  
in Ponca City

**COUNTY:** Kay

This item is necessitated by a resolution from the City of Ponca City and a request of the Division IV Engineer.

Add to the State Highway System a segment of new highway to be designated US 60 Business, beginning at the existing US 60 Business at Grand Avenue and Pine Street in Ponca City and extending west on Grand Avenue to Waverly Street, thence south to South Avenue connecting the existing US 60 Business, a total of 1.58 miles.

Remove from the State Highway System a portion of US 60 Business, beginning at Pine Street and Grand Avenue in Ponca City and extending south on Pine Street to South Avenue, thence west to Waverly Street, a total of 1.48 miles. This segment of US 60 Business, including right-of-way determined by the Department, will be transferred to the City of Ponca City for further maintenance or abandonment. A Public Removal Hearing was held November 29, 2005, in compliance with state law.

These revisions will become effective upon approval by the State Transportation Commission, completion of certification by Division IV Engineer that the old roadway meets mandated criteria, and concurrence by AASHTO.

**The Department recommends approval of this item.**

**COMMISSION ACTION: APPROVED December 5, 2005**

## 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.

<b>Column 2:</b>	<b>Pavement Type.</b>	<b>Code</b>
	High type, heavy duty	H
	Intermediate type	I
	Low type, dustless	L (show in red)
	Not paved	N (show in red)

<b>Column 3:</b>	<b>Pavement Condition</b>	<b>Code</b>
	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.



## United States Route 60 Business

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Oklahoma	Business	State Line	0	0	
		Jct. W. Seneca	1	1	Route ends, rejoins U.S. 60
<hr/>					
Oklahoma	Business	Ponca City	0	0	Route begins & leaves U.S. 60, joins U.S. 77
		Ponca City	2	2	Leaves U.S. 77
		Jct. W. Ponca City	4	6	Route ends, rejoins U.S. 60, U. S. 77, and U.S. 177
<hr/>					
Oklahoma	Business	Jct. N.E. Tonkawa	0	0	Route begins, leaves U.S. 60, U.S. 77, and U.S. 177
		Tonkawa	2	2	Joins U.S. 77
		Jct. N. Tonkawa	1	3	Route ends, rejoins U.S. 60