



**American Association of State Highway and Transportation Officials**

**Seven (7) Page Form**

An Application from the State Highway or Transportation Department of  
Oklahoma

for (select one of the following):

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- Relocation of a U.S. (Interstate) Route US 77
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- \*\*Recognition of a Business Route on U.S. (Interstate) Route
- \*\*Recognition of a By-Pass Route on U.S. Route
- \*Establishment of a U.S. Bicycle Route (A NEW FORM IS BEING DEVELOPED FOR US BIKE ROUTES – continue to use this until the new form is finalized)
- \*Relocation of a U.S. Bicycle Route (SAA)

Between I-35 in Norman and SH 9 in Norman

The following states or states are involved:  
Oklahoma

<b>For AASHTO Use Only</b>	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 _____	

- \* **Bicycle Routes:** Attach map on page 3. Obtain Signatures, page 4. Type a statement indicating that there are no deficiencies on the proposed US Bike Route. **Other sections not applicable.**
- \*\*\***Recognition of...** 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.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

**DATE SUBMITTED** Select from Calendar: August 14, 2008

**SUBMIT APPLICATION ELECTRONICALLY TO** [usroutes@ashto.org](mailto:usroutes@ashto.org)

You may convert your form as a PDF file, print then scan or submit as a saved word file. Send only one copy, please.

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.

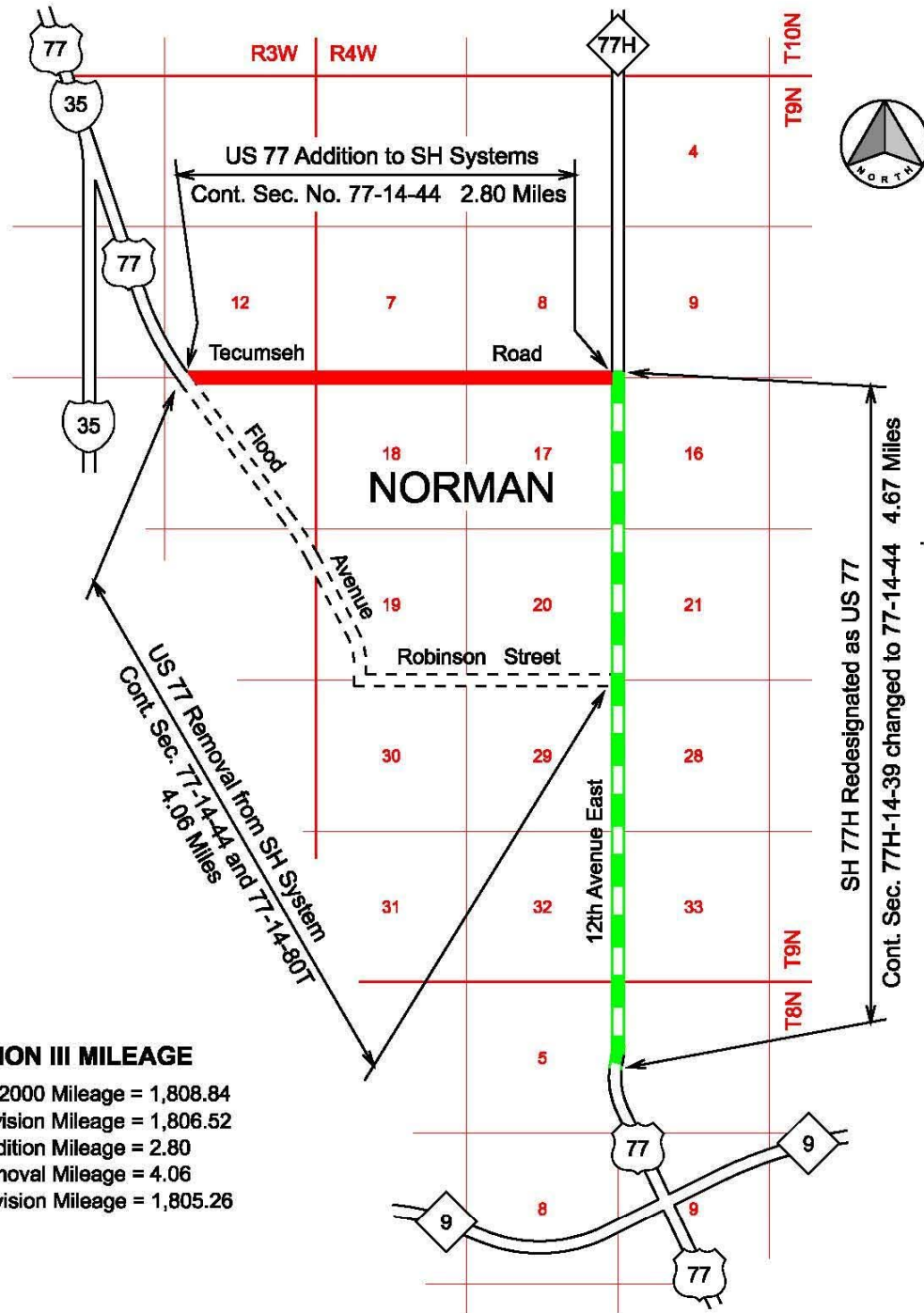
**Explanation and Reasons for the Request (US and Interstates Only):** (Keep concise and pertinent.)

Designation will be relocated onto a future and an existing four-lane street that bypass the main center of town.

Date facility available to traffic  
April, 2009

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 III MILEAGE**

January 1, 2000 Mileage = 1,808.84  
 Current Division Mileage = 1,806.52  
 Addition Mileage = 2.80  
 Removal Mileage = 4.06  
 New Division Mileage = 1,805.26

Approved June 2, 2008 Item No. 86

**Oklahoma State Transportation Commission**

Relocation of US 77  
 In Norman  
 Cleveland County  
 STPY-014B(378)  
 January 19, 2008  
 Systems Section

Addition to SH System ———  
 Removal from SH System - - - - -  
 Redesignation - - - - -  
 Present SH System ———



## OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Gary M. Ridley, Director**

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

(405) 522-1800

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August 7, 2008

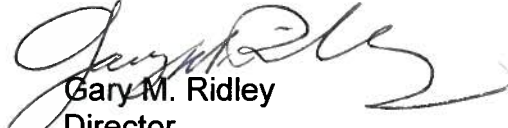
John Horsley, Executive Director  
AASHTO  
444 North Capitol Street, NW Suite 249  
Washington, D.C. 20001

Dear Mr. Horsley:

We are transmitting electronically an application for consideration by the Route Numbering Committee at the forthcoming AASHTO meeting. The application is for relocating US-77 in Norman, Oklahoma.

In our opinion, this petition complies with the applicable policy found on Page 4 of the application submitted. Your favorable consideration of this application is requested.

Sincerely,

  
Gary M. Ridley  
Director

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 20,000 as compared to 5,500 for the year 2007 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 Required – see note below)

**Chief Executive Officer**

(Member Department)

This petition is authorized by official action of the Transportation Commission

under date of June 2, 2008 as follows: (Copy excerpt from minutes.)

**PRESENTED AT COMMISSION MEETING OF June 2, 2008**

**AGENDA ITEM NO.:** 86  
**SUBJECT:** State Highway System Revision  
Relocation of US 77 in Norman  
**COUNTY:** Cleveland

This item is necessitated by the the proposed relocation of US 77 though Norman in Cleveland County. Construction Project STPY-014B (378).

Add to the State Highway System a new highway to be designated US 77, beginning at a tie with existing US 77 in Section 12, T 9 N, R 3 W and extending east 2.8 miles to SH 77H on 12<sup>th</sup> Avenue East.

Redesignate SH 77H as US 77, beginning at new construction at Tecumseh Road and extending south 4.67 miles to existing US 77 at Classen Boulevard in Norman.

Remove from the State Highway System US 77, beginning at exit Tecumseh Road and extending southeasterly 4.06 miles to 12<sup>th</sup> Avenue East in Norman. This portion of US 77 will be transferred to the appropriate local jurisdiction for further maintenance or abandonment. In accordance with state law, a Public Removal Hearing was held March 1, 1994.

These revisions will become effective upon approval by the State Transportation Commission and Concurrence by AASHTO.

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

**COMMISSION ACTION: APPROVED JUNE 2, 2008**

**(US and Interstates Only)**

**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: 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: 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.

*What follows is an Excel worksheet that you can open by right clicking your mouse and select "Worksheet Object" – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.*

Double click inside frame to release excel worksheet. Click outside frame to re-lock. (US and Interstates Only)

Mileage	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 Distance Deficiency	Show When In Excess of Standard								
							Roadway Width Deficiency		H - Loading Deficiency			Horizontal Curvature	Percent Grade							
					Percent				Percent					Percent			Degree	Length		
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20			40	60
0																				
0.78	<b>0.78</b>		<b>U.S. 77</b>																	
3.67	<b>3.67</b>	<b>H</b>	<b>E</b>	<b>22,000</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>
4.45																				
5.45	<b>1.00</b>	<b>H</b>	<b>F</b>	<b>15,000</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>
5.45																				
7.25	<b>1.80</b>	<b>U/C</b>																		
7.25																				
8.72	<b>1.00</b>	<b>H</b>	<b>E</b>	<b>?</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>
8.72																				
9.72	<b>1.47</b>		<b>U.S. 77</b>																	
9.72																				

(This includes US, Interstates and Bicycle Routes)

Contact regarding this application:

Name: Gary Ray Howell

Address: Oklahoma Department of Transportation, Planning & Research Division, GIS Management Branch,  
200 N.E. 21<sup>st</sup> Street, Room 3A-7, Oklahoma City, Oklahoma 73105

Telephone Number: (405) 521-3385

Fax Number: (405) 521-6917

Email Address: ghowell@odot.org

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**Description** to be provided to the AASHTO Highways Special Committee on US Route Number (USRN) when they review this application:

- Where does the route begin? (Intersection or Mile Marker)  
Flood Avenue (US 77) & Tecumseh Road.
- Describe where it is going?  
Extending east on Tecumseh Road 2.80 miles to 12<sup>th</sup> Avenue East Street, thence south on 12<sup>th</sup> Avenue East Street 4.67 miles to the intersection of Classen & existing US 77.
- What type of facility is it traveling over? (New alignment or over an existing pathway)  
New alignment on one mile of new roadway presently under construction and part of existing 4-lane roadway.
- Give the direction of travel(north, east, south, and west)      east, thence south.
- Name the focal point city or cities      Norman
- Length of route in miles.    7.47 miles
- Where does it end? (Terminal intersection or mile marker)  
Intersection of Classen Blvd. & existing US 77



## United States Route 77

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Oklahoma	Regular	State Line	0	0	
		Ponca City	21	21	Joins U.S. 60 Bus.
		Ponca City	2	23	Joins U.S. 60 and U.S. 177; Leaves U.S. 60 Bus.
		Jct. W. Ponca City	3	26	Joins & Leaves U.S. 60 Bus.
		Jct. N. E. Tonkawa	9	35	Leaves U.S. 177; Joins & Leaves U.S. 60 Bus.
		Tonkawa	2	37	Leaves U.S. 60
		Tonkawa	1	38	Joins & Leaves U.S. 60 Bus.
		Jct. N. Perry	21	59	Crosses U.S. 412
		Perry	8	67	Joins & Leaves U.S. 64
		Perry	3	70	Crosses I-35
		Guthrie	36	106	Joins I-35
		Edmond	11	117	Leaves I-35
		Oklahoma City	12	129	Joins I-235; Crosses I-44
		Oklahoma City	5	134	Joins I-35 & U.S. 62; Crosses I-40 & U.S. 270; Leaves I-235
		Oklahoma City	5	139	Leaves U.S. 62; Crosses I-240
		Moore	3	142	
		Norman	5	147	Leaves I-35
		Purcell	25	172	
		Pauls Valley	22	194	
		Davis	19	213	
		Jct. S. Davis	4	217	Crosses I-35
		Jct. S. Cedar Village	4	221	Crosses I-35
		Ardmore	18	239	Crosses U.S. 70
		Marietta	14	253	
		Jct. N. Thackerville	7	260	Crosses I-35
		Jct. S. Thackerville	7	267	Joins I-35
		State Line	1	268	