

Special Commission Meeting  
February 10, 1954  
Item No. 83

Route Numbering - US 55

Mr. Cox moved and Mr. Trippett seconded, that it be resolved by the State Highway Commission of Oklahoma that the route which forms a total route running from Albuquerque, New Mexico to Manitowec, Wisconsin, traversing New Mexico, Oklahoma, Kansas, Missouri, Iowa and Wisconsin, is of sufficient importance that it should be marked as a US Route with the marking of US 55, or if this number cannot be used, some other US marking which is mutually agreeable to the several states should be used, and,

Be it further resolved, that the route numbering committee of the American Association of State Highway Officials be presented with the necessary copies of this Oklahoma State Highway Commission Minute and the required number of maps requesting approval of this US marking, and,

Be it resolved that a temporary routing through Oklahoma be approved as from Elkhart, Kansas, southerly on SH 95 to an intersection with US 64 thence west on US 64 to the New Mexico State line.

C.A. STOLDT

9-12-55

US 56

ALL SH 0  
W. J. J. J.

Commission Meeting  
September 12, 1955  
Item 627

General

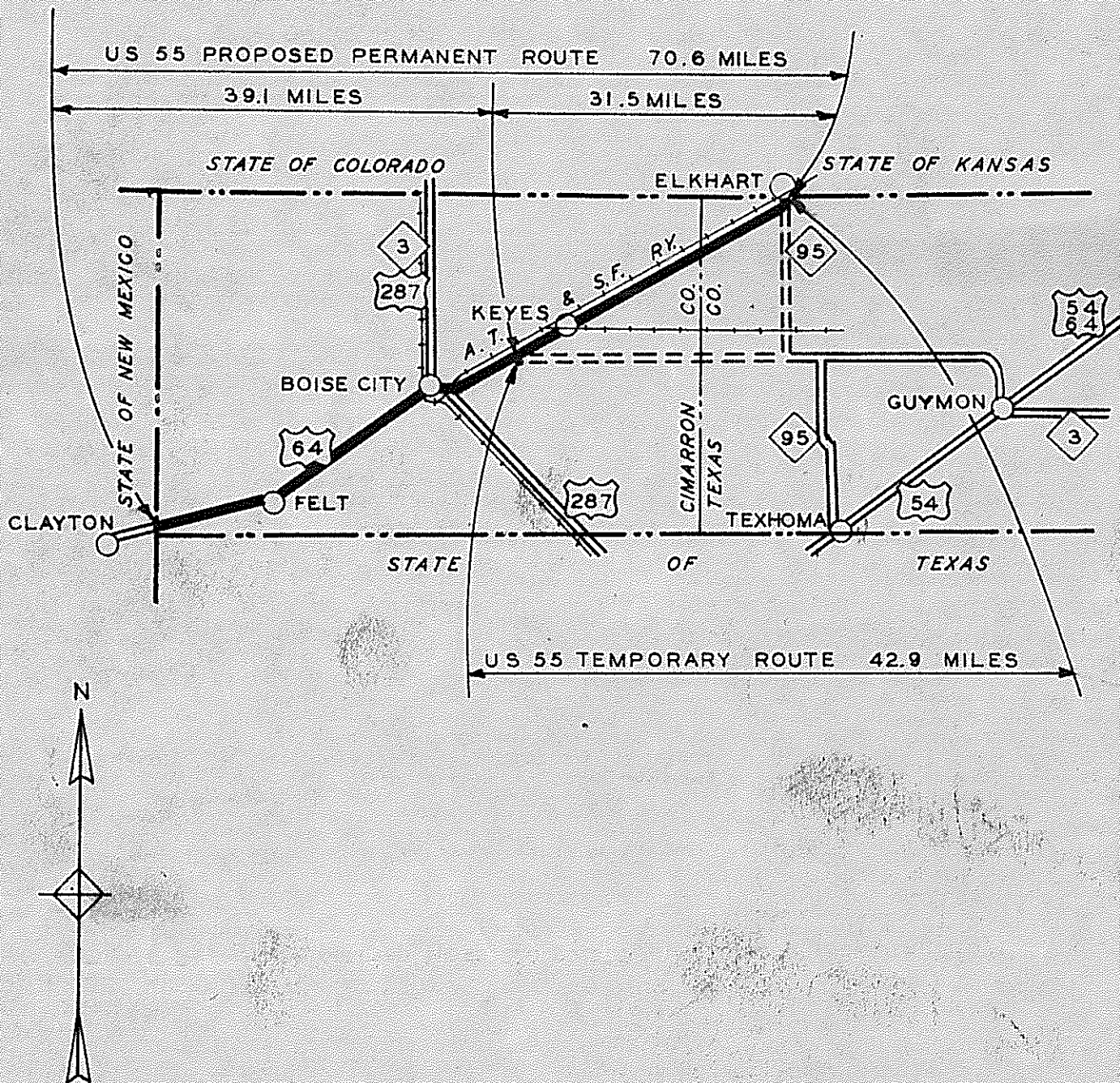
Mr. Cox moved and Mr. Tittle seconded: That the Commission request the Route Numbering Committee of the AASPO to number that portion of the road in Oklahoma from Elkhart, Kansas, paralleling the Santa Fe Railroad to Boise City thence south-west on US 64 to the New Mexico line, designate as US Highway 55 or some other number that is available; but as a temporary routing in Oklahoma be routed over SH 95 from Elkhart, Kansas, south to the intersection with US 64 thence west on US 64 to the New Mexico State line.

C. A. Stoldt

C. A. Stoldt,  
Director

Distribution:

56



56  
 US 55 ADDITION TO SH SYSTEM  
 FROM ELKHART KANSAS VIA BOISE  
 CITY TO THE NEW MEXICO STATE  
 LINE NEAR CLAYTON NEW MEXICO  
 TEXAS AND CIMARRON COUNTIES  
 SEPT. 21 1955

APPROVED SEPT 12 1955 ITEM 627  
 OKLAHOMA STATE HIGHWAY COMMISSION

PROPOSED PERMANENT ROUTE  
 PROPOSED TEMPORARY ROUTE  
 OTHER STATE HIGHWAYS



September 14, 1954

Mr. Hal H. Hale  
Executive Secretary  
American Association of State Highway Officials  
917 National Press Building  
Washington 4, D. C.

RE: State of Oklahoma  
US 55 Route

Dear Mr. Hale:


The State Highway Commission of Oklahoma hereby requests approval of the AASHO Route Numbering Committee to designate as US 55 a route from the New Mexico-Oklahoma state line northeast of Clayton, New Mexico, to the Kansas-Oklahoma state line just south of Elkhart, Kansas. Also that a temporary location of US 55 be approved between Boise City, Oklahoma, and Elkhart, Kansas.

The highway proposed to be designated as US 55 begins at the Oklahoma-New Mexico state line approximately 7 miles northeast of Clayton, New Mexico, on present US 64, follows US 64 through Felt and Boise City to a point 6.7 miles northeast of Boise City, then extends northeasterly to the Oklahoma-Kansas state line just south of Elkhart, Kansas, a total distance of 67.6 miles. This routing cannot be used until the section northeast of Boise City is constructed to standard design with dustless type surfacing.

The route proposed as a temporary location for US 55 begins 6.7 miles northeast of Boise City on present US 64, follows US 64 to a junction with SH 95, then extends north on SH 95 to the Oklahoma-Kansas state line just south of Elkhart, Kansas, a total distance of 42.7 miles. Eight miles of SH 95, from US 64 north, is now under construction and 8 miles is now unimproved gravel. This 16 mile section of SH 95 will be placed on the 1955 construction program and dustless type surface should be completed in early 1956.

Supporting data listed herewith is attached: 5 copies of the Oklahoma State Map showing the requested US 55 Route in red and the requested US 55 Temporary Route in yellow; 5 copies of the proposed US 55 and US 55 Temporary log from the Oklahoma-New Mexico state line to the Oklahoma-Kansas state line and 5 copies of this letter.

Very truly yours,

  
C. A. STOLDT  
DIRECTOR

REW:CAS:bh  
Attachments

cc: Myers  
Stout  
Bittle

C O P Y

STATE OF OKLAHOMA  
DEPARTMENT OF HIGHWAYS  
LOG OF PROPOSED US 55

FROM THE NEW MEXICO STATE LINE TO THE KANSAS STATE LINE

ACCUM. MILEAGE	MILES	TERMINI	HIGH TYPE PAVEMENT	MILES SURFACE		GRADED DRAINED
				LOW TYPE PAVEMENT	GRAVEL	
0.0		New Mexico State Line (Follows US 64)				
31.1	31.1	Boise City	31.1			
32.5	1.4	In Boise City	1.4			
38.2	6.7	Leave US 64 (Jct. Temp. Loc.)		6.7		
58.6	20.4	To Texas County Line			20.4	2.2
67.6	9.0	To Kansas State Line	(Road to be Constructed)			

LOG OF TEMPORARY LOCATION OF PROPOSED US 55

0.0		Jct. Northeast of Boise City				
19.8	19.8	To Texas County Line		19.8		
26.7	6.9	To Jct. US 64 East (Follows SH 95)		6.9		
42.7	16.0	To Kansas State Line	8.0 Pav. Under Construction			16.0

11/15/55 *gdy*  
*File*  
*3*

~~SH 114~~  
U 556

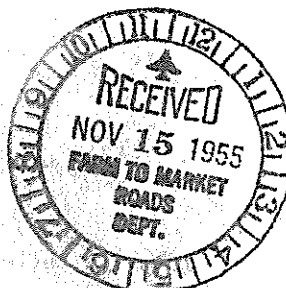
Commission Meeting  
November 7, 1955  
Item 719

Addition to State Highway System  
Cimarron-Texas Counties - SH 114

Mr. Green moved and Mr. Carlile seconded: That the Commission approve the addition of that road described as from Northeast of Boise City North to Ellhart, Kansas, a distance of approximately 36 miles, to the State Highway System, not to be marked or maintained until after construction has been completed.

*C. A. Stoldt*  
C. A. Stoldt,  
Director

Distribution:  
Winfrey  
Myers  
Johnson  
McCaleb  
Nelson  
McCullough  
Stout



5/58 ELL  
File

DEPARTMENT OF HIGHWAYS  
STATE OF OKLAHOMA

COMMISSION MEETING November 17, 58 1958

ITEM NO. 759-A

SUBJECT: Texas County - FAS Program - SH 114

DIRECTOR'S RECOMMENDATION \_\_\_\_\_

ACTION OF THE COMMISSION:

Mr. Cox moved and Mr. Wilcoxson seconded: That the Commission approve programming as a FAS Project 9.2 miles intermediate type surface from Cimarron-Texas County line northeast on SH 114; subject to receipt of a resolution requesting same from the Board of County Commissioners.

Estimated total cost \$316,000.00.

COMMENTS:

DISTRIBUTION:

MR. Johnston  
Nelson  
Myers  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

G. A. Stoldt  
G. A. STOLDT, DIRECTOR

USCAG



# AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

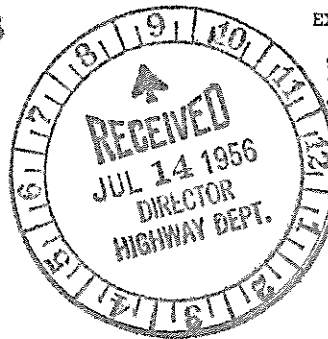


PRESIDENT  
R. M. Whitton  
Jefferson City, Missouri

TREASURER  
E. L. Roettiger  
Madison, Wisconsin

July 11, 1956

EXECUTIVE SECRETARY  
A. E. Johnson  
917 Nat'l Press Bldg.  
Washington 4, D. C.  
Telephone NA 8-2438



Mr. Rex M. Whitton, President, AASHO  
Jefferson City, Missouri

Mr. L. D. Wilson, Mem. AASHO  
Santa Fe, New Mexico

Mr. Frank E. Harwi, Jr., Mem. AASHO  
Topeka, Kansas

Mr. C. A. Stoldt, Mem. AASHO  
Oklahoma City 5, Oklahoma

Gentlemen:

The Route Numbering Committee meeting in Kansas City on June 27th considered your petition for the establishment of a new U.S. route number from Kansas City to Springer, New Mexico, thereby eliminating U.S. 50 North and U.S. 50 South through Kansas, with U.S. 50 South becoming U.S. 50 and U.S. 50 North receiving a new number and continuing from Larned to Springer, New Mexico and that a portion of U.S. 50 North from Larned to Garden City be designated another number. The initial petition on this route requested the use of U.S. 55 and on the short section from Larned to Garden City, the use of U.S. 155.

The Route Numbering Committee considered these petitions at length and in view of the fact that the general direction of the route is east and west and the north and south variations being less than a third of the amount of east and west distance, it was their opinion that it would be improper to use the odd number designator and accordingly, approved the use of the number of U.S. 56 from Kansas City to Springer and U.S. 156 from Larned to Garden City.

This office has accordingly notified the map makers in our routine procedure of the designation of these routes as U.S. 56 and 156, respectively.

It is understood that a portion of this route is not constructed in Oklahoma and that it will be necessary to provide a temporary routing. It is the understanding of the Route Committee that this temporary route will remain up only as long as necessary and when the permanent route is constructed the temporary route markings will be removed and there is contained herein no approval of an implication of an alternate route over the temporary location.

The Executive Committee concurred in this action and your copy of the petition is attached hereto.

Very truly yours,

*A. E. Johnson*

A. E. Johnson  
Executive Secretary

JW/alj

Enclosure

100-6105



July 26, 1956

Mr. Roy M. Whitton, Chief Engineer  
Missouri State Highway Commission  
Jefferson City, Missouri

Dear Mr. Whitton:

In reply to your letter of July 23, 1956 regarding the marking of US Highway 56 through Oklahoma, this is to advise that upon receipt of Mr. Johnson's letter of July 11 we instructed our Division Forces to erect the necessary signs as soon as possible.

We are under date of this letter in the process of erecting Route Markers as approved by the AASHO Route Committee and will complete the marking of Oklahoma highways on July 28, 1956.

Very truly yours,

R. B. WINFREY  
Maintenance Engineer

RBW:bl

cc - Mr. L. D. Wilson, Mem. AASHO  
Santa Fe, New Mexico

Mr. Frank E. Harvi, Mem. AASHO  
Topeka, Kansas

HARRIS D. RODGERS, Chairman  
Benton

J. G. MORGAN, Vice-Chairman  
Unionville

A. D. SAPPINGTON, Member  
201 South 7th Street  
Columbia

W. M. ROBERTSON, Member  
P.O. Box 988  
Joplin

T. R. BEVERIDGE, Ex-Officio  
Rolla

MISSOURI  
STATE HIGHWAY COMMISSION



JEFFERSON CITY, MISSOURI

July 23, 1956

REX M. WHITTON, Chief Engineer  
Jefferson City

J. J. CORBETT, Ass't Chief Eng.  
Jefferson City

DEAN WILSON, Asst' to the Chief Eng.  
Jefferson City

ROBERT L. HYDER, Chief Counsel  
Jefferson City

IRENE WOLLENBERG, Acting Secretary  
Jefferson City

MAINTENANCE

TRAFFIC: Marking  
Route Marking  
U.S. Route 56  
Kansas City - Jackson County

Mr. L.D. Wilson, Mem. AASHO  
Santa Fe, New Mexico

Mr. Frank E. Harwi, Jr., Mem. AASHO  
Topeka, Kansas

Mr. C.A. Stoldt, Mem. AASHO  
Oklahoma City 5, Oklahoma

Gentlemen:

I am sure that you have received your copies of Alf Johnson's letter of July 11, in which he advises that new U.S. Route 56 has been approved. Since we would like to be in a position to carry out our part of this marking at about the same time as the change is made in the States of New Mexico, Kansas and Oklahoma, I would like to receive your suggestions as to workable dates for the undertaking.

As you know, there is very little of this new marking in Missouri, and as a consequence, our part of the job is rather small. If, however, we can all agree on a time for making the change, I believe that such coordination would be of considerable service to the traveling public. As you will note, this letter is going to all states involved. It might be of assistance to all concerned if replies to this letter are similarly distributed.

Very truly yours,

*Rex M. Whitton*  
Chief Engineer

*will complete v556  
Rt. Marking in Okla  
7-27-56  
RLL*

0556125

US

56

September 8, 1958

Item No. 594

General - U. S. Route from Big Bend National Park in Texas to connect with US 85 at Belle Fourche, South Dakota.

Mr. Cox moved and Mr. Wilcoxson seconded: That the Oklahoma State Highway Commission adopt the following resolution and that the proper forms be prepared and submitted to the Secretary of the AASHO and a copy of said resolution be sent to the States involved:

WHEREAS, SH 51 in Texas has been completed from the Big Bend National Park to the Texas-Oklahoma State Line; and

WHEREAS, The States of Oklahoma, Colorado, Nebraska, and South Dakota have made substantial improvements to highways that would logically form a continuous numbered U. S. route from the Big Bend National Park in Texas to connect with US 85 at Belle Fourche, South Dakota; and

WHEREAS, a single US number for this continuous route would prove a convenience and provide better guidance to the traveling public;

NOW, THEREFORE, IT IS ORDERED by the State Highway Commission that the State Highway Engineer petition the American Association of State Highway Officials to approve a US highway numbering over this route from the Big Bend National Park in Texas to a junction with US 85 at Belle Fourche, South Dakota; and

FURTHER, that contingent upon the approval of such US numbering by the AASHO, it shall become effective upon the date the 1959 Official Highway Travel Map is released to the public.

HICKS

OKLAHOMA DEPARTMENT OF HIGHWAYS  
OFFICE OF THE DIRECTOR



December 14, 1959

HIGHWAY ROUTING AND NUMBERING NOTES FROM JOINT MEETING, OKLAHOMA AND  
KANSAS HIGHWAY COMMISSIONS AT WICHITA, KANSAS ON FRIDAY, DECEMBER 11, 1959.

*Interstate  
Route  
Sen*

1. Kansas considers that US 56 runs directly from Elkhart, Kansas to Boise City, Oklahoma and is interested in Oklahoma's action to pave the remaining portions northeast of Keyes, along Oklahoma SH 114.
2. The north-south route from Elkhart, Kansas to Texhoma will be marked SH 95.
3. Kansas is planning a new route, Kansas 25 to run south from Peterita in Stephens County, straight to the intersection north of Guymon. Although this route will be SH 25 in Kansas, it will remain SH 136 in Oklahoma, since the connecting route in Texas is numbered 136.
4. In Meade County, Kansas, Kansas route 23 will be swung southwesterly to enter Oklahoma in line with SH 23, northeast of Forgan. The route number (23) will be common to both states; it will be carried into Texas south of Elmwood in Beaver County. The alignment of this Kansas connection is properly shown on the 1959 Oklahoma Highway map.
5. Kansas route 34 enters Oklahoma due north of Buffalo in Harper County. Kansas desires that Oklahoma route 34 enter Kansas at this point to correspond with Kansas route 34.
6. Kansas route 1 enters Oklahoma northwest of Lookout in Woods County. Kansas requests that the new route proposed in Woods County south from the Kansas line be numbered route 50 rather than both 50 and 34, as carried on the 1959 Oklahoma map. On the latter, Kansas number 17 should be changed to Kansas number 1.
7. In northwest Alfalfa County, Oklahoma, No. 8 will be used across the Kansas line in going north to Kiowa. Kansas 11 is an error.
8. Oklahoma 58 will be continued north from Byron, but will not have a state highway connection in Harper County, Kansas for the time being.
9. Near Manchester in Grant County, Oklahoma, route 132 will connect directly with Kansas route 179 to Anthony. The one mile offset will be eliminated at the State line.
10. A question was raised as to Oklahoma's plans regarding US 177, which parallels I-35 in Kay County, Oklahoma. Since this is a purely local number in Oklahoma, doubt was raised as to its necessity after I-35 is completed in Oklahoma. No decision was made on this matter.



11. The Kansas Commission asked for information on the effect of the proposed Kaw reservoir. It was pointed out that this construction would probably inundate SH 119 running west from Kaw City in Kay County, and might later contribute to the approval of a new east-west route from Newkirk through the north third of Osage County to connect with SH 10 south of Hulah reservoir. It was announced that SH 40 in Oklahoma would probably be continued to the Kansas line along US 77.
12. In the southeast corner of Cowley County, Kansas, Kansas route 15 is being extended south to connect with Oklahoma route 18, four miles north of Grainola, Oklahoma. As thus extended, Kansas route 15 will run south from Dexter, thence east along US 166 for seven miles, thence south nine miles along a county road alignment to connect on an "S" curve with Oklahoma 18 north of Grainola.
13. Oklahoma route 99 enters Kansas south of Chautauqua and continues north with the same number to Emporia.
14. At Caney in the southwest corner of Montgomery County, Kansas, a rerouting of US 75 to Independence has been surveyed. Kansas requests that the Oklahoma survey for the reconstruction of US 75 in Washington County, Oklahoma, be coordinated both as to the point it crosses the State line and as to the approximate time of initiating construction. Meanwhile Kansas will not do any work on the new US 75 route south of Caney.
15. Kansas is interested in the reconstruction of US 69 in Nowata County from South Coffeyville to Nowata. They were informed that Oklahoma regards US 169 as critically inadequate almost all the way from Tulsa to the Kansas line and will program several segments for reconstruction during the next three years.
16. The preliminary route of the proposed interstate road from "Ottawa south", enters Oklahoma at the extreme northwest corner of Craig County. Meantime, Kansas has no plans for extending their route 101 south from US 166.
17. Kansas was advised of early Oklahoma action to take US 69 directly south from Picher, to join US 66 east of Commerce, Oklahoma.
18. Kansas pointed out their route 26 intersects the Turnpike exactly at the southeast corner of Kansas, six miles southeast of Galena.
19. Each state will advise the other of route changes, and construction programs.

LBW/rc



*Lee B. Washbourne*  
Lee B. Washbourne  
Director

# AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

GENERAL OFFICES

917 NATIONAL PRESS BUILDING

WASHINGTON 4, D. C.

August 9, 1955



COPY

Mr. Rex M. Whitton, Mem. AASHO  
Chief Engr., State Highway Dept.  
Jefferson City, Missouri

Dear Sir:

Please be advised that action on your request for the establishment of a new U. S. Route through Missouri as part of a proposed routing from Manitowoc, Wisconsin, to Albuquerque, New Mexico, was deferred at the San Francisco meeting of the Executive Committee on July 19, 1955. Since applications from the affected States of Wisconsin, Iowa, Kansas, Oklahoma, and New Mexico were not received, it is the policy of the Route Numbering Committee to await action until concurrent action is manifested by all the interested States to indicate that the routing is desired by all concerned.

Your application of May 19, 1955, is being held in our files in case requests are forthcoming from the other Member Departments and the matter subsequently referred to the Route Numbering Committee.

Yours very truly,

*A. B. Johnson*  
A. B. Johnson  
Executive Secretary

AEJ:vb

cc: Messrs. Harold L. Fluzner, Wisconsin  
John G. Butter, Iowa  
Walter A. Egan, Kansas  
C. A. Stoldt, Oklahoma  
L. D. Wilson, New Mexico  
Route Numbering Committee



September 14, 1954

Mr. Hal H. Hale  
Executive Secretary  
American Association of State Highway Officials  
917 National Press Building  
Washington 4, D. C.

RE: State of Oklahoma  
US 55 Route

Dear Mr. Hale:

The State Highway Commission of Oklahoma hereby requests approval of the AASHO Route Numbering Committee to designate as US 55 a route from the New Mexico-Oklahoma state line northeast of Clayton, New Mexico, to the Kansas-Oklahoma state line just south of Elkhart, Kansas. Also that a temporary location of US 55 be approved between Boise City, Oklahoma and Elkhart, Kansas.

The highway proposed to be designated as US 55 begins at the Oklahoma-New Mexico state line approximately 7 miles northeast of Clayton, New Mexico, on present US 64, follows US 64 through Felt and Boise City to a point 6.7 miles northeast of Boise City, then extends northeasterly to the Oklahoma-Kansas state line just south of Elkhart, Kansas, a total distance of 67.6 miles. This routing cannot be used until the section northeast of Boise City is constructed to standard design with dustless type surfacing.

The route proposed as a temporary location for US 55 begins 6.7 miles northeast of Boise City on present US 64, follows US 64 to a junction with SH 95, then extends north on SH 95 to the Oklahoma-Kansas state line just south of Elkhart, Kansas, a total distance of 42.7 miles. Eight miles of SH 95, from US 64 north, is now under construction and 8 miles is now unimproved gravel. This 16 mile section of SH 95 will be placed on the 1955 construction program and dustless type surface should be completed in early 1956.

Supporting data listed herewith is attached: 5 copies of the Oklahoma State Map showing the requested US 55 Route in red and the requested US 55 Temporary Route in yellow; 5 copies of the proposed US 55 and US 55 Temporary log from the Oklahoma-New Mexico state line to the Oklahoma-Kansas state line and 5 copies of this letter.

Very truly yours,

C. A. STULTZ  
DIRECTOR

COPY

HEW:CAS:hh  
Attachments

STATE OF OKLAHOMA  
DEPARTMENT OF HIGHWAYS  
LOG OF PROPOSED US 55

FROM THE NEW MEXICO STATE LINE TO THE KANSAS STATE LINE

ACCUM. MILEAGE	MILES	TERMINI	HIGH TYPE PAVEMENT	MILES SURFACE		GRADED DRAINED
				LOW TYPE PAVEMENT	GRAVEL	
0.0		New Mexico State Line (Follows US 64)				
1.1	31.1	Boise City	31.1			
2.5	1.4	In Boise City	1.4			
8.2	6.7	Leave US 64 (Jct. Temp. Loc.)		6.7		
8.6	20.4	To Texas County Line			20.4	2.2
7.6	9.0	To Kansas State Line	(Road to be Constructed)			

LOG OF TEMPORARY LOCATION OF PROPOSED US 55

0.0		Jct. Northeast of Boise City				
9.8	19.8	To Texas County Line		19.8		
6.7	6.9	To Jct. US 64 East (Follows SH 95)		6.9		
2.7	16.0	To Kansas State Line	8.0 Pav. Under Construction			16.0

9-26-55

C O P Y

September 26, 1955

OK SHO  
W. J. Jones

Mr. A. E. Johnson, Executive Secretary  
American Association of State Highway Officials  
917 National Press Building  
Washington 4, D. C.

Dear Mr. Johnson;

Enclosed are six (6) copies of an application from the Oklahoma State Highway Commission requesting approval of the Route Numbering Committee to designate a section of highway between Elkhart, Kansas and Clayton, New Mexico across the Oklahoma panhandle as US 55. It is also proposed to designate a temporary routing for US 55 from a point 6.7 miles northeast of Boise City on US 64 east on US 64 to its junction with SH 95; thence north on SH 95 to the Oklahoma-Kansas state line just south of Elkhart, Kansas.

The State Highway Commission sincerely requests your early approval of this designation.

Very truly yours,

C. A. STODT  
Director

CAS:FWA:bl  
Attachments

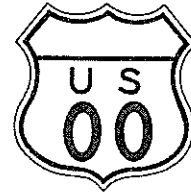
# AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

AN APPLICATION

FROM THE STATE HIGHWAY DEPARTMENT OF

Oklahoma

FOR



- ☒ the Establishment of a U.S. Route 55-56
- ☐ the Relocation of U.S. Route .....
- ☐ the Extension of U.S. Route .....
- ☐ the Establishment of an Alternate U.S. Route .....
- ☒ the Establishment of a Temporary U.S. Route 55-56
- \* ☐ the Recognition of a Business Route on U.S. Route .....
- \* ☐ the Recognition of a By-pass Route on U.S. Route .....

BETWEEN

Oklahoma - New Mexico State Line and Oklahoma - Kansas State Line

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.)

.....Oklahoma.....

.....

.....

.....

.....

.....

Date Received	<u>10/3/55</u>
Date application acknowledged	<u>7 Oct 55</u>
Date to Route Number Committee	<u>27 June 56</u>
Date considered by Executive Committee	<u>Approved</u>
Action of Executive Committee	<u>U.S. 55. Temporary</u>
Member Department Notified	<u>10 July 56</u>
<u>Marking but no permanent alternate implied on Temp Route.</u>	
<u>(This block to be completed by AASHO General Office.)</u>	

Date Submitted:

September 26, 1955

\* A local vicinity map only needed on Sheet 3, and completion of Sheet 5 not needed, except where routing is of considerable length.

SUBMIT SIX COPIES

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and 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 system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee 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)*

It is proposed to establish a new US Route 55 between the New Mexico - Oklahoma State Line northeast of Clayton, New Mexico and the Kansas - Oklahoma State Line near Elkhart, Kansas on a diagonal parallel to the A.T. & S.F. Railway between these two points. This will provide a direct route between Clayton, New Mexico and Elkhart, Kansas, which when completed will reduce the traveled distance between these two points by 11;4 miles.

It is further proposed to route this highway over existing highways until such time as the above road can be constructed, and designate this route as US 55 Temporary Route.

Does the petition propose a new routing over a portion of an existing U. S. Route Yes? If so, where:

.....Beginning at the New Mexico - Oklahoma State Line approximately seven miles northeast of Clayton, New Mexico, northeast on US 64 through Felt and Boise City to its junction with SH 95 for a temporary route and from the same point of beginning through Felt and Boise City to a point 6.7 miles north east of Boise City on US 64.



O 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 PRIMARY AASHO DESIGN STANDARDS							SHOW WHEN IN EXCESS OF STANDARD	
					PAVEMENT WIDTH DEFICIENCY	SHOULDER WIDTH DEFICIENCY	MAJOR STRUCTURES		VERTICAL SIGHT DISTANCE DEFICIENCY	HORIZONTAL CURVATURE	PERCENT GRADE		
							ROADWAY WIDTH DEFICIENCY	H-LOADING DEFICIENCY					
					PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 20 40 60 80		DEGREE	LENGTH	
0	Okla - New Mexico State Line												
20	31.4	H	E	308									
31.4	31.4	H	E	2192									
33.5	33.5	H	E	760									
39.1	39.1	H	E	760									
40													
59.8	59.8	I	G	760									
58.9	58.9												
60	60	L	F	240									
65.9	65.9												
76.1	76.1	I	E	723									
80	80												
82.0	82.0	Okla - Kan. State Line											
100													
120													
140													
160													

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

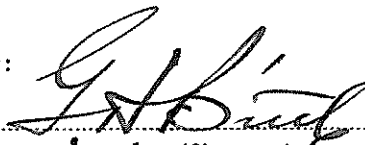


The State Highway Department agrees and pledges its good faith that it will not erect, remove, or change any U. S. Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway Officials, notwithstanding the fact that the changes proposed are entirely within this State.

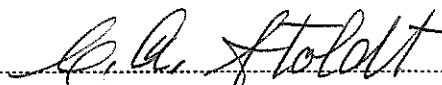
The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 450 as compared to 1478 for the year of 1954 for all other U. S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised July 1, 1940" has been read and is accepted.

In our opinion, this petition complies with the above policy:

  
(Signature)

Chief Administrative Official, \_\_\_\_\_

  
(Member Department)

This petition is authorized by official action of \_\_\_\_\_  
under date of \_\_\_\_\_ as follows: (Copy excerpt from Minutes)

Commission Meeting  
September 12, 1955  
Item 627  
General

Mr. Cox moved and Mr. Tittle seconded: That the Commission request the Route Numbering Committee of the AASHO to number that portion of the road in Oklahoma from Elkhart, Kansas paralleling the Santa Fe Railroad to Boise City thence south west on US 64 to the New Mexico Line designate as US Highway 55 or some other number that is available; but as a temporary routing in Oklahoma be routed over SH 95 from Elkhart, Kansas, south to the intersection with US 64 thence west on US 64 to the New Mexico State Line.

10-7-55  
AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

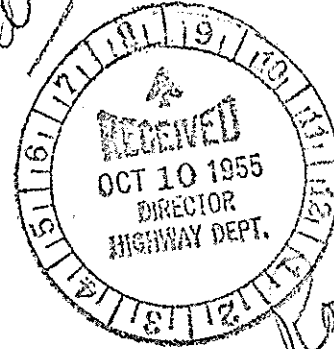


PRESIDENT  
G. T. McCoy  
Sacramento, California

TREASURER  
E. W. Kilpatrick  
Trenton, New Jersey

EXECUTIVE SECRETARY  
A. E. Johnson  
917 Nat'l Press Bldg.  
Washington 4, D. C.  
Telephone NA 8-2438

October 7, 1955



Mr. C. A. Stoldt, Mem. AASHO  
Director, Dept. of Highways  
Capitol Office Building  
Oklahoma City, Oklahoma

Dear Mr. Stoldt:

This will acknowledge receipt of your application for the establishment of a U.S. Route 55 and U.S. Temporary Route 55.

Please be advised that this petition will be on the agenda for consideration of the U.S. Route Numbering Committee at their next meeting in New Orleans, providing, of course, that the applications from the other Highway Departments involved are received in time.

Yours very truly,

A. E. Johnson  
Executive Secretary

AEJ:ep

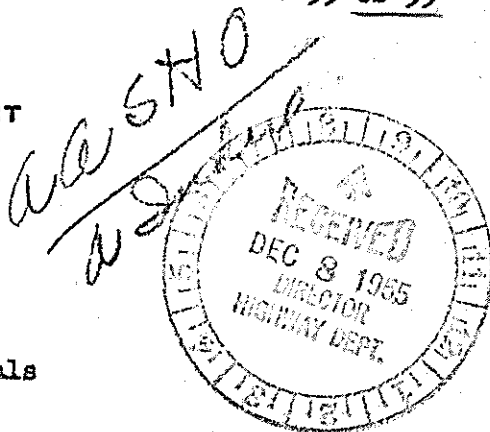
NEW MEXICO  
STATE HIGHWAY COMMISSION



STATE HIGHWAY DEPARTMENT  
STATE CAPITOL OFFICE BUILDING  
SANTA FE, NEW MEXICO

December 5, 1955

12-5-55  
US 55  
E-8-55 US 55



C  
O  
P  
Y  
  
U. S. Route Numbering Committee  
American Association of State Highway Officials  
917 National Press Building  
Washington 4, D. C.

Gentlemen:

We are transmitting six copies of an application from the New Mexico State Highway Department for a new U. S. Route designation of U. S. 55 through New Mexico which is a part of the proposal to establish the designation of U. S. 55 from Manitowoc, Wisconsin, to the International Boundary at Nogales, Arizona.

It is requested that the application be placed on the Committee agenda for consideration and action at the next meeting.

Yours very truly,

L. D. WILSON  
Chief Highway Engineer

By

Donald R. Roser  
Administrative Engineer

DEW:gc  
Enclosures