

= Oklahoma State Highway 108 =

State Highway 108 (abbreviated SH @-@ 108) is a minor state highway in Payne , Noble , and Pawnee counties in north @-@ central Oklahoma . It runs for 24 @. @ 1 miles (38 @. @ 8 km) , from SH @-@ 33 south of Ripley to U.S. Route 64 (US @-@ 64) in Lela . SH @-@ 108 has no lettered spurs .

SH @-@ 108 was added to the state highway system on July 11 , 1955 . At this time , the highway had the same extent as it does today ; the only changes made to the highway over the years were slight modifications to its alignment due to the straightening of connecting highways .

= = Route description = =

SH @-@ 108 begins in Payne County approximately halfway between Perkins and Cushing at SH @-@ 33 . From here , the highway runs north on Ripley Road . About two miles (3 @. @ 2 km) into its journey , the road passes through the town of Ripley (pop . 444) . North of Ripley , it crosses the Cimarron River . Seven miles (11 km) later , the highway intersects SH @-@ 51 , and SH @-@ 108 turns west along it , forming a one @-@ mile (1 @. @ 6 km) concurrency . SH @-@ 108 then continues north on Rose Road .

Approximately eight miles (13 km) north of SH @-@ 51 , SH @-@ 108 enters Glencoe (pop . 583) . The highway then crosses the Cimarron Turnpike on a grade separation with no interchange . The highway shifts to the east about one mile (1 @. @ 6 km) north of Glencoe . Upon exiting Payne County , the highway straddles the Noble ? Pawnee County line all the way to its terminus at US @-@ 64 in the unincorporated settlement of Lela .

As of 2012 , the highest average annual daily traffic (AADT) count along SH @-@ 108 was 5 @, @ 900 , measured along the concurrency with SH @-@ 51 . The highest traffic volume on SH @-@ 108 alone was an AADT of 1 @, @ 900 , measured north of SH @-@ 51 . The lowest AADT measured was 1 @, @ 500 , which occurred both in Glencoe and south of Ripley . No part of SH @-@ 108 has been designated as part of the National Highway System .

= = History = =

SH @-@ 108 was first designated on July 11 , 1955 . The highway was mostly gravel at that time ; only the portions from the southern terminus to Ripley and the concurrency with SH @-@ 51 were paved . In 1960 , the section of SH @-@ 108 between SH @-@ 51 and Glencoe was paved . In 1963 , the paved segment extended north of Glencoe , to the highway 's northern terminus .

The first change to the highway 's alignment occurred on November 1 , 1966 , when SH @-@ 51 was straightened between Stillwater and Yale ; SH @-@ 108 was realigned to continue to concur with SH @-@ 51 . Around the same time , the remainder of SH @-@ 108 was paved . The final change to SH @-@ 108 was made on June 4 , 1974 , when a straightening of SH @-@ 33 resulted in a slight extension of SH @-@ 108 to continue to meet the new highway . No changes have been made since .

= = Junction list = =