



OKLAHOMA DEPARTMENT OF TRANSPORTATION
J. Michael Patterson, Executive Director
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
(405) 522-1800

August 5, 2015

Mr. Bud Wright
Executive Director
AASHTO
444 North Capitol Street, N.W. Suite 249
Washington, D.C. 20001

Dear Mr. Wright:

We are transmitting electronically four applications for consideration by the Special Committee on U.S. Route Numbering at the forthcoming AASHTO meeting on September 24, 2015. The applications are for the relocation of US 70 and removal of US 70 Truck, US 69 Business and US 75 Business Routes within Durant, Oklahoma; and the removal of I-40 Business Loop in Weatherford, Oklahoma.

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

Sincerely,

A handwritten signature in blue ink, appearing to be 'J. Michael Patterson', is written over a blue circular stamp or seal.

J. Michael Patterson
Executive Director



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of Oklahoma for:

- Elimination of a U.S. (**Interstate**) Route
- Establishment of a U.S. (**Interstate**) Route
- Extension of a U.S. (**Interstate**)Route
- X Relocation of a U.S. (**Interstate**) Route
- 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

US 70

AASHTO Use Only

Action taken by SCOH:

Between West of Durant and East of Durant

The following states or states are involved:
Oklahoma

- *****“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: August 5, 2015

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

- *Bike Routes: this form is not applicable for US Bicycle Route System

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 highway construction bypass the City of Durant to alleviate traffic congestion through downtown Durant.

Date facility available to traffic Presently open 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? _____

The following highway removal portions from the State Highway System of US 70, US 69 Business and US 70 Truck Route, including right-of-way determined by the Department, will be transferred to the appropriate local jurisdiction for further maintenance or abandonment. In accordance with state law, a Public Removal Hearing was held April 30, 2015.

Remove from the State Highway System US 70, beginning at new construction west of Durant and extending east 2.63 miles to the junction of US 69 Business.

Remove from the State Highway System US 70 and US 69 Business, beginning at the junction of US 70 and US 69 Business in Durant and extending east 0.56 mile to the south junction of SH 78.

Remove from the State Highway System US 70, beginning at the north junction of SH 78 in Durant and extending east 2.32 miles to new construction east of Durant.

Remove from the State Highway System US 69 Business, beginning at the junction of US 69 south of Durant and extending northeasterly 3.99 miles to the junction of US 70 in Durant.

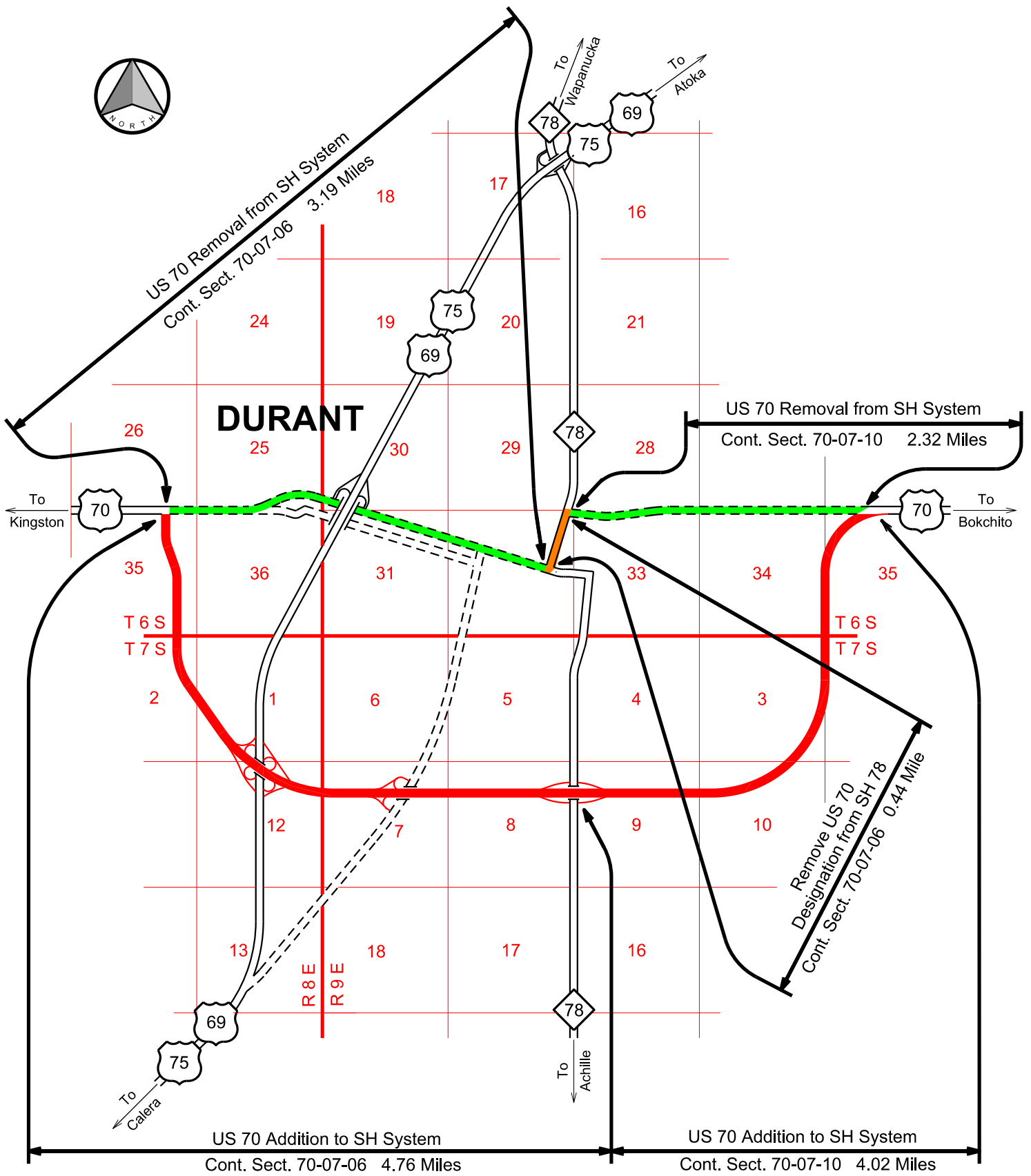
Remove from the State Highway System US 70 Truck Route, beginning at the junction of US 70 in Durant and extending east 1.84 miles to the junction of US 69 Business.

These revisions will become effective upon approval by the State Transportation Commission, upon open to traffic of newly construction segment, completion of certification that the old roadway meets mandated criteria, and concurrence by AASHTO.

The Department recommends approval of this item.

COMMISSION ACTION: APPROVED MAY 4, 2015

A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.



Relocation of US 70
In Durant
Bryan County
NHY 022N(4)(5)(6)
NHY 022N(8)(9)
Systems Section

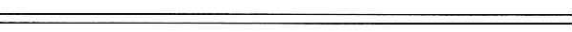
- Addition to SH System ———
- Removal from SH System - - - - -
- Designation Removal ———
- Present SH System ———

US 70

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 5,000 as compared to 5,700 for the year 2012 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

(Member Department)

This petition is authorized by official action of Oklahoma Transportation Commission agenda item 56

under date of May 4, 2015

as follows: (Copy excerpt from minutes.)

PRESENTED AT COMMISSION MEETING OF MAY 4, 2015

AGENDA ITEM NO.: 56
SUBJECT: State Highway System Revision
Relocation of US 70 in Durant
COUNTY: Bryan

This item is necessitated by the construction of US 70 in Bryan County south of Durant. Project Numbers: NHY-022N(4)(5)(6) and NHY-022N(8)(9); Job Piece Numbers: 18847(04)(05)(06) and 18847(08)(09) respectively.

Add to the State Highway System a segment of new highway to be designated US 70, beginning at a tie with the existing facility west of Durant and extending southeasterly 4.76 miles to junction with SH 78 south of Durant.

Add to the State Highway System, upon **open to traffic**, a segment of new highway that is presently under construction to be designated US 70, beginning at a tie with the existing facility and junction with SH 78 south of Durant and extending northeasterly 4.02 miles to tie into existing facility east of Durant.

Remove US 70 and US 69 Business designations off of SH 78, beginning at the south junction of US 70 and extending north 0.44 mile and ending at the north junction of US 70.

Remove US 69 Business designation off of SH 78, beginning at the north junction US 70 and extending 3.29 miles north and ending at the junction of US 69.

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.

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..

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							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	Percent	Percent	Percent	Percent				
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length							
0		H	E	5,700	NONE	NONE	NONE	NONE	NONE	NONE	NONE		
8													
40													
60													
80													
100													
120													
140													
160													

Attach additional sheet here if necessary

Contact Information:
Gary Ray Howell
(405) 521-3385
ghowell@odot.org

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

Explain the direction (north, east, south, and west)

Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

Begin your description here:

New route of US 70 that begins west of Durant at existing US 70 route located approximately 2.2 miles northwest of US 69 Junction where new route crosses over US 69, and extends southeast on a new concrete 4-lanes divide highway for 8.78 miles around Durant to and ending at existing US 70 route east of Durant and located approximately 4.02 miles from Junction of SH 78 where new route crosses over SH 78.

U.S. (I) Route Number	State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
70	Oklahoma	Regular	State Line	0	0	NONE
70	Oklahoma	Regular	Broken Bow	16	16	Joins U.S. 259
70	Oklahoma	Regular	Jct. E. Idabel	8	24	Leaves U.S. 259; U. S. 70 Bypass begins and leave
70	Oklahoma	Bypass	Jct. E. Idabel	0	0	Route begins and leaves U.S. 70; Joins U.S. 259
70	Oklahoma	Bypass	Jct. S. Idabel	5	5	Route leaves U.S. 259
70	Oklahoma	Bypass	Jct. W. Idabel	4	9	Route rejoins and ends U.S. 70
70	Oklahoma	Regular	Jct. W. Idabel	4	28	U. S. 70 Bypass rejoins and ends
70	Oklahoma	Regular	Jct. E. Hugo	39	67	U.S. 70 Bus. begins and leaves
70	Oklahoma	Business	Jct. E. Hugo	0	0	Route begins and leaves U.S. 70
70	Oklahoma	Business	Hugo	3	3	Joins U.S. 271 Bus.
70	Oklahoma	Business	Jct. N.W. Hugo	2	5	Route ends and rejoins U.S. 70; Leaves U.S. 271 Bus.
70	Oklahoma	Regular	Jct. S.E. Hugo	3	70	Joins U.S. 271; U.S. 271 Bus. rejoins and ends.
70	Oklahoma	Regular	Jct. N.W. Hugo	3	73	U.S. 70 Bus. begins and leaves; U.S. 271 Bus. begins and leaves
70	Oklahoma	Regular	Jct. W. Hugo	5	78	Leaves U.S. 271
70	Oklahoma	Regular	Durant	49	127	Joins and leaves U.S. 69 and U.S. 75
70	Oklahoma	Regular	Kingston	19	146	NONE
70	Oklahoma	Regular	Jct. S. Madill	7	153	U.S. 377 begins and leaves
70	Oklahoma	Regular	Madill	1	154	U.S. 177 joins and ends
70	Oklahoma	Regular	Jct. S. Ardmore	21	175	Joins and leaves U.S. 77
70	Oklahoma	Regular	Jct. S. Ardmore	1	176	Joins I-35
70	Oklahoma	Regular	Jct. W. Ardmore	2	178	Leaves I-35
70	Oklahoma	Regular	Jct. S.E. Waurika	47	225	Joins and leaves U.S. 81
70	Oklahoma	Regular	Randlett	27	252	Joins U.S. 277 and U.S. 281
70	Oklahoma	Regular	Jct. W. Randlett	3	255	Leaves U.S. 277 and U.S. 281
70	Oklahoma	Regular	Grandfield	11	266	NONE
70	Oklahoma	Regular	Davidson	23	289	Joins U.S. 183
70	Oklahoma	Regular	State Line	3	292	NONE