



## OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Gary M. Ridley, Director**

200 N. E. 21st Street  
Oklahoma City, OK 73105-3204  
(405) 522-1800

---

February 9, 2009

Mr. John Horsley  
Executive Director  
AASHTO  
444 North Capitol Street, N.W. 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 US-64 Business removal in Enid, 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



**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 US 64 Business
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- 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
- \*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 30<sup>th</sup> Street and 4<sup>th</sup> Street in Enid, Oklahoma

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 \_\_\_\_\_

- \* **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:

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

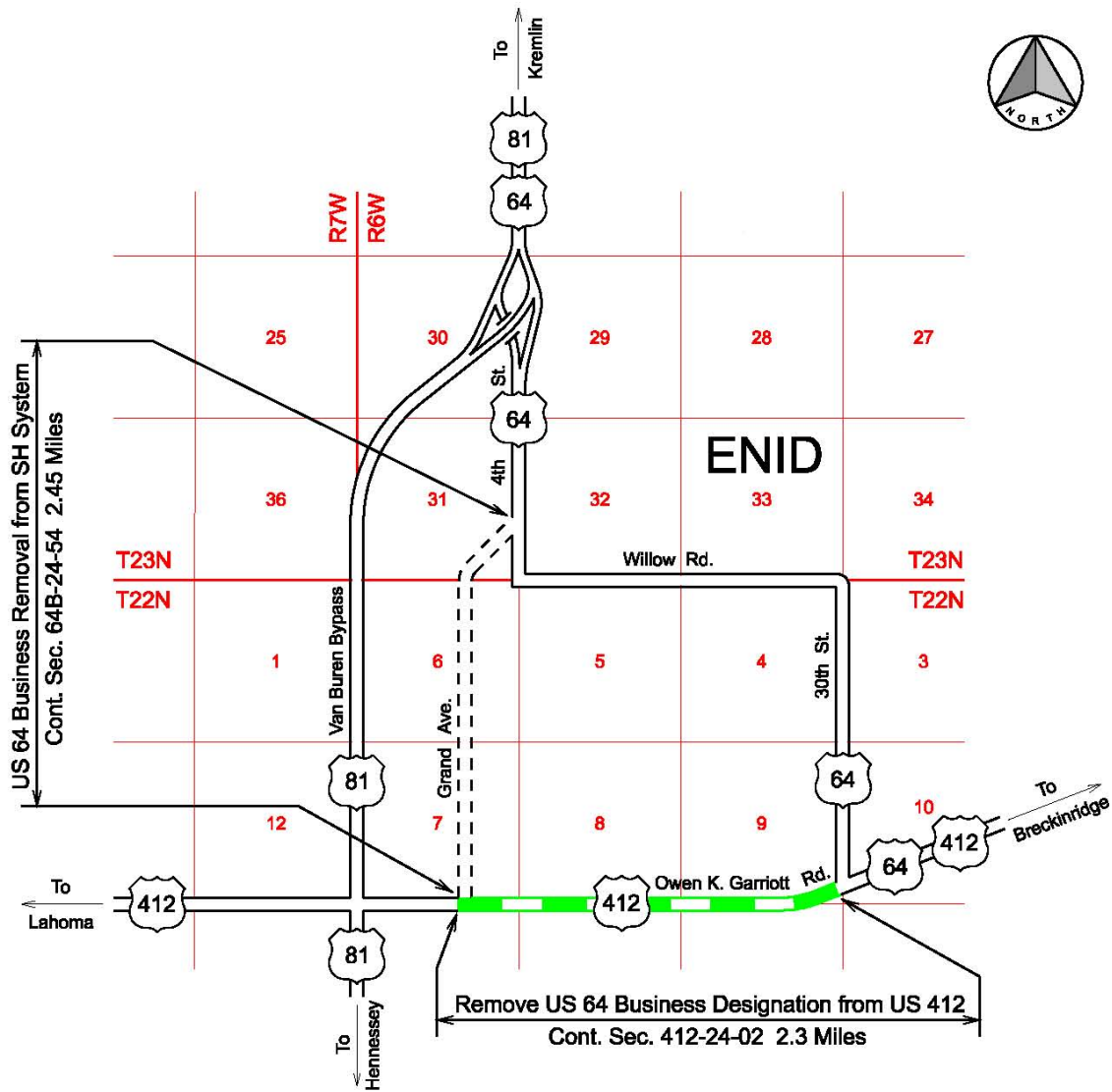
**Explanation and Reasons for the Request (US and Interstates Only):** (Keep concise and pertinent.)

This U.S. 64 Business Route extends parallel to another U.S. Route just 0.66 mile apart. There is no longer a necessity for having this route.

Date facility available to traffic Presently open for 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?



US 64 Business Removal from SH System  
Cont. Sec. 64B-24-54 2.45 Miles

Remove US 64 Business Designation from US 412  
Cont. Sec. 412-24-02 2.3 Miles

**DIVISION IV MILEAGE**

January 1, 2000 Mileage = 1,428.02  
 Current Division Mileage = 1,426.50  
 Addition Mileage = 0.00  
 Removal Mileage = 2.45  
 New Division Mileage = 1,424.05

Approved January 5, 2009 Item No. 7

**Oklahoma State Transportation Commission**

Removal of US 64 Business  
 City of Enid  
 Garfield County  
 November 14, 2007  
 Systems Section

Removal from SH System      - - - - -  
 Designation Removal        - - - - -  
 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.

---

---

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 11,640 as compared to 5,524 for the year 2008 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 Required – see note below)

**Chief Executive Officer**

(Member Department)

This petition is authorized by official action of the Oklahoma Transportation Commission under date of January 5, 2009 as follows: (Copy excerpt from minutes.)

**PRESENTED AT COMMISSION MEETING OF JANUARY 5, 2009**

**AGENDA ITEM NO.:** 7  
**SUBJECT:** State Highway System Revision  
Removal of US 64 Business in Enid  
**COUNTY:** Garfield

This item is necessitated by the request of Division IV Engineer.

Remove US 64 Business designation from US 412 , beginning at Junction of US 64 and US 412 in Enid and extending west 2.30 miles to Grand Avenue.

Remove from the State Highway System US 64 Business, beginning at US 412 in Enid and extending 2.45 miles north to US 64. This portion of US 64 Business, 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 March 25, 2003.

This revision will become effective upon approval by the State Transportation Commission, completion of certification that the old roadway meets mandated criteria, and Concurrence by AASHTO.

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

**COMMISSION ACTION: APPROVED January 5, 2009**

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.

**(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:</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.

*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)

1 2 3 4 5 6 7 8 9 10 11

| 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 |
| 0       |                            | <b>H</b>      | <b>G</b>           | <b>6000</b> | <b>NONE</b>                                      |                           |                          |    | <b>NONE</b>            |    |                                    |                                 | <b>NONE</b>   |    |    |    | <b>NONE</b> | <b>NONE</b> |    |    |    |    |
| 0.245   |                            |               |                    |             |  |                           |                          |    |                        |    |                                    |                                 |               |    |    |    |             |             |    |    |    |    |
| 40      |                            |               |                    |             |  |                           |                          |    |                        |    |                                    |                                 |               |    |    |    |             |             |    |    |    |    |
| 60      |                            |               |                    |             |  |                           |                          |    |                        |    |                                    |                                 |               |    |    |    |             |             |    |    |    |    |
| 80      |                            |               |                    |             |  |                           |                          |    |                        |    |                                    |                                 |               |    |    |    |             |             |    |    |    |    |
| 100     |                            |               |                    |             |  |                           |                          |    |                        |    |                                    |                                 |               |    |    |    |             |             |    |    |    |    |
| 120     |                            |               |                    |             |  |                           |                          |    |                        |    |                                    |                                 |               |    |    |    |             |             |    |    |    |    |
| 140     |                            |               |                    |             |  |                           |                          |    |                        |    |                                    |                                 |               |    |    |    |             |             |    |    |    |    |
| 160     |                            |               |                    |             |  |                           |                          |    |                        |    |                                    |                                 |               |    |    |    |             |             |    |    |    |    |

(This includes US, Interstates and Bicycle Routes)

Contact regarding this application:

Name: Gary Ray Howell

Address: Oklahoma Department of Transportation, Planning & Research Division, Rm 3A, 200 N.E. 21<sup>st</sup> Street,  
Oklahoma City, Oklahoma 73105-3204

Telephone Number: (405) 522-1041

Fax Number: (405) 521-6917

Email Address: ghowell@odot.org

---

**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) At US 64 Junction at intersection of 30<sup>th</sup> Street and Owen K. Garriott.
- Describe where it is going? Extends west 2.3 miles on Owen K. Garriott Road and along U.S. 412, thence north 2.45 miles on Grand Avenue to 4<sup>th</sup> Street.
- What type of facility is it traveling over? (New alignment or over an existing pathway)  
Existing pathway
- Give the direction of travel(north, east, south, and west)      **West** 2.3 miles, then **north** 2.45 miles.
- Name the focal point city or cities      City of Enid
- Length of route in miles. 4.85 miles
- Where does it end? (Terminal intersection or mile marker)  
At U.S. 64 Junction at the intersection of 4<sup>th</sup> Street and Grand Avenue.



| U.S. Route Number | State    | Type     | Intersection       | Point to Point Mileage | Accumulated Mileage in State | Remarks  |
|-------------------|----------|----------|--------------------|------------------------|------------------------------|--|
| 64                | Oklahoma | Regular  | State Line         | 0                      | 0                            | NONE   |
| 64                | Oklahoma | Regular  | Jct. E. Muldrow    | 6                      | 6                            | Crosses I-40   |
| 64                | Oklahoma | Regular  | W. of Muldrow      | 7                      | 13                           | Crosses I-40   |
| 64                | Oklahoma | Regular  | Jct. E. Sallisaw   | 7                      | 20                           | Crosses I-40   |
| 64                | Oklahoma | Regular  | Sallisaw           | 2                      | 22                           | Joins U.S. 59  |
| 64                | Oklahoma | Regular  | Sallisaw           | 1                      | 23                           | Leaves U.S. 59   |
| 64                | Oklahoma | Regular  | Warner             | 31                     | 54                           | U.S. 266 begins and leaves   |
| 64                | Oklahoma | Regular  | Jct. S. Muskogee   | 16                     | 70                           | U.S. 64 Bus. begins and leaves   |
| 64                | Oklahoma | Business | Jct. S. Muskogee   | 0                      | 0                            | Route begins, leaves U.S. 64   |
| 64                | Oklahoma | Business | Muskogee           | 3                      | 3                            | Joins U.S. 62 Bus.   |
| 64                | Oklahoma | Business | Muskogee           | 2                      | 5                            | Route ends, rejoins U.S. 62, U.S. 64; and U. S. 69, U.S. 62 Bus. ends        |
| 64                | Oklahoma | Regular  | Jct. S. Muskogee   | 1                      | 71                           | Joins U.S. 69  |
| 64                | Oklahoma | Regular  | Muskogee           | 3                      | 74                           | Leaves U.S. 69; joins U.S. 62; U.S. 62 Bus. and U.S. 64 Bus. rejoins and end |
| 64                | Oklahoma | Regular  | Jamesville         | 14                     | 88                           | Leaves U.S. 62   |
| 64                | Oklahoma | Regular  | Tulsa              | 24                     | 112                          | Joins U.S. 169   |
| 64                | Oklahoma | Regular  | Tulsa              | 6                      | 118                          | Leaves U.S. 169  |
| 64                | Oklahoma | Regular  | Tulsa              | 2                      | 120                          | Crosses I-44   |
| 64                | Oklahoma | Regular  | Tulsa              | 6                      | 126                          | Joins I-444 and U.S. 75  |
| 64                | Oklahoma | Regular  | Tulsa              | 1                      | 127                          | Joins I-244 and U.S. 412; leaves U.S. 75; I-444 ends                         |
| 64                | Oklahoma | Regular  | Tulsa              | 1                      | 128                          | Leaves I-244   |
| 64                | Oklahoma | Regular  | Jct. W. Westport   | 25                     | 153                          | Leaves U.S. 412  |
| 64                | Oklahoma | Regular  | Jct. E. Morrison   | 40                     | 193                          | Crosses U.S. 412   |
| 64                | Oklahoma | Regular  | Jct. W. Morrison   | 5                      | 198                          | Crosses U.S. 177   |
| 64                | Oklahoma | Regular  | Perry              | 12                     | 210                          | Joins and leaves U.S. 77   |
| 64                | Oklahoma | Regular  | Perry              | 2                      | 212                          | Joins I-35   |
| 64                | Oklahoma | Regular  | Jct. N. Perry      | 8                      | 220                          | Leaves I-35, joins U.S. 412  |
| 64                | Oklahoma | Regular  | Enid               | 28                     | 248                          | Leaves U.S. 412  |
| 64                | Oklahoma | Regular  | Enid               | 6                      | 254                          | Joins U.S. 60 and U.S. 81  |
| 64                | Oklahoma | Regular  | Jct. W. Pond Creek | 16                     | 270                          | Leaves U.S. 60 and U.S. 81   |
| 64                | Oklahoma | Regular  | Cherokee           | 33                     | 303                          | NONE   |
| 64                | Oklahoma | Regular  | Jct. E. Alva       | 19                     | 322                          | Joins U.S. 281   |
| 64                | Oklahoma | Regular  | Alva               | 1                      | 323                          | Leaves U.S. 281  |

|    |          |         |                      |    |     |                                 |
|----|----------|---------|----------------------|----|-----|---------------------------------|
| 64 | Oklahoma | Regular | Jct. N. Buffalo      | 55 | 378 | Joins U.S. 183                  |
| 64 | Oklahoma | Regular | Jct. S. Buffalo      | 2  | 380 | Leaves U.S. 183                 |
| 64 | Oklahoma | Regular | Jct. E. Rosston      | 15 | 395 | Joins U.S. 283                  |
| 64 | Oklahoma | Regular | Jct. W. Rosston      | 4  | 399 | Leaves U.S. 283                 |
| 64 | Oklahoma | Regular | Jct. N. Beaver       | 32 | 431 | Joins U.S. 270                  |
| 64 | Oklahoma | Regular | Jct. N. Turpin       | 20 | 451 | Leaves U.S. 270, joins U.S. 83  |
| 64 | Oklahoma | Regular | Turpin               | 3  | 454 | Leaves U.S. 83                  |
| 64 | Oklahoma | Regular | Hooker               | 18 | 472 | Joins U.S. 54                   |
| 64 | Oklahoma | Regular | Guymon               | 19 | 491 | Leaves U.S. 54                  |
| 64 | Oklahoma | Regular | Guymon               | 1  | 492 | Joins U.S. 412                  |
| 64 | Oklahoma | Regular | Jct. N.E. Boise City | 54 | 546 | Joins U.S. 56                   |
| 64 | Oklahoma | Regular | Jct. E. Boise City   | 6  | 552 | Joins U.S. 287                  |
| 64 | Oklahoma | Regular | Boise City           | 2  | 554 | Leaves U.S. 287, joins U.S. 385 |
| 64 | Oklahoma | Regular | Jct. S.W. Boise City | 3  | 557 | Leaves U.S. 385                 |
| 64 | Oklahoma | Regular | State Line           | 28 | 585 | NONE                            |