

2/1/88

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MINUTES OF THE REGULAR MEETING  
OF THE TRANSPORTATION COMMISSION  
HELD IN THE OFFICE OF THE COMMISSION  
OKLAHOMA CITY, OKLAHOMA

BE IT REMEMBERED, that on the 1st day of February, 1988, at the hour of 10:00 a.m., the Transportation Commission met in the office of the Commission in the Department of Transportation Building in Oklahoma City.

Present: Bob R. Berry Chairman  
Travis Freeman Vice Chairman  
John M. Quam Secretary  
Barbara Berry Member  
Robert L. Harris Member  
Gordon Masters Member  
John O. Sparks Member  
Samuel J. Veazey Member  
  
Neal A. McCaleb Director

Mr. Bob. R. Berry Presiding.

ITEM PRESENTED BY THE SECRETARY

ITEM 11. MINUTES. The secretary recommended that the Commission approve the Minutes of the Commission Meeting of January 4, 1988.

Action: Mr. Quam moved and Mr. Freeman seconded: That the Commission approve the recommendation.

Motion carried by the following vote:

AYES: Bob R. Berry, Freeman, Quam, Barbara Berry, Harris, Masters Sparks, Veazey

NAYS:

ABSENT:

ITEMS PRESENTED BY THE DEPUTY DIRECTOR - Mr. Murphy

ITEM 12. ADDITIONS TO CONSTRUCTION PROGRAM.

a) OKLAHOMA COUNTY. In Oklahoma City, involving the extending of SH 74 (the Lake Hefner Parkway) north from I-44 to approximately NW 65th Street, Mr. Murphy requested Commission approval for a project to be programmed to construct a southbound off-ramp and a northbound on-ramp, both on the north side of NW 63rd Street. Initially, no ramps were provided at NW 63rd Street due to the proximity of the Northwest Highway interchange and a proposed future interchange at Grand Boulevard.

CADDO COUNTY.

RS-840(101)C -- Job No. 08001(04)  
Grade, Drain, Surface, County Road (EW 138) beginning at SH 58 and extending east 2.0 miles.

Estimated construction engineering and contingency costs are \$87,500.00 (75% Federal funds = \$65,625.00; 25% CR funds = \$21,825.00).

LOVE COUNTY.

RS-4315(100)C -- Job No. 07756(04)  
Grade, Drain, Surface, County Road, from US 77 2.0 miles south of Marietta extending east 2.0 miles.

Estimated construction engineering and contingency costs are \$35,000.00 (75% Federal funds = \$26,250.00; 25% CR funds = \$8,750.00).

Action: Mr. Masters moved and Bob R. Berry seconded: That the Commission approve the recommendation.

Motion carried by the following vote:

AYES: Bob R. Berry, Freeman, Quam, Barbara Berry, Harris, Masters, Sparks, Veazey

NAYS:

ABSENT:

ITEM 17. LETTINGS:

a) FINAL MARCH, 1988 BID OPENING. Mr. Murphy recommended the Commission approve the projects included herein as a part of the record as the final March, 1988 Bid Opening.

b) TENTATIVE APRIL, 1988 BID OPENING. Mr. Murphy recommended the Commission approve the projects included herein as a part of the record as the tentative April, 1988 Bid Opening.

Action: Mr. Masters moved and Mr. Sparks seconded: That the Commission approve the recommendation.

Motion carried by the following vote:

AYES: Bob R. Berry, Freeman, Quam, Barbara Berry, Harris, Masters, Sparks, Veazey

NAYS:

ABSENT:

ITEM 18. REVISION TO THE STATE HIGHWAY SYSTEM. Mr. Murphy recommended Commission approval for the establishment of a US-numbered route from the Oklahoma/Arkansas State line near Siloam Springs, Arkansas westward 288.42 miles to the junction of US 183-270 in Woodward, Oklahoma. (See page immediately following for exact route.) The Department agreed to cooperate with the State of Arkansas in developing a continuous east-west US-numbered route through northern Arkansas and northern Oklahoma. The proposed route is an

(Follow-up insert regarding Item 18)

The following actions are necessary to implement the establishment of US 412:

Add US 412 designation to SH 33 from the Oklahoma/Arkansas State line westerly 47.07 miles to its junction with US 69 in Chouteau.

Add US 412 designation to US 69 from its junction with SH 33 in Chouteau south 1.37 miles to its junction with SH 33 south of Chouteau.

Add US 412 designation to SH 33 from its junction with US 69 south of Chouteau westerly 23.66 miles to its junction with I-44 south of Catoosa.

Add US 412 designation to I-44 from its junction with SH 33 south of Catoosa westerly 4.06 miles to its junction with I-244 in Tulsa.

Add US 412 designation to I-244 from its junction with I-44 in Tulsa west 9.89 miles to its junction with US 64 in Tulsa.

Add US 412 designation to US 64 from its junction with I-244 in Tulsa westerly 24.91 miles to its junction with the Cimarron Turnpike near Westport.

Add US 412 designation to the Cimarron Turnpike from its junction with US 64 near Westport westerly 59.64 miles to its junction with I-35 and US 64 north of Perry.

Add US 412 designation to US 64 from its junction with I-35 north of Perry westerly 28.36 miles to its junction with SH 15 in Enid.

Add US 412 designation to SH 15 from its junction with US 64 in Enid westerly 2.96 miles to its junction with US 81 in Enid.

Add US 412 designation to US 60 from its junction with US 81 in Enid westerly 33.74 miles to its junction with SH 15 at Orienta.

Add US 412 designation to SH 15 from its junction with US 60 at Orienta westerly 52.76 miles to its junction with US 183-270 in Woodward.

extension of present US 412 which originates at Jackson, Tennessee and terminates at Walnut Ridge in northeastern Arkansas. It was felt this extension would generate additional recreational travel and, quite possibly, stimulate economic growth.

All of the proposed route in Oklahoma is functionally classified as a principal arterial and, as such, will accommodate long distance travel and access to major traffic generators. The only section of the route that is not presently a part of the State Highway System is the segment to be routed across the Cimarron Turnpike between its junction with US 64 in Pawnee County and its junction with I-35 and US 64 in Noble County. Since the Cimarron Turnpike is a toll facility, AASHTO may require that a toll-free US-numbered route be marked between the termini of the turnpike. US 64 generally parallels the toll facility and, if necessary, can be signed at its connections with the turnpike directing US 412 traffic onto the toll-free route.

The establishment of US 412 will require the approval of the AASHTO Route Numbering Committee: the Department and the State of Arkansas plan to jointly submit formal applications this spring. The addition of US 412 designation to the Cimarron Turnpike will require concurrence by the Oklahoma Turnpike Authority.

It was noted that the addition of the US 412 route between Tulsa and Woodward would complement the Commission's January, 1987 action that designated that portion of the route as the "Cimarron Highway". Approval of the US 412 route will provide a single US-numbered route along the "Cimarron Highway".

The designation will become effective upon approval by the Commission and the AASHTO Route Numbering Committee. The action is also contingent upon approval of the Arkansas Highway Commission.

Action: Mr. Quam moved and Barbara Berry seconded: That the Commission approve the recommendation.

Motion carried by the following vote:

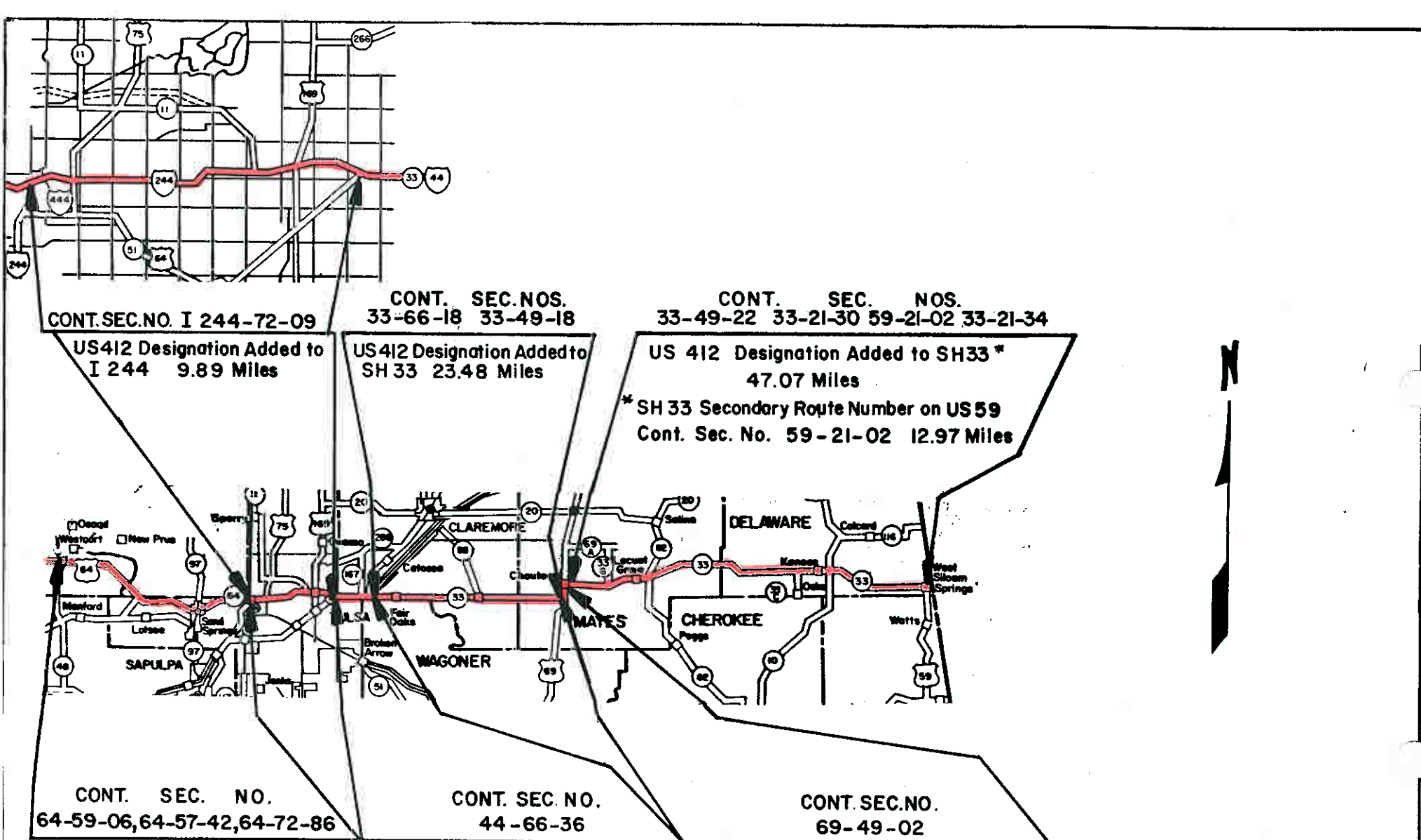
AYES: Bob R. Berry, Freeman, Quam, Barbara Berry, Harris, Masters, Sparks, Veazey

NAYS:

ABSENT:

ITEM 19. MASS TRANSPORTATION STUDY, CONSULTANT SELECTION. Having acted upon authority granted by the Commission during its meeting of September 8, 1987 (Item 149), the Department's Consultant Selection Committee, including representatives from the Association of Central Oklahoma Governments in Oklahoma City and the Indian Nations Council of Governments in Tulsa, selected the firm of Parsons, Brinkerhoff, Quade and Douglas of Austin, Texas to conduct fixed guideway transit studies in Oklahoma City and Tulsa. Also included are commuter rail studies between Oklahoma City and Tulsa and between Tulsa and Bartlesville.

The Department has received a planning grant in the amount of \$1,272,756 from UMTA and \$359,856 from Oklahoma's allocation of Oil Overcharge Funds with



US 412 Designation Added to SH System  
 Arkansas State Line West to US 183 in Woodward  
 Delaware, Garfield, Major, Mayes, Noble,  
 Osage, Pawnee, Payne, Rogers, Tulsa and Woodward Counties  
 January 11, 1988  
 Systems Section  
 Sheet 1 of 3 Sheets

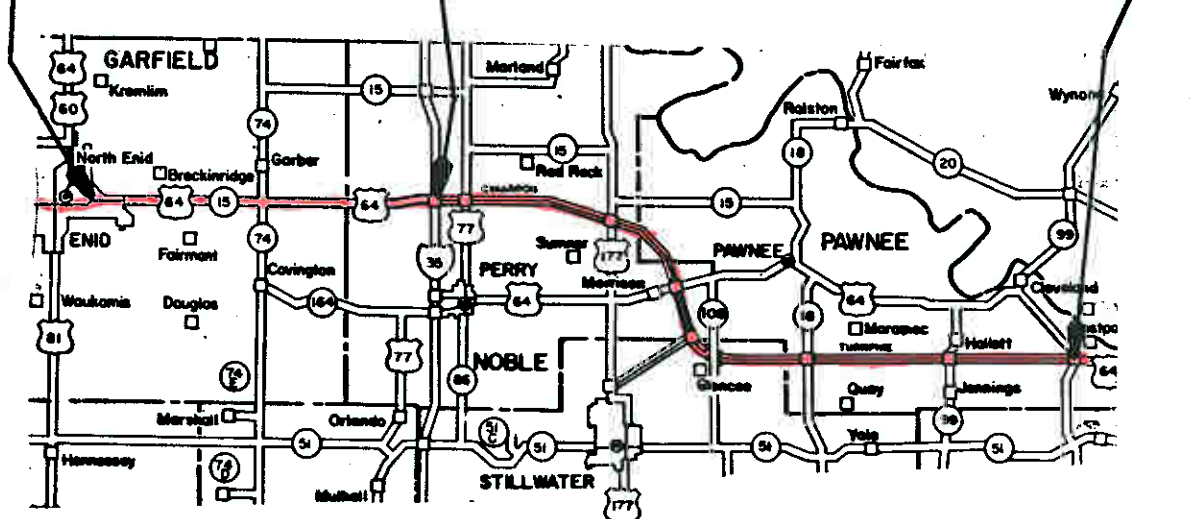
Approved Date February 1, 1988 Item No. 18  
 Oklahoma State Transportation Commission  
 Approved Designation Added to SH System  
 Present SH System



Cont. Sec. Nos. 64-24-31 64-52-35 TR-52-38 TR-59-30 TR-52-39 TR-59-31 TR-60-34

US 412 Designation Added to  
US 64 28.36 Miles

US 412 Designation Added to Cimarron Turnpike  
59.64 Miles



Cont. Sec. Nos.  
15-77-12 15-47-24 15-47-26

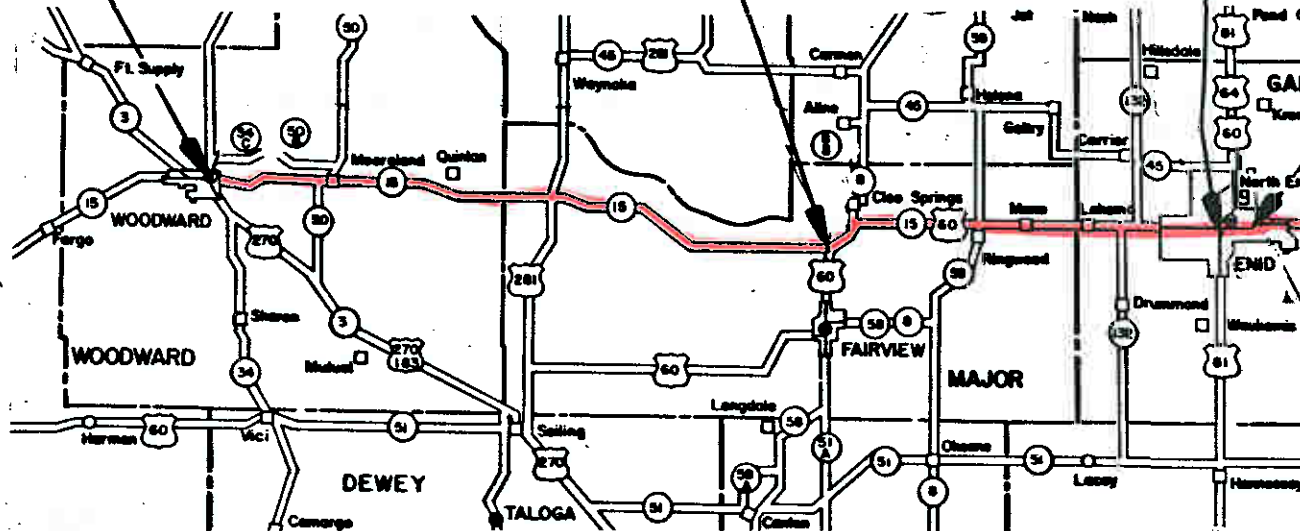
Cont. Sec. Nos.  
60-47-04 60-47-06 60-24-02

Cont. Sec. No.  
15-24-32

US 412 Designation Added to SH 15 52.76 Miles  
52.76 Miles

US 412 Designation Added to US 60 33.74 Miles

US 412 Designation Added to SH 15 2.96 Miles



FOR PRESENTATION AT THE COMMISSION MEETING OF FEBRUARY 1, 1988

AGENDA ITEM NO.: 18

SUBJECT: Revision to the State Highway System - The Establishment of US Route 412 Across Northern Oklahoma

COUNTIES: Delaware, Garfield, Major, Mayes, Noble, Osage, Pawnee, Payne, Rogers, Tulsa and Woodward

This item requests the establishment of a US numbered route from the Oklahoma/Arkansas State line near Siloam Springs, Arkansas, westward 288.42 miles to the junction of US 183-270 in Woodward, Oklahoma. The Department has agreed to cooperate with the State of Arkansas in developing a continuous east-west US numbered route through northern Arkansas and northern Oklahoma. The proposed route is an extension of present US 412 which originates at Jackson, Tennessee and terminates at Walnut Ridge in northeastern Arkansas. We feel that the extension of this route across Arkansas and Oklahoma will generate additional recreational travel and quite possibly stimulate economic growth.

All of the proposed route in Oklahoma is functionally classified as a principal arterial and as such will accommodate long distance travel and access to major traffic generators. The only section of the route that is not presently a part of the State Highway System is the segment to be routed across the Cimarron Turnpike between its junction with US 64 in Pawnee County and its junction with I-35 and US 64 in Noble County.

Since the Cimarron Turnpike is a toll facility, AASHTO may require that a toll free US numbered route be marked between the termini of the turnpike. US 64 generally parallels the toll facility and if necessary can be signed at its connections with the turnpike directing US 412 traffic onto the toll free route.

The following actions are necessary to implement the establishment of US 412:

Add US 412 designation to SH 33 from the Oklahoma/Arkansas State line westerly 47.07 miles to its junction with US 69 in Chouteau.

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Add US 412 designation to SH 15 from its junction with US 60 at Orienta westerly 52.76 miles to its junction with US 183-270 in Woodward.

The establishment of US 412 will require the approval of the AASHTO Route Numbering Committee. The Department and the State of Arkansas plan to jointly submit formal applications this spring.

The addition of US 412 designation to the Cimarron Turnpike will require concurrence by the Oklahoma Turnpike Authority.

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