

APPENDIX B
Roadway Data

| COUNTY | CONTROL | ROUTE | BEGIN SUBSECTION | SUBSECTION TYPE | LANE ID | LENGTH | SURFACE | | | BASE | SHOULDER | | MED | CITY | | | URBAN | | | ADMINISTRATION | | | | | | | | | | CONST. DATE | MAINT. DATE | DIVISION | MAINT. RESPONSIBILITY | HWY COMM DIVISION | ENDING DESCRIPTION | | | | | | | | | |
|--------|---------|-------|------------------|-----------------|---------|--------|-----------|----------|---------|------|----------|------|-----|-----------|-------|------|-------|-----|-------|----------------|-------------------|-------------|-----------|--------------|------------|------------------|------------|-------------------|-----------|-------------|-------------|----------|-----------------------|-------------------|--------------------|-----------|------------------|------------------|----------------|--------------|----------------|------------------------|-----------------------|-------------------|
| | | | | | | | THICKNESS | ORIGINAL | EXPOSED | | WIDTH | TYPE | | THICKNESS | WIDTH | TYPE | IN | OUT | WIDTH | TYPE | RURAL - MUNICIPAL | CITY NUMBER | CITY FIPS | PARKING TYPE | POPULATION | U.A.T. AREA TYPE | URBAN FIPS | TERRAIN AREA TYPE | NHS ROUTE | | | | | | | NHS | DES. TRUCK ROUTE | FUNCTIONAL CLASS | ACCESS CONTROL | JURISDICTION | STATUS CONTROL | RIGHT-OF-WAY | A.D.T. | |
| 9 | 6 | S066 | 4.54 | S | 1.47 | 4 | 24 | N | H | H | 9 | 33 | A | 0 | 1 | 9 | 4 | 0 | 2 | 30 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 5 | 3 | 1 | 2 | 200 | 5800 | 11/1/1951 | 7/1/1986 | 4 | S | D | 4 | ENT OKC CL YUKON LFT | | |
| 9 | 6 | S066 | 6.01 | S | 2.92 | 4 | 24 | I | H | H | 9 | 24 | A | 0 | 3 | 6 | 4 | 0 | 2 | 30 | 2 | 70 | 1815 | 0 | 8 | 1 | 2 | 0 | 0 | 5 | 3 | 1 | 2 | 200 | 5100 | 11/1/1951 | 10/1/1997 | 4 | C | D | 4 | ENTER OKC U/L | | |
| 9 | 6 | S066 | 6.01 | S | 2.92 | 4 | 24 | I | H | H | 9 | 24 | A | 0 | 3 | 6 | 4 | 0 | 2 | 30 | 2 | 70 | 1815 | 0 | 8 | 1 | 2 | 0 | 0 | 5 | 3 | 1 | 2 | 200 | 5100 | 11/1/1951 | 10/1/1997 | 4 | C | D | 4 | ENTER OKC U/L - FRISCO | | |
| 9 | 6 | S066 | 8.93 | N | 0.50 | 4 | 24 | I | H | H | 9 | 24 | A | 0 | 3 | 6 | 4 | 0 | 2 | 30 | 2 | 30 | 2720 | 0 | 4 | 6 | 45 | 7 | 0 | 0 | 3 | 1 | 2 | 200 | 5900 | 11/1/1951 | 10/1/1997 | 4 | C | D | 4 | ENTER YUKON C/L | | |
| 9 | 6 | S066 | 8.93 | S | 0.50 | 4 | 24 | I | H | H | 9 | 24 | A | 0 | 3 | 6 | 4 | 0 | 2 | 30 | 2 | 30 | 2720 | 0 | 4 | 6 | 45 | 7 | 0 | 0 | 3 | 1 | 2 | 200 | 6900 | 11/1/1951 | 10/1/1997 | 4 | C | D | 4 | JCT SH 92 | | |
| 9 | 6 | S066 | 9.43 | S | 0.48 | 4 | 24 | I | H | H | 9 | 33 | A | 0 | 1 | 9 | 4 | 0 | 2 | 30 | 2 | 30 | 2720 | 0 | 4 | 6 | 45 | 6 | 0 | 0 | 3 | 1 | 2 | 200 | 11100 | 11/1/1951 | 11/1/1951 | 4 | C | D | 4 | TOWN CENTER AT 6TH ST | | |
| 9 | 6 | S066 | 9.91 | N | 0.46 | 4 | 33 | L | L | 0 | 2 | 33 | H | 4 | 4 | 0 | 4 | 0 | 2 | 5 | 2 | 30 | 2720 | 1 | 4 | 6 | 45 | 5 | 0 | 0 | 3 | 1 | 2 | 100 | 11100 | 11/1/1951 | 11/1/1951 | 4 | C | D | 4 | TOWN CENTER AT 6TH ST | | |
| 9 | 6 | S066 | 9.91 | S | 0.46 | 4 | 33 | L | L | 0 | 2 | 33 | H | 4 | 4 | 0 | 4 | 0 | 2 | 5 | 2 | 30 | 2720 | 1 | 4 | 6 | 45 | 5 | 0 | 0 | 3 | 1 | 2 | 100 | 11100 | 11/1/1951 | 11/1/1951 | 4 | C | D | 4 | TOWN CENTER AT 6TH ST | | |
| 9 | 6 | S066 | 10.37 | | 0.27 | 4 | 76 | I | L | 3 | | 76 | H | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 30 | 2720 | 3 | 4 | 6 | 45 | 4 | 0 | 0 | 3 | 1 | 2 | 80 | 16400 | 11/1/1951 | 4/1/2003 | 4 | C | D | 4 | 3RD STREET | | |
| 9 | 6 | S066 | 10.64 | | 0.26 | 4 | 48 | I | L | 3 | | 68 | H | 4 | 1 | 10 | 0 | 0 | 0 | 0 | 2 | 30 | 2720 | 0 | 4 | 6 | 45 | 5 | 0 | 0 | 3 | 1 | 2 | 80 | 15400 | 3/1/1967 | 4/1/2003 | 4 | C | D | 4 | JCT SH 4 SOUTH | | |
| 9 | 6 | S066 | 10.90 | N | 0.21 | 4 | 24 | L | L | 0 | 1 | 34 | H | 4 | 1 | 10 | 4 | 0 | 2 | 50 | 2 | 30 | 2720 | 0 | 4 | 6 | 45 | 5 | 0 | 0 | 3 | 1 | 2 | 200 | 13400 | 3/1/1967 | 3/1/1967 | 4 | C | D | 4 | JCT SH 4 SOUTH | | |
| 9 | 6 | S066 | 10.90 | S | 0.21 | 4 | 24 | L | L | 0 | 1 | 34 | H | 4 | 1 | 10 | 4 | 0 | 2 | 50 | 2 | 30 | 2720 | 0 | 4 | 6 | 45 | 5 | 0 | 0 | 3 | 1 | 2 | 200 | 13400 | 3/1/1967 | 3/1/1967 | 4 | C | D | 4 | JCT SH 4 SOUTH | | |
| 9 | 6 | S066 | 11.11 | N | 0.61 | 4 | 24 | L | L | 0 | 1 | 24 | H | 4 | 3 | 8 | 4 | 0 | 2 | 26 | 2 | 30 | 2720 | 1 | 4 | 6 | 45 | 6 | 0 | 0 | 3 | 1 | 2 | 200 | 15900 | 11/1/1951 | 11/1/1951 | 4 | C | D | 4 | SHLDR CHANGE | | |
| 9 | 6 | S066 | 11.11 | S | 0.61 | 4 | 24 | L | L | 0 | 1 | 24 | H | 4 | 3 | 8 | 4 | 0 | 2 | 26 | 2 | 30 | 2720 | 1 | 4 | 6 | 45 | 6 | 0 | 0 | 3 | 1 | 2 | 200 | 15900 | 11/1/1951 | 11/1/1951 | 4 | C | D | 4 | SHLDR CHANGE | | |
| 9 | 6 | S066 | 11.72 | N | 0.31 | 4 | 24 | L | L | 0 | 1 | 34 | H | 4 | 1 | 10 | 4 | 0 | 2 | 26 | 2 | 30 | 2720 | 1 | 4 | 6 | 45 | 6 | 0 | 0 | 3 | 1 | 2 | 200 | 13100 | 11/1/1949 | 11/1/1949 | 4 | C | D | 4 | SHLDR CHANGE | | |
| 9 | 6 | S066 | 11.72 | S | 0.31 | 4 | 24 | L | L | 0 | 1 | 34 | H | 4 | 1 | 10 | 4 | 0 | 2 | 26 | 2 | 30 | 2720 | 1 | 4 | 6 | 45 | 6 | 0 | 0 | 3 | 1 | 2 | 200 | 13100 | 11/1/1949 | 11/1/1949 | 4 | C | D | 4 | SHLDR CHANGE | | |
| 9 | 6 | S066 | 12.03 | N | 0.43 | 4 | 24 | L | L | 0 | 1 | 34 | H | 4 | 1 | 10 | 3 | 4 | 1 | 30 | 2 | 30 | 2720 | 1 | 4 | 6 | 45 | 6 | 0 | 0 | 3 | 1 | 2 | 200 | 13600 | 7/1/1958 | 7/1/1958 | 4 | C | D | 4 | LVE YUKON-ENT OKC C/L | | |
| 9 | 6 | S066 | 12.03 | S | 0.43 | 4 | 24 | L | L | 0 | 1 | 34 | H | 4 | 1 | 10 | 3 | 4 | 1 | 30 | 2 | 30 | 2720 | 1 | 4 | 6 | 45 | 6 | 0 | 0 | 3 | 1 | 2 | 200 | 13600 | 7/1/1958 | 7/1/1958 | 4 | C | D | 4 | LVE YUKON-ENT OKC C/L | | |
| 9 | 6 | S066 | 12.46 | N | 1.11 | 4 | 24 | L | L | 0 | 1 | 34 | H | 4 | 1 | 10 | 3 | 4 | 1 | 30 | 2 | 70 | 1815 | 1 | 8 | 6 | 45 | 6 | 0 | 0 | 3 | 1 | 2 | 200 | 13500 | 7/1/1958 | 7/1/1958 | 4 | C | D | 4 | JCT KILPATRICK T.P. | | |
| 9 | 6 | S066 | 12.46 | S | 1.11 | 4 | 24 | L | L | 0 | 1 | 34 | H | 4 | 1 | 10 | 3 | 4 | 1 | 30 | 2 | 70 | 1815 | 1 | 8 | 6 | 45 | 6 | 0 | 0 | 3 | 1 | 2 | 200 | 13500 | 7/1/1958 | 7/1/1958 | 4 | C | D | 4 | JCT KILPATRICK T.P. | | |
| 9 | 6 | S066 | 12.46 | S | 1.11 | 4 | 24 | L | L | 0 | 1 | 34 | H | 4 | 1 | 10 | 3 | 4 | 1 | 30 | 2 | 70 | 1815 | 1 | 8 | 6 | 45 | 6 | 0 | 0 | 3 | 1 | 2 | 200 | 13500 | 7/1/1958 | 7/1/1958 | 4 | C | D | 4 | JCT KILPATRICK T.P. | | |
| 9 | 6 | S066 | 13.57 | S | 1.41 | 4 | 24 | L | L | 0 | 1 | 34 | H | 4 | 1 | 10 | 3 | 4 | 1 | 30 | 2 | 70 | 1815 | 1 | 8 | 6 | 45 | 6 | 0 | 0 | 3 | 1 | 2 | 200 | 13600 | 7/1/1958 | 7/1/1958 | 4 | C | D | 4 | OKLA CO LINE | | |
| 9 | 8 | U081 | 0.00 | | 0.54 | 2 | 24 | I | L | 1 | | 40 | H | 4 | 1 | 8 | | 0 | 0 | 0 | 25 | 2485 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 120 | 5100 | 7/1/1958 | 9/1/1994 | 4 | C | D | 4 | OKLA CO LINE | |
| 9 | 8 | U081 | 0.54 | | 1.16 | 2 | 24 | I | L | 2 | | 40 | A | 0 | 1 | 8 | | 0 | 0 | 25 | 2485 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 120 | 5100 | 3/1/1972 | 9/1/1994 | 4 | C | D | 4 | BEG ASPH OVFLAY | |
| 9 | 8 | U081 | 1.70 | | 0.16 | 4 | 52 | I | 0 | 2 | | 52 | E | 10 | 4 | 0 | | 0 | 0 | 25 | 2485 | 0 | 0 | 1 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 120 | 5100 | 11/1/1985 | 11/1/1985 | 4 | C | D | 4 | 0.16 S SH 152 | |
| 9 | 8 | U081 | 1.86 | | 0.51 | 4 | 52 | I | 0 | 2 | | 52 | E | 10 | 4 | 0 | | 0 | 0 | 25 | 2485 | 0 | 0 | 1 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 120 | 5100 | 11/1/1985 | 11/1/1985 | 4 | C | D | 4 | JCT SH 152 - TOWN CEN | |
| 9 | 8 | U081 | 2.37 | | 4.52 | 2 | 24 | I | L | 3 | | 24 | A | 0 | 3 | 2 | | 0 | 0 | 25 | 2485 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 120 | 4900 | 2/1/1976 | 11/1/1998 | 4 | C | D | 4 | UNION CITY RAISE AREA | |
| 9 | 8 | U081 | 6.89 | | 1.95 | 2 | 24 | I | L | 3 | | 24 | A | 0 | 3 | 2 | | 0 | 0 | 25 | 2485 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 120 | 5100 | 11/1/1998 | 11/1/1998 | 4 | C | D | 4 | ENTER EL RENO C/L | |
| 9 | 8 | U081 | 8.84 | | 0.20 | 4 | 24 | H | L | 1 | | 38 | A | 0 | 1 | 10 | 1 | 4 | 1 | 40 | 2 | 10 | 785 | 0 | 4 | 2 | 716 | 6 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 250 | 5800 | 11/1/1967 | 6/1/1976 | 4 | C | D | 4 | ENTER EL RENO U/L |
| 9 | 8 | U081 | 8.84 | | 0.20 | 4 | 24 | L | L | 0 | | 38 | H | 4 | 1 | 10 | 1 | 4 | 1 | 40 | 2 | 10 | 785 | 0 | 4 | 2 | 716 | 6 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 250 | 5800 | 11/1/1967 | 11/1/1967 | 4 | C | D | 4 | SURF CHANGE |
| 9 | 8 | U081 | 9.04 | | 0.32 | 4 | 24 | L | L | 0 | | 38 | H | 4 | 1 | 10 | 1 | 4 | 1 | 40 | 2 | 10 | 785 | 0 | 4 | 2 | 716 | 6 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 250 | 5800 | 11/1/1967 | 11/1/1967 | 4 | C | D | 4 | JCT I-40 |
| 9 | 8 | U081 | 9.04 | | 0.32 | 4 | 24 | L | L | 0 | | 38 | H | 4 | 1 | 10 | 1 | 4 | 1 | 40 | 2 | 10 | 785 | 0 | 4 | 2 | 716 | 6 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 250 | 5800 | 11/1/1967 | 11/1/1967 | 4 | C | D | 4 | JCT I-40 |
| 9 | 8 | U081 | 9.36 | | 0.23 | 4 | 24 | L | L | 0 | | 38 | H | 4 | 1 | 10 | 1 | 4 | 1 | 40 | 2 | 10 | 785 | 0 | 4 | 2 | 716 | 6 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 250 | 10600 | 11/1/1967 | 11/1/1967 | 4 | C | D | 4 | 0.25 MIS S. I-40B |
| 9 | 8 | U081 | 9.36 | | 0.23 | 4 | 24 | L | L | 0 | | 38 | H | 4 | 1 | 10 | 1 | 4 | 1 | 40 | 2 | 10 | 785 | 0 | 4 | 2 | 716 | 6 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 250 | 10600 | 11/1/1967 | 11/1/1967 | 4 | C | D | 4 | 0.25 MIS S. I-40B |
| 9 | 8 | U081 | 9.59 | | 0.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

