4.0 Roadway Characteristics

This chapter will provide a detailed analysis of the roadway characteristics within the right-of-way located along the Oklahoma Route 66 Scenic Byway. Details pertaining to the general design characteristics, roadway history, laneage, safety/crash analysis, functional classification, traffic volumes, level of service (LOS), median type, and bridges along the Oklahoma Route 66 Scenic Byway will be addressed. Bicycle/pedestrian facilities and accessibility, as well as potential roadway/corridor improvements will also be discussed.

4.1 Corridor Limits

As outlined in Chapter 1 (Introduction to the CMP), the Oklahoma Route 66 Scenic Byway corridor is approximately 400 miles in length and is composed of a variety of routes from Quapaw in the east to Texola in the west. The Oklahoma Route 66 Scenic Byway corridor has been altered and adjusted many times over the years and the corridor follows multiple historical routes throughout the State of Oklahoma. Providing traveler directions can be a difficult task due to the variety of alignments and the multitude of turns. Figure 1 (located in Chapter 1) shows the corridor limits and displays the proposed alignment of the Oklahoma Route 66 Scenic Byway. The corridor has been divided into eight (8) segments in an effort to make the figures/maps and narrative sections of this CMP more manageable, easy to follow, and detailed. Figures 2-9 display a detailed view of each of the eight (8) segments.

The Oklahoma Route 66 Association develops an *Oklahoma Route 66 Trip Guide*, updated annually in June, which has detailed figures, maps and narrative information about the corridor for travelers. This guide is a "must-have" for travelers attempting to navigate the many different roads of the Oklahoma Route 66 corridor. Appendix A contains a full copy of the June 2008 *Trip Guide*. An important item to note is that the *Trip Guide*, as is the case with most literature and maps detailing Oklahoma Route 66, displays different alignments in many areas than depicted in this CMP. This CMP made an effort to coordinate with each community along the corridor to receive input as to their preferred corridor that they would like to see as part of the state and nationally (National Scenic Byways Program - All-American Road nomination application to be submitted in December 2008) designated Oklahoma Route 66 Scenic Byway.

4.2 General Design History and Characteristics

Route 66 is a venerable ribbon of asphalt and concrete that connects two-thirds of the United States and runs through eight (8) states from Chicago, Illinois to Santa Monica, California. Of those eight (8) states, the 400 miles of vintage roadway that goes through the State of Oklahoma is probably the most recognizable by travelers. The roadway itself, as Mike Wallis put it in his book, *Route 66: The Mother Road*, "Nowhere is Route 66 more at home than in Oklahoma, where the pavement follows the contours of the land as though it had always been there. In Oklahoma, the West and East collide on Route 66, and the state becomes the crossroads for America's Main Street." *(Source: Route 66: The Mother Road, Michael Wallis, 2000)*

When U.S. Route 66 was originally designated in Oklahoma on December 7, 1926 the surfaces of choice to uniformly pave Route 66 was Portland Concrete (cement) and asphalt over a concrete base. Except for a few miles surfaced with brick or pure asphalt, these two types accounted for virtually its entire length. Also, prior to 1923, before Route 66 was officially designated, the road standards varied. That is why some of the existing pavement, such as the road between Miami and Afton (Sidewalk Highway – Map ID#8), which was paved in 1922, was as narrow as nine feet.

Portland Cement (PC) is the main ingredient in the concrete that was used to make most of Route 66. PC is the most common type of cement in general usage in many parts of the world. The low cost and widespread availability of the limestone, shales, and other naturally occurring materials make PC one of the lowest cost materials widely used over the last century. When using this to make concrete, the concrete become ones of the most versatile construction materials available in the world.

Oklahoma Route 66 has changed alignments many times over the course of its history. It connects to and branches off the famous Ozark Trail throughout Oklahoma. The Ozark Trail was a network of locally maintained roads and highways that predated the United States federal highway system. Many other local roads, highways, and interstates make up the current alignment today. A timeline of changes to the alignment and roadway is shown in Table 2.

Table 2 - Oklahoma Route 66 Roadway Timeline

Date	Description
12/7/1926	Original Designation from Texas State Line near Texola via Sayre, Clinton, Geary, El Reno, Oklahoma City, Edmond, Chandler, Bristow, Sapulpa, Tulsa, Claremore, Vinita and Miami to the Kansas State Line at Baxter Springs
7/7/1932	Relocation in Tulsa
11/20/1935	Relocation in Clinton on Choctaw and 10th Streets
3/3/1936	Relocation in Oklahoma City on Britton Road and Western Avenue
3/18/1936	Relocation in Oklahoma City on Britton Road, Western Avenue and Classen Boulevard to 39th Street
3/31/1941	Relocation in Clinton, establish US 66 "City Route" for east bound traffic
5/5/1947	Relocation in El Reno southeast
5/6/1947	Relocation in Oklahoma City on Britton Road west to May Avenue, south on May Avenue to 39th Street
6/4/1951	SH 67 designation removed from Jct. SH 67 east to US 75
6/4/1951	Establish US 66 By-Pass in Tulsa from the east approach to the 51st Bridge, east and northeast to SH 33
5/8/1951	SH 33 designation added from SH 67 east to west city limits of Tulsa
10/1/1951	Relocation between Sapulpa and Tulsa
5/5/1952	Relocation in Commerce

3/2/1953	Relocation in Oklahoma City on north By-Pass to May Ave. designate US 66 Business Route on Lincoln Boulevard, 23rd Street and May Ave. Remove US 66 Alternate from Britton Road and May Ave. to North 39th Street
8/2/1954	Relocation in Oklahoma City from west of the Classen Traffic Circle southeasterly to 39th Street and May Avenue
10/15/1956	SH 48 designation added from Bristow north
1/21/1957	SH 6 designation added from Elk City west
1/13/1958	Relocation between Yukon and Bethany
1/13/1958	Relocation Tulsa County Line northeast toward Claremore
7/14/1958	Relocation Sayre south
7/14/1958	Relocation in Claremore on Catalays Avenue
3/10/1959	Relocation east of Tulsa to Rogers/Wagoner County Line
8/3/1959	Relocation in Clinton & vicinity
11/3/1959	Relocation in Tulsa and vicinity on Skelly Dr. I-44
4/4/1960	Relocation in Bristow north to Turner Turnpike
4/4/1960	Relocation Stroud east to Creek County Line
11/7/1960	US 69 designation added Commerce east
11/5/1962	Relocation on I-40 from Hydro to El Reno
9/4/1963	US 169 designation Removed from US 66 Business in Tulsa
12/2/1963	Relocation in Foyil
1/6/1964	US 66 Alternate on SH 73 rejected from Clinton to Elk City
2/1/1965	Relocation north of Bristow
6/7/1965	US 77 designation added from Broadway Expressway east to Lincoln Boulevard
7/1/1968	Relocation in Miami on one-way Streets parallel to Main Street
6/1/1970	Relocation south of Sayre
1/15/1973	US 66 Business Route deleted in Tulsa
9/2/1975	Relocation on I-40 from the Texas State Line east toward Erick
3/7/1977	SH 16 designation added in Bristow
3/5/1979	US 66 Business Route deleted in Oklahoma City
May-79	Relocation in Luther - SAP-55 (239)
6/2/1984	Relocation east of Lincoln County Line and Depew
4/1/1985	Designation removed across the state

(Source: http://www.okladot.state.ok.us/memorial/route66/index.htm, 2008)

4.3 Lanes, Medians, and Right-of-Way Width

Lanes on The Oklahoma Route 66 Scenic Byway vary from two (2) to four (4) along most of the route, with a few small areas where it goes to six (6) lanes. The roadway goes from two (2) to four (4) lanes in and on the outskirts of the larger cities, such as Tulsa and Oklahoma City. The number of lanes along the corridor is displayed on Figures 19-26. The percentages of how the number of lanes is broken up along the corridor are shown in Table 3.

Table 3 – Number of Lanes

Total Number of Lanes	Percentage on The Oklahoma Route 66 Scenic Byway
2 Lanes	38.4%
4 Lanes	48.4%
6 Lanes	3.2%
8 Lanes	0.4%
Data Unavailable	9.6%

(Source: Oklahoma Department of Transportation, 2008)

Table 3 shows that a combined 86.8% of The Oklahoma Route 66 Scenic Byway is either two (2) lanes or four (4) lanes. This is due to the fact that much of the corridor is comprised of rural areas where the roadways are two (2) lanes, but also that the corridor goes through some large cities where the roadway switches to four (4) lanes. Only 3.6% of the corridor is either six (6) lanes or eight (8), and almost 10% of the data was unavailable for analysis.

The Oklahoma Route 66 Scenic Highway is almost entirely comprised of two or four lanes, and because of this the presence of a median is minimal. There are no medians on the two lane roadway segments and there are small medians in the areas where the roadway goes from two (2) to four (4) lanes and then again on the few six (6) lane sections.

Right-of-way widths vary in the areas where the roadway goes from two (2) to four (4) lanes or in the six (6) lane areas. Right-of-way widths over the complete Oklahoma Route 66 corridor vary from 80 feet to 200 feet. Even the original “sidewalk” highway sections of the corridor that are nine (9) feet wide have right-of-way widths that vary from 80 to 200 feet.

Oklahoma - Route 66 Corridor Management Plan

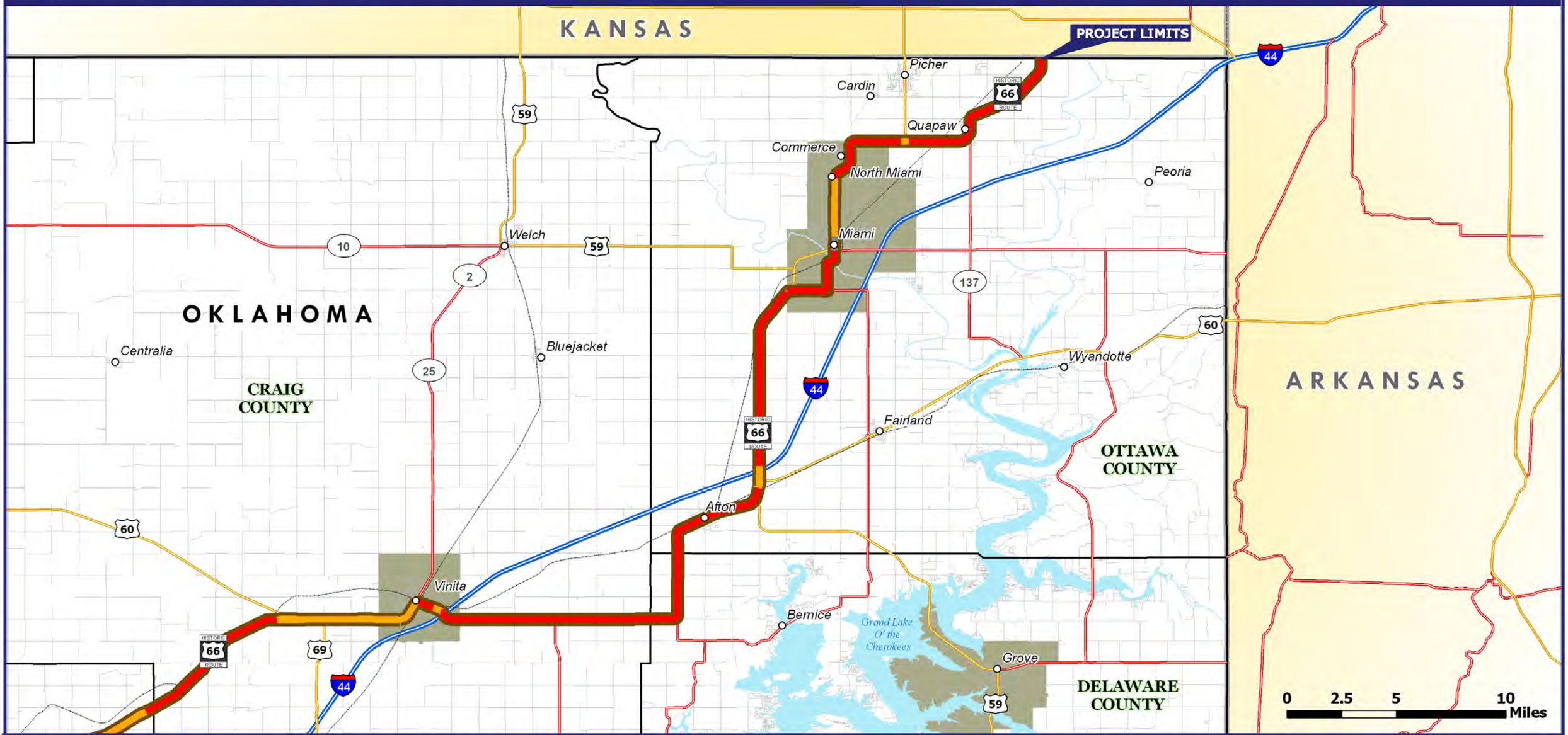

Figure 19
Roadway Number of Lanes
Segment Map 1

MAP SOURCE DATA:
Data CD from ODOT April 2007

LEGEND

- The Oklahoma Route 66 Scenic Byway
- Roadway Number of Lanes
  - 8 Lanes
  - 6 Lanes
  - 4 Lanes
  - 2 Lanes
  - Data Unavailable
- Urban Area
- Lakes
- Rivers
- Railroad
- Road Network
  - Interstate Highway
  - State Routes
  - U.S. Highways

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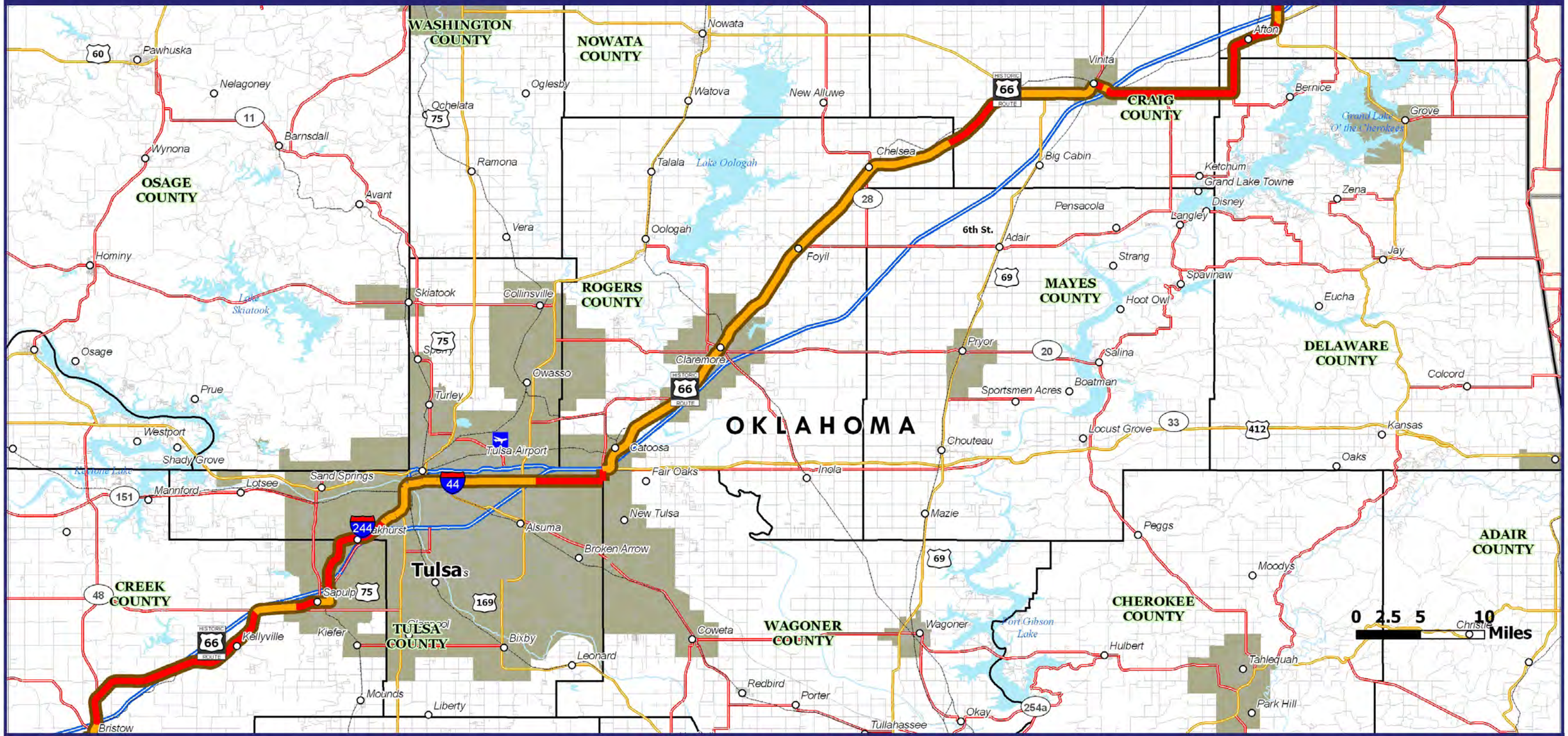

Figure 20
Roadway Number of Lanes
Segment Map 2

MAP SOURCE DATA:
Data CD from ODOT-April 2007

LEGEND

- The Oklahoma Route 66 Scenic Byway
- Roadway Number of Lanes
  - 8 Lanes
  - 6 Lanes
  - 4 Lanes
  - 2 Lanes
  - Data Unavailable
- Urban Area
- Lakes
- Rivers
- Railroad
- Road Network
  - Interstate Highway
  - State Routes
  - U.S. Highways

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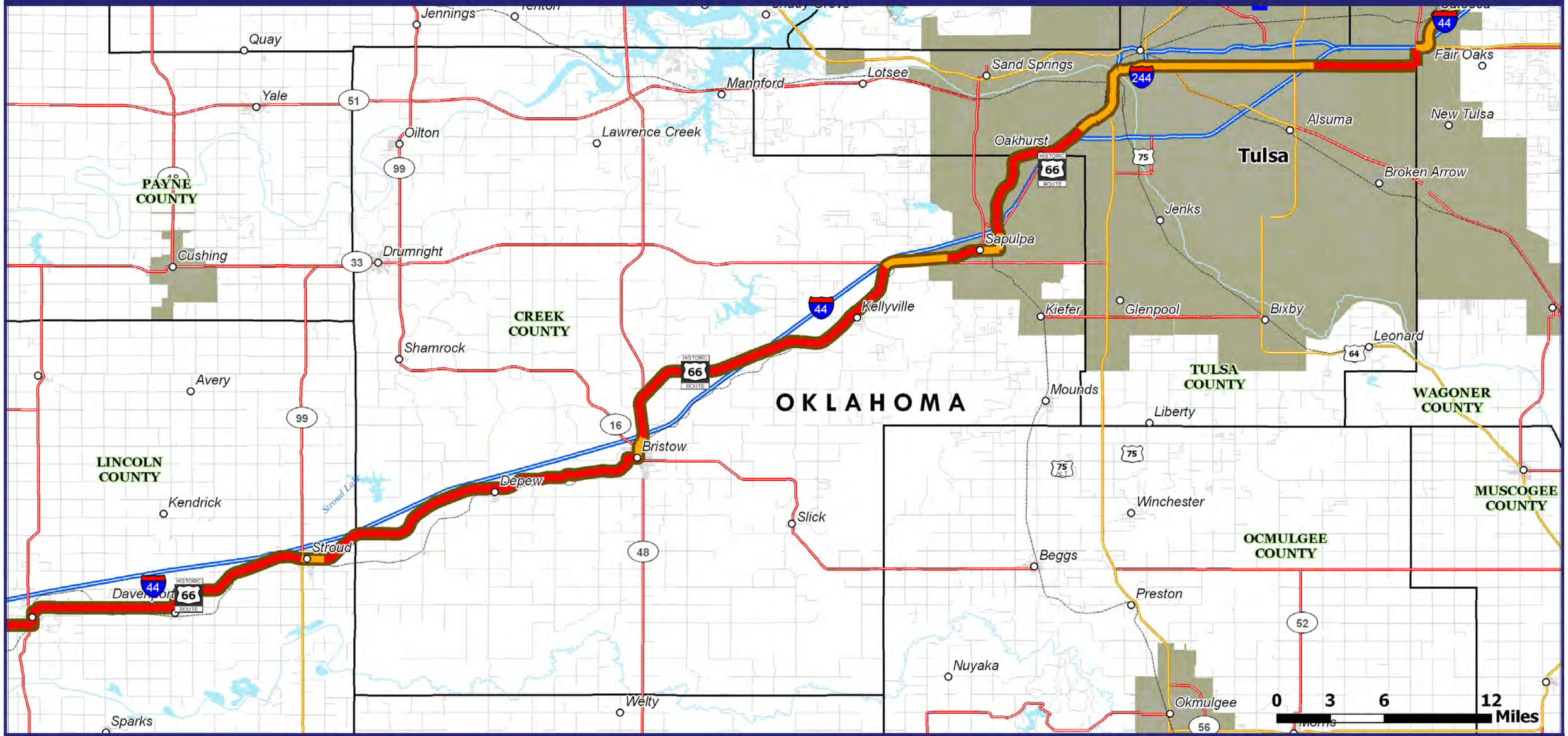

Figure 21
Roadway Number of Lanes
Segment Map 3

MAP SOURCE DATA:
Data CD from ODOT April 2007

LEGEND

- The Oklahoma Route 66 Scenic Byway
- Roadway Number of Lanes
  - 8 Lanes
  - 6 Lanes
  - 4 Lanes
  - 2 Lanes
  - Data Unavailable
- Urban Area
- Lakes
- Rivers
- Railroad
- Road Network
  - Interstate Highway
  - State Routes
  - U.S. Highways

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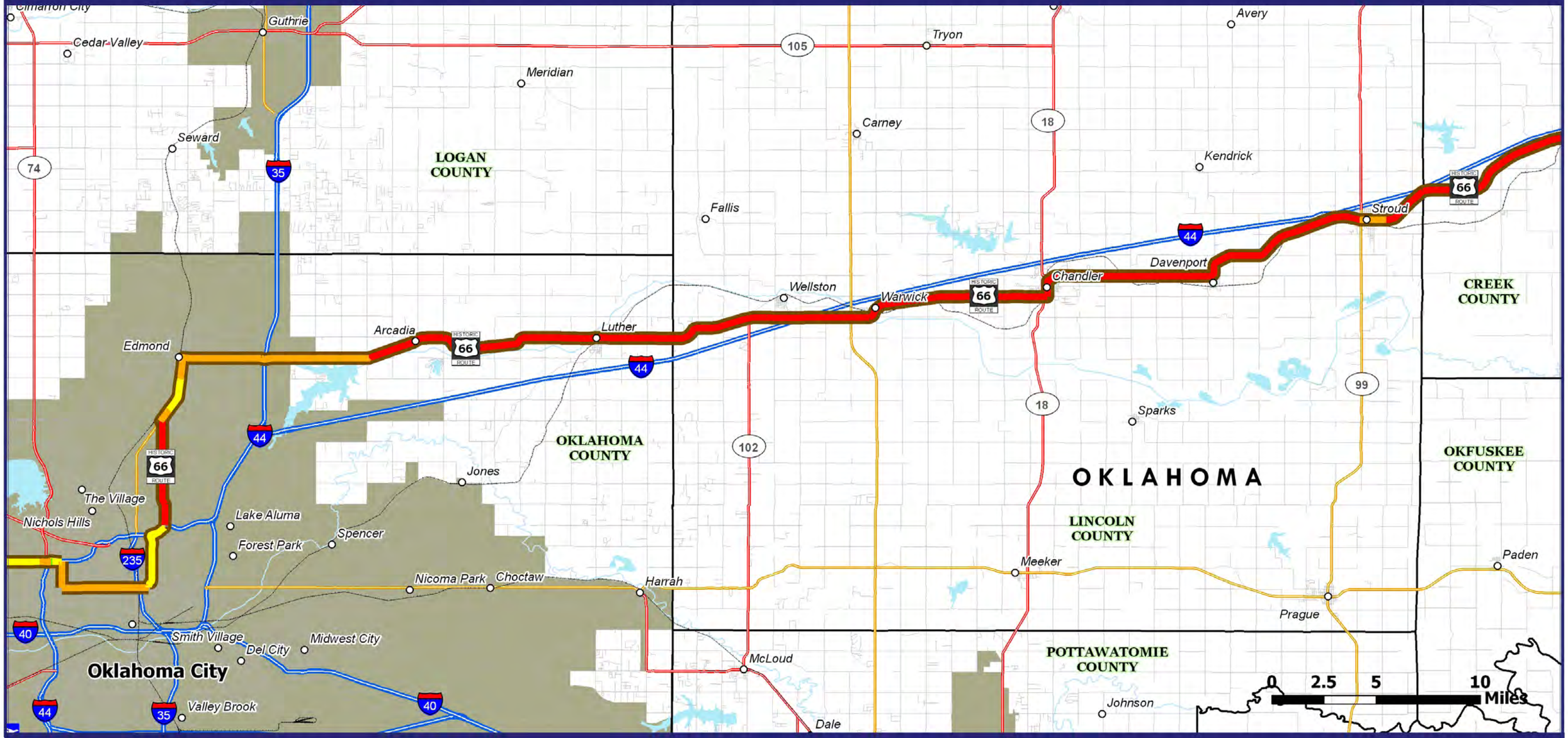

Figure 22
Roadway Number of Lanes
Segment Map 4

MAP SOURCE DATA:
Data CD from ODOT-April 2007

LEGEND

- The Oklahoma Route 66 Scenic Byway
- Roadway Number of Lanes
  - 8 Lanes
  - 6 Lanes
  - 4 Lanes
  - 2 Lanes
  - Data Unavailable
- Urban Area
- Lakes
- Rivers
- Railroad
- Road Network
  - Interstate Highway
  - State Routes
  - U.S. Highways

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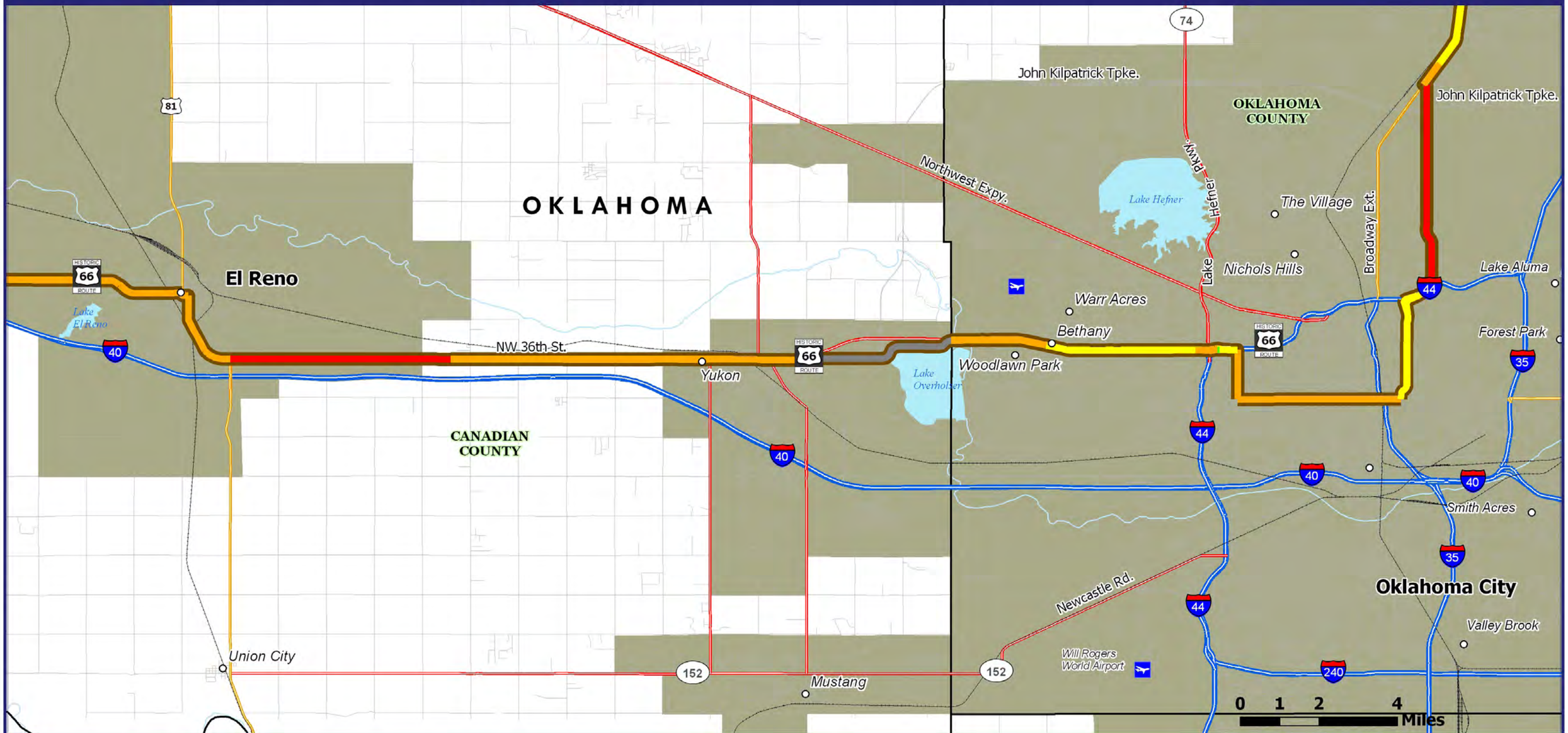

Figure 23
Roadway Number of Lanes
Segment Map 5

MAP SOURCE DATA:
Data CD from ODOT-April 2007

LEGEND

- The Oklahoma Route 66 Scenic Byway
- Roadway Number of Lanes
  - 8 Lanes
  - 6 Lanes
  - 4 Lanes
  - 2 Lanes
  - Data Unavailable
- Urban Area
- Lakes
- Rivers
- Railroad
- Road Network
  - Interstate Highway
  - State Routes
  - U.S. Highways

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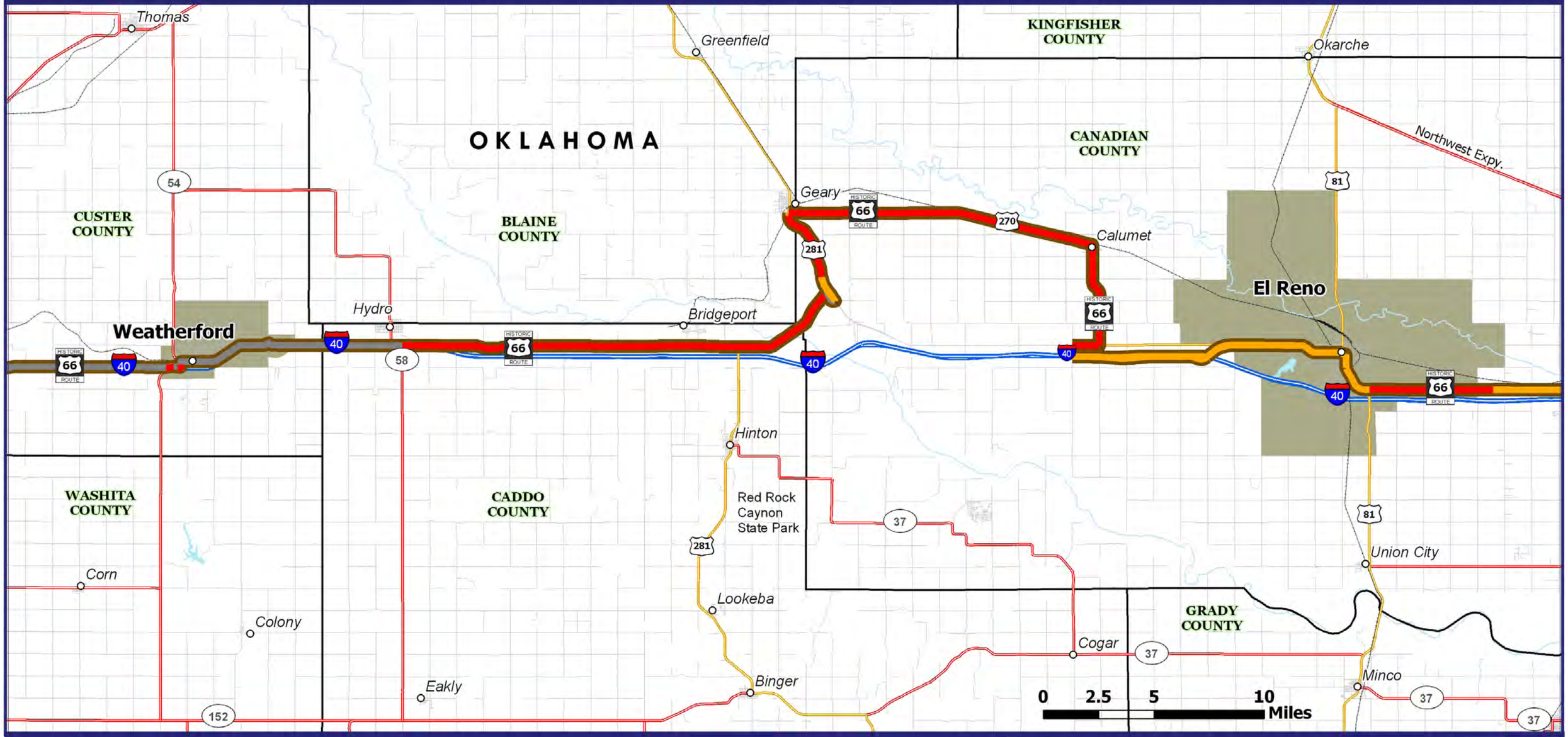

Figure 24
Roadway Number of Lanes
Segment Map 6

MAP SOURCE DATA:
Data CD from ODOT April 2007

LEGEND

- The Oklahoma Route 66 Scenic Byway
- Roadway Number of Lanes
  - 8 Lanes
  - 6 Lanes
  - 4 Lanes
  - 2 Lanes
  - Data Unavailable
- Urban Area
- Lakes
- Rivers
- Railroad
- Road Network
  - Interstate Highway
  - State Routes
  - U.S. Highways

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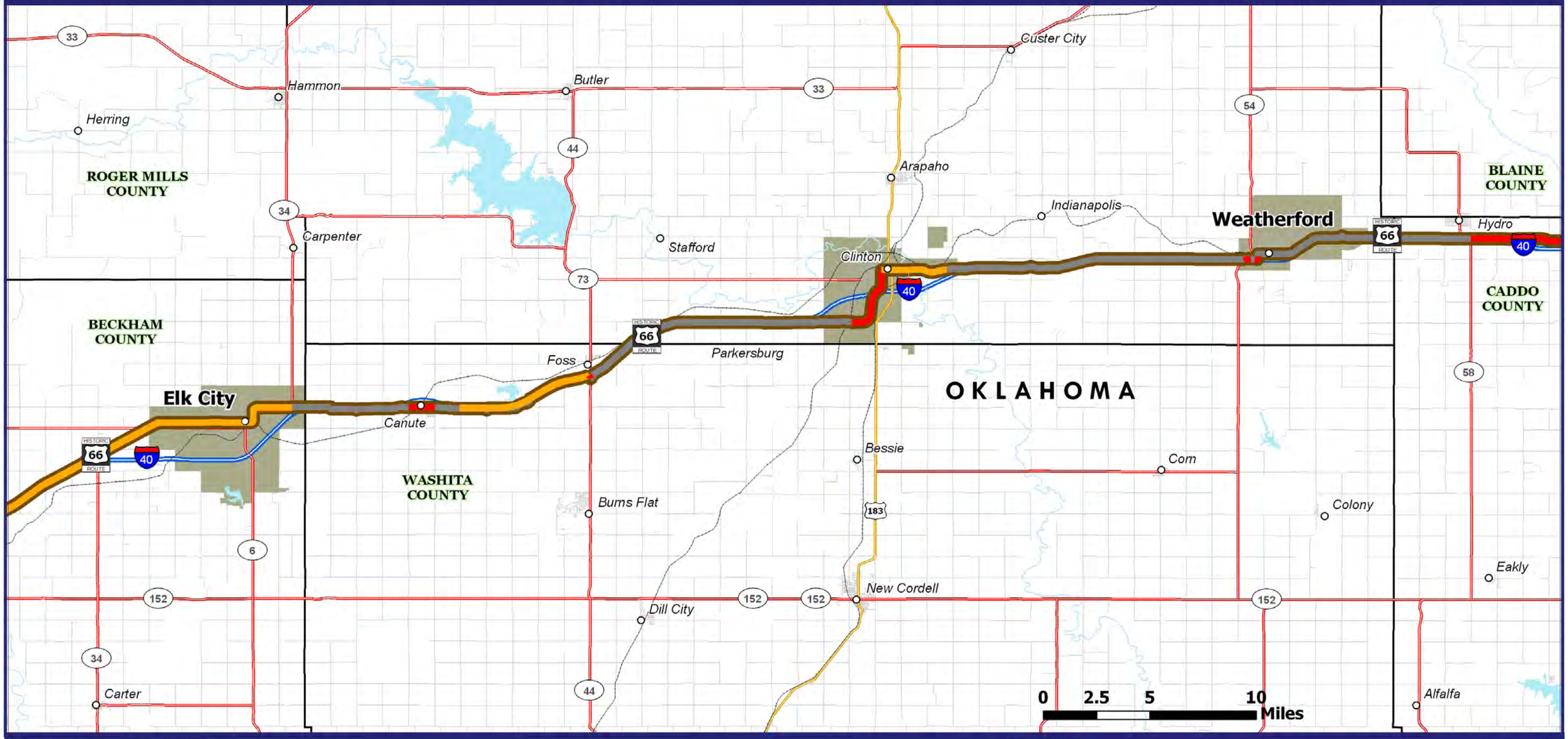

Figure 25
Roadway Number of Lanes
Segment Map 7

MAP SOURCE DATA:
Data CD from ODOT-April 2007

LEGEND

- The Oklahoma Route 66 Scenic Byway
- Roadway Number of Lanes
  - 8 Lanes
  - 6 Lanes
  - 4 Lanes
  - 2 Lanes
  - Data Unavailable
- Urban Area
- Lakes
- Rivers
- Railroad
- Road Network
  - Interstate Highway
  - State Routes
  - U.S. Highways

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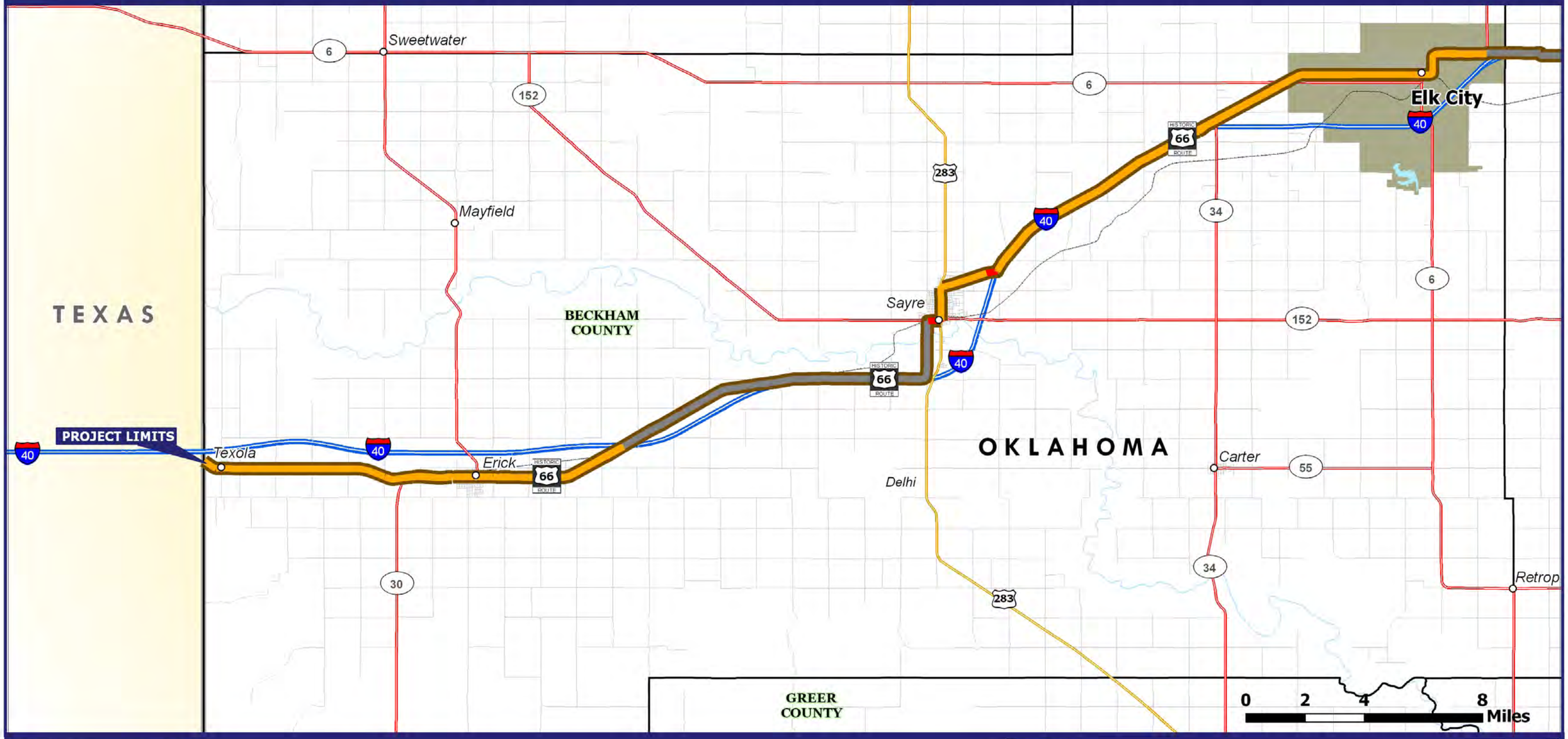

Figure 26
Roadway Number of Lanes
Segment Map 8

MAP SOURCE DATA:
Data CD from ODOT April 2007

LEGEND

- The Oklahoma Route 66 Scenic Byway
- Roadway Number of Lanes
  - 8 Lanes
  - 6 Lanes
  - 4 Lanes
  - 2 Lanes
  - Data Unavailable
- Urban Area
- Lakes
- Rivers
- Railroad
- Road Network
  - Interstate Highway
  - State Routes
  - U.S. Highways

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