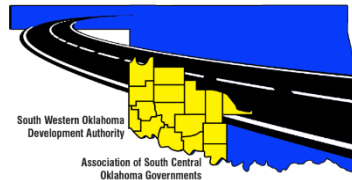
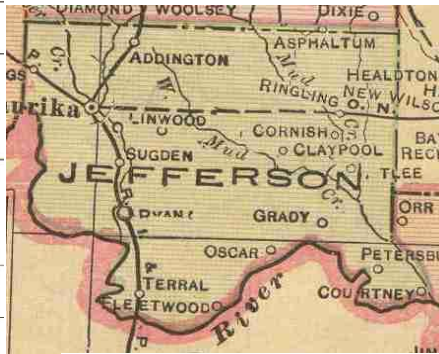
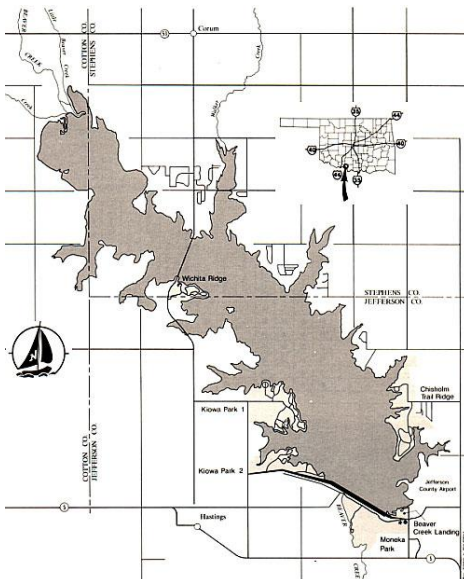


JEFFERSON COUNTY OKLAHOMA

2040 LONG RANGE TRANSPORTATION PLAN



**SOUTHWEST OKLAHOMA
REGIONAL TRANSPORTATION
PLANNING ORGANIZATION**



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In cooperation with:
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Red River Transportation
Oklahoma Department of Transportation
Federal Highways Administration
Association of South Central Oklahoma Governments
South Western Oklahoma Development Authority

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Resolution No. 2017-4
Adopting the Jefferson County 2040
Long Range Transportation Plan

Whereas, the South Western Oklahoma Development Authority by Resolution 09-04 created the Southwest Oklahoma Regional Transportation Planning Organization (SORTPO); and

Whereas, through a Resolution 16-06 the South Western Oklahoma Development Authority expanded the regional transportation planning area to include the Association of South Central Oklahoma Governments (ASCOG), and

Whereas, SORTPO is tasked with developing a regional long range transportation plan; and

Whereas, the long range transportation plan establishes goal and transportation strategies addressing the region's needs; and

Whereas, the Jefferson County 2040 Long Range Transportation Plan (LRTP) was prepared by SORPTO consultation with member local and state governments and local, state and federal transportation agencies; and

Whereas, the Plan has been presented to the general public for review and comment in accordance with the SORTPO Public Participation Plan in addition to the series of public meetings between October 2016 and September 2017 and the Plan was posted on the SORTPO website for public review and comment; and

Whereas, the Plan has been prepared in accordance with all relative state and federal rules and regulations.

NOW, THEREFORE BE IT RESOLVED, that the SORPTO Policy Board hereby approves and adopts the Jefferson County 2040 Long Range Transportation Plan.

Approved and Adopted by SORTPO Policy Board and signed this 28th day of September, 2017.



Lyle Miller, Chairman SORTPO Policy Board

ATTEST:



Anita Archer, Secretary SORTPO Policy Board

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Chapter 1: Goal, Strategies and Issues

SORTPO History

In 1970, Oklahoma's governor established eleven (11) sub-state planning districts. Subsequently, the local governments served by the planning districts created the eleven (11) Councils of Governments (COGs) using the sub-state planning district boundaries. These districts make up the Oklahoma Association of Regional Councils (OARC). South Western Oklahoma Development Authority (SWODA) and the Association of South Central Oklahoma Governments are two of the eleven (11) COGs.

In April 2012, the Oklahoma Department of Transportation (ODOT) entered an agreement with OARC to oversee development of the regional transportation planning process and the regional public participation process in the non-metropolitan areas of the state. Three councils of governments were selected as pilot projects: SWODA, Northern Oklahoma Development Authority (NODA) and Central Oklahoma Economic Development District (COEDD). SWODA on October 13th, 2009 by Resolution 09-04 (Appendix A) created the Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) and was tasked with the responsibility of developing a regional plan that included preparation of eight (8) county plans. In Federal Fiscal Year (FFY) 2016, through a collaborative effort involving SORTPO, the Association of South Central Oklahoma Governments (ASCOG) and the ODOT a transportation planning pilot project comprising sixteen counties was initiated representing two Councils of Governments SWODA and ASCOG. The SWODA Board of Trustees adopted Resolution 16-06 (Appendix B) amending the SORTPO region.



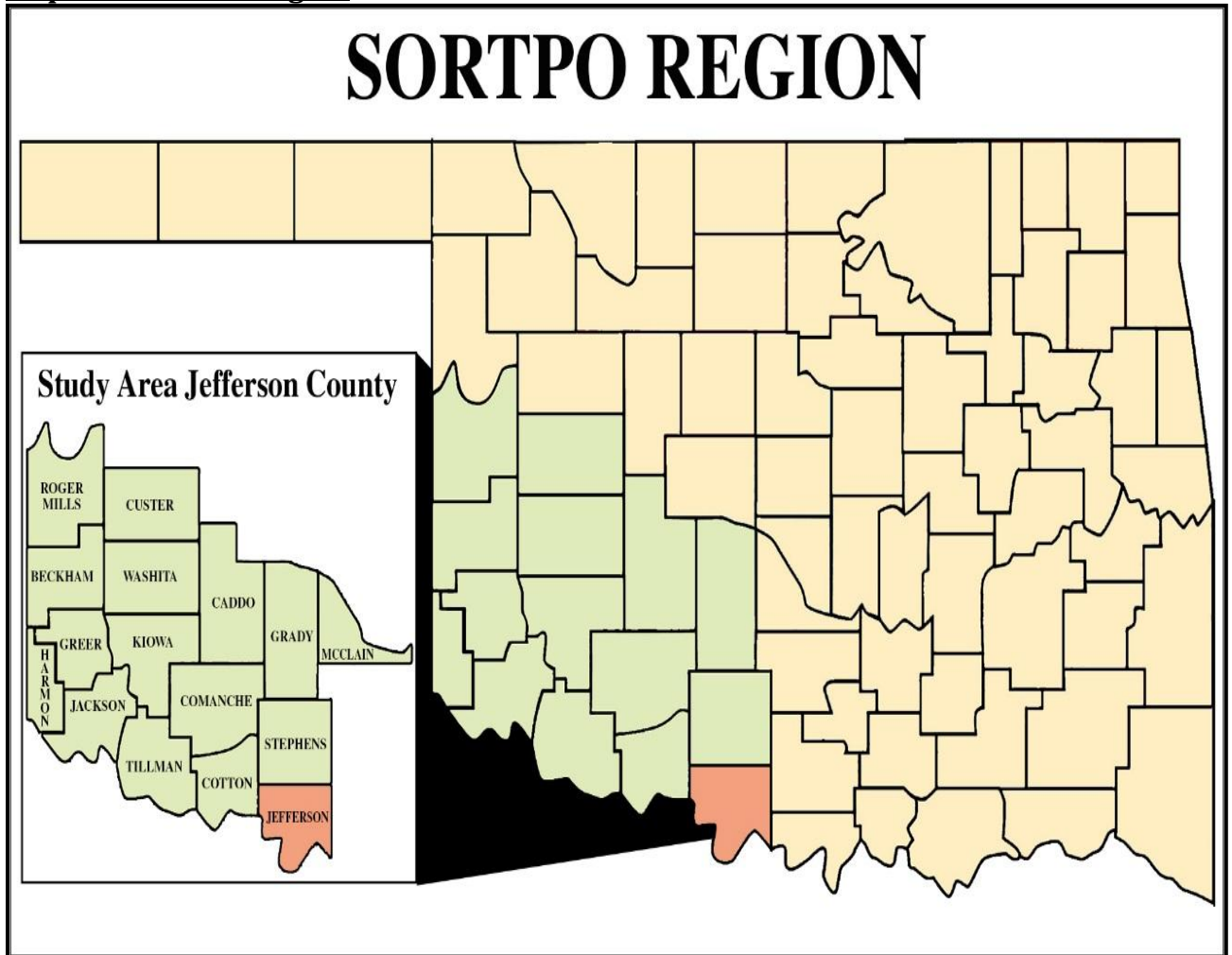
Located in southwest Oklahoma, the SORTPO region is comprised of 14,180 square miles. (Map 1.1). The SORTPO region is comprised of sixteen (16) counties, one hundred-twenty (120) cities and towns and nineteen (19) conservation districts. Total population for the SORTPO region according to the 2010 U.S. Census Bureau was 416,257. Population data obtained from the 2011- 2015 American Community Survey (ACS) estimates the population has increased to 422,165. Although much of the region is comprised of large tracts of farming and agriculture lands there are multiple areas that contain urbanized areas that feature regional medical facilities, universities, military installations and governmental offices. Population growth and shifts for the SORTPO region are dependent on many factors depending on a county. Each County in the region although a separate entity is interconnected through commerce, employment, health services, education and transportation.

All aspects of the planning process are overseen by the SORTPO Policy Board. The SORTPO Technical Committee serves as the advisory group for transportation planning and policy initiatives. This committee reviews transportation planning work efforts and provides a recommendation to the SORTPO Policy Board for their consideration

and action. The day-to-day activities of SORTPO are supported by staff located in the SWODA (Burns Flat) and ASCOG (Duncan) offices. Staff, equipment, supplies, rent, consulting studies, and other expenses used to support staffing operations are reimbursable to SORTPO by the Federal Highway Administration (FHWA) State Planning & Research (SPR) program funds at 80% of the total amount of the work effort and the local match of 20% is provided by SWODA.



Map 1.1: SORTPO Region



Source: SWODA

Regional Transportation Planning

Regional transportation planning is a collaborative process designed to foster participation by all interested parties such as business communities, community groups, elected officials, and the general public through a proactive public participation process. Emphasis by the FHWA and the Federal Transit Administration (FTA) is placed on extending public participation to include people who have been traditionally underserved by the transportation system and services in the region.

The purpose of the transportation system is to move people and goods in the safest and most efficient manner possible. SORTPO envisions the transportation system as a critical element of the quality of life for the citizens. A regional approach to long range transportation planning is necessary because of the rural nature and diverse characteristics of the population in Oklahoma. Transportation systems must safely, efficiently and effectively allow citizens to travel to work and to conduct their personal lives as well as provide for the efficient movement of goods to markets to support the county's economic vitality. Additionally, transportation decisions should carefully consider and reflect environmental and community concerns.

Transportation planning is a process that develops information to help make decisions on the future development and management of transportation systems. It involves the determination of the need for new or expanded roads, transit systems, freight facilities and bicycle/pedestrian facilities their location, their capacity and the future needs. The process of developing the LRTP provides an opportunity for participating in the planning of the future transportation system. The process allows the community to focus their attention on transportation in the context of Stephens County as well as the SORTPO region. The LRTP was developed within the regulatory framework of MAP-21 and the Fixing America's Surface Transportation Act (FAST Act). The LRTP establishes the goals, objectives and transportation strategies for addressing the region's transportation needs. The LRTP establishes the goals, objectives and transportation strategies for addressing the region's transportation needs. This planning process follows the three "c's" identified by federal transportation regulations: continuing, cooperation and comprehensive.

Purpose of Plan

The Jefferson County 2040 LRTP is a document used by the county, cities, towns, agencies, businesses and residents as a guide to maintain and improve the region's transportation system through 2040. The year 2040 was chosen as the planning horizon year for the LRTP because it allows the local governments and participating agencies to plan for long range solutions to anticipated needs.

The Plan is an important tool and assists communities in focusing their limited funds on projects that give them the best value and benefit for funding. The purpose of the long-range transportation plan is to direct investment of available resources toward meeting the region's highest priority needs. The needs are determined by comparing the Plan's goals, "What do we want to accomplish over the life of the plan?" with current conditions and forecasts, "Where are we starting, and how are demographics and economics expected to change?" The projects and strategies included in the LRTP arise from the needs and span the twenty-year planning period.

A key concept that underlies the discussion of needs is affordability. With limited fiscal resources, every jurisdiction that owns and operates part of the countywide transportation



system must consider what they can afford to operate and how to maintain into the future.

People of all ages are making different decisions about where they choose to live, and what constitutes a positive quality of life. SORTPO's transportation planning process includes opportunities for the community's transportation stakeholders to participate in development of the LRTP. This process includes soliciting comments from the public on current and future transportation needs. Appendix 4.1 illustrates survey results obtained during the planning process. Survey Question 10 includes information on the importance of selected transportation components in Jefferson County. Three components received the highest rating: maintenance improvements, bridge improvements, smooth driving surface. When selecting projects survey respondents indicated in Question 11 a higher preference for projects that improve safety, supports economic development, and reduces congestion.

As a means of achieving the successful implementation of the LRTP, the projects are developed in five-year increments. The five-year increment format will offer realistic goals in Chapter 6 relative to the LRTP's short range implementation activities. The incremental approach also provides a reasonable opportunity in scheduling state and /or federally funded transportation improvements within the county.

Relationship and Requirements with State and Federal Agencies

The plan was developed in cooperation and in collaboration with municipal, county governments, transit providers, ODOT and the Federal Highway Administration (FHWA). The plan is the culmination of a continuing, cooperative, coordinated and comprehensive planning effort among the federal, state and local governments directed by SORTPO that provides for consideration and implementation of projects, strategies and services that should address the planning factors identified in The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST) was signed into law in December 2015. The FAST Act added two additional factors for a total of ten (Table 1.1), which SORTPO should strive to address through their LRTP planning process.

Table 1.1: Planning Factors

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic patterns.
6. Enhance the integration and connectivity of the transportation system across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism

Source: 23 USC Section 23 U.S.C 135 (d)(1)

In addition, The FAST Act continues Map-21 requirement to State Departments of Transportation and Metropolitan Planning Organizations to use a performance-based approach to support seven (7) national goals for the transportation system. This requirement has not been mandated to non-metropolitan areas. Though specific performance measures are not identified in this plan, SORTPO recognizes the significance of such measures and will begin the collection of data needed to establish standards in future (Appendix C).

Goals and Strategies

The planning process follows a hierarchy that includes goals and strategies to assist Jefferson County in planning and prioritization of transportation projects and programs. Goals are general statements of what we want the future to be like. The goals are used as guiding principles to choose among various options for transportation improvements. Therefore, they should be attainable and realistic. In addition, the goals should relate to present conditions and expected changes in those conditions. Strategies are specific, quantifiable steps towards the realization of those goals. Table 1.2 identifies the goal categories for the Jefferson County.

Goals were developed from meetings held with stakeholders, technical committee and policy board meetings. It is important to recognize that many factors influence transportation system performance and transportation is only one component of a community. Economic development, housing, the economy and natural resources also can play a role. Implementing goals is the responsibility of local, county and state governments and SORTPO. Strategies were developed in coordination with partner agencies. The strategies developed do not fall solely under the responsibility of SORTPO. Local and community agencies should consider their roles in affecting outcomes. It will be necessary to prioritize the strategies and build the data collection and analysis, for those deemed most important,



into annual programs, such as the Planning Work Program (PWP).

Table 1.2: Jefferson County Goal Categories

Goal	Description
1. Accessibility and Mobility (pg. 7)	Improve accessibility and mobility for people and freight.
2. Awareness, Education and Cooperative Process (pg. 7)	Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process.
3. Freight & Economic Vitality (pg. 7)	Support and improve the economic vitality of the county and region by providing access to economic development opportunities, such as business and industrial access, natural, scenic and historic resources or recreational travel and tourism.
4. Environment (pg. 8)	Reduce impacts to the county's natural environment, historic areas and underrepresented communities resulting from transportation programs and projects.
5. Finance & Funding (pg. 8)	Seek and acquire a variety of transportation funding sources to meet the many diverse system needs.
6. Maintenance and Preservation (pg. 9)	Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.
7. Safety & Security (pg. 9)	Improve the safety and security of the transportation system by implementing transportation improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations.
8. Community & Health (pg. 9)	Facilitate development of transportation projects and programs that support economic development and healthy lifestyles in the county and region.
9. Tourism & Travel (pg. 10)	Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities

Goal 1: Accessibility and Mobility

Improve accessibility and mobility for people and freight.

Strategies:

1. Support opportunities to expand the transit system(s) in the region that improves access to health care facilities, education facilities, recreation centers, cultural and tourist sites and employment.
2. Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).
3. Conduct a freight assessment for the county.
4. Review transportation improvements and expansion of services to ensure that the facility for one (1) mode of transportation doesn't create barriers for the access or mobility of other modes.
5. Participate with ODOT, Class III Rail Companies and communities in activities that will upgrade rail tracks, bridges and trusses to support the standardized railcar weight of 286,000 pounds.

Goal 2: Awareness, Education and Cooperative Process

Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process.

Strategies:

1. Participate on state, regional, and local committees regarding County transportation issues.
2. Educate key stakeholders, businesses, local leaders and the public on the purpose and function of SORTPO.
3. Annually review the Public Participation Plan.
4. Develop and implement a bicycle and pedestrian public awareness and education program.
5. Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems to help form sound planning decisions.
6. Facilitate and support the coordination of regional training opportunities.
7. Develop a method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.

Goal 3: Freight & Economic Vitality

Support and improve the economic vitality of the county and region by providing access to economic development opportunities, such as business and industrial access, natural, scenic and historic resources or recreational travel and tourism.

Strategies:

1. Prioritize transportation projects that serve major employment and activity centers, rail facilities and freight corridors.
2. Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available.
3. Coordinate with local and tribal governments on the placement of regionally significant developments.

4. Continue to coordinate transportation planning with adjoining counties, regions and councils of government for transportation needs and improvements beyond those in our region.
5. Working with area employers and stakeholders develop a database and map identifying transportation needs.
6. Identify and designate routes and connectors with heavy freight movements as freight priority corridors.

Goal 4: Environment

Reduce impacts to the county's natural environment, historic areas and underrepresented communities resulting from transportation programs and projects.

Strategies:

1. Consult with local, state and national agencies in the areas of environmental protection and historic preservation, in terms of transportation programs and projects.
2. Promote proper environmental stewardship and mitigation practices to restore and maintain environmental resources that may be impacted by transportation projects.
3. Promote the use of alternative fuels and technologies in motor vehicles, fleet and transit vehicles.
4. Develop database and mapping to identify the County's underrepresented communities.
5. Support designs of the transportation system that will protect cultural, historic, and scenic resources, community cohesiveness, and quality of life.
6. Develop a data file and create a map identifying location of wind farms and pipelines and relationship to communities and the transportation system.

Goal 5: Finance and Funding

Seek and acquire a variety of transportation funding sources to meet the many diverse system needs.

Strategies:

1. Maximize local leverage of state and federal transportation funding opportunities.
2. Increase private sector participation in funding transportation infrastructure and services.
3. Encourage multi-year capital improvement planning by local, county, tribal, and state officials that includes public participation, private sector involvement, coordination among jurisdictions and modes and fiscal constraint.
4. Assist jurisdictions in finding and applying for funds.

Goal 6: Maintenance and Preservation

Preserve the existing transportation network and promote system management to promote access and mobility for both people and freight.

Strategies:

1. Identify sources of transportation data and develop a procedure to collect the data and present to the public.
2. Identify and collect transportation performance data and compare to previous years' data.

Goal 7: Safety and Security

Improve the safety and security of the transportation system by implementing transportation improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations.

Strategies:

1. Coordinate with local governments and other agencies to identify safety concerns and conditions, and recommend projects to address key deficiencies.
2. Coordinate county and regional actions with the Statewide Highway Safety Plan.
3. Collect and routinely analyze safety and security data ~~by mode and severity~~ to identify changes and trends.
4. Assist in the designation of corridors and development of procedures to provide for safe movement of hazardous materials.
5. Adopt best practices to provide and improve facilities for safe walking and bicycling.
6. Incorporate emergency service agencies in the transportation planning and implementation process.
7. Support the Oklahoma Department of Transportation in its plans to add and improve roadway shoulders to two lane highways.
8. Reduce the number of at grade rail highway crossings.
9. Upgrade passively protected at grade rail highway crossings.

Goal 8: Community & Health

Facilitate development of transportation projects and programs that support active lifestyles in the region.

Strategies:

1. Integrate healthy community design strategies and promote active transportation to improve the public health outcomes.
2. Support development of transportation systems that provide opportunities for populations walking, bicycling and utilizing non-motorized modes.
3. Identify funding opportunities and partners to increase low cost transportation opportunities.
4. Establish partnerships with local groups and agencies to provide transportation services.
5. Facilitate development of transportation projects and programs that support

economic development and healthy lifestyles in the county and region.

Strategies:

1. Integrate healthy community design strategies and promote active transportation to improve the public health outcomes.
2. Support development of transportation systems that provide opportunities for populations walking, bicycling and utilizing non-motorized modes.
3. Identify funding opportunities and partners to increase low cost transportation opportunities.
4. Establish partnerships with local groups and agencies to provide transportation services.

Goal 9: Tourism & Travel

Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities.

Strategies:

1. Develop a regional map that identifies tourism destinations and regionally significant facilities.
2. Establish procedures to increase coordination and communication with local governments, tribal governments and state agencies to identify projects that impact the communities' transportation system.
3. Collaborate with local economic development authorities, State and Federal economic development agencies in the identification of current and future transportation projects.

Key Issues, Challenges and Trends

There are many issues facing the area that have a direct or indirect impact on the transportation system. Rural communities have problematic transportation issues such as intersections, congestion and limited or no access to transit. This section is intended to identify these issues, challenges and trends. At the onset of the transportation planning process, the SORTPO staff, policy board and technical committee members identified key issues, trends and challenges that impact the transportation system. Key issues, challenges and trends were also identified through public surveys, stakeholder meetings, public comments, other plans, data sources, and reports.

Key Issues:

- Access to healthcare and emergency services.
- Expand Transit Services.
- Forced school consolidations due to state of the State's flat revenues and multiple year budget cuts.
- Lack of shoulders on 2 lane highways.
- Lack of funding to adequately maintain roadway systems and bridges.
- Urban versus rural mindset.
- Steep hills and sharp curves.
- Improvements of rail crossings.

- Problematic traffic issue locations (areas with high accidents, intersections, truck generators).

Challenges:

- Competition for medical professionals between urban and rural.
- Attracting workforce to support the employment needs.
- Age of infrastructure.
- Access to affordable high-speed internet.
- Competition for industry/business.
- Coordination with developments by Native American Tribes.
- Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
- Maintaining health care and emergency services.
- Lack of system to reevaluate how, when and where new roads are built versus investment in upgrade to the existing road system.

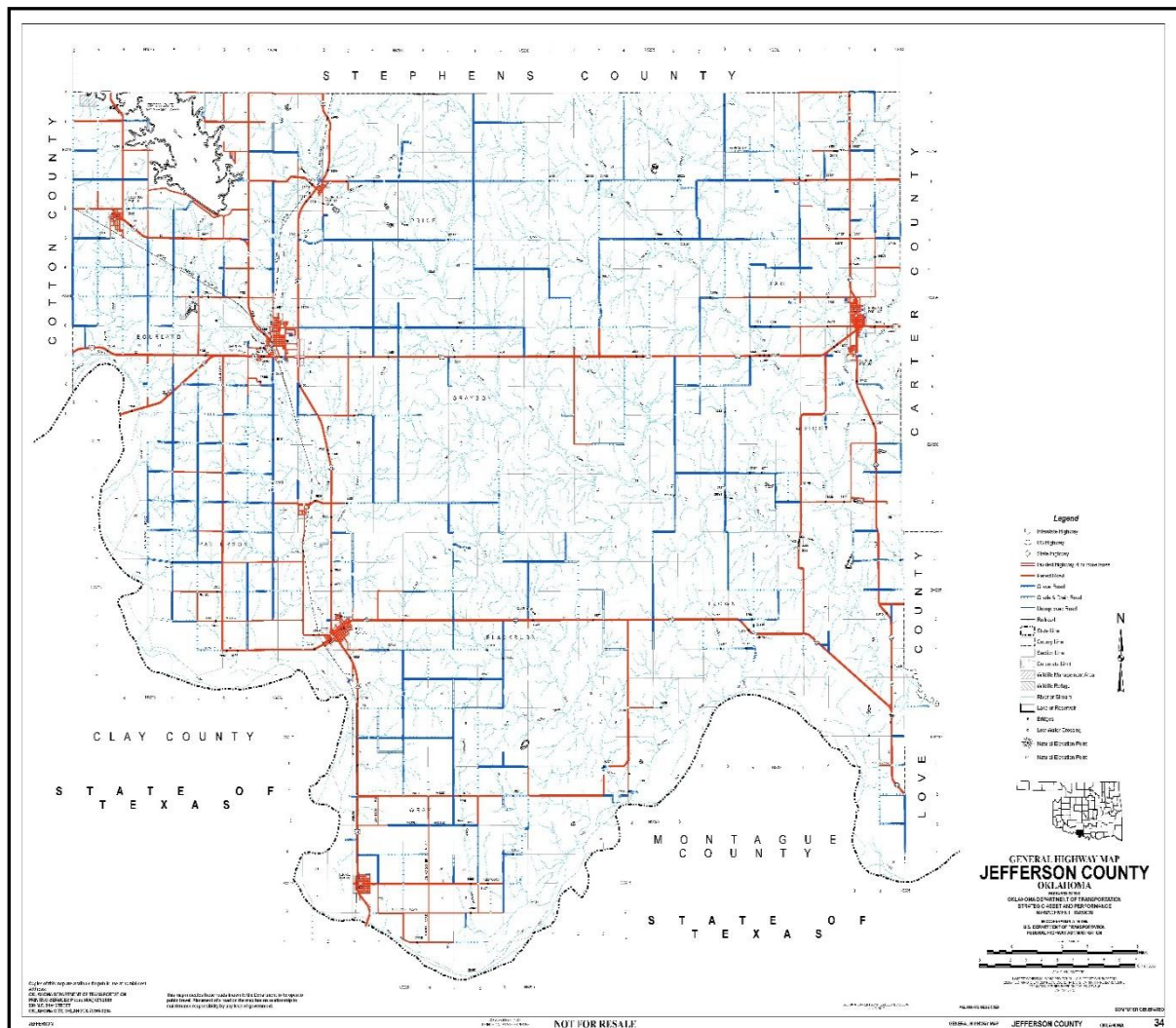
Trends:

- Population is declining in the rural areas.
- Freight traffic will grow along US 81 Highway which is a major truck freight route in the County. In addition, the County is centrally located between Interstates 35 and 44 creating additional opportunities for alternate truck freight routes.
- Waurika Lake will continue as a regionally significant destination for recreation and tourism.
- The population is aging.
- Motor vehicles will continue to be the primary means of transportation.
- The energy sector and farming community will continue to rely heavily on trucks in rural areas.
- Technology impact on retail, employment and how medical services are obtained.
- Autonomous vehicle technology.
- State of Oklahoma's budget negative impact on rural communities.

Chapter 2: Current Conditions

This chapter provides a “snapshot” of current conditions that relate to transportation in Jefferson County. Demographics, economic conditions, environmental factors, community development and transportation and traffic data each provide information for transportation planning. Jefferson County is located south western Oklahoma (Map 2.1). The county is bordered by Jefferson County on the north, Carter County to the northeast, Love County to the east, Montague County, Texas to the south, Clay County, Texas to the southwest and Cotton County on the west.

Map 2.1: Jefferson County, Oklahoma



History

Jefferson County is in the far southeast corner of the SORTPO region and covers 774 square miles (759 land square miles and 15 square miles of water) of the 14,180 acres that comprise SORTPO (Map 1.1) Jefferson County was organized in 1907. The western part of the County is a part of the Kiowa Comanche and Apache Reservation and the eastern part of the County is part of the Chickasaw Nation. Jefferson County population was 6,333 (2011-2015 American Community Survey (ACS)) and a population density of 8.3 people per square mile. Two US Highways (US) and four State Highways (SH) travel through the county. Map 2.1 illustrates the connectivity of the highways with the Interstate system and as a result are important to the regional and state truck freight network.



The County includes five areas designated as a city or town, the largest being the city of Waurika and four communities:

- The county seat of Jefferson County is the City of **Waurika** which sits in the north corner of the intersection of US 81 and US 70. Waurika encompasses 11.8 square miles, with a population estimate of 2,062 (2011-2015 ACS). Waurika's economy has largely been based on cattle raising, agriculture and petroleum production since the founding of the city.
- **Ringling** is north of the intersection of US 70 and SH 89, twenty-five miles east of Waurika and twenty-seven miles west of Ardmore. Ringling originated in 1914 and was incorporated in 1915. The town was named in honor of John Ringling, its founder and the proprietor of the Ringling Brothers Circus. The 2011-2015 ACS population was 1,026.
- **Ryan** is situated some two miles north of the Red River at the intersection of U.S. Highway 81 and State Highway 32. The town is eleven miles south of Waurika. It was named in honor of rancher Stephen W. Ryan, an Arkansas native who settled near present Ryan in 1875. The 2011-2015 ACS population was 795.
- **Terral** is an incorporated community situated east of US Highway 81, twenty miles south of Waurika and one mile north of the Red River. The town was named in honor of John Heidelberg Dace Terral, its founder and first postmaster. The post office was established August 8, 1892, when Terral was located in Pickens County, Chickasaw Nation, Indian Territory. The 2011-2015 ACS population was 390.
- **Hastings** is situated on State Highway 5, nine miles northwest of Waurika and some five miles north of the Red River. Hastings was incorporated in 1902, the same year in which its post office was established. The 2011-2015 ACS population was 51.
- **Addington** is situated on US Highway 81, six miles north and two miles east of Waurika. The community was founded in the 1890s along the right-of-way of the Chicago, Rock Island and Pacific Railroad. A post office was established at the townsite in January 1896, and the village was named for its first postmaster, James P. Addington. The 2011-2015 ACS population was 101.
- **Sugden** is situated west of US Highway 81 and Beaver Creek, one mile east and five miles south of Waurika on County Roads E2020/N2810. Early Sugden was an agricultural town. Local farmers and ranchers shipped cattle, hogs, wheat, cotton,

and corn via the Chicago, Rock Island and Pacific Railway. The 2011-2015 ACS population was 38.

- **Cornish** is situated south of the junction of US 70 and SH 89, twenty-five miles east of Waurika and twenty-seven miles west of Ardmore. Cornish originated in the late 1880s as a community of Pickens County in the Chickasaw Nation, Indian Territory, and was named for local rancher John Cornish. The 2011-2015 ACS population was 213.

As the population fluctuates, either through economic changes, in or out migration or shifting within the region the needs of the communities including education, health care, social services, employment, and transportation remain relatively stable. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, and tribal land development. Transportation is crucial to keeping older adults independent, healthy and connected to friends, family, recreation, shopping and health services. However, older residents' transportation needs differ based on their health, income, marital status, age, race and whether they live in a city/town or rural county area. The needs of this segment of population will continue to influence the transportation needs and services for this region.

As shown in Table 2.1 the County's population has declined since the 1980 US Census. This County's population is heavily dependent on agriculture and petroleum industries. As modernization of farming continues, new employment opportunities are limited, and aging population the County's population is declining. Appendix 2.1 – 2.7 provides historical and current socioeconomic data for Jefferson County.

Table 2.1: Jefferson County Population 1980-2015 Estimate

	1980	1990	2000	2010	2011-2015 ACS ESTIMATED POPULATION
Addington	141	100	117	114	101
Cornish	115	164	172	163	213
Hastings	246	164	155	143	51
Ringling	1,561	1,250	1,135	1,037	1,026
Ryan	1,083	945	894	816	795
Sugden	76	65	59	43	38
Terral	604	469	386	382	390
Waurika	2,369	2,088	1,988	2,064	2,062
Balance of Jefferson County	1,988	1,765	1,912	1,710	1,657
Jefferson County, TOTAL	8,183	7,010	6,818	6,472	6,333

Source: American Fact Finder, US Census

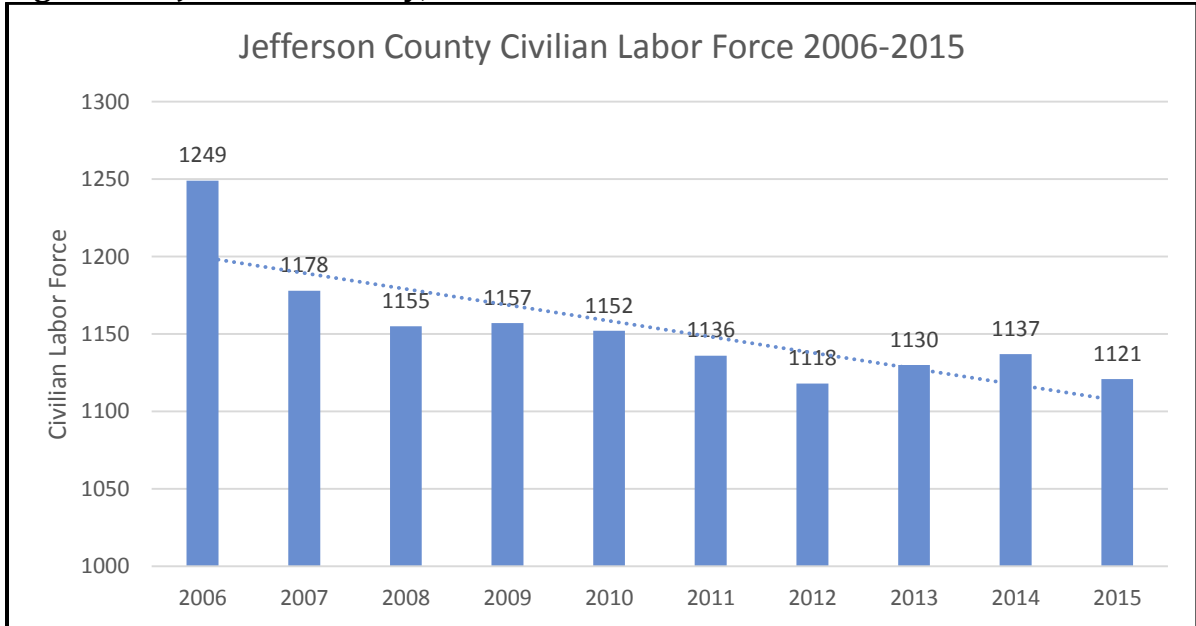
Data obtained from the 2011-2015 ACS further reveals:

- ✓ Population was distributed between male (50.6 %) and female (49.4%),
- ✓ Median age: 42.4 years of age,
- ✓ Race:
 - White 83.4%,
 - African American 0.7%,
 - American Indian 6.5% and
 - Hispanic/Latino 9.3%,
- ✓ Educational Attainment population 25 years and Older
 - High School Graduate – 1,930
 - Some College – 1,035
 - Bachelor's Degree – 366
- ✓ Total Housing Units – 3,403
 - Owner Occupied Units – 1889
 - Renter Occupied Units – 745
 - Single Family Detached Housing Units –
 - Mobile Home or Other type of Home – 367
- ✓ Vehicles Available Workers 16 years and over
 - No vehicles available – 1.9 %
 - One vehicle available – 18.0%
 - Two vehicles available – 43.6%
 - Three or more vehicles available – 36.5%
- ✓ Commute Patterns to Work Age 16 years and Older
 - Car, truck or van – 92.7%
 - Drove alone – 80.2%
 - Public Transportation – 0.3 %
 - Walked – 2.9 %
 - Worked at home – 3.6%
- ✓ Mean travel time to work was estimated at 25.7 minutes.
- ✓ Civilian Employed population 16 years and over – 2,497
 - Agriculture and forestry – 462
 - Construction – 222
 - Manufacturing – 149
 - Retail Trade – 249
 - Transportation and warehousing and utilities – 130
 - Professional, scientific and management – 101
 - Educational service and health care and social assistance – 502
 - Arts, entertainment and recreation and accommodations – 188
 - Other services, except public administration – 155

Annual civilian labor force data for years 2006-2015 is contained in Figure 2.1 and Figure 2.2 illustrates the fluctuation in the Jefferson County Civilian Labor Force between 1990-2015. The information portrayed in this graph developed by the Federal Reserve Bank illustrates a 25-year picture of the fluctuation in the Jefferson County

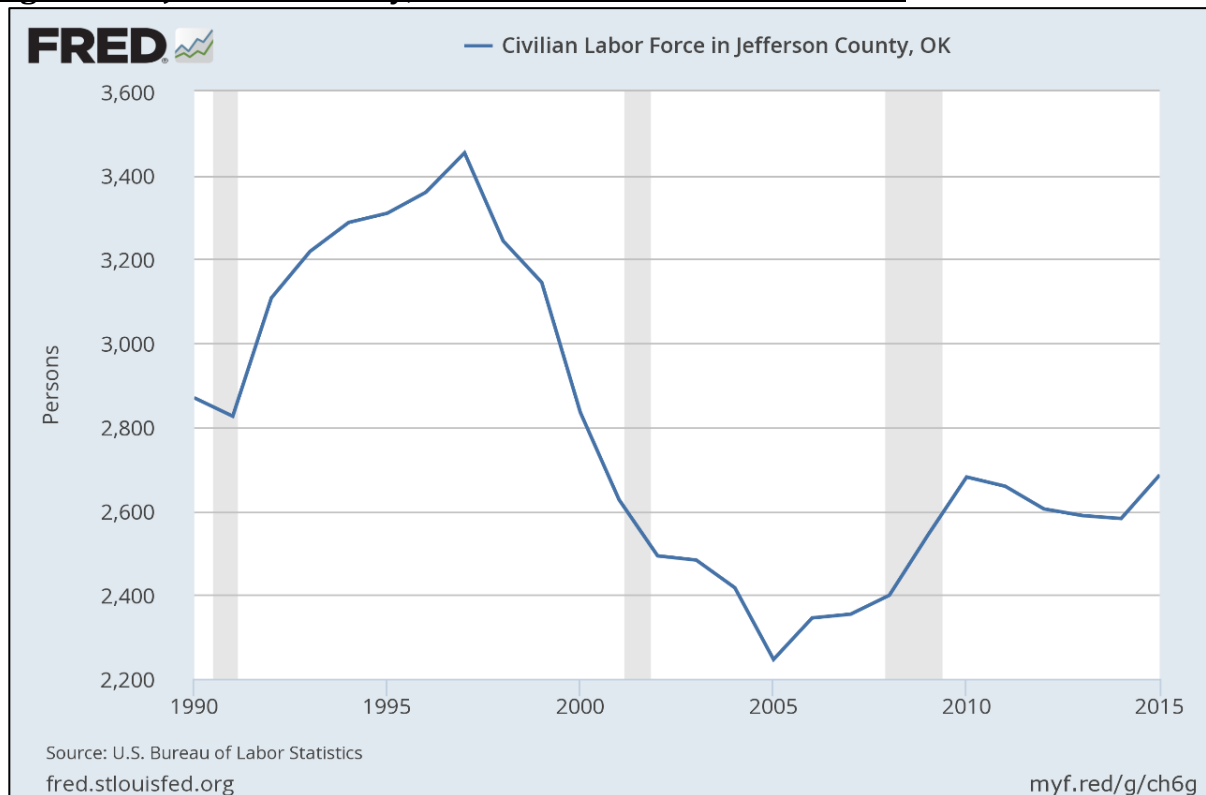
Civilian Labor Force. Figure 2.3 contains occupation and industry information for the County.

Figure 2.1: Jefferson County, Civilian Labor Force 2006 – 2015



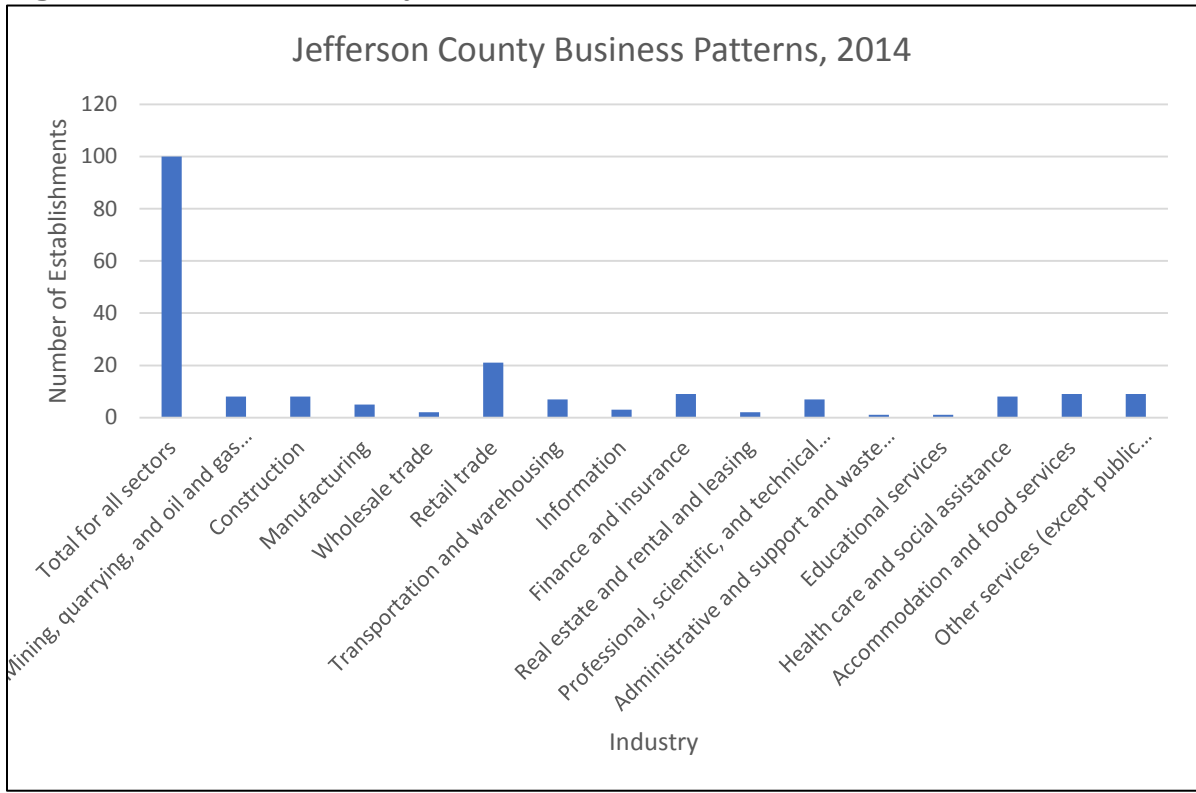
Source: BLS

Figure 2.2: Jefferson County, Civilian Labor Force 1990 – 2015



Source: US. Bureau of Labor Statistics. Release: Unemployment in States and Local Areas (all other areas)

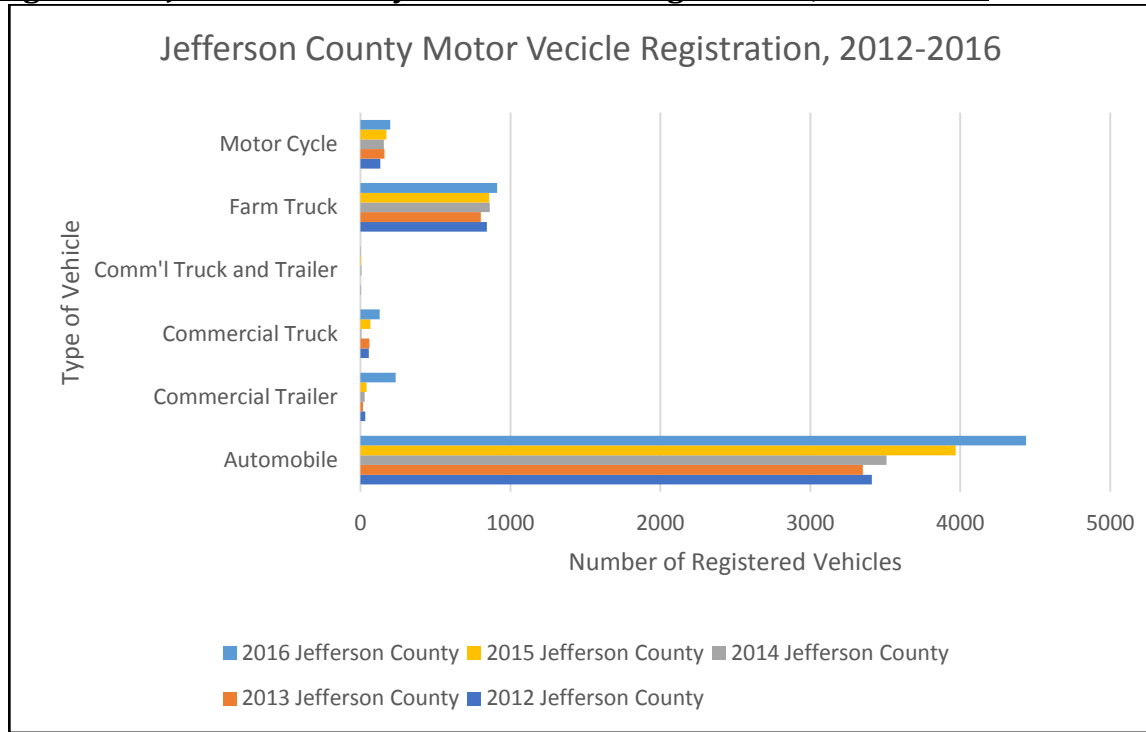
Growth Rate Calculations | US recession dates

Figure 2.3: Jefferson County Business Patterns, 2014

Source: US Census Statistics

Figure 2.4 provides information related to vehicle registration data obtained from the Oklahoma Tax Commission (OTC). Automobile and farm truck registrations continues to show an increase annually. The data in the graph confirms that the primary vehicle is the automobile, which saw an increase of approximately 1,000 automobiles between 2012–2016. Data obtained from the 2011–2015 (ACS) reveals that 36.5% of the workers 16 years and over in households had access to three or more vehicles; while 1.9% did not have access to a vehicle. Commute patterns to work for Workers 16 years and older according to the 2011–2015 (ACS) identify that 80.2% workers drove alone, 12.6% carpooled, and 3.6% worked at home. Mean travel time was estimated at 25.7 minutes



Figure 2.4: Jefferson County Motor Vehicle Registration, 2012-2016

Source: Oklahoma Tax Commission

Traffic Analysis Zones

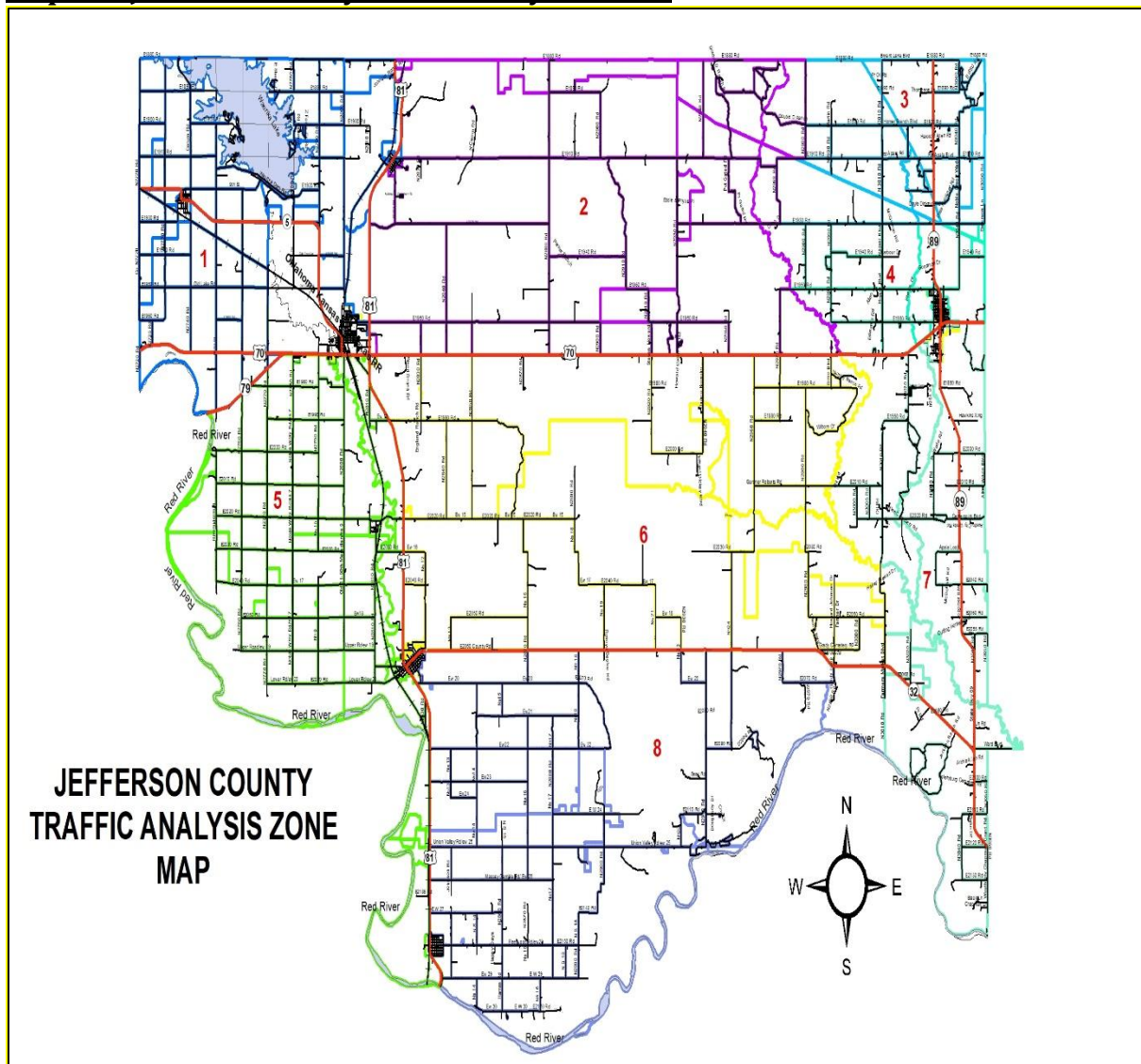
The Traffic Analysis Zone (TAZ) Program is a specialized computer program used for delineating zones in support of the Census Transportation Planning Products (CTPP). TAZ delineation follows the decennial census and is designed to allow planning agencies the ability to define areas to associate demographic data that supports transportation system analysis. Boundaries of a TAZ typically follow US Census boundaries and are an aggregation of several census blocks. Data for the plan was obtained by the 2010 U.S. Census Bureau, CTPP and Oklahoma Department of Commerce. The year 2015 is the base year for the plan and 2010 U.S. Census Data was used as the base population.

TAZ delineation for the areas other than Metropolitan Planning Organizations (MPO) are the responsibility of ODOT. Historically in non-MPO areas the TAZ boundary defaulted to the census tract boundary. This makes the process of maintaining and updating socioeconomic data much easier. However, utilizing this default for the plan did not provide SORTPO with transportation data that met the needs of the planning process. SORTPO staff reviewed the existing TAZ boundaries and after analysis of data, community boundaries and TAZ guidelines new boundaries were drafted. The revised TAZ boundaries were based on the population thresholds of 200 to 400 and employment thresholds of 300. In the future SORTPO will work cooperatively with ODOT in designation or revision to TAZ boundaries.

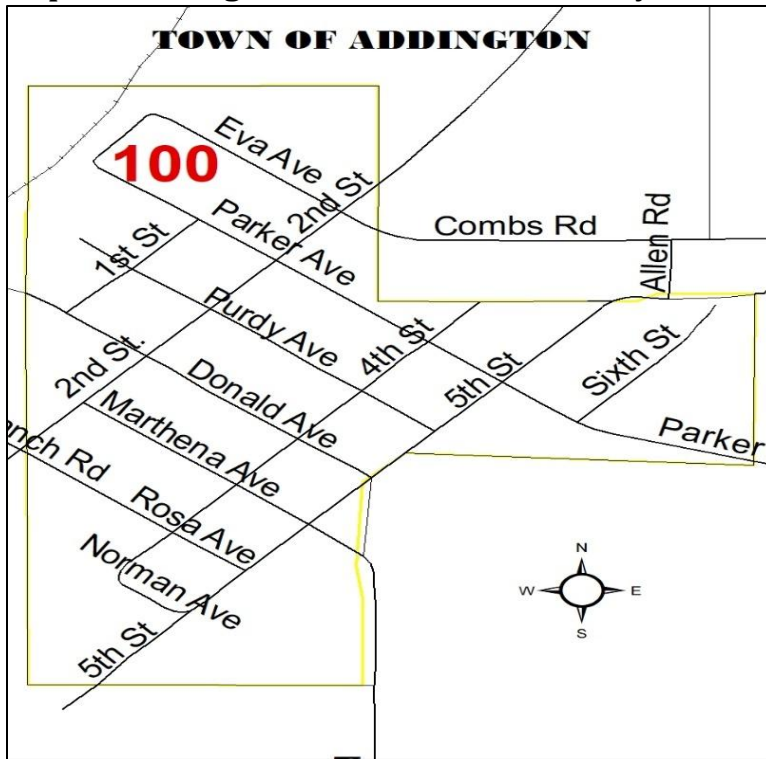
Geographically, the County and cities/towns were subdivided into twenty-five (25)

TAZ's and the socio-economic data (including population and employment) are summarized for each TAZ. Map 2.2 illustrates the revised TAZ boundaries for the county. Maps 2.3 through 2.10 illustrate TAZ areas for cities and towns. The 2011-2015 ACS population estimate 6,333 and employment of 2,672 were distributed into the new TAZs. Appendix 2.8 provides information on the population and employment data by TAZ. TAZ numbers 302 and 303 in Waurika contain the largest concentration of population and TAZ number 304 and 305 contain the largest employment population centers. The rural nature of the County requires the Plan development to consider that a major employer is determined by the individual community. In some instances, a major employer may be identified as an employer with as few as 5-9 employees. Major employers by city or town and County by TAZ are included in Appendix 2.9.

Map 2.2: Jefferson County Traffic Analysis Zones

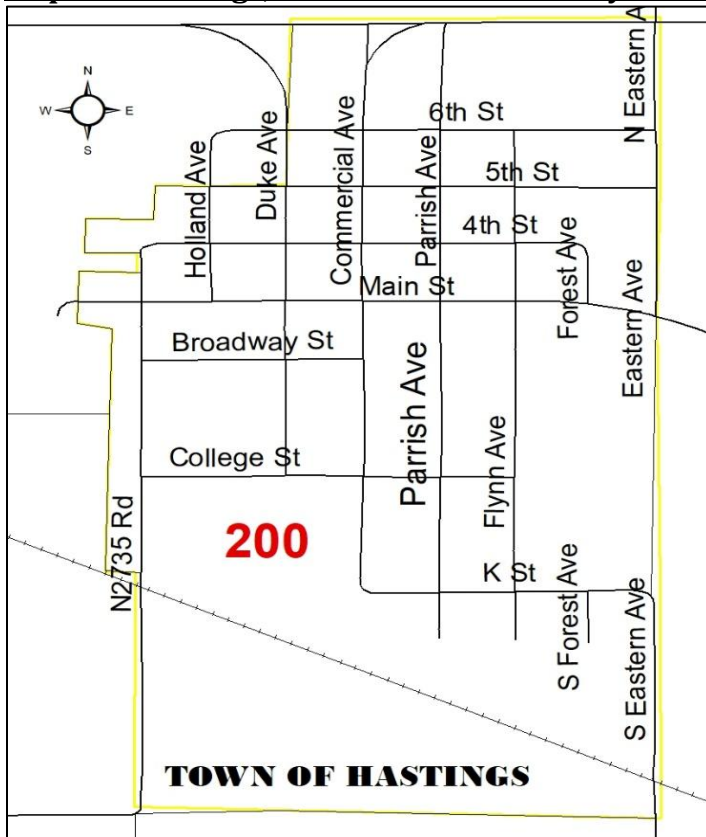


Map 2.3: Addington, Oklahoma Traffic Analysis Zones



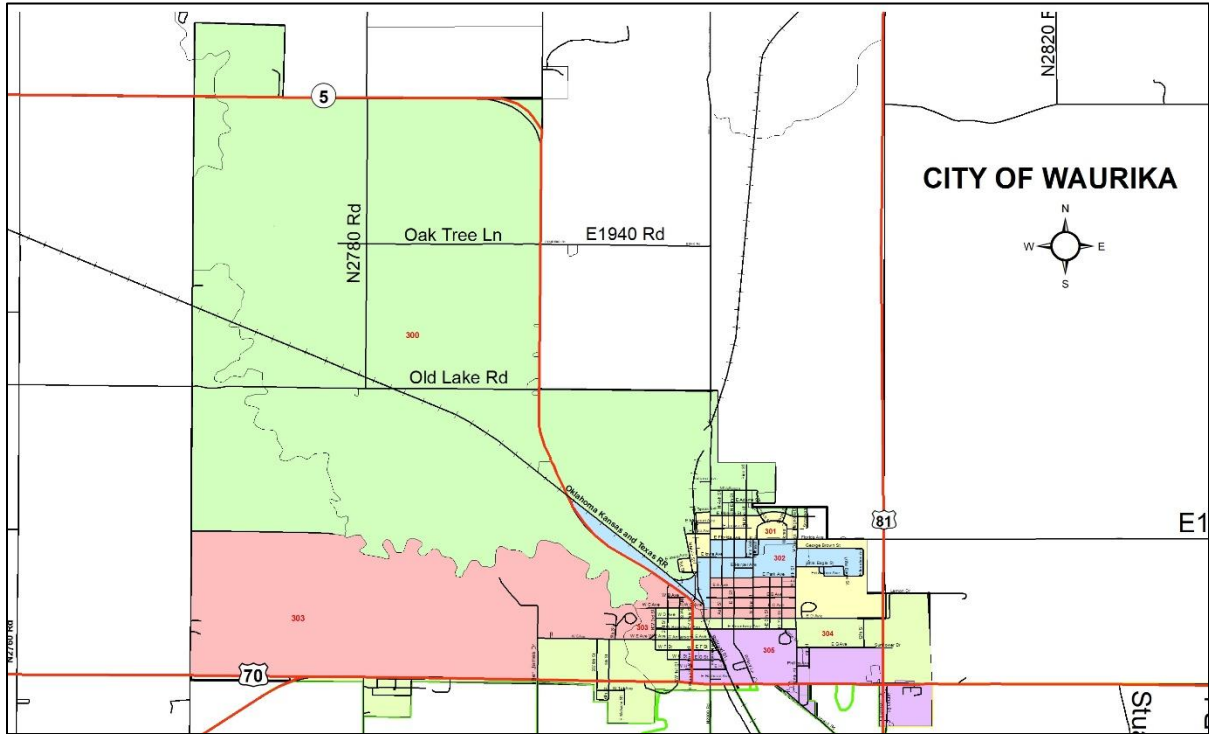
Source: ASCOG

Map 2.4: Hastings, Oklahoma Traffic Analysis Zones



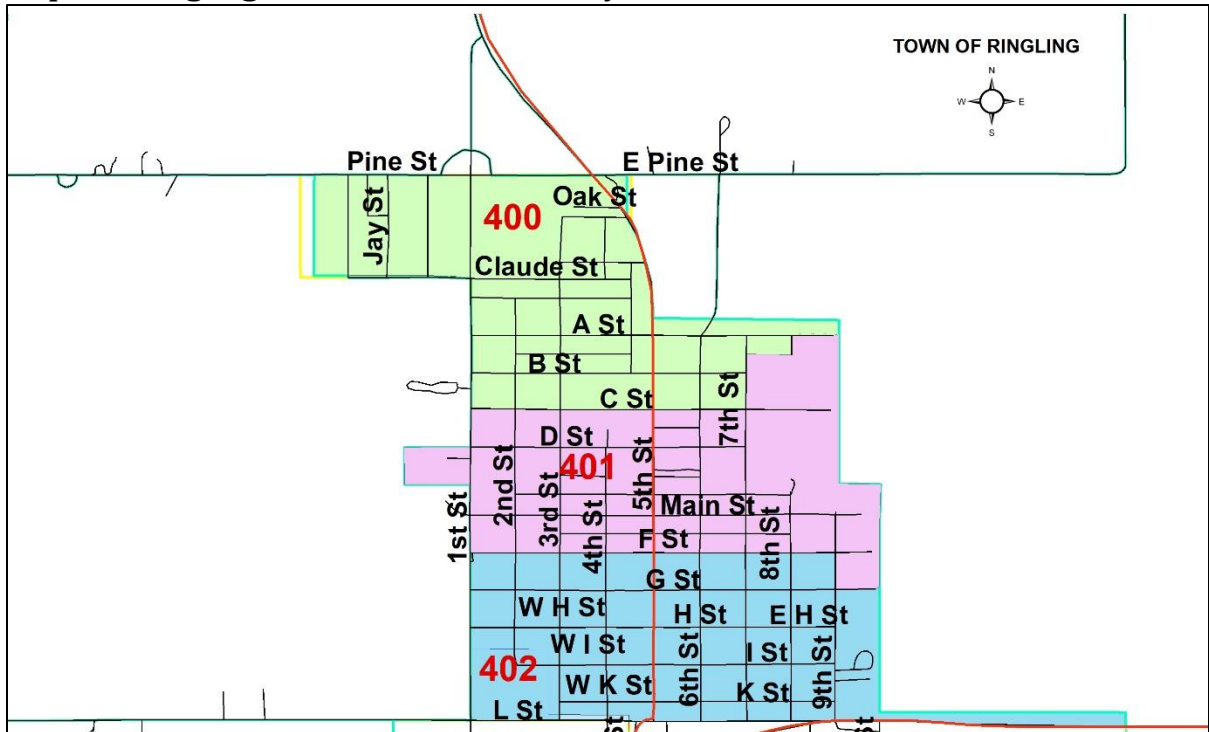
Source: ASCOG

Map 2.5: Waurika, Oklahoma Traffic Analysis Zones



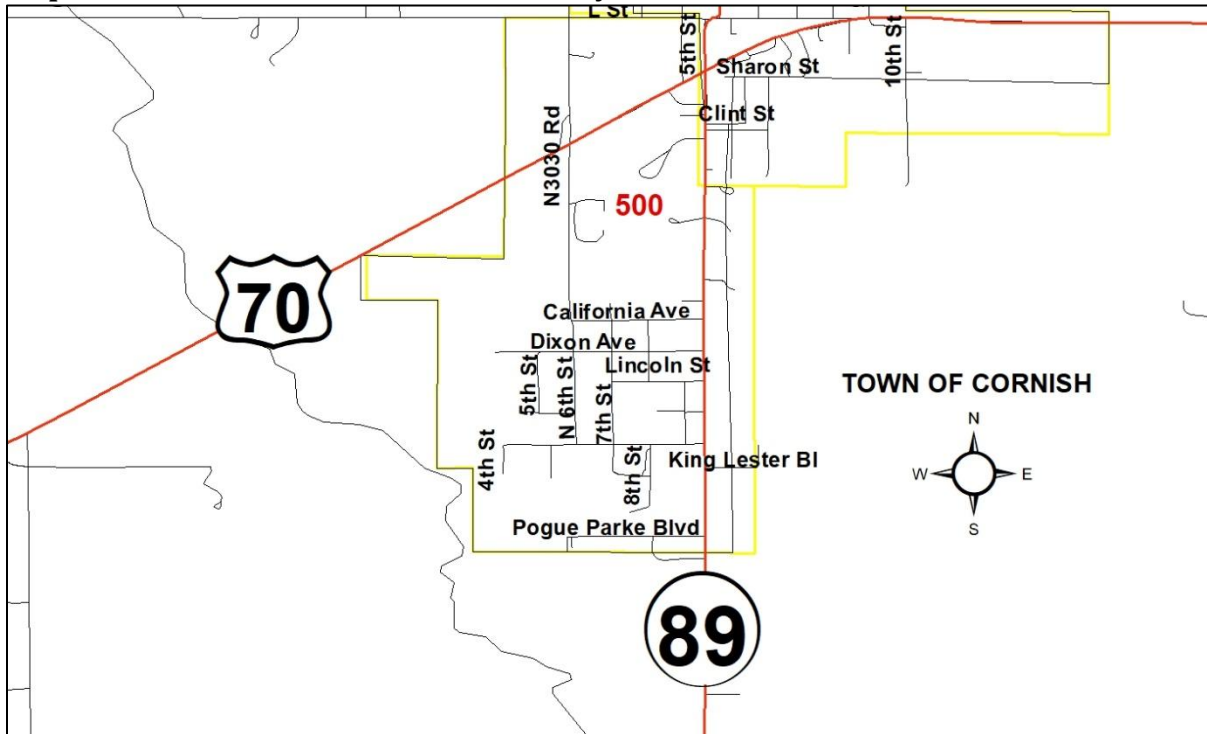
Source: ASCOG

Map 2.6: Ringling, Oklahoma Traffic Analysis Zones



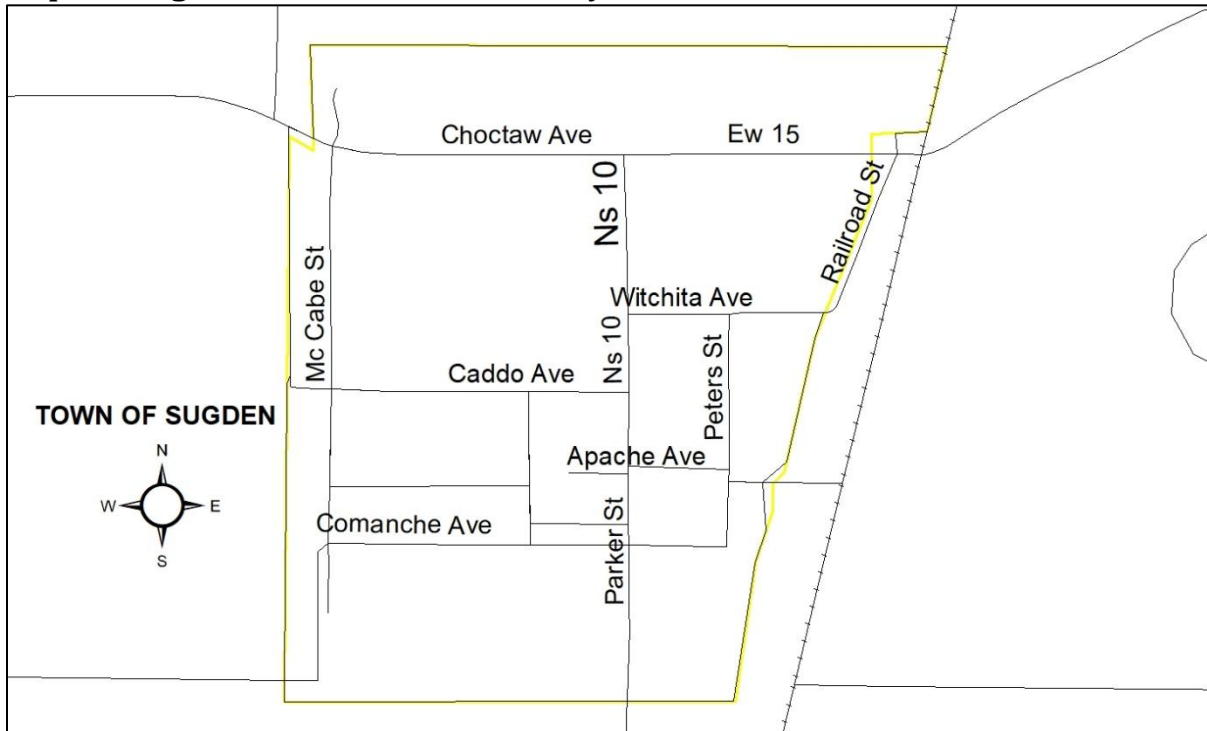
Source: ASCOG

Map 2.7: Cornish, Oklahoma Traffic Analysis Zones



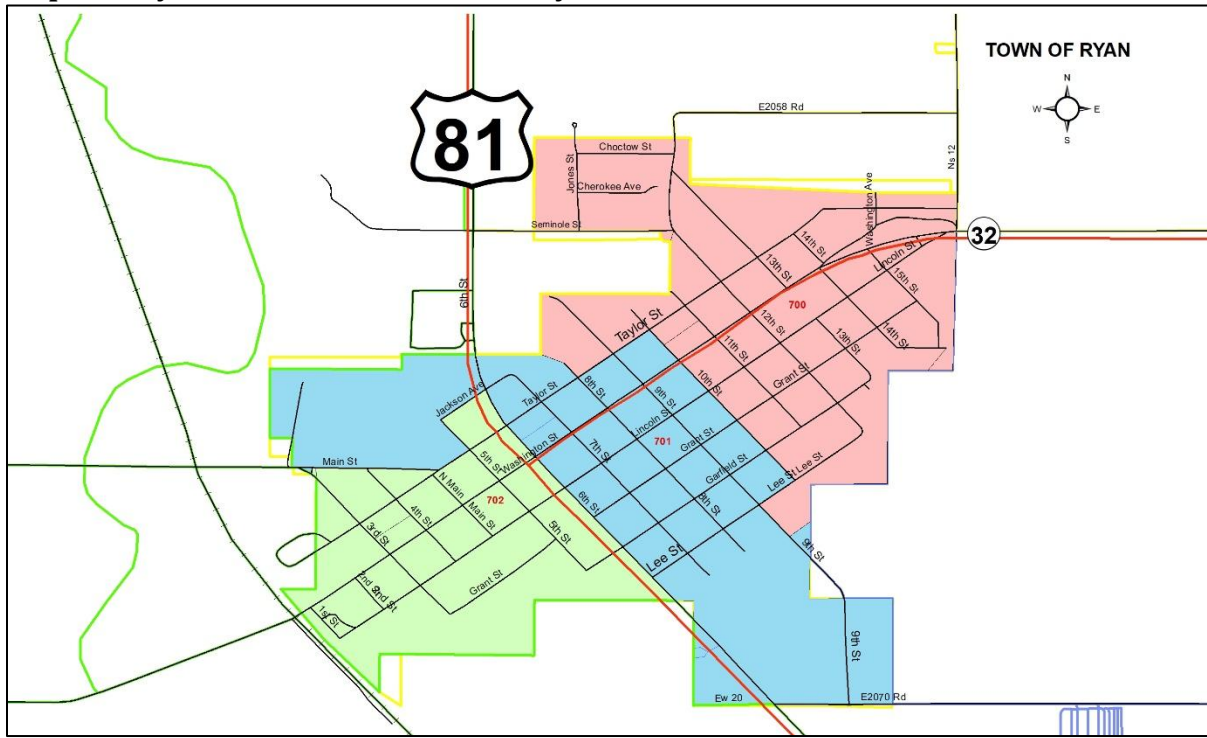
Source: ASCOG

Map 2.8: Sugden, Oklahoma Traffic Analysis Zones



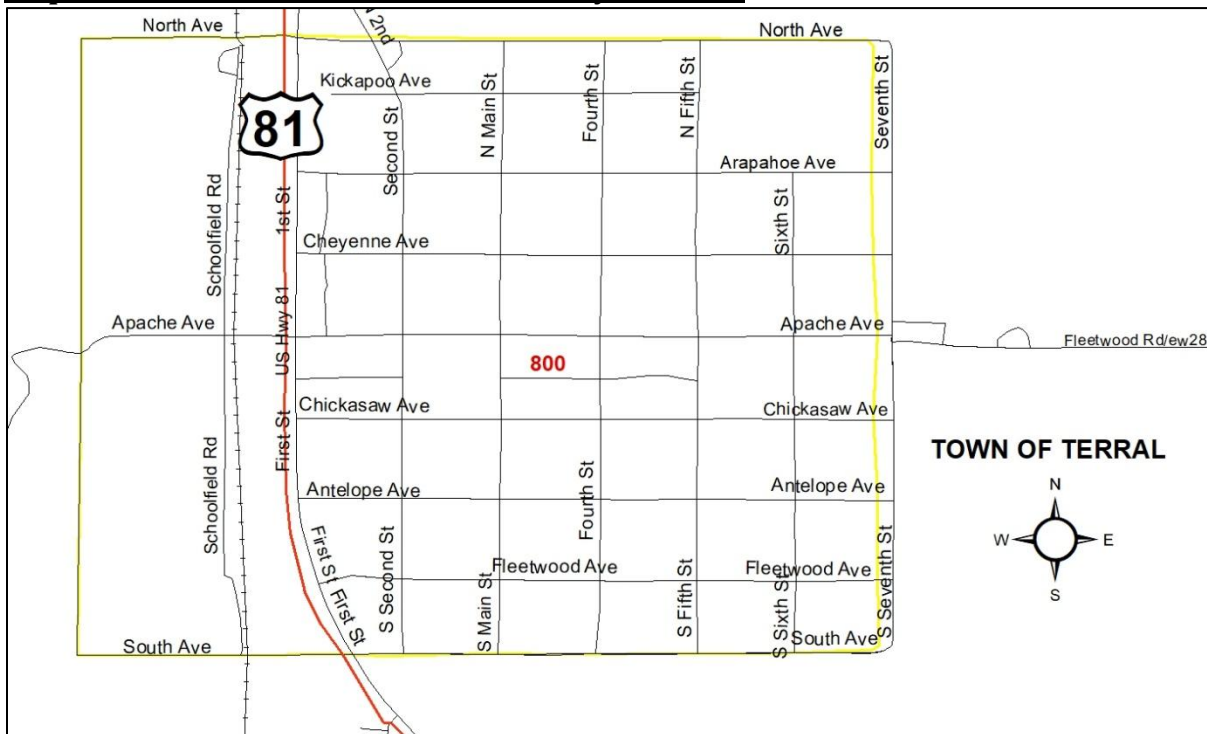
Source: ASCOG

Map 2.9: Ryan, Oklahoma Traffic Analysis Zones



Source: ASCOG

Map 2.10: Terral, Oklahoma Traffic Analysis Zones



Source: ASCOG

Physical Development Constraints and Conditions

There are transportation facilities, land ownership, existing development and environmental features that affect the growth of Jefferson County. Map 2.1 illustrates the location highways and airports. These constraints both physical and manmade have shaped and impacted the development of the county. Jefferson County major constraints for development include US 81, US 70, rail lines, tribal land, Waurika Reservoir Lake, and the towns. US 81 is a physical barrier splitting the county from the north to the south to the Texas stateline. US highway 70 bisects the County from east to west along the southern portion of the county linking this County to I-44. The Union Pacific Railroad lines run parallel to US 81 linking Texas to Canada.

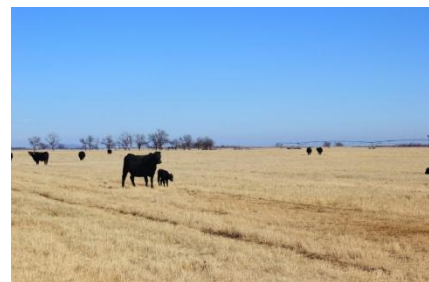
Waurika Reservoir Lake a US Corp of Engineer lake is located on Beaver Creek, a tributary of the Red River, about six miles northwest of Waurika, Oklahoma. The lake lies in portions of Jefferson, Cotton and Stephens Counties. The primary authorized project purposes for Waurika Lake are to provide flood control, irrigation, water supply, water quality, fish and wildlife, recreation and other conservation needs of the public. The operation of the project provides a high degree of flood protection for Beaver Creek Valley below the dam and some protection for a limited area along the Red River. Storage is provided for municipal and industrial water supply needs and water conveyance facilities are provided to supply present and future urban needs. Waurika Lake provides excellent opportunities for fishing and hunting. Tribal land as identified on Map 2.11 illustrates sovereign land holdings.



Historic, Natural or Man Made Significant Features

Jefferson County is home to environmental features natural and cultural resources which can influence the transportation system. The environmental features and constraints were identified using secondary source information from the following: United States Environmental Protection Agency (USEPA), Oklahoma Geological Survey, Oklahoma Department of Fish and Wildlife Resources, Oklahoma Department for Environmental Quality (ODEQ), United States Department of Agriculture (USDA), United States Department of the Interior Fish and Wildlife Service (USFWS), United States Geological Survey (USGS), Oklahoma University Geographic Information System (GIS) and other state and local agencies. There are many different types of environmentally sensitive areas and potential impacts to the natural and human environment that may be affected by various actions associated with the plan. These include (but are not necessarily limited to:

- Threatened and Endangered Species
- Wetlands
- Floodplains



- State and federal environmental regulations, require that environmental considerations be addressed in transportation decision making, plans and programs. Most transportation capital and maintenance projects have the potential to affect natural and human-made resources in both positive and negative ways. Appendix 2.10 summarizes environmental concerns Appendix 2.11 provides description of significant environmental features to be considered in development of residential, commercial/industrial or transportation projects.

[illegible]

Public Safety Issues

The vulnerability of a region's transportation system and its use in emergency evacuations are issues receiving new attention with the threat of intentional damage or destruction caused by terrorist events and natural disasters. Therefore, security goes beyond safety and includes the planning to prevent, manage or respond to threats toward a region and its transportation system and users. There are many programs to help manage security concerns and emergency issues. SORTPO and its member jurisdiction transportation and emergency service staff are regular participants in security planning and preparation activities include development of the Jefferson County Hazard Mitigation Plan. Ongoing participation in these planning activities helps prepare for and to better manage transportation safety and security situations.

MAP-21 required all states to prepare and annually evaluate their Strategic Highway Safety Plan (SHSP). A SHSP is a statewide, coordinated safety plan which includes goals, objectives and emphasis areas for reducing highway fatalities and serious injuries on all public roads. More information on the Oklahoma SHSP can be found on the ODOT website (<http://www.okladot.state.ok.us/oshsp/index.htm>).

The safety of the traveling public, regardless of vehicle type or highway system classification, is of principal concern for ODOT and SORTPO. Safety strategies are developed based on an analysis of key contributing factors such as crash data, highway inventories, traffic volumes, and highway configurations such as geometric challenges. When undesirable patterns become evident, specific countermeasures are identified based on a more in depth and detailed analysis of crash locations and causes.

Collisions

To help identify safety issues, traffic safety data must be analyzed. Trend analysis based upon multiple-years' worth of data provides a more accurate indication of the safety condition in the county. An analysis of collision records collected and maintained by ODOT was performed for the calendar years 2012-2016. Between 2012-2016 there were 234 collisions with six (6) fatalities occurring on Jefferson County roadways. The highest concentration of collisions occurred along US 81. The majority of collisions occurred with a fixed object (38.5%), animal (20.5%) and overturn/rollover (13.7%). Map 2.12 illustrates the location of collisions. Appendices 2.12 and 2.13 provide supplemental information on collision data.



Table 2.2: Jefferson County Collision Total, 2012-2016

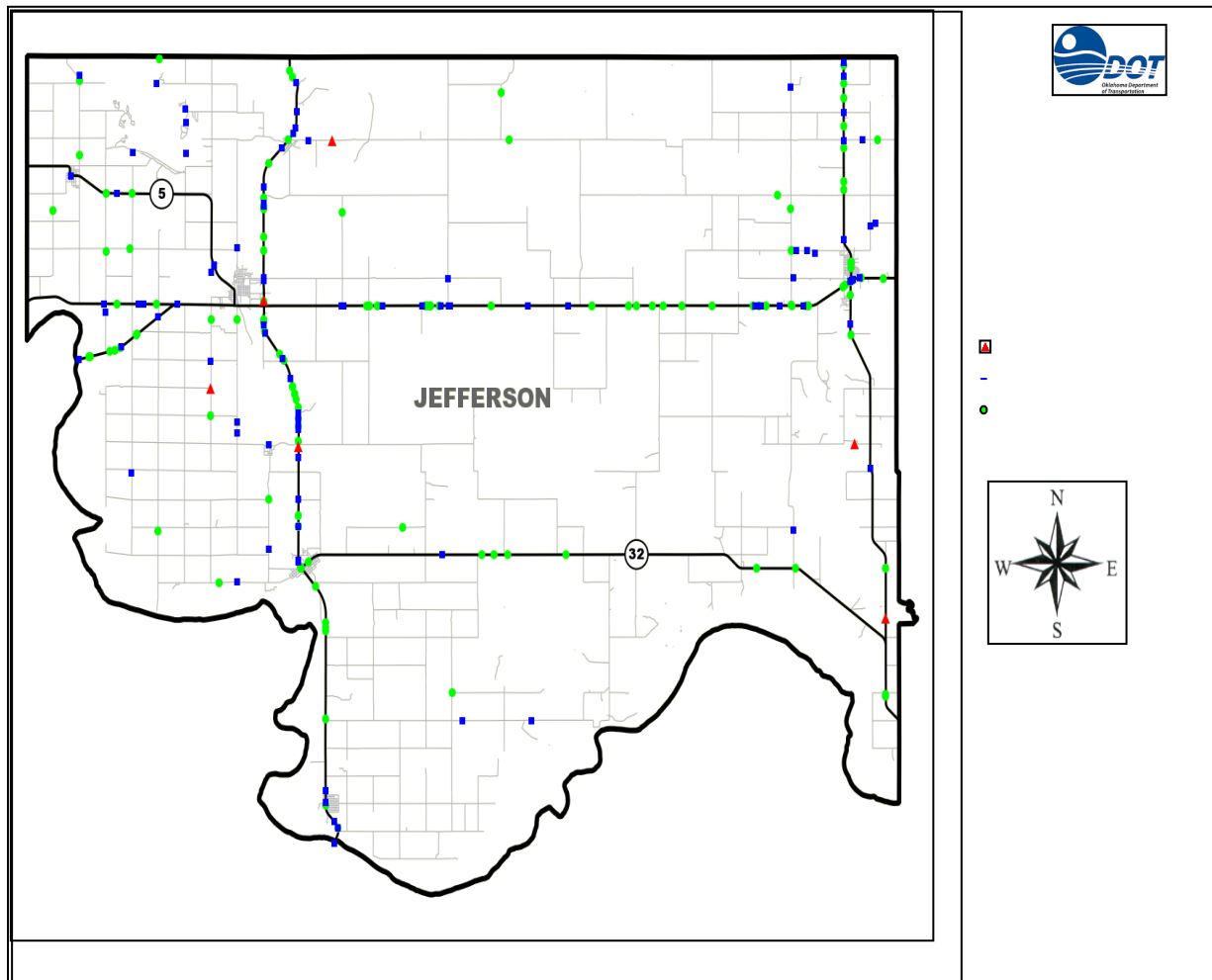
	FAT	INCAP INJ	NON INCAP INJ	POSSIBLE INJURY	PROPERTY DAMAGE	TOTAL
Collisions	6	15	56	29	128	234
Persons	6	18	79	56	x	159

Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch

Table 2.3: Jefferson County Collision Concentration, 2012-2016

CITY	CS/ ST.1	HWY	CITY STREET NAME	MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
(00)	06	US-81		15.70	6	2	1
(00)	06	US-81	WATERHOLE CLUB (04)	00.60	5	2	2
(00)	06	US-81		14.50	5	2	3
(00)	06	US-81		15.90	5	2	4
(00)	0130			0360	5	1	5
(00)	0216			0540	5	1	6
(00)	06	US-81		14.90	5	1	7
(00)	0614			0320	5	1	8
(35) WAURIKA	08	US-81		00.20	5	1	9
(00)	18	SH-89		00.90	5	1	10

Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch

Map 2.12: Jefferson County 2012-2016 Collisions

Existing Road System

The state-owned highway system in Oklahoma is comprised of the State numbered route highways, the US numbered route highways and the Interstate Highway System. The state system of highways encompasses 12,257 centerline miles as measured in one direction along the dividing stripe of two lane facilities and in one direction along the general median of multilane facilities. Transportation on our highways is also facilitated by over 6,800 bridge structures that span major rivers and lakes, named and unnamed perennial streams and creeks, other roads and highways and railroads.

Oklahoma's rural nature and historically agricultural and energy based economy has witnessed the conversion of many farm-to-market roads and bridges into highways. While these roads were ideal for transporting livestock and crops to market 70 years ago, they are less than adequate when supporting today's heavier trucks, increased traffic demands and higher operating speeds. Almost 4,600 miles of Oklahoma highways are two-lane facilities without paved shoulders Appendix 2.14 illustrates the location of two lane highways with no shoulders. Appendix 2.15 illustrates the Steep Hill/Sharp Curves areas of concern (statewide).

Preserving the transportation system has emerged as a national, state and local transportation priority. Aging infrastructure continues to deteriorate, reducing the quality of the system and increasing maintenance costs. All roads deteriorate over time due to environmental conditions and the volume and type of traffic using the roadway. Without proper maintenance, roadways wear out prematurely. ODOT's annual evaluation of pavement conditions and safety features such as passing opportunities, adequate sight distances, existence of paved shoulders, recovery areas for errant vehicles, and the severity of hills and curves in 2016 reveals about 30% or approximately 3,687 of the State's 12,257 miles of highway rate as poor which includes 3,211 miles of two-lane highway.

Traffic Count

ODOT collects traffic count data on a triennial basis primarily on the highway system and in rural areas. Other governmental entities may also be a source of additional traffic counts. Appendix 2.16 illustrates the 2015 Traffic Count Data collected by ODOT.

Functional Classification and Road Systems

Functional classification is the grouping of roads, streets and highways into integrated systems ranked by their importance to the general welfare, motorist and land use structure. It is used to define the role that any road should play in providing mobility for through movements and access adjoining land. This grouping acknowledges that roads have different levels of importance and provides a basis for comparing roads fairly.

Historically, one of the most important uses of functional classification of streets has been to identify streets and roads that are eligible for federal funds. The original federal aid primary, federal aid secondary, federal aid urban and national interstate systems all relied on functional classification to select eligible routes. In 1991, the Intermodal

Surface Transportation Efficiency Act (ISTEA) eliminated the primary, secondary and urban federal aid systems and created the National Highway System (NHS). ISTEA continued the requirement that a street, road or highway had to be classified higher than a “local” in urban areas and higher than a “local” and “minor collector” in rural areas before federal funds could be spent on it. The selection of routes eligible for NHS funding was also based on functional criteria. While eligibility for federal funding continues to be an important use for functional classification, it has also become an effective management tool in other areas of transportation planning.

Streets are grouped into functional classes according to the character of service they are intended to provide. Oklahoma's Functional Classification system undergoes a comprehensive review after each decennial U.S. Census. The functional classification of streets includes the following functional classes: Interstate, Freeway, Rural Principal Arterial, Rural Minor Arterial, Rural Major Collector and Rural Minor Collector. Appendix 2.18 provides additional information on the functional classification system. Appendix 2.19 illustrates Jefferson County Functional Classification system.

Traffic Control

Traffic signals are a key element of traffic control. Their location and timing affect the mobility of vehicles and pedestrians. National studies demonstrate that poorly timed traffic signals are responsible for a significant proportion of urban traffic congestion. Signal timing that does not allow sufficient time for pedestrians to cross a street can contribute to safety problems and act as a barrier to walking. The Manual on Uniform Traffic Control Devices (MUTCD) establishes minimum warrants that are to be met for installation of a signal, and for designation of exclusive turn lanes and movements. Signal ownership is an important element, as each jurisdiction may have its own protocols for maintaining and retiming signals. There is currently no inventory of traffic control devices in Jefferson County which if developed can assist in prioritization of maintenance and scheduling upgrade.

Bridges

Federal law requires that all bridges be inspected biennially; those that have specific structural problems may require more frequent inspections. Inspections include evaluation and rating of numerous elements of the substructure, superstructure, and deck, with special attention paid to fracture-critical members. Underwater inspections occur no less than every 5 years to check for scour around bridge piers. Bridges are composed of three basic parts: deck, superstructure and substructure. If any of these components receives a condition index value of 4 or less in the National Bridge Index, it is considered structurally deficient.



Bridges are rated on a numerical scale of “1” to “7” that translates into a range of Poor, Fair, Good, and Excellent. Bridges are also described as “Structurally Deficient” and “Functionally Obsolete” (Appendix 2.23). The former may have any of many structural problems noted in the inspection; while some may be closed or load-posted, many

remain safe for traffic. The latter are bridges that do not meet current design standards. They may have narrow lanes, or inadequate clearances, but they may also be structurally sound. These structures enable vehicles, bicycles, pedestrian and wildlife to cross an obstacle. Bridges are structures that span more than 20 feet between supports and deteriorate over time due to weather and normal wear-and-tear with the passage of vehicles. To ensure safety and minimize disruption to the transportation network bridges undergo regular inspections by qualified engineers. Inspections help locate and identify potential problems early and trigger protection mechanisms when a problem is found.

Jefferson County (6 city/town owned) is home to 149 bridges that are critical for regional mobility. The bridges in the county vary greatly in their age with the oldest constructed in 1901 and most recent construction occurred in 2016. Between 2010 and 2016 seventeen (17) bridges have been replaced or constructed. County bridges (off system) with a sufficiency rating of 60 to 79 total 9 and bridges with a sufficiency rating of 59 or less total seventy-seven (77). Appendices 2.20 and Appendices 2.21 includes the On and Off-System bridges for Jefferson County.

Freight System

The Fixing America's Surface Transportation Act (FAST Act) repealed both the Primary Freight Network and National Freight Network and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN), additional information on the NHFN can be found in Appendix 2.22. The FAST Act includes the Interstate System—including Interstate facilities not located on the Primary Highway Freight System (PHFS) in the NHFN. All Interstate System roadways may not yet be reflected on the national and state NHFN as shown on Map 2.13.



The location of Waurika is the junction point for two highways (US 81 and US 70). US 81 extends from the Canadian border to Mexico and provides direction connection to the Dallas-Fort Worth metroplex while to the north it ties into I40 in El Reno, Oklahoma. US 70 connects Waurika to the west with I-44 and 50 miles to the east connects to I-35. State highways in Jefferson County include SH 5 and 79. The SORTPO Policy Board identified corridors listed in Table 2.4 and illustrated in Map 2.14 as significant statewide and regional highway freight corridors. Figure 2.5 illustrates the 2011 average daily long-haul truck volume and map 2.15 illustrates the Oklahoma 2014 High Volume Truck Corridors.

Table 2.4: Jefferson County Significant Freight Corridors

CITY/TOWN	LOCATION/DESCRIPTION
Waurika/Ringling	US 79 running east and west
Waurika	US 81 running north and south
Ringling	SH 89 running north and south

Source: SORTPO

Map 2.13: National Highway Freight Network

National Highway Freight Network: Oklahoma



Map 2.14: Regionally Significant Freight Routes

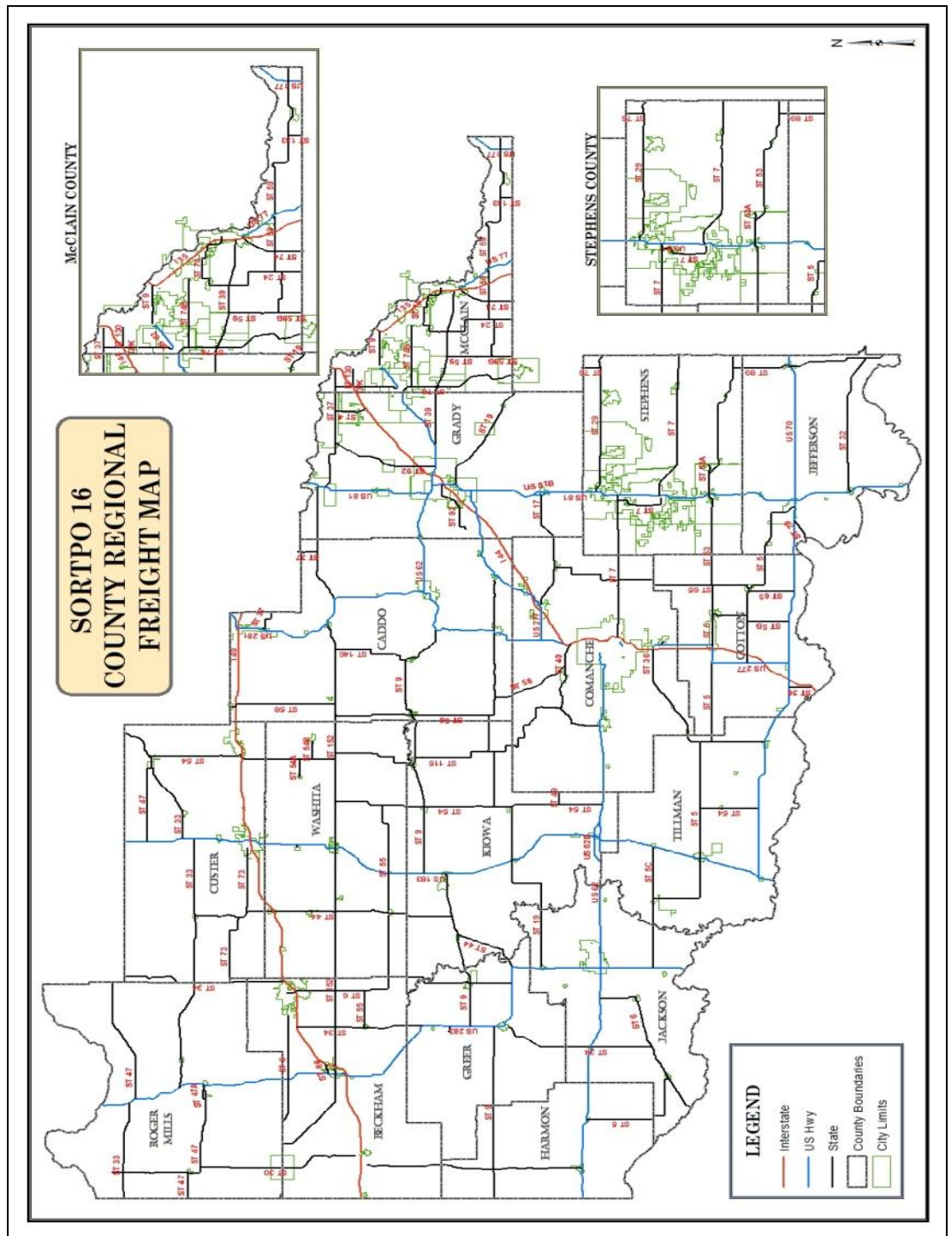
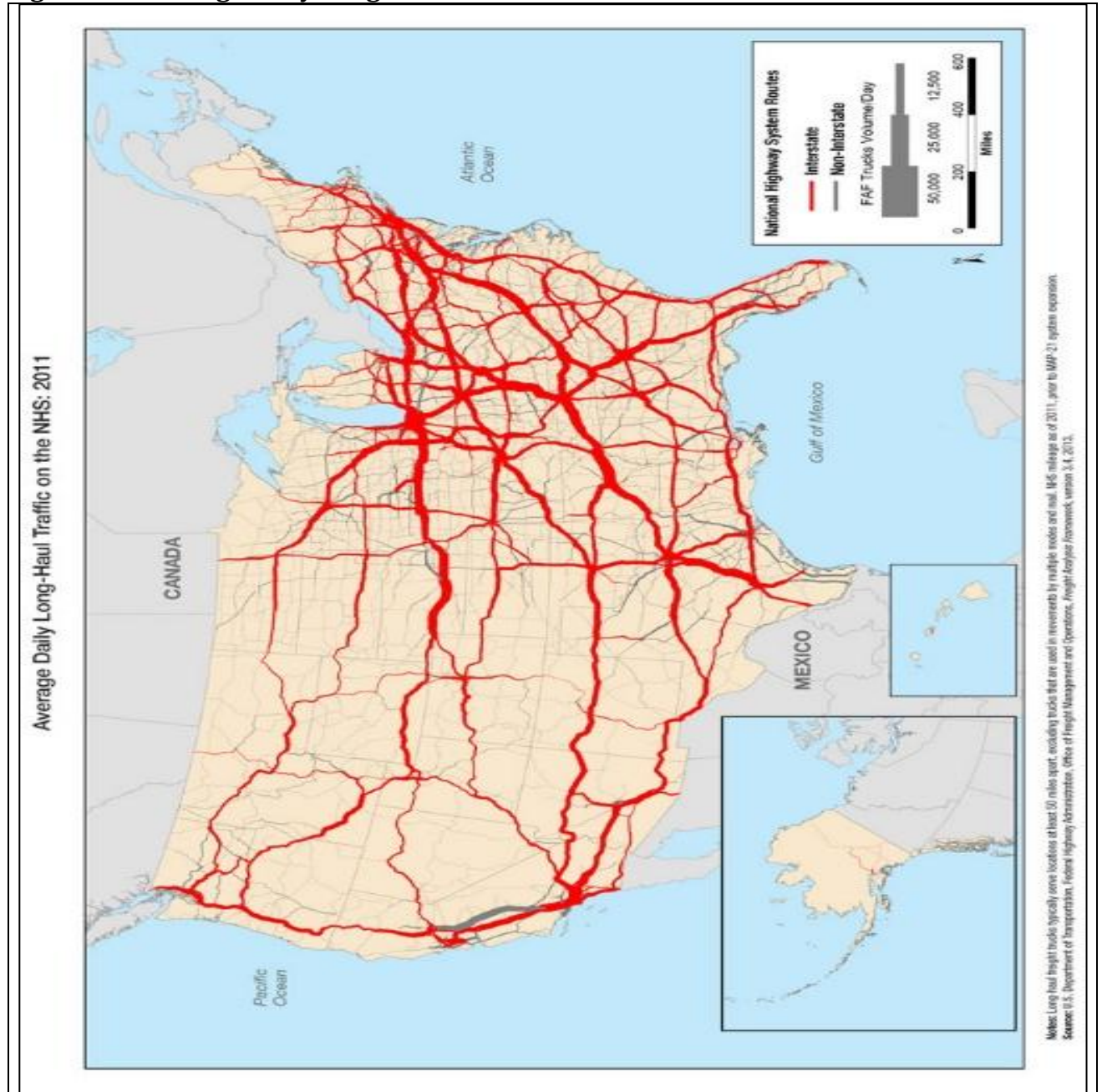
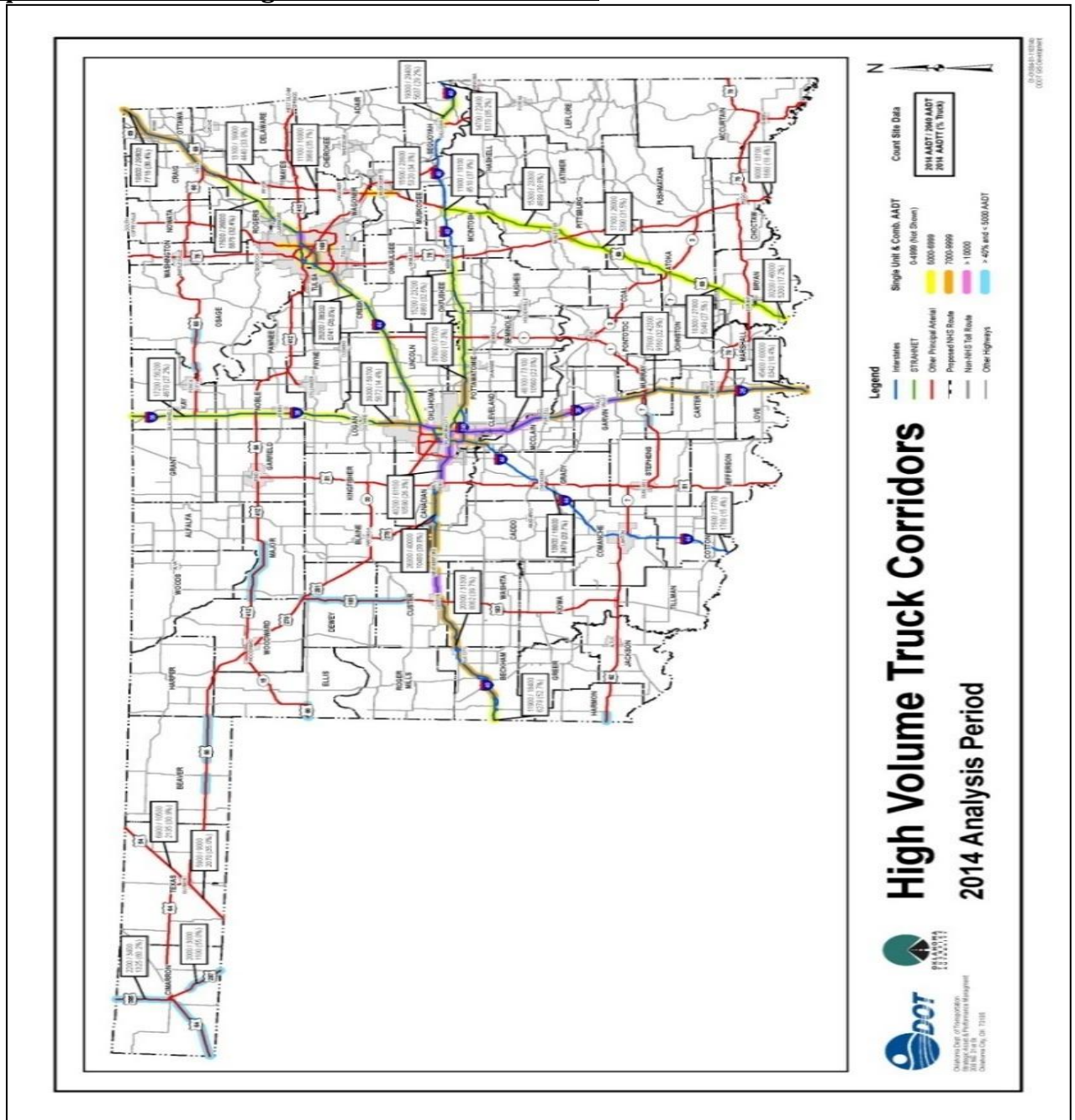


Figure 2.5: Average Daily Long-Haul Traffic on NHS 2011

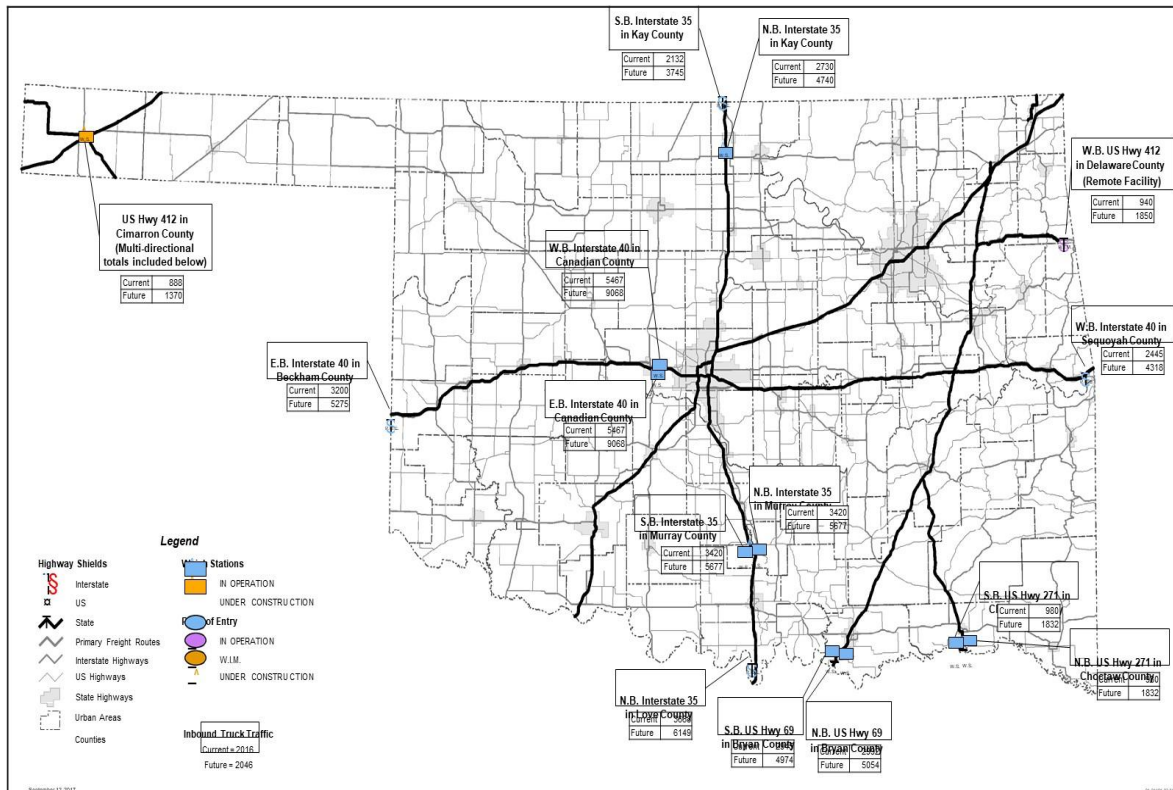


Map 2.15: Oklahoma High Volume Truck Corridors



To assist with the inspection and enforcement of truck permits Ports of Entry (POE) facilities were constructed by ODOT. This system of POE monitors freight ingress at the state line and allows better enforcement of vehicle and freight laws. The POE (Map 2.16) are state-of-the-art facilities established as the mechanism to create a more controlled freight transportation environment on the highway system.

Map 2.16: Port of Entry



Daily Inbound Truck Traffic for Weigh Stations & Ports of Entry



Railroads

ODOT Rail Programs Division oversees and monitors five different railroad companies operating through leases on approximately 212 miles of State owned track and serves as a liaison between ODOT and rail companies for ODOT projects which involve railroads or railroad property. In August 2014, ODOT and the Stillwater Central Railroad completed a sale of the Sooner Sub rail line between Midwest City and Sapulpa. After this sale ODOT began a \$100 million initiative to improve safety at railroad crossings statewide. The state-owned tracks are leased by privately operated railroads. Statewide there are three (3) Class I railroads and nineteen (19) Class III railroads. Class I railroad lines include Burlington Northern Santa Fe Railway (BNSF), Union Pacific Railroad (UPRR), and Kansas City Southern Railway Co. (KCS).



Jefferson County is home to UP a Class I railroad line. This line is parallel to US 81 connecting Texas to Kansas. Construction of this line by the Chicago, Rock Island and Pacific Railway generally followed the Chisholm Trail. A line connecting Lawton to Waurika was constructed in 1903 but has been abandoned

Bicycle & Pedestrian System

Bicycle and pedestrian facilities have been primarily a local issue, usually within communities. Most communities have at least a partial system of sidewalks to aid pedestrians, particularly near schools. Pedestrian travel requires a network of sidewalks without gaps and with accommodations for people with disabilities as defined by the Americans with Disabilities Act (ADA). There are instances, particularly in rural areas, where a wide shoulder is an acceptable substitute for a sidewalk. Safe pedestrian and bicycle travel requires protected crossings at busy intersections, marked crosswalks and pedestrian signals.

One opportunity to develop and implement bicycle and pedestrian facilities is the Transportation Alternative Program (TAP), administered by ODOT. In FFY 2016, seven TAP projects were awarded in the SORTPO region to the following communities: Apache, Bessie, Chickasha, Duncan, Elk City, Hobart, and Lawton.

Public Transit

Service provided within the SORTPO region is limited to demand response service. This service is provided based on a pre-arrangement or an agreement between a passenger (or group of passengers or an agency representing passengers) and a transportation provider for those needing “curb-to-curb” transportation. The pre-arrangement may be scheduled well in advance or, if available, on short notice and may be for a single trip or for repetitive trips over an extended period (called “subscription service”). Demand response services are provided by Red River Transportation. Red River Public Transportation Service began operating fixed route services in 1984 and serves selected cities within the counties of Roger Mills, Beckham, Custer, Washita, Kiowa, Tillman, Cotton, Jefferson and Stephens. All services are open to the public.



Additional services provided include contracted services to schools, businesses, health providers, churches and private organizations. Destinations include: medical, shopping, school, employment, TANF, head start, airport, and social venues. Information obtained in 2015 from Red River Transportation revealed the following inventory and operations: four vehicles: 2 fourteen passenger vans and 2 mini vans, which meet ADA requirements were in operation. These vehicles are operated five days a week, eight hours daily. Ridership total for 2011-2015 is 30,000. The vehicles models are 2011 and older and have 200,000 miles or more. Red River Transportation ridership is comprised of 30% elderly and 30% disabled. Vehicle replacement is anticipated in the next two years.

Airports

The Oklahoma Airport System Plan classifies airports by their functional classification: Regional Business Airport (RBA), District Airport (DA) and Community Airport (CA). These classifications were developed to characterize each airport on how they relate to each other. The concept of classification of airports is like the concept of classifying the roadway system.



A RBA serves multiple communities. Normally, it will serve:

- a community of at least 5,000 persons, generally larger,
- a county population of 10,000 or more persons,
- serve major employers (businesses with 50 or more employees),
- located near the center of a local sustaining economy, and
- closely match the local sustaining economies identified by the Oklahoma Department of Commerce.

Features of a DA include providing access to a part of the state that is not well served by a RBA. Typically, these airports will:

- have a supporter with a defined interest in promoting airport and with a demonstrated financial capability,
- about five or more based aircraft at these airports or an equivalent number of annual itinerant operations, and
- airports are attended, aviation gasoline is available and there is a public terminal building.

The CA airports are entry-level airports. These airports regularly serve

- small communities, where the city population is less than 5,000, and for many, the population is less than 2,000,
- normally these airports are not attended, have no services available, and
- the sponsor has limited financial capability to fund capital improvement projects.

The SORTPO area consists of twenty-two (22) general aviation airports identified in Table 2.5.

Table 2.5: SORTPO Public Airports

CITY	COUNTY	AIRPORT NAME	TYPE OF AIRPORT	OWNER
Sayre	Beckham	Sayre Municipal	CA	Municipal
Elk City	Beckham	Elk City Regional	RBA	Municipal
Carnegie	Caddo	Carnegie Municipal	CA	Municipal
Anadarko	Caddo	Anadarko Municipal	DA	Municipal
Hinton	Caddo	Hinton Municipal	DA	Municipal
Lawton	Comanche	Lawton-Ft. Sill Regional	RBA	Municipal

CITY	COUNTY	AIRPORT NAME	TYPE OF AIRPORT	OWNER
Walters	Cotton	Walters Municipal	CA	Municipal
Clinton	Custer	Clinton Regional	RBA	Municipal
Weatherford	Custer	Thomas P Stafford	RBA	Municipal
Chickasha	Grady	Chickasha Municipal	RBA	Municipal
Mangum	Greer	Scott Field	DA	Municipal
Hollis	Harmon	Hollis Municipal	DA	Municipal
Altus	Jackson	Altus/Quartz Mt. Reg.	RBA	Municipal
Hobart	Kiowa	Hobert Regional	RBA	Municipal
Purcell	McClain	Purcell	DA	Municipal
Cheyenne	Roger Mills	Migon Laird Municipal	CA	Municipal
Duncan	Stephens	Halliburton Field	RBA	Municipal
Tipton	Tillman	Tipton Municipal	CA	Municipal
Grandfield	Tillman	Grandfield Municipal	DA	Municipal
Frederick	Tillman	Frederick Regional	RBA	Municipal
Cordell	Washita	Cordell Municipal	CA	Municipal
Burns Flat	Washita	Clinton/Sherman	RBA	Municipal

Source: Oklahoma Aeronautics Commission

Areas of Concern

Areas of concern were identified through surveys, holding public meetings and soliciting comments from stakeholders. Through the collective knowledge and experience of the members of the Transportation Technical Committee and Policy Board and the information obtained via public comment the data areas of concern were identified. These locations are shown in Table 2.6 The scope of the LRTP does not include solutions to the areas of concern.

Table 2.6: Jefferson County Transportation Areas of Concern

CITY/TOWN	LOCATION	DESCRIPTION
Waurika	SH 79 at US 70	Y intersection accidents
Ryan	SH 81	Curve south of Ryan
Hastings	Hwy 5	Deer/ Feral Hogs between Waurika
Waurika	SH 81	Curve south of Waurika

Source: Stakeholder Meetings, Surveys, SORTPO

Chapter 3: Future Conditions and Improvements

The objective of the Future Conditions and chapter is to portray a “snapshot” of future population and employment growth and transportation improvements. It is assumed that only those transportation projects included in the current ODOT eight (8) year construction plan, County Improvements for Road & Bridges Program (CIRB) and projects funded by local governments will be constructed by the year 2040.

Future Conditions

Jefferson County and its towns and communities continue to show a downward turn in population and employment. Employment opportunities in the County continue to be dependent on agriculture, education and healthcare, construction and retail industries. However, with the State of Oklahoma multiyear revenue failure due to the State’s economy and a budget tied to the oil and gas industry all levels of government are negatively impacted. The impact of the State’s budget can be seen as recent as 2016 when the Oklahoma Department of Corrections consolidated 15 correctional work centers. Closing the work center in Jefferson as well as loss of contracts to hold prisoners for the State Department of Corrections has resulted in a loss of jobs, population and revenue.



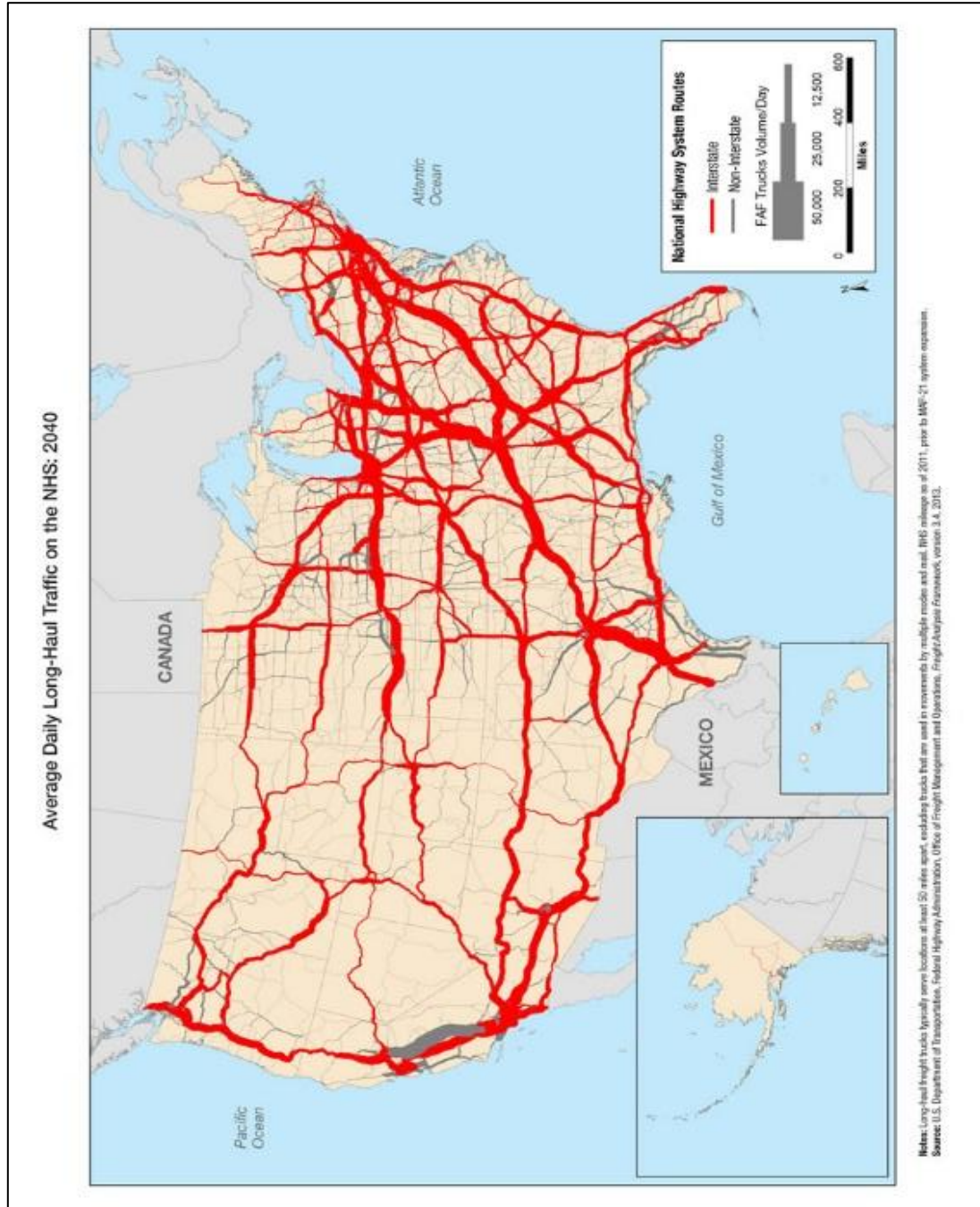
With this information as well as knowledge of the decline in the oil and gas industry and limited new employment centers planned for Jefferson County the 2040 population and employment projections show a decline. The SORTPO Transportation Policy Board recommends utilizing the 2012 State of the State Report’s identifying Jefferson County’s 2040 population of 5,467. The labor force projection was developed after reviewing the 2011-2015 ACS age distribution, employment by industry and number of employed. Civilian labor force projection is projected to be 2,306. The 2040 population projection of 5,467 and employment projection totaling 2,306 were distributed through the TAZs the challenge for distributing decline across the TAZ is challenging due to the rural nature of the county and the very low population density. The Chickasaw Nation has plans to construct a casino located south of Terral on the east side of US 81. This business will bring 150 additional jobs to this area. The assumption is made that the population and employment will be concentrated in areas Waurika, Ringling and Terral. Appendix 3.1 provides the Jefferson 2040 projected population and employment by TAZ.

As population changes the impact on the traffic volume and roadway capacity will need to be re-examined. Future truck freight growth is projected to continue. Development of southwest Oklahoma regional freight plan will provide the region an opportunity to look long term at the needs of the freight industry, interconnecting between regions and



identification of future freight projects that will support the growth. Figure 3.1 illustrates the Projected Average Daily Long-Haul Traffic on NHS.

Figure 3.1: Projected Average Daily Long-Haul Traffic on NHS 2040



2040 Transportation Funding and Improvements

Not all service needs for the transportation system are for constructed improvements. In many instances, additional data will need to be collected and studies developed to provide a complete list of needs. In the interim projected construction improvement

needs, will rely on information, data, programs implemented by state, tribal governments, rail line companies, county and city governments.

Federal

In general, transportation revenues continue to follow an unsustainable course as multiple factors force the funding available for transportation continues a downward trend. For example, both the Oklahoma and federal gas tax rates are fixed on a per-gallon basis, and therefore gas tax revenues are not responsive to inflation. There is a price elasticity associated with gasoline. Consumers change driving habits and stop purchasing gasoline as the price per gallon increases and then revenues generated from gasoline sales decrease.



As the cost of transportation infrastructure projects increases, the amount of revenue generated from the gas tax remains static. It is not possible to maintain past levels of transportation investments as per capita collections continue to decline. Additionally, as cars become more fuel efficient, drivers pay less in gas taxes. At the same time, the wear and tear on roadways caused by these vehicles remains the same. The federal funding levels related to highways are typically established through authorizing legislation commonly referred to as the Federal Highway Bill. This legislation normally authorizes projected funding levels for a period of six years. Consistent, long-term funding anticipations are critical to understand the expected annual federal funding availability and prepare projects accordingly. Each year, the legislation is funded through the Administration's budgeting and the congressional appropriations processes. The primary source for the dedicated federal transportation funding appropriation is the gasoline and diesel tax deposits directed to the Highway Trust Fund.

The department of transportation in each state is designated as the cognizant or recipient agency to interact with the representative federal agency, the Federal Highway Administration. Therefore, federal funding for roads and bridges is administered by ODOT regardless of facility ownership. All traditional, congressionally identified or discretionarily funded city street and county road projects that utilize federal highway funding are administered by and through ODOT.

Taxes on gasoline and other motor fuels are collected and distributed from the Federal Highway Trust Fund (HTF) and are distributed to the states by the FHWA and the FTA to each state through a system of formula grants and discretionary allocations. Motor fuels taxes, consisting of the 18.4-cent per gallon tax on gasoline and 24-cent per gallon tax on diesel fuels, are the trust fund's main dedicated revenue source. Taxes on the sale of heavy vehicles, truck tires and the use of certain kinds of vehicles bring in smaller amounts of revenue for the trust fund. Surface Transportation Program (STP) is federal funds utilized on road projects. These STP funds may provide up to eighty percent (80%) of the construction costs of these projects. Counties fund the remaining twenty percent (20%) match for construction costs, plus the costs for engineering, right of way

and utility relocation through local sources or state fund. taxes.

State

The ODOT 8 Year Construction Work Program 2017-2024 assembles projects according to anticipated state and federal fund categories. Regarding federally funded projects, the current plan is fiscally balanced in that the total project costs do not exceed the anticipated federal funds. ODOT policy prohibits start of future projects until all funding is in place and federal regulations dictate projects cannot be programmed in the Statewide Transportation Improvement Program (STIP) unless there is a programmatic and financial game plan for completing the project within six (6) years. Appendix 3.2 illustrates and identifies the location of projects included in the ODOT Eight Year Construction Program 2017-2024. Funding for projects in years 2022-2024 is not in place.

The total expenditures identified in Table 3.1 are within the total federal, state and local revenues estimated for the 2040 LRTP and are adequate to fund the projects listed. Funding of local transportation projects and programs is heavily influenced by State of Oklahoma's annual budget and federal funding. Transportation funding sources based on motor vehicle fuel taxes tend to fluctuate with changes in fuel prices and fuel consumption. While most taxes are not tied to fuel prices, when gas prices go up, consumption tends to go down and thus tax revenues decline. Oklahoma's state budget continues to experience historic downfall revenues and these downfalls have a negative impact on the transportation system. With this plan development, it is anticipated that there will continue to be a downfall in available revenue for transportation programs and projects. Therefore, the coordination with local, regional and statewide agencies in the development of transportation programs and projects is significant to accomplish the projects.

Table 3.1: State Funding Categories

	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Budget
State Transportation Fund	\$206,405,702	\$208,707,119	\$197,228,227	\$184,901,463
Motor Fuel Tax – HP Bridges	\$6,047,108	\$6,130,546	\$6,238,149	\$6,200,000
Income Tax	\$297,400,000	\$357,100,000	\$416,800,000	\$476,500,000
Total allocation	\$509,852,810	\$571,937,665	\$620,266,376	\$667,601,463
OTA Transfers	\$41,340,937	\$41,712,534	\$44,049,331	\$42,000,000
Total State Revenue	\$551,193,747	\$613,650,199	\$664,315,707	\$709,601,463

	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Budget
CIP Debt Service	\$11,526,973	\$11,358,296	\$0	\$0
ROADS Debt Service	\$32,367,490	\$35,971,788	\$42,599,529	\$36,434,743
Highways and Bridges	\$495,399,284	\$554,420,115	\$612,316,178	\$662,766,720
Lake & Industrial Access	\$5,000,000	\$5,000,000	\$2,500,000	\$3,500,000
Passenger Rail	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Public Transit	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Intermodal	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000
Total Allocation	\$551,193,747	\$613,650,199	\$664,315,707	\$709,601,463

Source: ODOT

County

The main funding program for county roads and bridges is the county highway fund, which consists of revenues from the state taxes on gasoline and diesel fuels as well as motor vehicle registration fees and a portion of the of the state gross production tax on oil and gas in the case of counties that have oil and gas production. A county's apportionment is based on several formulas that use proportional shares of each factor as it relates to the total statewide county totals. Counties that have oil and natural gas production receive a portion of the seven percent (7%) state tax on natural gas and oil. Counties have authority to impose a countywide sales tax for roads and bridges with revenues earmarked for roads and bridges.

In the summer of 2006 a law created the County Improvements for Roads and Bridges (CIRB) program. The funds apportioned to the program are in equal amounts to the eight Transportation Commission Districts. The sole purpose of the funds is for the construction or reconstruction of county roads or bridges on the county highway system that are the highest priority. Funds may accumulate annual funding for a period of up to five years for a specific project. Information obtained from a report published by the National Association of Counties, funds collected by OTC for transportation projects are distributed directly to the counties. Revenues for specifically for the CIRB category are collected from state gasoline and diesel tax, special fuel tax and state gross production tax on oil. The county uses a small percentage of tax revenues for maintenance and minor improvements, relying on outside funding sources for major improvements.

The County Commissioners established Circuit Engineering Districts (CEDs) to provide common engineering and project support services. All potential transportation projects

are initiated by the County Commissioners and are coordinated with the appropriate CED who directs the development of the recommended list of projects to be considered by ODOT for inclusion in the CIRB Construction Work Plan. ODOT and the Transportation Commission have the responsibility for the expenditure of the CIRB funding. When the CIRB Construction Work Plan is approved, ODOT coordinates and cooperates with the Counties and the CEDs in management of the project.

Local

The main source of funding for community transportation projects is found in the general operating budgets. Generally, these funds are derived by city sales tax and fees. Funding for rural transportation projects may also be available through federal sources such as Community Development Block Grants (CDBG) through Oklahoma Dept. of Commerce, Economic Development Administration (EDA), and US Department of Agriculture Rural Development (USDA RD) programs. Oklahoma has limited funding available for projects through Rural Economic Action Plan (REAP) administered by Councils of Government (COG). Planned improvements identified in Table 3.2 are unfunded local (city/county) projects. The projects were identified through a public survey, public meetings and local expertise.

Table 3.2: Jefferson County Future Transportation Projects

CITY/TOWN	LOCATION	DESCRIPTION
District 1	Jefferson County	\$93,647 maintenance materials for approximately 235 miles
District 2	Jefferson County	\$220,000 maintenance materials and labor for approximately 230 miles
District 3	Jefferson County	\$120,500 maintenance materials for approximately 256 miles
Waurika	600 Educational Ave.	Safe Route to Schools application
Ringling	SH 89 at Oak Street	Safe Route to Schools application and Transportation Alternative Program application
Terral	City Streets	\$149,421 CDBG-CR and REAP grants for street resurfacing.

Source: SORTPO,

Chapter 4: Public Participation

This chapter presents and describes the public participation tools the RTPOs utilize as part of the planning process. Public participation is a federal requirement outlined in MAP21 and The FAST Act. SORTPO has an adopted Public Participation Plans (PPP) that was followed.

Environmental Justice

FHWA has long embraced non-discrimination policy to make sure federally funded activities (planning through implementation) are not disproportionately adversely impacting certain populations. These populations include low income persons and populations as defined by the U.S. Department of Health and Human Services (HHS) Poverty Guidelines and minority persons and populations (Black, Hispanic, Asian American, American Indian and Alaskan Natives). As such, public involvement and outreach for the LRTP must adhere to Presidential Executive Order 12898, Environmental Justice (EJ).



Jefferson County's racial and ethnic composition is 81.6% White, 0.67% African American, 6.37% American Indian, 4.37% Latino or Hispanic. In comparison, Oklahoma is 75.4% White, 9.6% Hispanic or Latino and 7.7% African American. Low income populations were also identified for Jefferson County. Low income populations are defined by the FHWA for transportation planning purposes as families of four (4) with a household income that is below the poverty guidelines set by HHS. The 2017 HHS poverty guideline for a family of four (4) is \$24,600.

As part of the LRTP development and public outreach process, consultation with federally recognized tribes in the region was initiated. Several environmental laws require tribal consultation during project development. The Chickasaw Nation Tribe was invited to participate in the planning process. In addition, a copy of the LRTP was mailed to each tribal headquarters during the public review process.

Coordination with Other Plans

The process to identify goals and objectives for the county started with a review and comparison of goals and objectives from other related planning documents and policies to ensure general consistency. This review included:

- FAST Act Federal Planning Factors,
- MAP-21 Federal Planning Factors,
- 2012 Transit Gap Overview and Analysis,
- Oklahoma Mobility Plan,
- 2012 State of the State Report
- Oklahoma Aeronautics Commission, and

- ODOT 2015-2040 Long Range Transportation Plan.

Conversation and consultation has been initiated and will be ongoing with the local and State Agencies (including, but not limited to: State Historic Preservation Office, Oklahoma Department of Transportation, Oklahoma Department of Environmental Quality, Oklahoma Water Resources Board, Oklahoma Department of Wildlife Conservation, Aeronautics Commission, and Bureau of Indian Affairs. All the above agencies will be given an opportunity for input during the Public Review and Comment period.

Public involvement is an integral part of the transportation process. SORTPO is proactive in its efforts to effectively communicate with the public and has adopted a PPP to ensure that the transportation planning process and procedures complies with federal requirement for public involvement and participation. These procedures provide opportunities for the public to take an active role in the decision-making process.



SORTPO hosted fifteen (15) public meetings and/or provided notice of availability for public outreach to involve interested parties in the early stages of the plan development. Notices of public hearings and/or notices of availability for public outreach for the RTP were published in local newspapers and SORTPO website. Surveys were distributed throughout the County and were made available at www.sortpo.org. Appendix 4.1 provides a summary of the survey results. Appendix 4.2 contains information identifying the public outreach processes utilized in development of the 2040 Jefferson County LRTP.

Chapter 5: Transportation Recommendations

This chapter identifies the recommendations and summary of improvements that were developed because of the previous review of demographics, growth, activity generators, transportation system and other such issues. It is assumed that only Jefferson County projects included in the FFY 2017-2024 ODOT 8 Year Construction Work Program, FFY 2017-2020 Asset Preservation Program, FFY 2017-2021 CIRB and those identified by cities and towns will be constructed by the year 2040.

The projects included in the LRTP may have potential funding from a single source or multiple sources. Each project has its own unique components relative to only that project and while there are many funding programs within various state and federal agencies, each project must be evaluated on its own merits to determine which programs will apply. It should be noted that while many potential funding sources are identified for each project, these represent the primary sources and additional sources not listed may also be available. When implementing this plan, SORTPO will continue to review potential funding sources as they become available or as projects become eligible for other sources. SORTPO will expand on this effort by identifying additional projects that are needed in the county and helping local governments with the identification of funding sources for those projects.



Not all the recommendations are for constructed improvements. In some cases, studies must be conducted to determine if the improvement is warranted (installation of new traffic signals, for example). In other cases, studies should be undertaken to develop a comprehensive set of solutions.

Transportation Projects

The ODOT 8 Year Construction Work Program 2017-2024 assembles projects according to anticipated state and federal fund categories. Regarding federally funded projects, the current plan is fiscally balanced in that the total project costs do not exceed the anticipated federal funds. ODOT policy prohibits start of future projects until all funding is in place and federal regulations dictate projects cannot be programmed in the Statewide Transportation Improvement Program (STIP) unless there is a programmatic and financial game plan for completing the project within six (6) years.

Table 5.1 includes a list of projects through the year 2040. The table includes projects identified in the ODOT 8 Year Construction Work Program for years 2017-2024, ODOT Asset Preservation Plan 2017-2010 and FFY 2017-2021 CIRB and other projects such as development of studies, plans, and collection of data that can be included in SORTPO's Planning Work Program (PWP).

Table 5.1: Jefferson County Transportation Projects

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING LOCAL/ STATE / FEDERAL
Jefferson County	2017-2021	Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems.	SPR/Local
Jefferson County	2017-2021	Conduct a freight assessment for the county.	SPR/Local
Jefferson County	2017-2021	Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).	SPR/Local
Jefferson County	2017-2021	Develop data collection standards.	SPR/Local
Jefferson County	2017-2021	Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives.	SPR/Local
Jefferson County	2017-2021	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	SPR/Local
Jefferson County	2017-2021	US 81: FROM US 70 N. 5.0 MIS.	\$1,834,862
Jefferson County	2017-2021	SH-79 OVER RED RIVER 0.5 MIS NE OF THE Texas S/L (PENDING FUNDING BY OTHERS)	\$13,243,967
Jefferson County	2017-2021	US-81 OVER HACKBERRY CREEK, APPROX 5.7 MILES S. OF JCT US 70	\$2,645,314
Jefferson County	2017-2021	US-81 OVER UNNAMED CREEK BEGIN APPROX 1.7 MILES N. OF SH-32	\$1,377,459
Jefferson County	2017-2021	SH-32: FROM US-81, EXT. EAST 0.50 MILES	\$150,000
Jefferson County	2017-2021	SH-89: BEGIN 0.17 MILES NORTH OF US- 70, EXT. NORTH 0.35 MILES	\$189,500
Jefferson County	2017-2021	US-70: FROM US-81 EAST 6.37 MILES	\$2,252,204
Jefferson County	2017-2021	US-81; FROM 5.00 MIS. NORTH OF US-70 JCT, EXT. NORTH 4.47 MIS.	\$1,040,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (NS-299) OVER TRIB. TO BAKER CREEK, 5.5 MILES WEST AND 2.8 MILES NORTH OF JCT SH-89/SH-32	\$583,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (NS-301) OVER TRIB. TO MUD CREEK, 2.3 MILES WEST AND	\$100,000

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING LOCAL / STATE / FEDERAL
		4.7 MILES NORTH OF RINGLING (PE FOR 29368(04))	
Jefferson County	2017-2021	CO RD(3428C) LOWER ROAD OVER UNNAMED CREEK, 2.5 MILES WEST OF RYAN (DIR 0615-34-01) ER-OK2015-01	\$375,000
Jefferson County	2017-2021	CO RD(3428C) LOWER ROAD OVER UNNAMED CREEK, 2.5 MILES WEST OF RYAN (DIR 0615-34-01) ER-OK2015-01 (ROW FOR 3191308)	\$40,000
Jefferson County	2017-2021	CO RD(3428C) LOWER ROAD OVER UNNAMED CREEK, 2.5 MILES WEST OF RYAN (DIR 0615-34-01) ER-OK2015-01 (UT FOR 3191308)	\$40,000
Jefferson County	2017-2021	CO RD(EW-207) OVER TRIB OF BAKER CREEK & BAKER CREEK APPROX 0.5 MILE SOUTH & 0.3 MI WEST & 1.3 MI WEST OF GRADY (PE FOR 29359(04))	\$100,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (NS-276) OVER TRIBUTARY TO BEAVER CREEK, 2.3 MILES EAST AND 1.7 MILES SOUTH OF HASTINGS (PE FOR 30469(04))	\$80,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (NS-301) OVER TRIB. TO MUD CREEK, 2.3 MILES WEST AND 4.7 MILES NORTH OF RINGLING (ROW FOR 29368(04))	\$40,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (NS-301) OVER TRIB. TO MUD CREEK, 2.3 MILES WEST AND 4.7 MILES NORTH OF RINGLING (UT FOR 29368(04))	\$40,000
Jefferson County	2017-2021	CO RD(EW-207) OVER TRIB OF BAKER CREEK & BAKER CREEK APPROX 0.5 MILE SOUTH & 0.3 MI WEST & 1.3 MI WEST OF GRADY (ROW FOR 29359(04))	\$40,000
Jefferson County	2017-2021	CO RD(EW-207) OVER TRIB OF BAKER CREEK & BAKER CREEK APPROX 0.5 MILE SOUTH & 0.3 MI WEST & 1.3 MI WEST OF GRADY (ROW FOR 29359(04))	\$40,000
Jefferson County	2017-2021	GRADE, DRAIN, BRIDGE AND SURFACE ON NOBLE WRAY RD(NS-278), BEGIN AT EW-207 AND EXTEND NORTH 5.0 MILES TO EW-202	\$3,860,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (EW-208) OVER TRIB. TO RED CREEK, 1.5 MILES SOUTH AND 5.9 MILES EAST OF RYAN (PE FOR 31123(04))	\$80,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (NS-276) OVER TRIBUTARY TO BEAVER CREEK, 2.3 MILES EAST AND 1.7 MILES SOUTH OF HASTINGS	\$40,000

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING LOCAL/ STATE / FEDERAL
		(ROW FOR 30469(04))	
Jefferson County	2017-2021	BRIDGE AND APPROACHES (NS-276) OVER TRIBUTARY TO BEAVER CREEK, 2.3 MILES EAST AND 1.7 MILES SOUTH OF HASTINGS (ROW FOR 30469(04))	\$40,000
Jefferson County	2017-2021	CO RD(EW-207) OVER TRIB OF BAKER CREEK & BAKER CREEK APPROX 0.5 MILE SOUTH & 0.3 MI WEST & 1.3 MI WEST OF GRADY	\$1,200,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (EW-208) OVER TRIB. TO RED CREEK, 1.5 MILES SOUTH AND 5.9 MILES EAST OF RYAN (ROW FOR 31123(04))	\$40,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (EW-208) OVER TRIB. TO RED CREEK, 1.5 MILES SOUTH AND 5.9 MILES EAST OF RYAN (UT FOR 31123(04))	\$40,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (EW-215) OVER FLEETWOOD CREEK, 4.3 MILES EAST OF TERRAL (PE FOR 31804(04))	\$80,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (NS-301) OVER TRIB. TO MUD CREEK, 2.3 MILES WEST AND 4.7 MILES NORTH OF RINGLING	\$514,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (EW-215) OVER FLEETWOOD CREEK, 4.3 MILES EAST OF TERRAL	\$40,000
Jefferson County	2017-2021	BRIDGE AND APPROACHES (NS-276) OVER TRIBUTARY TO BEAVER CREEK, 2.3 MILES EAST AND 1.7 MILES SOUTH OF HASTINGS	\$500,000
Jefferson County	2022 – 2026	Develop procedures to identify and collect traffic count data at specific locations within the county.	SPR/LOCAL
Jefferson County	2022 – 2026	Develop method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.	SPR/LOCAL
Jefferson County	2022 – 2026	Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available.	SPR/LOCAL
Jefferson County	2022 – 2026	Working with area employers and stakeholders develop a database and map identifying transportation needs	SPR/LOCAL
Jefferson County	2022 – 2026	Develop database and mapping to identify the County's underrepresented	SPR/LOCAL
Jefferson County	2027-2031	Develop a data file and create a map identifying location of wind farms and	SPR/LOCAL

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING LOCAL/ STATE / FEDERAL
		pipelines and relationship to communities and the transportation system.	
Jefferson County	2027-2031	Develop a regional map that identifies tourism destinations and regionally significant facilities	SPR/LOCAL
Jefferson County	2027-2031	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Jefferson County	2032-2036	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Jefferson County	2032-2036	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Jefferson County	2037-2040	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Jefferson County	2037-2040	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL

Source: ODOT, SORTPO

APPENDIX

Acronyms

ACS	American Community Survey
ADA	Americans with Disabilities Act
ASCOG	Association of South Central Oklahoma Governments
BNSF	Burlington Norther Santa Fe
CA	Community Airport
CED	Circuit Engineering District
CIP	Capital Improvement Program
CIRB	County Improvement for Roads and Bridges
C/L	County Line
COEDD	Central Oklahoma Economic Development District
COG	Council of Government
CORTPO	Central Oklahoma Regional Transportation Planning Organization
DA	District Airport
EDA	Economic Development Administration
EJ	Environmental Justice
FAST Act	Fixing America's Transportation Act
FAT	Fatality
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
HHS	Health and Human Services
HTF	Highway Trust Fund
HWY	Highway
INJ	Injury
IRI	International Roughness Index
JCT	Junction
KCS	Kansas City Southern

LEP	Limited English Proficiency
LOS	Levels of Service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MI	Mile(s)
MPO	Metropolitan Planning Organization
MUTCD	Manual of Uniform Traffic Control Devices
NHFN	National Highway Freight Network
NHS	National Highway System
NODA	Northern Oklahoma Development Authority
NORTPO	Northern Oklahoma Regional Transportation Planning Organization
NRHP	National Register of Historic Places
OARC	Oklahoma Association of Regional Councils
ODEQ	Oklahoma Department of Environmental Quality
ODOT	Oklahoma Department of Transportation
OTA	Oklahoma Turnpike Authority
PD	Property Damage
PHFS	Primary Highway Freight System
POE	Port of Entry
PPP	Public Participation Plan
PWP	Planning Work Program
RBA	Regional Business Airport
REAP	Rural Economic Action Plan
RTPO	Regional Transportation Planning Organization
SH	State Highway
S/L	State Line
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users
SORTPO	Southwest Oklahoma Regional Transportation Planning Organization
SPR	State Planning & Research

STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
STRAHNET	Strategic Highway Network
SWODA	South Western Oklahoma Development Authority
TAP	Transportation Alternate Program
TAZ	Traffic Analysis Zone
UP	Union Pacific
US	United States
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation

Definitions

Accident Severity Index - A measure of the severity of collisions at a particular location, derived by assigning a numeric value according to the severity of each collision and totaling those numeric values.

Capacity - The maximum number of vehicles that can pass over a given section of a lane or roadway in one direction during a given time period under prevailing roadway and traffic conditions.

Census Tracts - Small areas with generally stable boundaries, defined within counties and statistically equivalent entities, usually in metropolitan areas and other highly populated counties. They are designed to be relatively homogeneous with respect to population characteristics, economic status and living conditions.

Capital Improvement Plan CIP – A comprehensive schedule of capital improvements needed within the city and establishes a program to accomplish those needs within the city's ability to pay.

Congestion - The level at which transportation system performance is no longer acceptable to the traveling public due to traffic interference.

Environmental Justice (EJ) - The fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. In transportation, this requires review of whether the benefits and burdens of transportation investments appear to be distributed evenly across the regional demographic profile and, if necessary, mitigation of such effects.

Functional Classification - Identification and categorization scheme describing streets according to the type of service they provide into one of four categories: principal arterials, minor arterials, collectors and local.

Functionally Obsolete Bridge - A bridge inadequate to properly accommodate the traffic can be due to inadequate clearances, either horizontal or vertical, approach roadway alignment, structural condition, or waterway adequacy. Any posted bridge which is not structurally deficient would be included in this category. Structures in this category could include narrow bridges.

General Aviation Airport - Provide access to the population and economic activity centers of the state.

Level of Service (LOS) - Refers to a standard measurement used by planners which reflects the relative ease of traffic flow on a scale of A to F with free-flow being rated LOS A and congested conditions rated as LOS F.

Local Sustaining Economies - Geographical regions that function with some degree of

independence from the rest of the state. The Oklahoma Department of Commerce (ODOC) has identified 47 of these regions.

Long Range Transportation Plan - Every state and MPO must develop a long-range transportation plan (LRTP) for transportation improvements, including a bicycle and pedestrian element. The LRTP looks twenty (20) years ahead and is revised every five (5) years.

Multi-modal - The consideration of more than one mode to serve transportation needs in each area. Refers to the diversity of options for the same trip; also, an approach to transportation planning or programming which acknowledges the existence of or need for transportation options.

National Highway System repress- Represents four percent (4%) to five percent (5%) of the total public road mileage in the U.S. This system was designed to contain the follow subcategories:

- A. Interstate- The current interstate system retained its separate identity within the NHS along with specific provisions to add mileage to the existing Interstate subsystem.
- B. Other Principal Arterials- These routes include highways in rural and urban areas which provide access between an arterial route and a major port, airport, public transportation facility or other intermodal transportation facility.
- C. Intermodal Connecting Links- These are highways that connect NHS routes to major ports, airports, international border crossings, public transportation and transit facilities, interstate bus terminals and rail and intermodal transportation facilities.

National and State Scenic Byways - Recognize highways that are outstanding examples of our nation's beauty, culture and recreational experience in exemplifying the diverse regional characteristics of our nation.

Primary Commercial Service Airport - An airport that receives scheduled passenger service and enplanes 10,000 or more passengers annually, as reported by the FAA.

Strategic Highway Network(STRAHNET) - Designation given to roads that provide *"defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war."* STRAHNET includes Routes (for long-distance travel) and Connectors (to connect individual installations to the Routes). This system includes the Dwight D. Eisenhower System of Interstate and Defense Highways, identified as strategically important to the defense of the United States.

Structurally Deficient Bridge - A bridge can be inadequate to carry legal loads, whether caused by obsolete design standards, structural deterioration, or waterway inadequacy. Structures in this category may include those posted to restrict load limits as well as those closed to all traffic.

Surface Transportation Program (STP) - A category of federal transportation funds administered by the Federal Highway Administration and allocated to states and metropolitan areas based on a prescribed formula. This category of funds can provide 80% of the cost to complete transportation improvement projects. These funds are flexible, and can be used for planning design, land acquisition, and construction of highway improvement projects, the capital costs of transit system development, and up to two years of operating assistance for transit system development.

Traffic Analysis Zones - A traffic analysis zone is the unit of geography most commonly used in conventional transportation planning models. The size of a zone varies, and will vary significantly between the rural and urban areas. Zones are constructed by census block information. Typically, these blocks are used in transportation models by providing socio-economic data. This information helps to further the understanding of trips that are produced and attracted within the zone.

Appendix A: Resolution 09-04

RESOLUTION NO. 09-04

**CREATION OF THE RURAL TRANSPORTATION
PLANNING ORGANIZATION COMMITTEE**

WHEREAS, local business and community leaders have expressed a strong desire to convene and discuss transportation needs and goals in the eight-county SWODA Region, and

WHEREAS, regional transportation planning is encouraged by legislation of the Federal Highway Administration, and

WHEREAS, SWODA is the federally recognized regional planning organization for the eight-county area, and

WHEREAS, the SWODA Board of Trustees seeks to facilitate the planning process for surface, air and rail development to aid the region in economic development, workforce development, business and industry growth, tourism development and other pursuits;

NOW THEREFORE, BE IT RESOLVED by the Board of Trustees of the South-Western Oklahoma Development Authority does hereby create the Rural Transportation Planning Organization as a standing committee of the Authority.

PASSED AND APPROVED this 13th day of October 2009.


T.L. GRAMLING, Chairman

ATTEST:


MIKE BROWN, Secretary

Appendix B – Resolution 16-06

RESOLUTION NO. 16-06

EXPANSION OF THE REGIONAL TRANSPORTATION PLANNING

ORGANIZATION COMMITTEE

WHEREAS, local business and community leaders have expressed a strong desire to convene and discuss transportation needs and goals in the sixteen (16) county South Western Oklahoma Development Authority (SWODA) and Association of South Central Oklahoma Governments (ASCOG) region, and

WHEREAS, regional transportation planning is encouraged by legislation of the Federal Highway Administration, and

WHEREAS, SWODA is the federally recognized regional planning organization for the sixteen (16) county area, and

WHEREAS, the SWODA Board of Trustees seeks to facilitate the planning process for surface and rail development to aid the region in economic development, workforce development, business and industry growth, tourism development and other pursuits;

NOW THEREFORE, BE IT RESOLVED by the Board of Trustees of the South Western Oklahoma Development Authority does hereby expand the Regional Transportation Planning Organization as a standing committee of the Authority.

PASSED AND APPROVED this 8th day of November, 2016


John Schaufele, Chairman

ATTEST:


John Dee Butcher, Secretary

Appendix C: Performance Measurement

Performance measures for State departments of transportation (State DOT) and Metropolitan Planning Organizations (MPO) were established by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This Act transformed the Federal-aid highway program by establishing new requirements for performance management to ensure the most efficient investment of Federal transportation funds. Performance management increases the accountability and transparency of the Federal-aid highway program and provides a framework to support improved investment decision-making through a focus on performance outcomes for key national transportation goals. As part of performance management, recipients of Federal-aid highway funds will make transportation investments to achieve performance targets that make progress toward the following national goals:

- Safety—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition—To maintain the highway infrastructure asset system in a state of good repair.
- Congestion reduction—To achieve a significant reduction in congestion on the NHS.
- System reliability—To improve the efficiency of the surface transportation system.
- Freight movement and economic vitality—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental sustainability—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced project delivery delays— To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

State DOTs and MPOs will be expected to use the information and data generated as a result of the new regulations to inform their transportation planning and programming decisions. The new performance aspects of the Federal-aid highway program that result from this rule will provide FHWA the ability to better communicate a national performance story and to assess the impacts of Federal funding investments more reliably.

The FHWA is required to establish performance measures to assess performance in 12 areas 1 generalized as follows:

- (1) Serious injuries per vehicle miles traveled (VMT);
- (2) fatalities per VMT;
- (3) number of serious injuries;
- (4) number of fatalities;
- (5) pavement condition on the Interstate System;
- (6) pavement condition on the non-Interstate NHS;

- (7) bridge condition on the NHS;
- (8) performance of the Interstate System;
- (9) performance of the non-Interstate NHS;
- (10) freight movement on the Interstate System;
- (11) traffic congestion; and
- (12) on-road mobile source emissions.

Table 3-1 in ODOT's 2015-2040 Long- Range Transportation Plan compares the 2015-2040 LRTP Goals and Performance Measures. Below is information contained in Table 3.1 of this Plan.

Table 3-1 ODOT 2015-2040 Long Range Transportation Plan.

2015-2040 LRTP Goals	Recommended Performance Measure
Safe and Secure Travel	<ul style="list-style-type: none"> • Reduction in traffic related fatalities and serious injuries <ul style="list-style-type: none"> – Rate and number of traffic fatalities annually on all Oklahoma public roads – Rate and number of traffic-related serious injuries annually on all Oklahoma public roads
Infrastructure Preservation	<ul style="list-style-type: none"> • Bridge Condition – Number of structurally deficient bridges • Preservation of Pavement – Good/fair/poor condition index for NHS highways
Economic Vitality	<ul style="list-style-type: none"> • Freight Movement <ul style="list-style-type: none"> – Annual freight tonnage/value for truck, rail, and barge modes – Measure of freight travel time reliability and/or speed • Congestion <ul style="list-style-type: none"> – Travel time-based measure(s) of congestion
Mobility Choice, Connectivity and Accessibility	<ul style="list-style-type: none"> • Public Transit- Annual rural transit vehicle revenue miles • Passenger Rail - Annual ridership and on-time performance for Amtrak Heartland Flyer
Environmental Responsibility	<ul style="list-style-type: none"> • Clean fuels and improved air quality - Clean fuels as a share of ODOT's total fleet fuel use in gasoline gallon equivalents • Reduce roadway flooding and support improved water quality - Quantity of Litter/Debris (cubic yards or other measure of weight and volume) cleared from storm drains/culverts/roadsides

Source: Oklahoma Department of Transportation

Appendix 2.1: Jefferson County, Socio Economic Information, 2011-2015 ACS

SEX AND AGE	2011-2015 ACS	MARGIN OF ERROR	2011-2015 ACS %
<u>Total population</u>	6,033	***	
Male	3,207	+/-38	50.6%
Female	3,126	+/-38	49.4%
Under 5 years	421	+/-16	6.6%
Median age (years)	42.4	+/-0.7	x
18 years and over	4,843	+/-17	
Male	2,412	+/-27	49.8%
Female	2,431	+/-29	50.2%
65 years and over	1,214	+/-23	
Male	561	+/-13	46.2%
Female	653	+/-23	53.8%
<u>Race</u>			
Total population	6,333		
One race	6,002	+/-64	94.8%
Two or more races	331	+/-64	5.2%
White	5,283		83.4%
Black or African American	44		0.7%
American Indian and Alaska Native	412		6.5%
Asian	6		.1%
Native Hawaiian /Other	0		0.0%
Hispanic/Latino	589		9.3%

Source: 2011-2015 ACS American Fact Finder

Appendix 2.2: Jefferson County Employment Status and Commute to Work, 2011-2015 ACS

Subject	Estimate	Margin of Error
<u>Employment Status</u>		
Population 16 years and over	4,996	+/-28
In labor force	2,672	+/-119
Civilian labor force	2,672	+/-119
Employed	2,497	+/-123
Unemployed	175	+/-38
Armed Forces	0	+/-13
Not in labor force	2,324	+/-117

Subject	Estimate	Margin of Error
<u>Commuting to Work</u>		
Workers 16 years and over	2,469	+/-125
Car, truck, or van -- drove alone	1,979	+/-124
Car, truck, or van -- carpooled	310	+/-73
Public transportation (excluding taxicab)	7	+/-10
Walked	71	+/-28
Other means	12	+/-10
Worked at home	90	+/-28
Mean travel time to work (minutes)	25.7	+/-2.2
<u>Income and Benefits (in 2015 Inflation-Adjusted Dollars)</u>		
Total households	2,471	+/-101
Less than \$10,000	260	+/-46
\$10,000 to \$14,999	222	+/-46
\$15,000 to \$24,999	449	+/-66
\$25,000 to \$34,999	356	+/-55
\$35,000 to \$49,999	363	+/-58
\$50,000 to \$74,999	390	+/-53
\$75,000 to \$99,999	176	+/-38
\$100,000 to \$149,999	166	+/-41
\$150,000 to \$199,999	66	+/-31
\$200,000 or more	23	+/-16
Median household income (dollars)	33,449	+/-2,356

Source: 2011-2015 ACS American Fact Finder

Appendix 2.3: Jefferson County Occupation and Industry, 2011-2015 ACS

SUBJECT	ESTIMATE	MARGIN OF ERROR
<u>Occupation</u>		
Civilian employed population 16 years and over	2,497	+/-123
Management, business, science, and arts occupations	608	+/-78
Service occupations	520	+/-78
Sales and office occupations	459	+/-69
Natural resources, construction, and maintenance occupations	428	+/-61
Production, transportation, and material moving occupations	482	+/-67
<u>Industry</u>		
Civilian employed population 16 years and over	2,497	+/-123

SUBJECT	ESTIMATE	MARGIN OF ERROR
Agriculture, forestry, fishing and hunting, and mining	462	+/-68
Construction	222	+/-47
Manufacturing	149	+/-32
Wholesale trade	67	+/-31
Retail trade	249	+/-43
Transportation and warehousing, and utilities	130	+/-33
Information	16	+/-18
Finance and insurance, and real estate and rental and leasing	107	+/-40
Professional, scientific, and management, and administrative and waste management services	101	+/-40
Educational services, and health care and social assistance	502	+/-67
Arts, entertainment, and recreation, and accommodation and food services	188	+/-58
Other services, except public administration	155	+/-40
Public administration	149	+/-45

Source: 2011-2015 ACS

Appendix 2.4 Jefferson County Educational Attainment 2011-2015 ACS

Subject	TOTAL	
	2011-2015 ACS	MARGIN OF ERROR
<u>Population 25 years and over</u>	4,311	+/-44
Less than 9th grade	228	+/-40
9th to 12th grade, no diploma	44	+/-54
High school graduate/GED	1,930	+/-118
Some college, no degree	1,035	+/-95
Associate's degree	174	+/-40
Bachelor's degree	366	+/-67
Graduate or professional degree	138	+/-41

Source: 2011-2015 ACS American Fact Finder

Appendix 2.5: Jefferson County, Housing Units 2011-2015 ACS

Subject	2011-2015 ACS
Total Housing Units	3,403
Occupied Housing Units	
<u>Units in Structure</u>	
1, detached	2,837
1, attached	28
2 units	156
3 or 4 apartments	44
5 to 9 apartments	6
10 -19 units	5
20 or more units	2
Mobile Home	323

Source: 2011-2015 ACS American Fact Finder

Appendix 2.6: Jefferson County Means of Transportation, 2011-2015 ACS

Subject	Total	
	Estimate	Margin of Error
Workers 16 years and over	2,469	+/-125
<u>Means of Transportation to Work</u>		
Car, truck, or van	92.7%	+/-1.7
Drove alone	80.2%	+/-3.3
Carpooled	12.6%	+/-2.8
In 2-person carpool	8.6%	+/-2.6
In 3-person carpool	2.3%	+/-1.1
In 4-or-more person carpool	1.7%	+/-0.9
Workers per car, truck, or van	1.08	+/-0.02
Public transportation (excluding taxicab)	0.3%	+/-0.4
Walked	2.9%	+/-1.1
Bicycle	0.2%	+/-0.3
Taxicab, motorcycle, or other means	0.3%	+/-0.3
Worked at home	3.6%	+/-1.1
<u>Place of Work</u>		
Worked in state of residence	91.2%	+/-2.0
Worked in county of residence	56.4%	+/-3.4
Worked outside county of residence	34.8%	+/-3.0
Worked outside state of residence	8.8%	+/-2.0
<u>Time Leaving Home to Go to Work</u>		
12:00 a.m. to 4:59 a.m.	5.9%	+/-1.5
5:00 a.m. to 5:29 a.m.	9.1%	+/-2.5
5:30 a.m. to 5:59 a.m.	6.6%	+/-2.2
6:00 a.m. to 6:29 a.m.	9.4%	+/-2.1

Subject	Total	
	Estimate	Margin of Error
6:30 a.m. to 6:59 a.m.	10.5%	+/-2.2
7:00 a.m. to 7:29 a.m.	10.3%	+/-2.2
7:30 a.m. to 7:59 a.m.	14.1%	+/-2.5
8:00 a.m. to 8:29 a.m.	10.7%	+/-2.1
8:30 a.m. to 8:59 a.m.	2.9%	+/-1.0
9:00 a.m. to 11:59 p.m.	20.6%	+/-3.4
<u>Travel Time To Work</u>		
Less than 10 minutes	29.7%	+/-3.5
10 to 14 minutes	12.1%	+/-2.1
15 to 19 minutes	10.0%	+/-2.1
20 to 24 minutes	6.7%	+/-1.7
25 to 29 minutes	2.0%	+/-1.0
30 to 34 minutes	12.7%	+/-2.2
35 to 44 minutes	5.8%	+/-1.3
45 to 59 minutes	10.3%	+/-2.7
60 or more minutes	10.7%	+/-2.3
Mean travel time to work (minutes)	25.7	+/-2.2
<u>Vehicles Available</u>		
Workers 16 years and over in households	2,464	+/-126
No vehicle available	1.9%	+/-0.9
1 vehicle available	18.0%	+/-3.2
2 vehicles available	43.6%	+/-4.5
3 or more vehicles available	36.5%	+/-4.5

Source: 2011-2015 ACS American Fact Finder

Appendix 2.7: Jefferson County Selected Economic, 2011-2015 ACS

	Estimate	Margin of Error	Percent
EMPLOYMENT STATUS			
Population 16 years and over	4,996	+/-28	4,996
In labor force	2,672	+/-119	53.5%
Civilian labor force	2,672	+/-119	53.5%
Employed	2,497	+/-123	50.0%
Unemployed	175	+/-38	3.5%
Armed Forces	0	+/-13	0.0%
Not in labor force	2,324	+/-117	46.5%
Civilian labor force	2,672	+/-119	2,672
Unemployment Rate	(X)	(X)	6.5%

	Estimate	Margin of Error	Percent
EMPLOYMENT STATUS			
COMMUTING TO WORK			
Workers 16 years and over	2,469	+/-125	2,469
Car, truck, or van -- drove alone	1,979	+/-124	80.2%
Car, truck, or van -- carpooled	310	+/-73	12.6%
Public transportation (excluding taxicab)	7	+/-10	0.3%
Walked	71	+/-28	2.9%
Other means	12	+/-10	0.5%
Worked at home	90	+/-28	3.6%
Mean travel time to work (minutes)	25.7	+/-2.2	(X)
OCCUPATION			
Civilian employed population 16 years and over	2,497	+/-123	2,497
Management, business, science, and arts occupations	608	+/-78	24.3%
Service occupations	520	+/-78	20.8%
Sales and office occupations	459	+/-69	18.4%
Natural resources, construction, and maintenance occupations	428	+/-61	17.1%
Production, transportation, and material moving occupations	482	+/-67	19.3%
INDUSTRY			
Civilian employed population 16 years and over	2,497	+/-123	2,497
Agriculture, forestry, fishing and hunting, and mining	462	+/-68	18.5%
Construction	222	+/-47	8.9%
Manufacturing	149	+/-32	6.0%
Wholesale trade	67	+/-31	2.7%
Retail trade	249	+/-43	10.0%

	Estimate	Margin of Error	Percent
EMPLOYMENT STATUS			
Transportation and warehousing, and utilities	130	+/-33	5.2%
Information	16	+/-18	0.6%
Finance and insurance, and real estate and rental and leasing	107	+/-40	4.3%
Professional, scientific, and management, and administrative and waste management services	101	+/-40	4.0%
Educational services, and health care and social assistance	502	+/-67	20.1%
Arts, entertainment, and recreation, and accommodation and food services	188	+/-58	7.5%
Other services, except public administration	155	+/-40	6.2%
Public administration	149	+/-45	6.0%
CLASS OF WORKER			
Civilian employed population 16 years and over	2,497	+/-123	2,497
Private wage and salary workers	1,794	+/-123	71.8%
Government workers	423	+/-74	16.9%
Self-employed in own not incorporated business workers	277	+/-39	11.1%
Unpaid family workers	3	+/-4	0.1%

Source: 2011-2015 ACS

Appendix 2.8: Jefferson County Population and Employment by TAZ

TAZ NO.	2010 POPULATION	2011-2015 POPULATION	2011-2015 EMPLOYMENT
1	266	257	105
2	145	125	25
3	193	185	95

TAZ NO.	2010 POPULATION	2011-2015 POPULATION	2011-2015 EMPLOYMENT
4	219	207	165
5	285	285	45
6	168	168	55
7	224	220	135
8	210	210	105
100	114	101	41
200	143	51	23
300	345	345	75
301	352	351	25
302	395	395	25
303	387	387	185
304	329	329	336
305	256	255	205
400	329	320	75
401	334	332	142
402	374	374	165
500	163	213	35
600	43	38	11
700	374	364	75
701	313	310	69
702	129	121	97
800	382	390	155

Source: SORTPO, American Fact Finder

Appendix 2.9: Jefferson County Major Employers by TAZ

BUSINESS / INDUSTRY NAME	STREET ADDRESS	CITY	2016 # EMPLOYEES	TAZ
Dillon Env. Service	114 E Main Street	Ringling	15	401
Dollar General	31484 US 70	Ringling	9	4
First National Bank	125 Main Street	Ringling	6	404
Jefferson Dist. #2 Barn	402 N. 1st Street	Ringling	8	4
Vanbuskirk Fertilizer	31646 US Highway 70	Ringling	6	403
Mud Creek BBQ	31398 US 70	Ringling	5	403
R&J Quick Stop	320 N 5th	Ringling	7	402
Ringling City Hall	122 N 5th Street	Ringling	15	402
Ringling Schools	706 N 5th Street	Ringling	50	402
Speedy G's	31298 US 70	Ringling	20	403

BUSINESS / INDUSTRY NAME	STREET ADDRESS	CITY	2016 # EMPLOYEES	TAZ
The Ranch House Cafe	107 Hwy 70W	Ringling	10	401
Tri County Elder Nutrition Center	200 D St.	Ringling	6	401
Circle D Restaurant	1107 6th St	Ryan	5	701
First State Bank	527 Washington St.	Ryan	9	702
Jefferson Dist. #3 Barn	1707 6th Street	Ryan	6	702
Peoples Bank Trust Co	517 Washington St.	Ryan	12	702
Red River Feeds	1000 3rd St.	Ryan	2	702
Rural Community Health Center	514 Washington St.	Ryan	3	701
Ryan Cash Grocery	6th St. & Lincoln	Ryan	4	702
Ryan Drug Store	520 Washington St	Ryan	2	702
Ryan Health Clinic	1104 6th St.	Ryan	3	702
Ryan Public Schools	1201 E. Washington St.	Ryan	42	700
Stick's Super Store	1100 Hwy 81	Ryan	6	701
Town of Ryan	614 Washington St	Ryan	4	702
Tri County Nutrition	400 Taylor St #8	Ryan	4	72
Chickasaw Casino	27001 US 81	Terral	150 added 2018	8
Doug's Peach Orchard	27677 US 81	Terral	5	5
Martin's Grocery	457 Apache Ave.	Terral	3	800
Terral Mini-Mart	US 81/Apache Ave.	Terral	2	800
Terral Public Schools	340 Apache Ave.	Terral	12	800
Town of Terral	209 East Apache Drive	Terral	3	8
1st Farmers Bank	319 East D Ave.	Waurika	14	304
Beaver Lumber	104 N 1st Street	Waurika	7	304
Bills Catfish Restaurant	3545 OK-79	Waurika	10	303
City of Waurika	122 S Main St	Waurika	12	303
Community Action Development	202 S. Commercial	Waurika	5	305
Courthouse	220 N. Main Street	Waurika	37	303
Dollar General	313 S Main St.	Waurika	5	305
England Fuel and Farm Supply	613 S. Railroad St.	Waurika	5	304
Family Dollar	213 S Main St.	Waurika	4	304
First Bank & Trust	101 N. Main Street	Waurika	6	304
Head Oil Co/Convenience Story	120 E Hwy 70	Waurika	2	305
Jeff. Co. Healthcare	917 Hwy 70	Waurika	50	305
Jefferson County Animal Hospital	8062 US-70	Waurika	4	305
Jefferson County Detention Center	218 N Main St.	Waurika	12	303
Jefferson County Health Department	107 East E Ave	Waurika	3	304

BUSINESS / INDUSTRY NAME	STREET ADDRESS	CITY	2016 # EMPLOYEES	TAZ
Jefferson Dist. #1 Barn	110 N 12th Street	Waurika	6	304
JW's Travel Stop	8533 US Hwy 81	Waurika	10	35
Waurika Quick Stop	524 S. Main Street	Waurika	14	303
Markette Grocery	801 East D Ave.	Waurika	4	304

Source: SORTPO

Appendix 2.10: Environmental and Development Concerns

The environmental features and constraints were identified using secondary source information from the following: United States Environmental Protection Agency (USEPA), Oklahoma Geological Survey, Oklahoma Department of Fish and Wildlife Resources, Oklahoma Department for Environmental Quality (ODEQ), United States Department of Agriculture (USDA), United States Department of the Interior Fish and Wildlife Service (USFWS), United States Geological Survey (USGS), Oklahoma University Geographic Information System (GIS) and other state and local agencies

Streams are natural corridors that provide habitat for fish, insects, wildlife and recreational benefits to people such as hunting, fishing, boating, bird watching, as well as, aesthetic benefits. Streams also provide drinking water for wild animals, livestock and people. There are two (2) major rivers in the county, supplied by numerous streams; however, following years of extreme drought, many of these streams are dry. As of the origin of this plan, none are on the “watch list” of the Oklahoma Department of Environmental Quality (ODEQ) and none are designated as scenic waterways.

State and federal agencies classify plants and animals as threatened or endangered when their numbers are low or declining due to direct destruction (from development or pollution, for example) or loss or degradation of suitable habitat. The presence of a threatened or endangered species in an area is an indicator of a better or good quality environment. However, there is no state or federally listed endangered species specific to Jefferson County.

The Special Flood Hazard Area is an area designated width along a stream or river with a 1% chance of flooding annually. These areas are protected to prevent any increase in the risks or severity of possible future floods and to maintain their natural and ecological benefits.

The National Register of Historic Places (NRHP) is a list of properties determined significant in American history, architecture, archaeology, engineering, or culture, by virtue of design or architectural criteria, association with historical persons and events, and/or value for historic or prehistoric information. Under state and federal law, NRHP listed and NRHP eligible properties are afforded equal protection from impact. NRHP properties are designated to help state and local governments, Federal agencies, and others identify important historic and archaeological resources, to ensure their protection, either through preservation, or minimization and mitigation of impact.

Appendix 2.11: Jefferson County Environmental Features

DESCRIPTION	LOCATION
Waurika Reservoir Lake	NW of Waurika
First Presbyterian Church	Waurika
Jefferson County Courthouse	Waurika
Rock Island Passenger Station	Waurika
State Highway 79 Bridge across the Red River	Waurika
San Bernardo (Taovayas Village)	Ringling
Chisholm Trail (Monument Hill is located east of Addington)	Jefferson County

Source: SORTPO

Appendix 2.12: Jefferson County Type of Collision Total, 2012-2016

Type Of Collision	TOTAL				
	Fat	Inj *	PD	Tot	Pct.
Rear-End (front-to-rear)		6	7	13	5.6
Head-On (front-to-front)		4	1	5	2.1
Right Angle (front-to-side)		7	11	18	7.7
Angle Turning		3	4	7	3.0
Sideswipe Same Direction			1	1	0.4
Sideswipe Opposite Direction	1	5	4	10	4.3
Fixed Object	2	45	43	90	38.5
Pedestrian					
Pedal Cycle		1		1	0.4
Animal		7	41	48	20.5
Overturn/Rollover	3	21	8	32	13.7
Other Single Vehicle Crash		1	2	3	1.3
Other			6	6	2.6
Total	6	100	128	234	100
Percent	2.6	42.7	54.7	100	

Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch

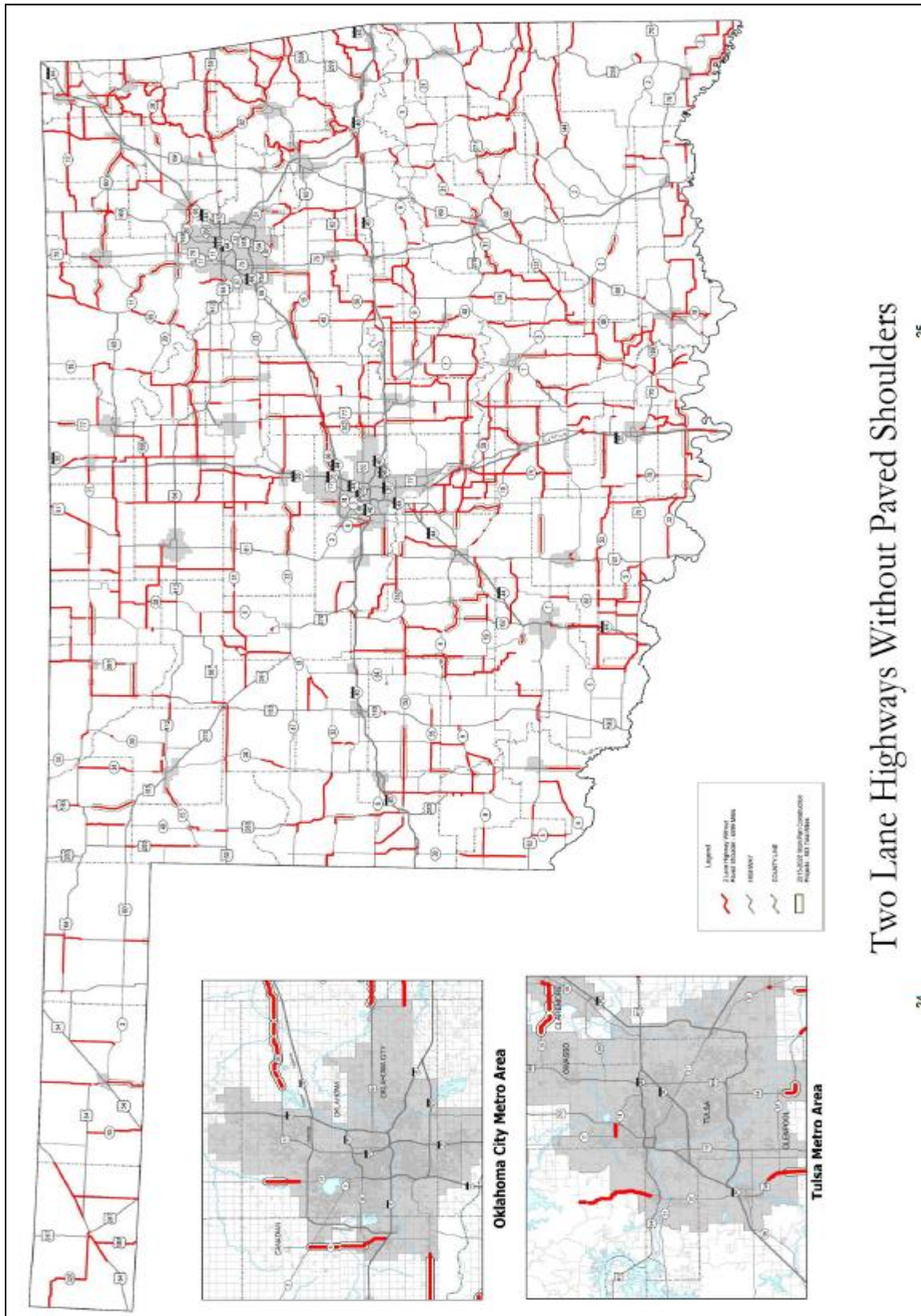
* Include incapacitating, non-incapacitating and possible injuries

Appendix 2.13: Jefferson County Collision Vehicles by Vehicle Type, Total, 2011-2016

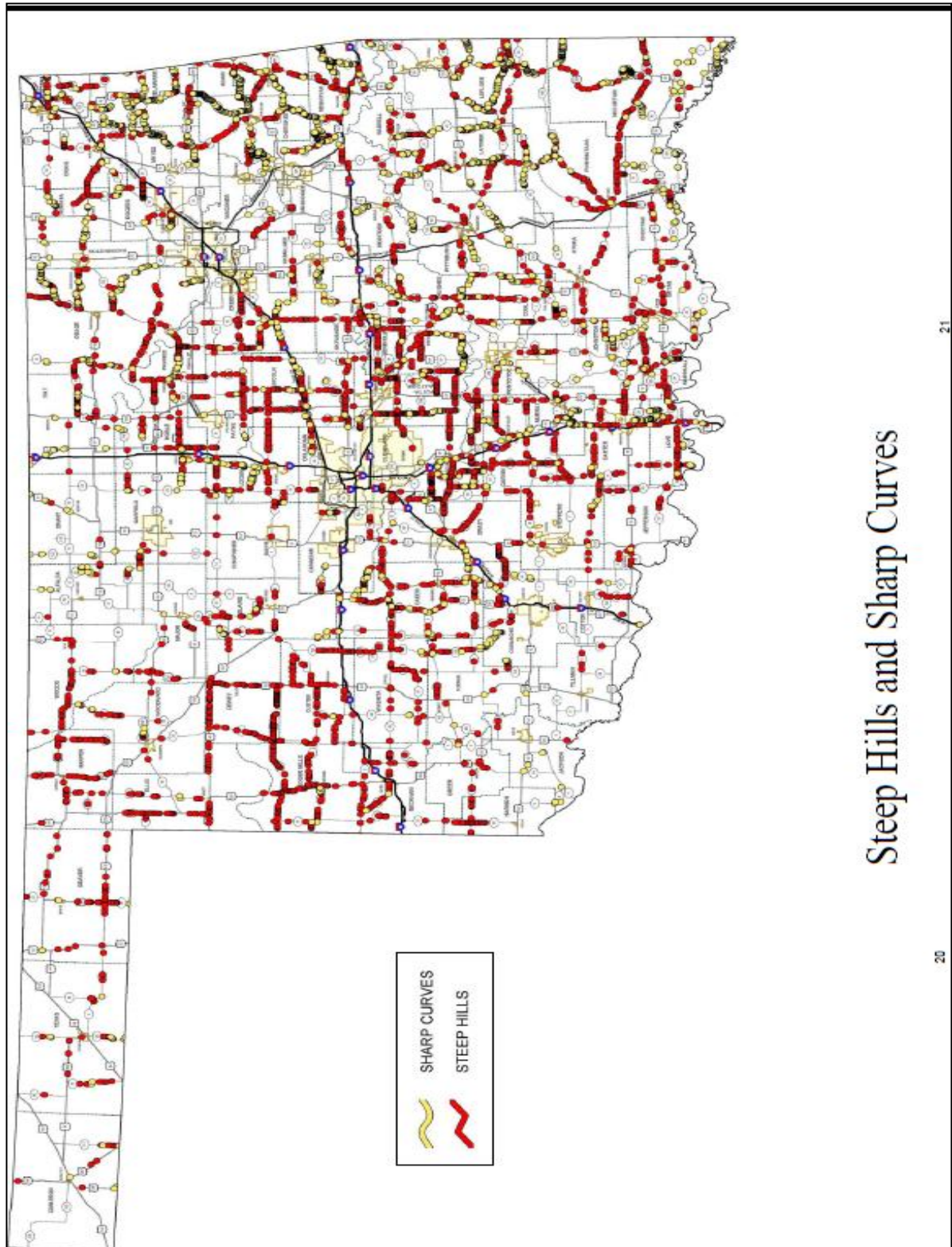
Vehicle Type	TOTAL				
	Fat	Inj *	PD	Tot	Pct.
Passenger Vehicle-2 Door		6	10	16	5.3
Passenger Vehicle-4 Door	1	32	36	69	23.0
Passenger Vehicle-Convertible			1	1	0.3
Pickup Truck	4	38	79	121	40.3
Single-Unit Truck (2 axles)			2	2	0.7
Single-Unit Truck (3 or more axles)			1	1	0.3
Truck/Trailer			3	3	1.0
Truck-Tractor (bobtail)			1	1	0.3
Truck-Tractor/Semi-Trailer		3	16	19	6.3
Motorcycle		8		8	2.7
ATV		1		1	0.3
Sport Utility Vehicle (SUV)	1	17	28	46	15.3
Passenger Van		2	2	4	1.3
Van (10,000 lbs. or less)		2	4	6	2.0
Other			2	2	0.7
Total	6	109	185	300	100
Percent	2.0	36.3	61.7	100	

Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch

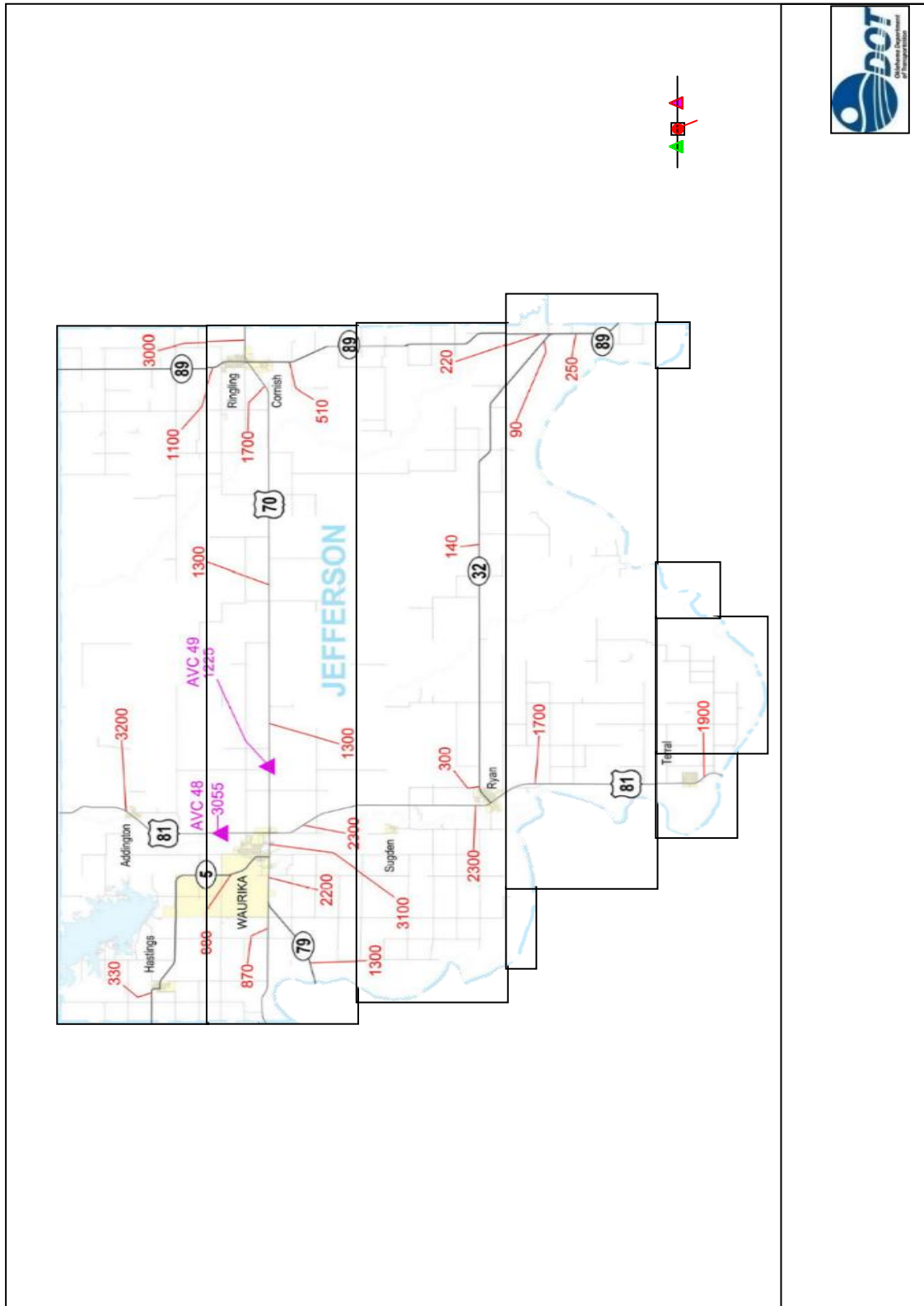
Appendix 2.14: Two Lane Highways Without Paved Shoulders



Appendix 2.15: Steep Hills and Sharp Curves



Appendix 2.16: Jefferson County 2015 Annual Average Daily Traffic Count



Appendix 2.17: Functional Classification and Road Systems

Functional classification is the grouping of roads, streets and highways into integrated systems ranked by their importance to the general welfare, motorist and land use structure. It is used to define the role that any road should play in providing mobility for through movements and access adjoining land. This grouping acknowledges that roads have different levels of importance and provides a basis for comparing roads fairly.

Functional classification can be used for, but is not limited to, the following purposes:

- Provide a framework for highways serving mobility and connecting regions and cities within a state.
- Provide a basis for assigning jurisdictional responsibility according to the overall importance of a road.
- Provide a basis for development of minimum design standards according to function.
- Provide a basis for evaluating present and future needs.
- Provide a basis for allocation of limited financial resources.

Historically, one of the most important uses of functional classification of streets has been to identify streets and roads that are eligible for federal funds. The original federal aid primary, federal aid secondary, federal aid urban and national interstate systems all relied on functional classification to select eligible routes. In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) eliminated the primary, secondary and urban federal aid systems and created the National Highway System (NHS). ISTEA continued the requirement that a street, road or highway had to be classified higher than a "local" in urban areas and higher than a "local" and "minor collector" in rural areas before federal funds could be spent on it. The selection of routes eligible for NHS funding was also based on functional criteria. While eligibility for federal funding continues to be an important use for functional classification, it has also become an effective management tool in other areas of transportation planning.

Streets are grouped into functional classes according to the character of service they are intended to provide. Oklahoma's Functional Classification system undergoes a comprehensive review after each decennial U.S. Census. The functional classification of streets includes the following functional classes: Interstate, Freeway, Rural Principal Arterial, Rural Minor Arterial, Rural Major Collector and Rural Minor Collector.

Rural Principal Arterial - A rural principal arterial road includes the following service characteristics:

- Traffic movements with trip length and density suitable for substantial statewide travel.
- Traffic movements between urban areas with populations over 25,000.
- Traffic movements at high speeds.
- Divided four-lane roads.
- Desired LOS C.

Rural Minor Arterial - A rural minor arterial road includes the following service characteristics:

- Traffic movements with trip length and density suitable for integrated interstate or inter-county service.
- Traffic movements between urban areas or other traffic generators with populations less than 25,000.
- Traffic movements at high speeds.
- Undivided four-lane roads.
- Striped for one or two lanes in each direction with auxiliary lanes at intersections as required by traffic volumes.
- Desired LOS C.

Rural Major Collector - A rural major collector road includes the following service characteristics:

- Traffic movements with trip length and density suitable for inter-county service.
- Traffic movements between traffic generators, between traffic generators, larger cities and between traffic generators and routes of a higher classification.
- Traffic movements subject to a low level of side friction.
- Development may front directly on the road.
- Controlled intersection spacing of 2 miles or greater.
- Striped for one lane in each direction with a continuous left turn lane.
- Desired LOS C.

Rural Minor Collector - A rural minor collector road includes the following service characteristics:

- Traffic movements between local roads and collector roads.
- Traffic movements between smaller communities and developed areas.
- Traffic movements between locally important traffic generators within their remote regions.
- Two-lane undivided roads with intersections at grade and designed to take a minimum interference of traffic from driveways appropriate to a rural setting.
- Striped for one lane in each direction.
- Desired LOS B.

Rural Local Road - A rural local road includes the following service characteristics:

- Two-lane undivided roads with intersections at grade.
- Traffic movements between collectors and adjacent lands.
- Traffic movements involving relatively short distances.
- Desired LOS A.

Level of Service

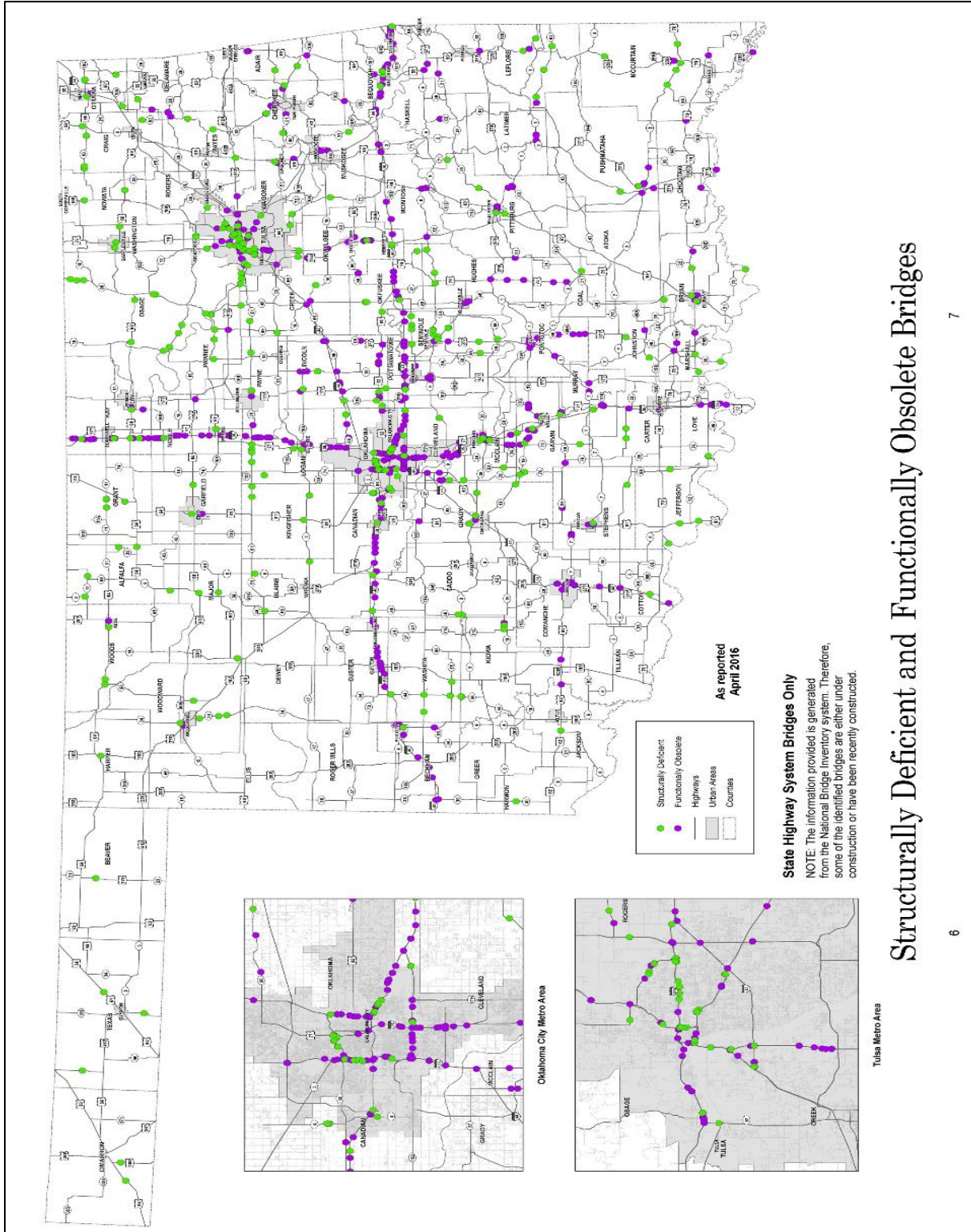
Street Capacity: The measure of a street's ability to accommodate the traffic volume

along the street. Level of Service Ranges from LOS A: Indicates good operating conditions with little or no delay, to LOS F, which indicates extreme congestion and long vehicle delays.

The following is a list of the various LOS with abbreviated definitions from the Highway Capacity Manual:

- LOS A: Describes a condition with low traffic volumes with little or no delays. There is little or no restriction in maneuverability due to the presence of other vehicles. Drivers can maintain their desired speeds and can proceed through signals without having to wait unnecessarily. Operating capacity can be measured as less than thirty percent (30%) of capacity.
- LOS B: Describes a condition with stable traffic flow with a high degree of choice to select speed and operating conditions, but with some influence from other drivers. Operating capacity can be measured as less than fifty percent (50%) of capacity.
- LOS C: Describes the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. LOS C is normally utilized as a measure of “average conditions” for design of facilities in suburban and urban locations. Operating capacity can be measured as less than sixty-nine percent (69%) of capacity.
- LOS D: Describes high density flow in which speed and freedom to maneuver is severely restricted even though flow remains stable. LOS D is considered acceptable during short periods of time and is often used in large urban areas. Operating capacity can be measured as less than seventy percent (70%) to ninety percent (90%) of capacity.
- LOS E: Describes operating conditions at or near capacity. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns. Operating capacity can be measured as between ninety percent (90%) to ninety-nine percent (99%) of capacity.
- LOS F: Is used to define forced or breakdown flow. This condition exists whenever the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by demand volumes greater than the roadway capacity. Under these conditions, motorists seek other routes in order to Bypass congestion, thus impacting adjacent streets. Operating capacity can be measured above one hundred percent (100%) of capacity.

Appendix 2.19: Oklahoma Structurally Deficient and Functionally Obsolete Bridges



Structurally Deficient and Functionally Obsolete Bridges

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Appendix 2.20: Jefferson County On System Bridges with Sufficiency Rate

FACILITY	LOCATION	SUFFICIENCY RATE	YEAR BUILT	ADT TOTAL	ADT YEAR
SH 79	.5 NE Texas S/L	-1	1901	-1	-1
SH 89	10.1 N. OF SH 32	99.1	2016	510	2015
SH 89	3.3 MI N JCT SH32	95.5	1947	420	2015
US 70	1.4 MI E Cotton C/L	97.2	1949	760	2015
SH 32	10.9 MI E JCT US81	98.4	1950	380	2015
SH 32	2.8 MI E JCT US81	98.4	1950	380	2015
SH 89	11.7 MI N JCT SH32	98.5	1950	510	2015
SH 32	8.1 MI E JCT US81	88.8	1950	380	2015
SH 32	15.3 MI E JCT US81	98.4	1951	380	2015
SH 89	1.4 MI N JCT SH32	94.4	1957	330	2015
US 81	2.1 MI N JCT SH32	89.5	1932	2000	2015
SH 89	10.1 MI N JCT SH32	52.1	1940	510	2014
SH 32	17.0 MI E JCT US81	82.2	1944	380	2015
US 70	23.3 MI E JCT US81	91.3	1932	3000	2015
US 81	1.7 MI N JCT SH32	59.8	1932	2000	2015
US 81	5.7 MI S JCT US70	52.8	1932	2000	2015
US 81	3.5 MI S JCT US70	83.5	1932	2000	2015
US 70	8.0 MI E JCT US81	81.3	1932	1200	2015
US 70	6.3 MI E JCT US81	67.2	1932	1200	2015
SH 5	2.7 MI E Cotton C/L	98.8	1933	700	2015
US 70	5.1 MI E Cotton C/L	95.4	1938	760	2015
US 81	5.7 S JCT US 70	-1	1901	-1	-1
US 81	1.7 N JCT SH 32	-1	1901	-1	-1
SH 89	7.9 MI N JCT US70	98.4	1969	920	2015
US 70	21.6 MI E JCT US81	91.2	1974	1600	2015
SH 5	5.8 MI E Cotton C/L	47.5	1933	970	2007
SH 5	4.8 MI E Cotton C/L	49.5	1933	550	2007
SH 5	5.4 MI E Cotton C/L	50.5	1933	550	2007
US 81	8.2 N OF Texas C/L	93.9	2016	1600	2015
US 81	6.9 MI N JCT US70	87.9	1959	2800	2015
US 81	1.6 MI N JCT US70	90.6	1959	2900	2015
US 81	5.5 MI N JCT US70	88.6	1959	2900	2015
SH 5	5.6 MI E Cotton C/L	32	1933	970	2007
US 70	7.8 MI E Cotton C/L	95.3	1995	2200	2015
US 70	18.4 MI E JCT US81	92.6	2001	1200	2015
US 70	18.6 MI E JCT US81	95.6	2001	1200	2015

FACILITY	LOCATION	SUFFICIENCY RATE	YEAR BUILT	ADT TOTAL	ADT YEAR
US 70	18.8 MI E JCT US81	95.6	2001	1200	2015
US 70	0.5 MI W Carter C/L	99	2001	2900	2015
SH 5	4.8MI.E OF Cotton C/L	99.7	2008	900	2015
SH 5	5.6MI.E OF Cotton C/L	99.8	2008	920	2015
US 81	8.2 MI N Texas C/L	51.6	1965	1600	2014
US 81	5.7 MI N OK-TX S/L	85.9	1966	1600	2015
SH 5	0.9 MI N JCT US70	97.4	1977	1500	2015
US 70	21.4 MI E JCT US81	92.2	1974	1600	2015
US 81	OK-TX S/L	94.3	1986	1500	2015
US 81	8.7 MI N JCT US70	86.4	1990	2800	2015
US 70	7.7 MI E Cotton C/L	95.3	1995	2200	2015
SH 79	0.5 MI NE STATE LINE	33.1	1939	1100	2015
US 70	0.9 MI E JCT US81	92.6	1932	1200	2015
US 70	2.5 MI E JCT US81	92.6	1932	1200	2015
US 70	3.7 MI E JCT US81	92.6	1932	1200	2015
US 70	0.7 MI W JCT US81	89.5	1932	2400	2015
SH 89	3.5 MI N JCT US70	89.6	1958	920	2015
SH 89	2.5 MI N JCT US70	97.4	1958	920	2015
SH 89	6.5 MI N JCT US70	94.6	1958	920	2015
US 81	1.0 MI S JCT SH32	92.6	1932	1600	2015
US 70	13.4 MI E JCT US81	95.6	1932	1200	2015
US 70	13.7 MI E JCT US81	94.6	1932	1200	2015
US 81	3.7 MI S JCT US70	87.5	1932	2000	2015
US 81	1.0 MI S JCT US70	88.5	1932	2000	2015
US 70	10.0 MI E JCT US81	95.6	1932	1200	2015
US 81	4.2 MI N JCT US70	90.6	1929	2900	2015
US 81	5.7 MI N JCT US70	88.6	1929	2900	2015
US 70	18.6 MI E JCT US 81	56.2	1932	1030	1999
US 70	18.8 MI E JCT US 81	64.2	1932	1030	1999
US 70	.5 MI W Carter C/L	81	1932	3200	2002
US 70	7.7 MI E Cotton C/L	41.3	1938	2200	1999
US 70	18.4 MI E JCT US 81	63.4	1932	1030	1999
US 70	7.8 MI E Cotton C/L	41.3	1938	2200	1999
SH 79	OKLA.-Texas S/L	41.4	1939	1200	2004

Source: ODOT

Appendix 2.21: Jefferson County Off System Bridges

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	ADT YEAR	OWNER
3.6 MI W SH 81	49	1977	50	2008	County
2.8 MI N US 70	41.2	1958	24	2009	County
10.7E OF US 81	100	2015	24	2015	County
4.9S of US70	27	1915	46	2014	County
7.W OF US 89	19.1	1912	24	2007	County
5.7 MI N US 70	37.9	1948	24	2011	County
0.9 MI W SH 89	29.4	1935	100	1999	County
10.E OF US81	19.3	1938	78	1999	County
0.2 MI W US 81	35.5	1938	100	1999	County
.9S SH5	35	1950	24	1999	County
.3S SH5	44.9	1950	24	1999	County
0.3 MI W US 81	39.5	1948	100	1999	County
0.4 MI W SH 81	96.8	1982	126	2015	County
3.4 MI N SH 32	40.9	1936	37	2015	County
4.9S OF US 70	100	2016	46	2015	County
3.1 MI W SH 81	84.3	1945	50	2015	County
0.9 MI E US 81	85.6	1952	96	2015	County
3.3 MI N SH 32	44.5	1935	37	2015	County
6.6 MI E US 81	100	1992	24	2015	County
0.3 MI W US 81	97	1993	79	2015	County
0.2 MI W US 81	85.7	1993	100	2015	County
0.9 MI W SH 89	100	1993	31	2015	County
2S & .9 W OF Oscar	100	1995	70	2015	County
.9S SH5	99	1998	230	2015	County
7.8W OF SH89 ON EW193	100	2009	25	2015	County
3.6W OF S.H. 81	100	2010	50	2015	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	ADT YEAR	OWNER
2.8S OF US 70	93	2011	195	2015	County
4.2S OF US 70	85.7	2011	200	2015	County
6.2E OF US 81	97	2011	25	2015	County
6.8W OF S.H. 89	75	2011	50	2015	County
2.8N OF US 70	75	2011	25	2015	County
6.0 MI E US 81	71.3	1960	24	2015	County
4.4 MI E US 81	85.8	1960	86	2015	County
2.1 MI N SH 5	84.7	1977	109	2015	County
11.E OF US81	94.1	1984	24	2015	County
4.9W OF SH89	93.9	1988	47	2015	County
1.0 MI SW OF Ryan	96	1988	275	2015	County
0.6 MI E SH 81	70.1	1930	38	2015	County
3.0 MI N SH 32	39.9	1931	37	2015	County
3.1 MI N SH 32	37.9	1931	37	2015	County
3.2 MI N SH 32	49.6	1931	37	2015	County
10.7 MI E US 81	74.5	1935	24	2014	County
9.2 MI E US 81	85.7	1937	24	2015	County
2.1 MI E US 81	85.6	1937	96	2015	County
4.1 MI E US 81	85.8	1938	81	2015	County
6.2E OF US81	84.8	1938	25	2015	County
4.5W OF SH89	84.7	1939	47	2015	County
6.8 S. OF US70	100	2006	75	2015	County
1.8 MI W SH 89	84.8	1938	31	2015	County
.7S of JCT N2780/E2060	-1	1901	229	2015	County
2.6N OF US70	30.6	1950	50	1999	County
3.2W US81	20.7	1955	100	1999	County
1.8E OF US81	21.2	1955	100	1999	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	ADT YEAR	OWNER
5.8E OF US81	21.2	1965	100	1999	County
3.4W OF SH 89	24.4	1960	50	1999	County
9.2 MI E US 81	95.9	1937	100	1999	County
.9W OF SH89	23.9	1908	75	1999	County
5.5W OF SH89	42	1908	25	1999	County
1.7N US 70	28.9	1908	100	1999	City or Municipal
1.2W OF US81	29.6	1930	200	1999	County
5.5 OF US70	22.8	1950	100	1999	County
.7SE US 81	28.5	1950	25	2005	County
.9E OF SH89	28.4	1935	50	2009	County
1.8W 1S OF US70 SH 51 JCT	28.5	1960	25	2009	County
.5W US89	43	1950	25	2011	County
1.7S OF SH32	84.9	1939	50	2005	County
6.8W OF SH89	22.4	1950	25	2009	County
6.2E OF US81	38	1930	25	2009	County
7.8W OF SH89	26.4	1950	25	2008	County
1.5S OF SH32	19	1935	25	2010	County
.6S OF US 70	21.8	1912	100	2004	County
6.3E US 81 S. Waurika	22.5	1960	25	2006	County
0.3 MI N OF SH 32	41.8	1909	100	2015	County
5.5W 2.8N JCT SH89/SH32	-1	1901	100	2014	County
5.4E OF US 81	32.4	1929	25	2009	County
.7W US 89	21.5	1950	25	2011	County
5.8S OF SH32	26	1929	24	2004	County
7.7E US81 7.1N US70	27.1	1925	24	2011	County
1.5E OF US81	45.2	1939	75	2011	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	ADT YEAR	OWNER
6.0 MI E OF US 81	24.4	1973	50	2011	County
.8 W SH5	31.7	1945	100	1999	County
.6E OF US81	33.9	1939	100	1999	County
4.4N OF SH32	35.9	1940	100	1999	County
1.2S SH5	38.9	1940	100	1999	County
6.1W OF US 81	34	1945	50	1999	County
4.5W OF US81	38.9	1960	100	1999	County
4.8S OF US70	27.9	1960	50	1999	County
4.9S OF US70	24.3	1960	100	1999	County
4.7S OF US70	25	1960	50	1999	County
6.1E US81	24.9	1919	25	2002	County
1.5E OF SH89	34.9	1945	75	2004	County
.5W OF SH89	24.5	1955	25	2002	County
6.8 MI S OF US 70	39.2	1955	75	2005	County
4.3E OF US81	48.6	1917	25	2005	County
6.4N US 70	29.3	1979	25	2005	County
1.5 MI W US 81	17.9	1946	100	1999	County
1.5E OF US81	21.7	1945	100	1999	County
5.0 MI E OF US 81	47.7	1990	25	2015	County
2.6N OF US70	33.8	1996	50	2015	County
1.S OF SH32	24.9	1929	25	2015	County
1.3E OF Oscar	46.9	1940	70	2015	County
4.3W OF US81	69.3	1945	50	2015	County
6.1N US70	39	1950	31	2015	County
.4E OF Fleetwood	79.2	1950	50	2015	County
1.S OF SH32	40	1950	25	2015	County
.6W OF SH 89	55.5	1950	25	2015	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	ADT YEAR	OWNER
.8W OF SH89	100	1991	50	2015	County
1.0 MI S OF SH 5	44.8	1939	50	2015	County
2. S 2.3 E OF Terral	44.8	1993	50	2015	County
1W & 1.7 N OF US81/US70	99	1995	195	2015	Municipal
1.0 N.5.5 W.JCT.US70/SH89	100	1999	30	2015	County
.1N 1.2W JCT US70/SH89	95.1	1996	96	2015	County
0.8W OF US81/SH32 JCT.	97.4	1999	200	2015	County
1.5E OF US81	100	2000	100	2015	County
4.7S OF US70	97	2002	50	2015	County
6.1W OF US 81	97	2002	50	2015	County
4.9S OF US 70	100	2001	50	2015	County
6.3E, US 81 IN Waurika	97	2008	50	2015	County
.9E of S.H. 89	100	2011	50	2015	County
5.8E of US 81	100	2011	25	2015	County
6N, .4W OF JCT US70/SH89	100	2013	25	2015	County
6N, .3W OF JCT US70/SH89	100	2013	25	2015	County
6N, .5W OF JCT US70/SH89	100	2013	25	2015	County
.5S 2.1E OF RYAN	100	2013	75	2015	County
6W 4S of US81/US70	97	2013	50	2015	County
.5E SH 5	34.9	1929	100	2015	County
6.8W 5N JCT SH89/US70	100	2008	24	2015	County
4.3E, OF US-81	100	2007	25	2015	County
.6S US 70	96.1	1989	200	2015	County
8.6 MI N OF US 70	72.5	1990	25	2015	County
4.2W OF US81	55.3	1940	50	2015	County
.1S OF US70	85.8	1960	50	2015	County
1.9W OF SH89	93	1985	90	2015	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	ADT YEAR	OWNER
4.1E OF US81	88.8	1988	90	2015	County
1.W US 81	85.8	1938	24	2015	County
.2W OF US81	85.7	1938	75	2015	County
.4W OF SH5	85.8	1939	75	2015	Municipal
1.3W OF SH89	74.6	1939	90	2015	County
1.1S SH5	39	1940	25	2015	County
.3N OF SH32	85.8	1940	25	2015	County
3.8W OF SH89	84.8	1940	50	2015	County
3.2W OF SH89	83.8	1940	50	2015	County
11.7E 5.5S OF US81/SH32	100	2005	24	2015	County
.7 S.E. OF US81	100	2006	25	2015	County
4.8S OF US 70	100	2003	50	2015	County
.5W OF S.H. 89	100	2004	25	2015	County
5.4SE ADDINGTON,4N US70	100	2004	25	2015	County
1.5W OF US81,1S Waurika	97	2005	100	2015	County
3N OF RINGLING, 1.5E SH89	100	2005	75	2015	County
1.9S US70	85.8	1939	25	2015	County
2.4W SH5	58.7	1939	75	2015	County
.3N OF US70	87.3	1990	250	2015	Municipal
1.6W SH5	34.4	1915	75	1999	Municipal
.2S SH 5	24.2	1960	25	2011	Municipal
1.6W SH5	100	2003	75	2015	County
.5N OF US70	85.7	1990	250		Municipal

Source: ODOT

Appendix 2.22: National Highway Freight Network – Oklahoma

The NHFN includes the following subsystems of roadways:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the US freight transportation system determined by measurable and objective national data. The network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

Primary Highway Freight System (PHFS) Routes			
	START ROUTE No POINT	END POINT	LENGTH (MILES)
Creek Type	I44	U75	4.9
I240	I44	I35	4.61
I244	OK3R	I44	3.52
I35	TX/OK Line	OK/Ks Line	236.13
I40	TX/OK Line	I35	151.76
I40	I35	OK/AR line	177.96
I44	I240	4.68 Miles North of I40	7.92
I44	I35	OK/MO Line	194
U412	OK6P	I44	6.4
Subtotal			787.19

PHFS Intermodal Connectors			
FACILITY ID	FACILITY NAME	FACILITY DESCRIPTION	LENGTH (MILES)
OK2L	Williams Pipeline Station	21st St. (33rd W. Avenue to Burlington Northern RR at 23rd St.)	1.27
OK3R	Burlington Northern Railroad	23rd St. (BN Terminal to Southwest Avenue) SW Avenue (23rd St. to I-244 ramp.)	0.56
OK5P	Port of Catoosa	SR 266 (Port to US 169)	11.42
OK6P	Johnston's Port 33 (Verdigris River near Muskogee)	From US 412/NS 414, south 0.25 miles, east 1 mile to Terminal	1.14
Subtotal			14.39
PHFS TOTAL			801.58

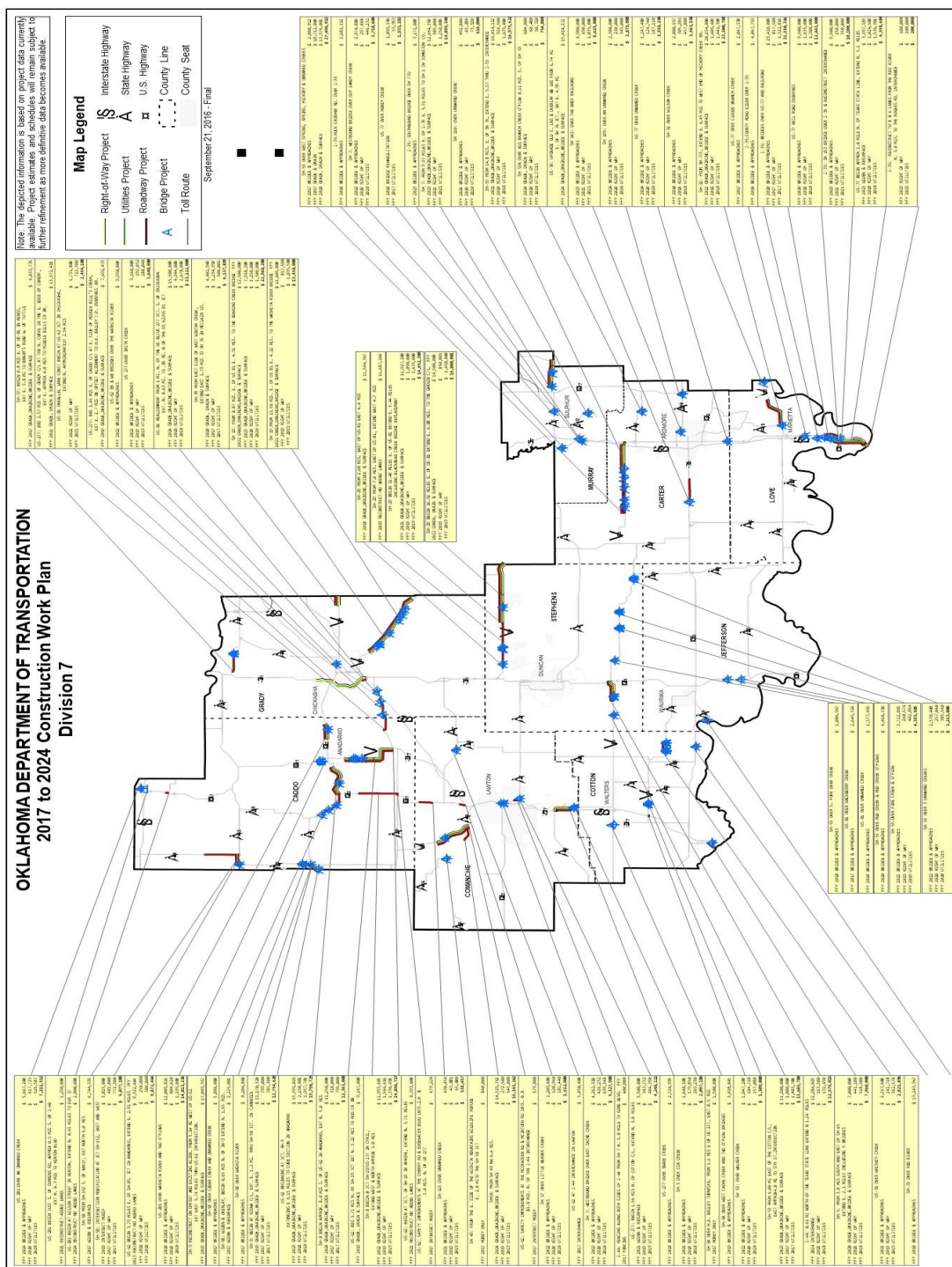
Interstate Not on the PHFS			
ROUTE No.	START POINT	END POINT	LENGTH (MILES)
I235	I40	I44	5.14
I240	I35	I40	11.68
I244	S. 21st St.	I44	12.24
I44	TX/OK Line	I240	114.91
I44	0.35 miles S. of S66	I35	7.7
I444	I244 S	I244 N	2.5
Subtotal			154.15

Appendix 3.1: Jefferson County 2040 Population and Employment Projection by TAZ

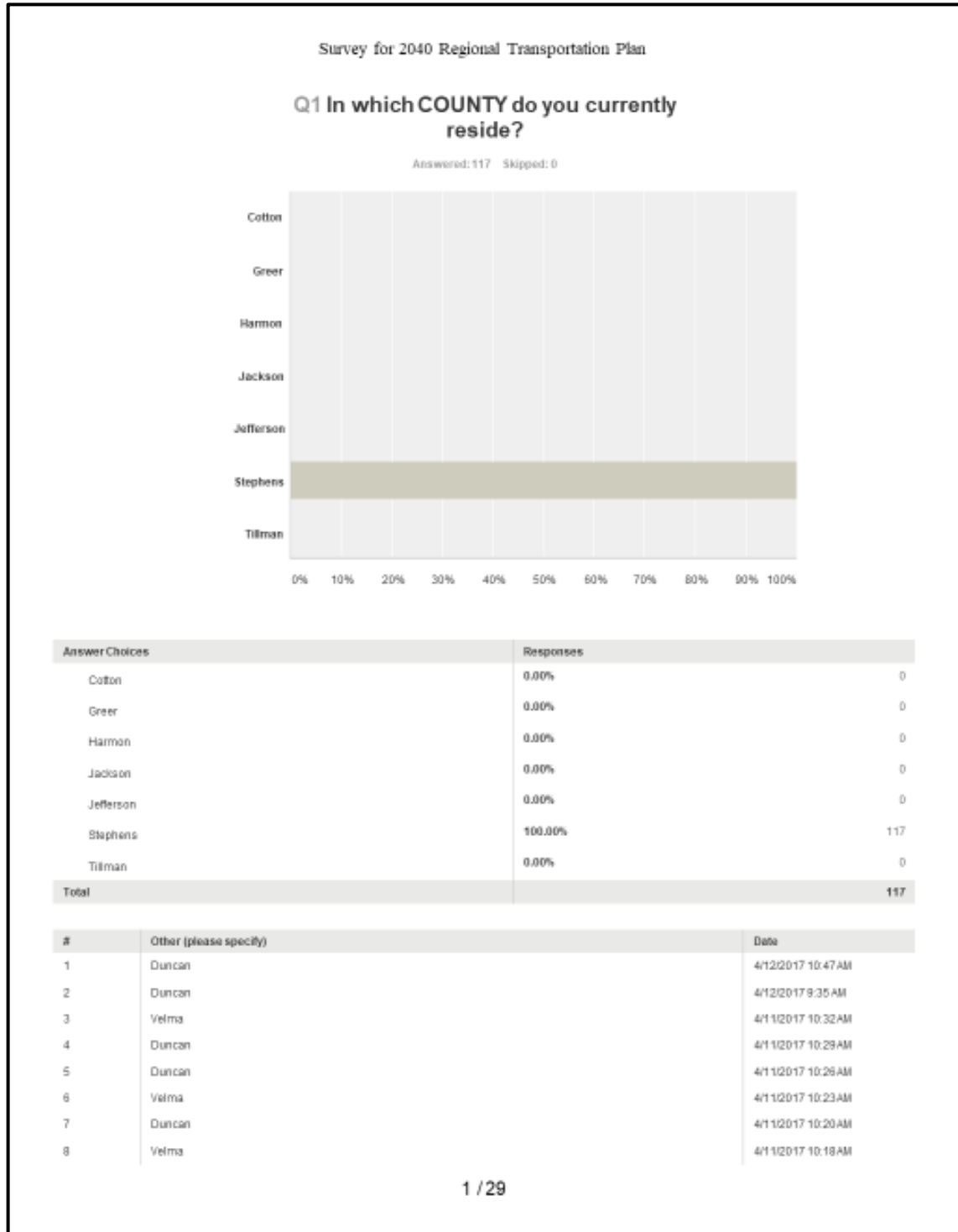
TAZ NO.	2010 POPULATION	2040 POPULATION	2040 EMPLOYMENT
1	266	275	95
2	145	245	20
3	193	255	75
4	219	185	135
5	285	205	35
6	168	275	45
7	224	305	120
8	210	303	225
100	114	94	30
200	143	25	10
300	345	345	55
301	352	351	15
302	395	395	15
303	387	387	155
304	329	329	301
305	256	255	185
400	329	320	65
401	334	332	135
402	374	374	155
500	163	197	50
600	43	15	5
700	374	352	70
701	313	285	45
702	129	118	90
800	382	425	175

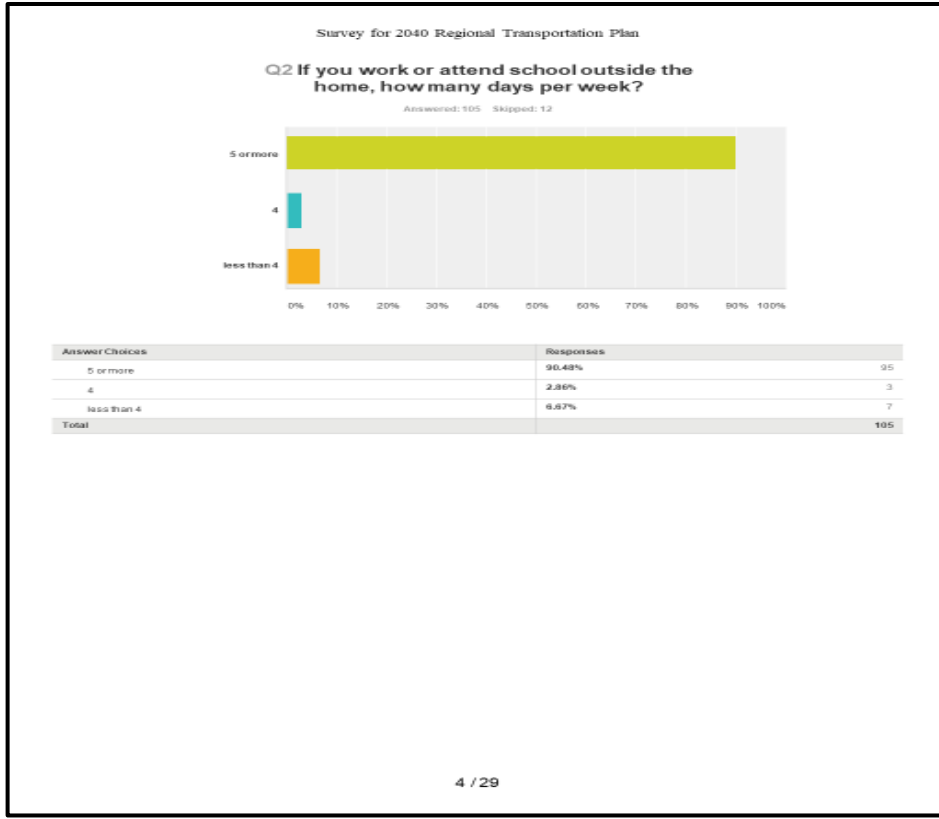
Source: SORTPO

Appendix 3.2 ODOT 8 Year Construction Work Program FFY 2017-2024



Appendix 4.1: Public Survey

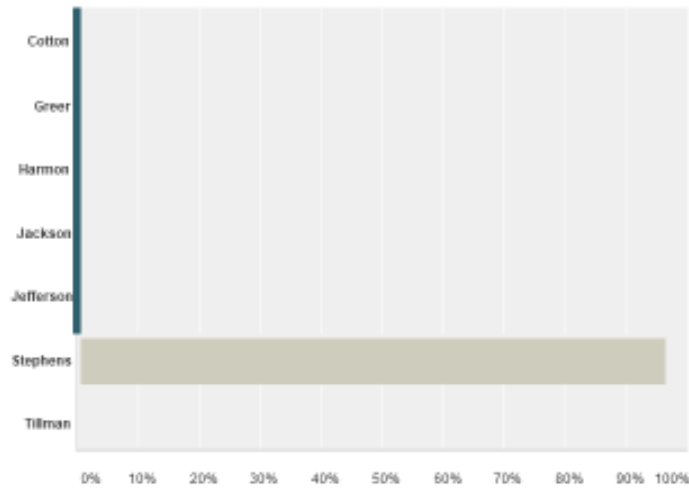




Survey for 2040 Regional Transportation Plan

Q3 In which county do you work or attend school?

Answered: 102 Skipped: 15



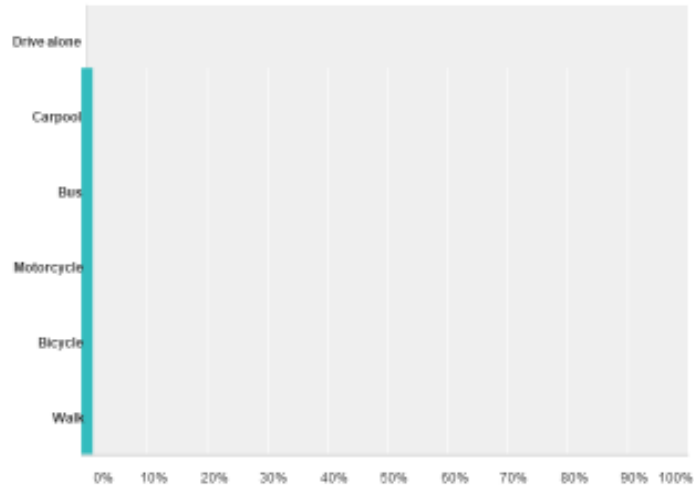
Answer Choices	Responses	
Cotton	2.94%	3
Greer	0.00%	0
Harman	0.00%	0
Jackson	0.00%	0
Jefferson	0.98%	1
Stephens	96.08%	98
Tillman	0.00%	0
Total		102

#	Other (please specify)	Date
1	Duncan	4/12/2017 10:47 AM
2	Stephens, Cotton, Tillman, Jefferson, Comanche	4/12/2017 10:31 AM
3	Tillman, and Comanche as well.	4/11/2017 3:14 PM
4	Velma	4/11/2017 10:33 AM
5	Velma	4/11/2017 10:30 AM
6	Duncan	4/11/2017 10:28 AM
7	Velma	4/11/2017 10:20 AM
8	Velma	4/11/2017 10:12 AM

Survey for 2040 Regional Transportation Plan

Q4 What type of transportation do you use most often to go to work/school?

Answered: 106 Skipped: 11



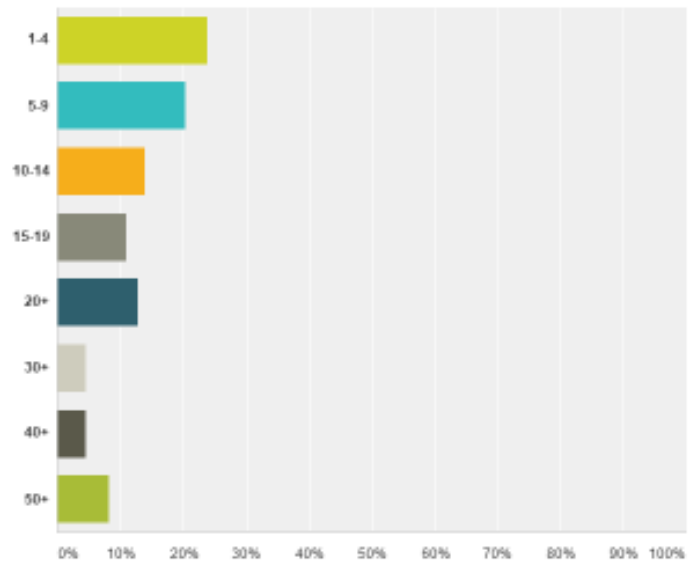
Answer Choices	Responses
Drive alone	97.17% 103
Carpool	1.89% 2
Bus	0.94% 1
Motorcycle	0.00% 0
Bicycle	0.00% 0
Walk	0.00% 0
Total	106

#	Other (please specify)	Date
1	Car	4/11/2017 9:08 AM
2	18 wheeler and driver alone	3/21/2017 6:23 PM
3	Farmer	3/15/2017 11:13 AM

Survey for 2040 Regional Transportation Plan

**Q5 Number of miles travelled (round trip)
for work/school?**

Answered: 108 Skipped: 9

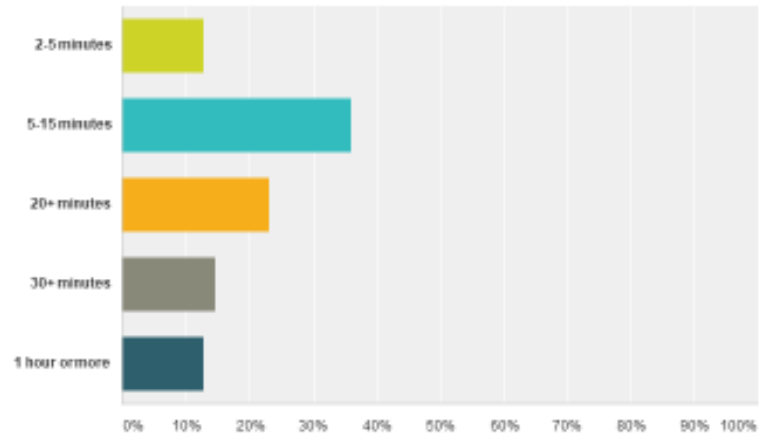


Answer Choices	Responses	
1-4	24.07%	26
5-9	20.37%	22
10-14	13.89%	15
15-19	11.11%	12
20+	12.96%	14
30+	4.63%	5
40+	4.63%	5
50+	8.33%	9
Total		108

Survey for 2040 Regional Transportation Plan

Q6 How much TIME does it usually take to travel (round trip) to work/school?

Answered: 108 Skipped: 9

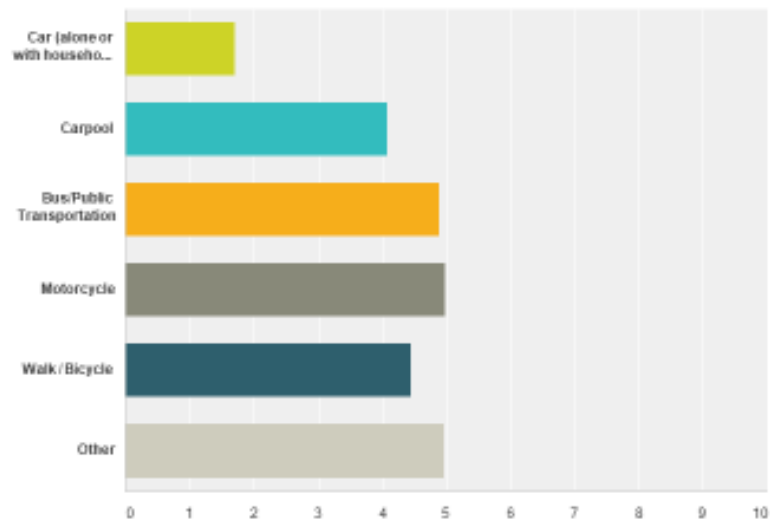


Answer Choices	Responses
2-5 minutes	12.98% 14
5-15 minutes	36.11% 39
20+ minutes	23.15% 25
30+ minutes	14.81% 16
1 hour or more	12.95% 14
Total	108

Survey for 2040 Regional Transportation Plan

Q7 What is your usual method of transportation for OTHER trips such as shopping, appointments, or social outings?

Answered: 112 Skipped: 5

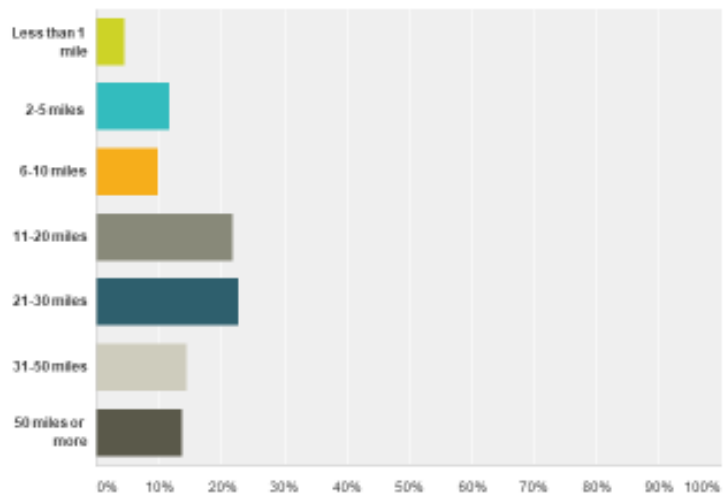


	Every Day	3-4 times per week	1-2 times per week	1-2 times per month	Less	Total	Weighted Average
Car (alone or with household members)	55.96% 61	25.69% 28	11.01% 12	6.42% 7	0.92% 1	109	1.71
Carpool	0.00% 0	8.47% 5	16.95% 10	30.51% 18	44.07% 26	59	4.10
Bus/Public Transportation	1.89% 1	0.00% 0	0.00% 0	1.89% 1	96.23% 51	53	4.91
Motorcycle	0.00% 0	0.00% 0	0.00% 0	1.89% 1	98.11% 52	53	4.98
Walk/Bicycle	1.72% 1	6.90% 4	5.17% 3	15.52% 9	70.69% 41	58	4.47
Other	0.00% 0	0.00% 0	0.00% 0	2.94% 1	97.06% 33	34	4.97

Survey for 2040 Regional Transportation Plan

Q8 How many miles do you usually travel for these other trips (per outing)?

Answered: 109 Skipped: 8



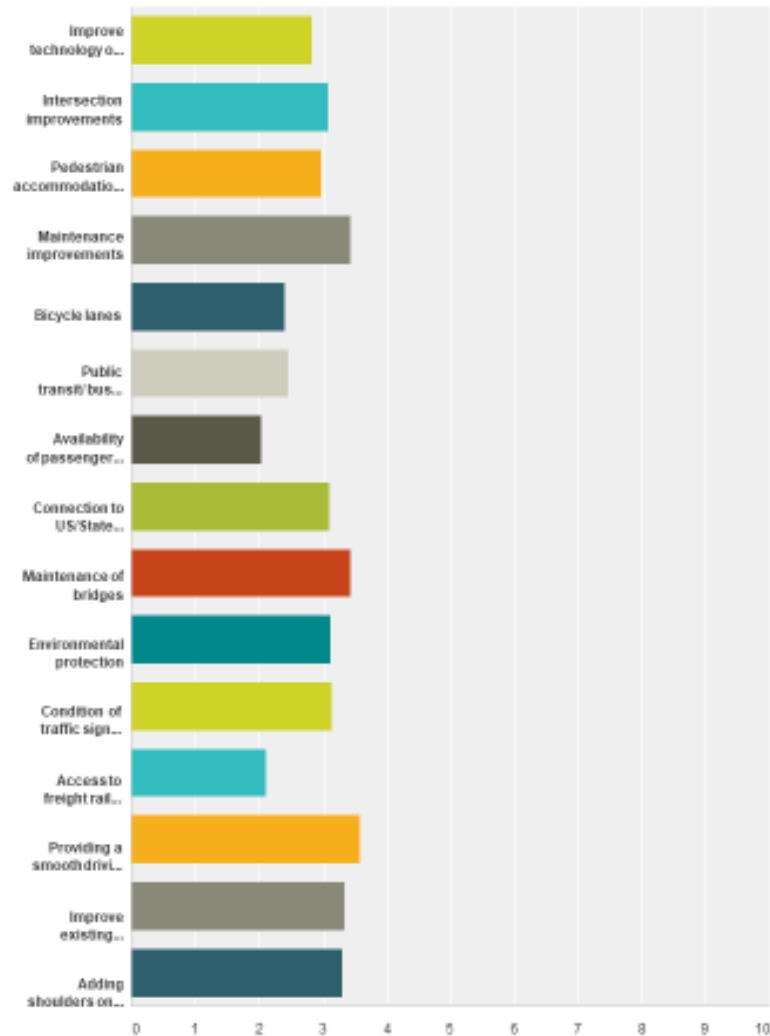
Answer Choices	Responses	
Less than 1 mile	4.59%	5
2-5 miles	11.93%	13
6-10 miles	10.09%	11
11-20 miles	22.02%	24
21-30 miles	22.94%	25
31-50 miles	14.68%	16
50 miles or more	13.76%	15
Total		109

#	Comment / explanation (optional)	Date
1	Other than weekly to OKC and Lawton shopping and work meetings to SWOK and OKC/Tulsa. Quarterly	3/15/2017 11:19 AM
2	Farmer	3/15/2017 11:13 AM
3	I ride my bicycle 20-30 miles during the week 2-3 times. One the weekend I ride for 50 or more miles.	2/16/2017 7:08 PM

Survey for 2040 Regional Transportation Plan

Q9 Please indicate how important each of these transportation system components is to you:

Answered: 110 Skipped: 7

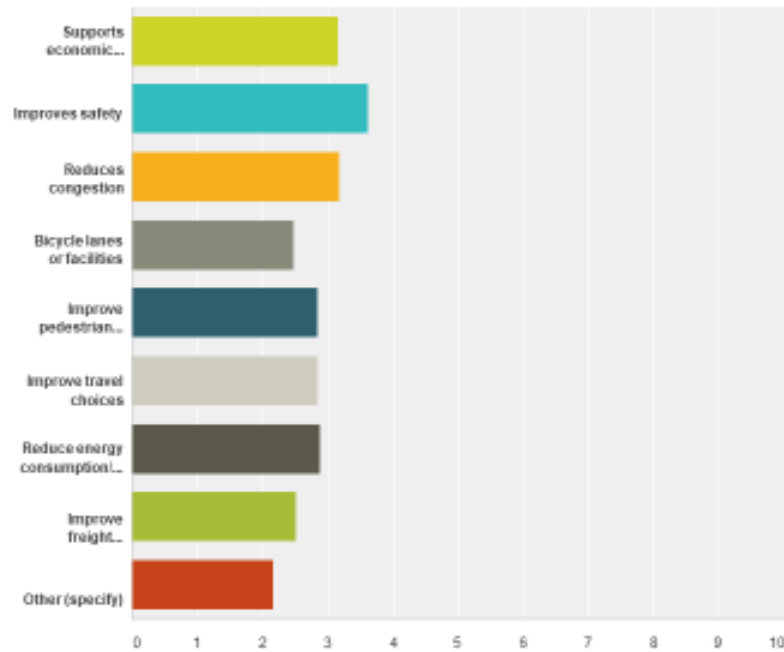


	Not important	Somewhat important	Important	Very important	Total	Weighted Average

Survey for 2040 Regional Transportation Plan

Q10 Which do you think should be a priority when selecting transportation projects?

Answered: 109 Skipped: 8



	Not important	Somewhat important	Important	Very important	Total	Weighted Average
Supports economic development	4.67% 5	15.89% 17	36.45% 39	42.99% 46	107	3.18
Improves safety	0.93% 1	2.78% 3	28.70% 31	67.59% 73	108	3.63
Reduces congestion	2.80% 3	14.95% 16	42.99% 46	39.25% 42	107	3.19
Bicycle lanes or facilities	18.05% 20	33.33% 35	28.57% 30	18.05% 20	105	2.48
Improve pedestrian walkways	8.65% 9	31.73% 33	24.04% 25	35.58% 37	104	2.87
Improve travel choices	7.55% 8	24.53% 26	41.51% 44	26.42% 28	106	2.87
Reduce energy consumption/pollution	6.67% 7	24.76% 26	40.95% 43	27.62% 29	105	2.90
Improve freight movements	16.19% 17	36.19% 38	26.67% 28	20.95% 22	105	2.52
Other (specify)	50.00% 11	9.09% 2	13.64% 3	27.27% 6	22	2.18

Survey for 2040 Regional Transportation Plan

Q11 What are some specific locations with traffic problems that you encounter?

Answered: 80 Skipped: 37

#	Responses	Date
1	In Duncan, OK – Main & 81, 81 in front of WalMart & Braum's, Duncan-Lawton Y, potholes & roughness of numbered streets east of Main	4/12/2017 11:44 AM
2	Stephens County 81-7th Pass, Hwy 81 (2 lanes)	4/12/2017 10:33 AM
3	no sidewalks in neighbor w/walnut + 29th	4/12/2017 9:38 AM
4	I don't know	4/12/2017 8:31 AM
5	none	4/11/2017 4:56 PM
6	Hwy 81 between Main and Plato in Duncan. 8th and Main in Duncan is a very scary intersection.	4/11/2017 4:08 PM
7	The Duncan Bypass is poorly marked and dangerous because of no turn lanes on Camelback, Osage or Gatlin Roads. Needs street lights at all intersections.	4/11/2017 3:23 PM
8	non-sensored intersection	4/11/2017 10:35 AM
9	Duncan Bypass	4/11/2017 10:31 AM
10	not any specific locations. Just mostly drivers not paying attention.	4/11/2017 10:29 AM
11	None	4/11/2017 10:24 AM
12	Highway 81 Duncan	4/11/2017 10:22 AM
13	none	4/11/2017 10:19 AM
14	Highways and intersections	4/11/2017 10:07 AM
15	Town Square in Duncan	4/11/2017 9:42 AM
16	10th Street and Elk intersection 81 Highway from Main Street to north of city	4/11/2017 9:10 AM
17	10th Street and Elk - Duncan Duncan Bypass on/off at intersections is a safety issue	4/10/2017 10:34 AM
18	Duncan Braums intersection, Speedy G's and E & S intersection in Velma	4/4/2017 4:42 PM
19	Chapparral edison complex	4/4/2017 4:39 PM
20	intersections	4/4/2017 4:29 PM
21	Hills on narrow roads	4/4/2017 4:25 PM
22	Going through big city intersection	4/4/2017 4:22 PM
23	going through OKC	4/4/2017 4:19 PM
24	Duncan Braums intersection	4/4/2017 4:04 PM
25	Duncan Walmart Braums intersection	4/4/2017 4:00 PM
26	Speedy G's and hills on narrow roads	4/4/2017 3:54 PM
27		4/4/2017 2:24 PM
28		4/4/2017 2:05 PM
29	Bumpy roads in between Velma and Loco on Texaco Road.	4/4/2017 1:56 PM
30	Speedy G's stop sign.	4/3/2017 4:53 PM
31	Bumpy roads	4/3/2017 4:43 PM
32	Need turn lanes on Duncan Bypass. Need pedestrian overpass at Hwy 81 and Fort Park (Beech)	4/3/2017 4:33 PM

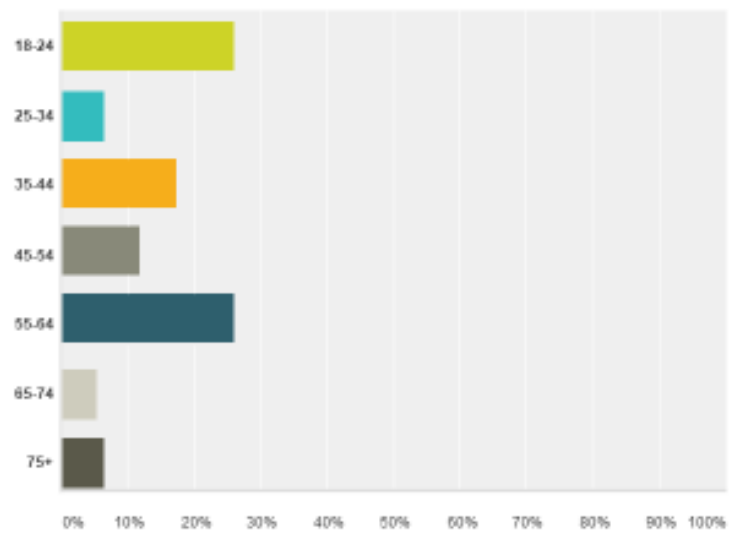
Survey for 2040 Regional Transportation Plan

33	Intersection Duncan	Intersection of 8th and Main	4/3/2017 4:24 PM
34	Intersection Duncan	Highway 81 in front of Walmart in Duncan. The 4 way intersection at Spruce and 19th Street in Duncan.	3/31/2017 11:40 PM
35	Highways	Highway 81 from Elk to Plato rd congestion	3/22/2017 2:42 PM
36	Highways	The intersection of highways 7 and 81 in Stephens County.	3/22/2017 7:37 AM
37	Highways	Duncan Hwy 7 Bypass Duncan Hwy 81	3/21/2017 10:40 PM
38	Highways	Elk and 10th	3/21/2017 9:30 PM
39	Highways	The Duncan bypass is unsafe because of lack of turning lanes to side roads.	3/21/2017 6:34 PM
40	Highways	Boise d arc and 81 hwy.	3/21/2017 6:29 PM
41	Highways	Too many gravel roads that were once paved in my area	3/21/2017 5:19 PM
42	Highways	The Duncan Y, Hwy 7 and Hwy 81. The Flashing lights are awful and we have dangerous as heck making a turn from eastbound 7 onto northbound 81.	3/21/2017 5:07 PM
43	Highways	Hwy 81 between Duncan and Marlow	3/21/2017 4:17 PM
44	Highways	Hwy 7 Bypass (Duncan); dangerous intersections; people have died...	3/16/2017 3:43 PM
45	Highways	Light with LEDs. They are difficult to see during daylight and at angles.	3/16/2017 3:33 PM
46	Highways	Lee Lawton (signal technology); Entrance off of 81 onto Timbercreek for south bound traffic; Poor design at 10th and Elder & Country Club Plato	3/16/2017 3:13 PM
47	Highways	Hwy 81 from Bois D'Arc to Plato Rd between 3:30 & 6pm - congestion deteriorating ancillary roads	3/16/2017 2:55 PM
48	Highways	Elk + 10th (Country Club)	3/16/2017 2:47 PM
49	Highways	Highway intersection at Braum's and Walmart. Need to mark school zones for times and speed changes (in and out of school zones).	3/15/2017 4:45 PM
50	Highways	Duncan Bypass needs re-striping for on/off lanes at intersections.	3/15/2017 4:28 PM
51	Highways	Hwy 81 needs 4 lane bypass. Need better truck access to Industrial Parks.	3/15/2017 2:27 PM
52	Highways	10th and Elk Accessible Public Transportation is needed	3/15/2017 2:22 PM
53	Highways	Public Transportation - very important	3/15/2017 2:15 PM
54	Highways	Lawton Duncan Y, Hwy 81 through Duncan, Duncan Towne Square & Hwy 81	3/15/2017 11:48 AM
55	Highways	US 81 + SH7 - Lawton Marlow Y US 81 Comanche to Duncan needs 4 lanes	3/15/2017 11:38 AM
56	Highways	81 to Hwy 53 from 81 to 76	3/15/2017 11:15 AM
57	Highways	Narrow bridges on east and west of Valma on old Highway 7.	3/15/2017 11:11 AM
58	Highways	Bray Leesway & Main	3/15/2017 11:08 AM
59	Highways	Tucker Rd., Water Plant Road, streets around Stephens County Health Dept.	3/15/2017 10:37 AM
60	Highways	Elk + 10th/Country Club - needs 4 way light	3/15/2017 10:33 AM
61	Highways	Intersection Hwy 7 & Hwy 81	3/15/2017 10:18 AM
62	Highways		3/15/2017 10:12 AM
63	Highways	I would like to see the bus run later in the week and on Sat. and Sun.	3/15/2017 10:09 AM
64	Highways	Aging infrastructure, deteriorating roadways and bridges, no room for pedestrians or cyclists, almost no sidewalks, no thought given to creating more incentive for walking to local attractions or shops when development is occurring, congestion at four way and two way stops, need for traffic lights along Country Club 10th and Elk	3/14/2017 4:49 PM
65	Highways	Bad roads, pot holes	3/14/2017 4:16 PM
66	Highways	Congestion	3/14/2017 4:08 PM
67	Highways	Highway 81 a lot of traffic at 7:00 + 12:00pm and 5 to 6pm	3/14/2017 4:00 PM
68	Highways	Rural county roadways are horrible. Large holes, poor patching.	3/14/2017 3:45 PM

Survey for 2040 Regional Transportation Plan

Q12 Your age group:

Answered: 109 Skipped: 8

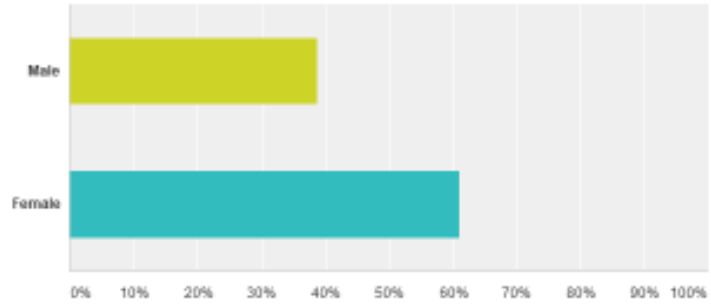


Answer Choices	Responses	
18-24	26.61%	29
25-34	6.42%	7
35-44	17.43%	19
45-54	11.83%	13
55-64	25.69%	28
65-74	5.50%	6
75+	6.42%	7
Total		109

Survey for 2040 Regional Transportation Plan

Q13 Gender:

Answered: 103 Skipped: 14

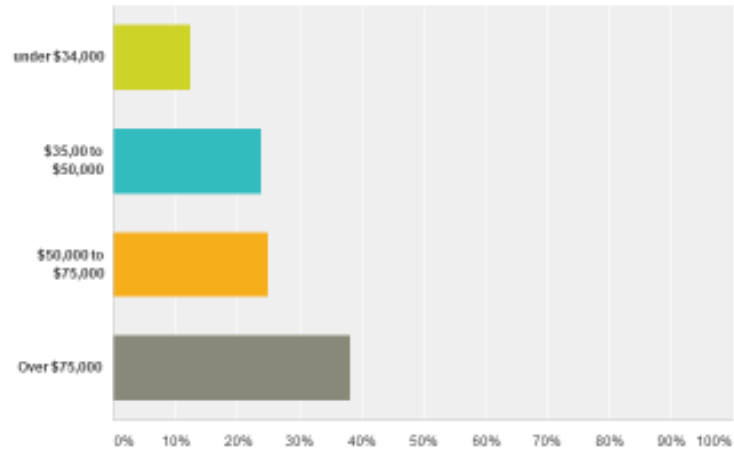


Answer Choices	Responses
Male	38.83% 40
Female	61.17% 63
Total	103

Survey for 2040 Regional Transportation Plan

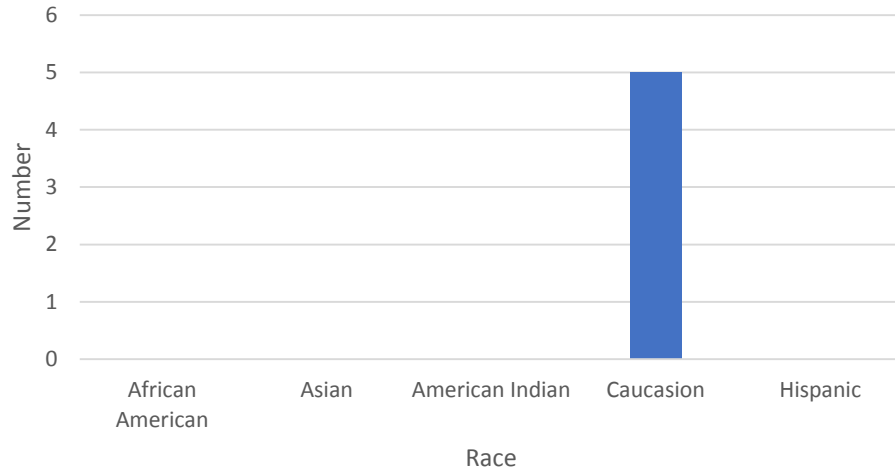
Q14 Household income:

Answered: 104 Skipped: 13



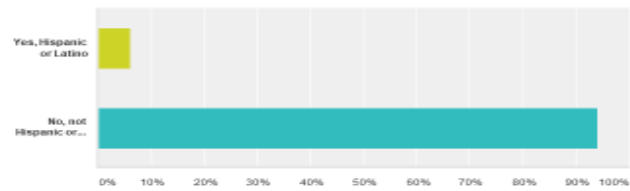
Answer Choices	Responses
under \$34,000	12.50% 13
\$35,00 to \$50,000	24.04% 25
\$50,000 to \$75,000	25.00% 25
Over \$75,000	38.46% 40
Total	104

Question 15: Jefferson County Survey Response



Survey for 2040 Regional Transportation Plan Q16 Are you of Hispanic or Latino origin or descent?

Answered: 83 Skipped: 34



Answer Choices	Responses
Yes, Hispanic or Latino	6.02% 5
No, not Hispanic or Latino	93.98% 78
Total	83

Appendix 4.2: Public Outreach

On February 21, 2017 a stakeholder's meeting was held at the Waurika Depot. Prior to this meeting invitation were sent to local stakeholders.

SORTPO staff distributed a copy of the Jefferson County 2040 LRTP to the following agencies: Jefferson County Commissioners, Waurika City Hall, Oklahoma Aeronautics Commission, Oklahoma Agriculture Food & Forestry, Oklahoma Department of Environmental Quality, Oklahoma Geological Survey, Oklahoma Department of Transportation, Oklahoma Department of Wildlife, Oklahoma Historical Society, and Oklahoma Water Resources Board.

A legal notice advertising SORTPO's public hearing to adopt the 2040 Jefferson County 2040 LRTP was placed in The Waurika News Journal. The SORTPO Policy Board held a public hearing on September 28, 2017 to receive comments on the Jefferson County 2040 LRTP prior to its' adoption.

Invitation to Stakeholder Meeting



February 2, 2017

The Southwest Oklahoma Regional Transportation Planning Organization ("SORTPO") is the regional transportation planning organization for southwest Oklahoma. Within this region are 16 counties, including the eight counties within the South Western Oklahoma Development Authority (SWODA) Council of Government and the eight counties comprising the Association of South Central Oklahoma Government (ASCOG). SORTPO is in the process of developing a regional long-range transportation plan for the sixteen counties.

A stakeholder meeting is scheduled to introduce the long-range transportation planning process and to engage you in the early stage of this plan development.

Date: Tuesday February 21, 2017

Time: 9:30am

Location: Waurika Library

This meeting will present opportunities for you to share your areas of concern as well as to help identify transportation programs to meet the needs of the future. Please share this invitation with your associates, as all are welcome, and the meeting is open to the public. We look forward to seeing you there!

Press Release



February 2, 2017

The Southwest Oklahoma Regional Transportation Planning Organization ("SORTPO") is the regional transportation planning organization for southwest Oklahoma. Within this region are 16 counties, including the eight counties within the South Western Oklahoma Development Authority (SWODA) Council of Government and the eight counties comprising the Association of South Central Oklahoma Government (ASCOG). SORTPO is in the process of developing a regional long-range transportation plan for the sixteen counties.

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**Public Review and Comments received beginning
August 28, 2017- September 26, 2017**
2040 Jefferson County Long Range Transportation Plan

Agency	Contact Name	Comments
ODEQ	Jon A. Roberts	This is in response to your August 28, 2017 request for comments on the 2040 Long Range Transportation Plans for Greer, Harmon, Jackson, Jefferson, and Stephens Counties. DEQ has no specific comments about the individual county plans; however, as you assess environmental risk posed by the projects please refer to DEQ Land Protection GIS data layers available for download at http://gisdata-deq.opendata.arcgis.com/ .
ODOT	Lisa Lam	Editorial comments.
Retired OSU Alumni	John Sheppard	Editorial comments.